



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

IN REPLY REFER TO

COMTRAWINGFIVEINST 3710.17 CH-2
N3
4 Sep 12

COMTRAWINGFIVE INSTRUCTION 3710.17 CHANGE TRANSMITTAL 2

Subj: TRAINING AIR WING FIVE T-6B CHECKLIST GUIDE

Encl: (1) Updated Page 1, In-Flight Guide
(2) New Page 1a, In-Flight Guide

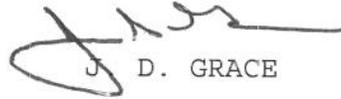
1. Purpose. To provide changes to the basic instruction.
2. Action. Make the following pen and ink or page changes to the basic instruction:

Training Air Wing Five T-6B In-Flight Guide Enclosure (2)

- a. Pg. 1, Replace with updated Pg. 1 and insert Pg. 1a
- b. Pg. 2, List pages 6, 7, 8, 15, 16, 18, 19, 20, 24, 28, 29, 30, 62, 69 with Change 2.
- c. Pg. 6, In frequencies, change frequencies "19" and "20" to "34" and "33" respectively. Add "31" next to "273.575".
- d. Pg. 7, Change "16" in last sentence to "19".
- e. Pg. 8, Change "16" in last sentence to "19".
- f. Pg. 15, Write "15" next to "MOA Common" "16" next to "JAX Center" and "17" next "JAX C Discrete".
- g. Pg. 16, Write "16" next to "338.3/134.15" in both places.
- h. Pg. 18 and 19, Write "28" next to "372.0/120.05" and "29" next to "309.8".
- i. Pg. 20, Write "16/17" next to "134.15/120.2" and "26" next to "133.45/239.4".
- j. Pg. 24, Change "16" to "19," "17" to "24" and "260.1" to "259.25".
- k. Pg. 28, Change "17" to "24".
- l. Pg. 29, Write "51" next to "ATIS", "53" next to "Ground" and "54" next to "Tower".

m. Pg. 30, Write "31" next to "ATIS", "33" next to "Ground" and "34" next to "Tower". Line out "19" and "20".

n. Pg. 30, Write "18" next to "274.7".



J. D. GRACE

Distribution:

COMTRAWINGFIVEINST 5216.1S

Lists I(b), II(f,h,j,p-s), III(a,h,k)



T-6B IN-FLIGHT GUIDE

5 SEPTEMBER 12

COMM FREQUENCIES					
UHF	FREQ	AGENCY	VHF	FREQ	AGENCY
1	290.325	North Whiting ATIS	1		
2	257.775	Clearance Delivery	2		
3	251.150	North Whiting Ground	3		
4	306.925	North Whiting Tower	4	121.400	North Tower
5	278.800	Pensacola Departure	5	127.350	Pensacola Departure
6	291.625	Pensacola App (North)	6	126.850	Pensacola App (North)
7	269.375	Pensacola App (South)	7	119.000	Pensacola App (South)
8	303.150	Area 1 Common	8		
9	269.425	Barin	9		
10	345.200	Summerdale	10		
11			11	122.700	Jack Edwards
12	254.900	Pelican	12		
13	257.975	Brewton	13	122.725	Brewton
14	254.350	Evergreen	14	122.700	Evergreen
15	371.900	NMOA Common	15		
16	338.300	Jax Center MOA	16	134.150	Jax Center MOA
17	346.200	Jax Center Discrete	17	120.200	Jax Center Discrete
18	274.700	Night/RI Common	18		
19	299.500	Area 3	19		
20	350.150	VT-2	20		
21	282.000	Choctaw ATIS	21	134.525	Choctaw ATIS
22	316.950	Whiting Weather (Metro)	22		
23	233.700	Base Ops	23		
24	259.250	Choctaw Tower	24	121.400	Choctaw Tower
25			25	134.875	79J(South AL/Andalus) AWOS
26	239.400	Cairns Approach	26	133.450	Cairns Approach
27			27	122.800	79J (Andalusia) Bay Minnette
28	372.000	Pensacola SMOA	28	120.050	Pensacola SMOA
29	309.800	SMOA Common	29		
30	342.800	VT-3	30		
*30s	South Whiting		*30s	South Whiting	
*40s	Sherman Field		*40s	Sherman Field	
*50s	Pensacola INT		*50s	Pensacola INT	
*60s	Mobile Downtown		*60s	Mobile Downtown	
*70s	Mobile Regional		*70s	Mobile Regional	
*80s	New Orleans Lakefront		*80s	New Orleans Lakefront	
*90s	Tallahassee Regional		*90s	Tallahassee Regional	
98	Flight Service 255.400				
99	GUARD 243.000		99	Guard 121.500	
	Base Frequencies follow the following pattern: 20 is VT-2 (350.150) 30 is VT-3 (342.800) 50 is FITU (273.750) 60 is VT-6 (355.550)			•Denotes frequencies in this range follow the following pattern (if available): X1 is ATIS X2 is Clearance X3 is Ground X4 is Tower X5 and X6 are Approach/Departure	



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*30s	South Whiting		*30s	South Whiting	
*40s	Sherman Field		*40s	Sherman Field	
*50s	Pensacola INT		*50s	Pensacola INT	
*60s	Mobile Downtown		*60s	Mobile Downtown	
*70s	Mobile Regional		*70s	Mobile Regional	
*80s	New Orleans Lakefront		*80s	New Orleans Lakefront	
*90s	Tallahassee Regional		*90s	Tallahassee Regional	
98	Flight Service 255.400				
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T-6B IN-FLIGHT GUIDE

5 SEPTEMBER 12

NAV FREQUENCIES					
CH	FREQ	NAVAID	CH	FREQ	NAVAID
1	112.3	NSE VOR	42	109.3	KNPA ILS 7 L
2	111.75	KNSE ILS-14	51	108.8	NUN VOR
3	115.9	CEW VOR	52	111.1	KPNS ILS 17
4	116.8	MVC VOR	61	112.8	BFM VOR
5	108.8	NUN VOR	62	108.5	KBFM ILS 32
6	109.0	GPT VOR	71	115.3	SJI VOR
7	112.1	MGM VOR	72	109.9	KMOB ILS 14
8	114.0	MAI VOR	73	111.5	KMOB ILS 32
9	111.6	RRS VOR	81	114.1	HRV VOR
10	111.2	OZR VOR	82	111.3	KNEW ILS 18
11	110.2	UIA VOR	91	117.5	SZW VOR
			92	111.9	KTLH ILS 27
			93	110.3	KTLH ILS 36
32	110.55	KNDZ ILS 32			
41	117.2	NPA			
		Starting with channel 32 the numbers match up with the airports in the comm frequencies. X1 is the VOR to the field. X2, X3 are the ILS for the airfield starting with lower number.			
FMS ROUTES					
Page	To get a company route go to the page listed and find the route you would like to select.		Page	NOTE: Ensure selected routes match your clearance.	
1	Local Course Rules VMC ONLY!!!		11	MGM Stereo Routes	
2	Brewton Entry		12	MOB Stereo Routes	
3	Evergreen Entry		13	MOB Stereo Routes	
4	Monroeville Entry		14	MVC Stereo Routes	
5	Barin Entry		15	OZR Stereo Routes	
6	NSE Stereo Routes		16	PNS Stereo Routes	
7	BFM Stereo Routes		17	TLH Stereo Routes	
8	BFM Stereo Routes		18	TOI Stereo Routes	
9	DHN Stereo Routes		19	1R8/79J Stereo Routes	
10	DHN/JKA Stereo Routes		20	VR1021/VR/1082/VR1085	



T-6B IN-FLIGHT GUIDE

5 SEPTEMBER 12

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5	108.8	NUN VOR	62	108.5	KBFM ILS 32
6	109.0	GPT VOR	71	115.3	SJI VOR
7	112.1	MGM VOR	72	109.9	KMOB ILS 14
8	114.0	MAI VOR	73	111.5	KMOB ILS 32
9	111.6	RRS VOR	81	114.1	HRV VOR
10	111.2	OZR VOR	82	111.3	KNEW ILS 18
11	110.2	UIA VOR	91	117.5	SZW VOR
			92	111.9	KTLH ILS 27
			93	110.3	KTLH ILS 36
32	110.55	KNDZ ILS 32			
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8	BFM Stereo Routes		18	TOI Stereo Routes	
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IN REPLY REFER TO

COMTRAWINGFIVEINST 3710.17 CH-1
N3
3 May 12

COMTRAWINGFIVE INSTRUCTION 3710.17 CHANGE TRANSMITTAL 1

Subj: TRAINING AIR WING FIVE T-6B CHECKLIST GUIDE

Encl: (1) Updated Page 10, In-Flight Guide
(2) Updated Page 11, In-Flight Guide
(3) Updated Page 26, In-Flight Guide
(4) Updated Page 42, In-Flight Guide

1. Purpose. To provide changes to the basic instruction.
2. Action. Make the following pen and ink or page changes to the basic instruction:

Training Air Wing Five T-6B In-Flight Guide Enclosure (2)

- a. Page 1, change Choctaw Tower UHF CH 17 manual frequency to "259.25".
- b. Page 1, change Channel 10 from Silverhill to "Monroeville".
- c. Page 2, list pages 1, 7, 8, 10, 11, 13, 26A, 28, 42, 44, and 69 with Change 1.
- d. Page 7, Area 1 departure, change sentence to read: "Area 1: Passing 5500 MSL turn 270, cancel radar while climbing to 8500 MSL". Area 3 departure, change to read: "Area 3: Passing 4200 MSL turn to 180 and level off @ 4500 MSL. ATC will advise further climbs."
- e. Page 8, Area 1 departure, change sentence to read: "Area 1: Passing 5500 MSL turn 270, cancel radar while climbing to 8500 MSL". Area 3 departure, change to read: "Area 3: Passing 4200 MSL turn to 180 and level off @ 4500 MSL. ATC will advise further climbs."
- f. Page 10, attach enclosure (1) to page 10.
- g. Page 11, attach enclosure (2) to page 11.
- h. Page 13, in box, change break altitude to "1300' MSL". Under **ALL AIRCRAFT:** 3rd line, change to read: "Descend to 1300' MSL...".
- i. Page 14, in box, change break altitude to "1300' MSL". Under **ALL AIRCRAFT:** 3rd line, change to read: "Descend to 1300' MSL...".

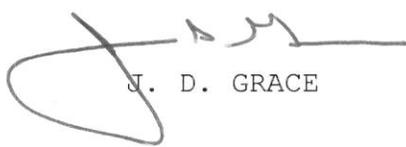
- j. Page 26, attach enclosure (3) to page 26.
- k. Page 28, on top of page, change Choctaw Tower frequency to "259.25".
- l. Page 42, attach enclosure (4) to page 42.
- m. Page 44, under Minimum Altitudes, 2nd line, Stalls and slow flight, change to: "7,000' AGL".
- n. Page 69, near top of right column, change Choctaw ATIS frequency to "290.55".

Training Air Wing Five T-6B Checklist Study Guide Enclosure (3)

- a. Page 4, paragraph that reads, "Prior to conducting the Before Exterior Inspection", remove "Off, Normal, Normal" from front and rear cockpit verbiage.
- b. Page 5, Cockpit (All Flights) Checklist, Step 3. "Anti-Suffocation Valve", under REPLY, add a second "Checked" and highlight yellow for IP (BOTH) response.
- c. Page 18, bottom of page, REPLY column item concerning reading back clearance to Tower. Change "(read back clearance verbatim)" to "(read back clearance verbatim with exception of winds)".

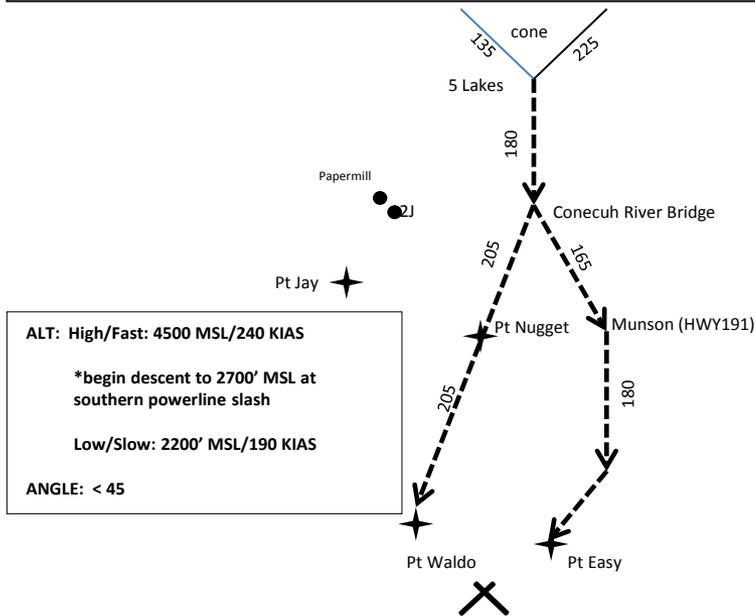
Simulator Practice Kneeboard Checklist Enclosure (4)

- a. Top of page 1, remove "Off, Normal, Normal" from both of the first two lines.
- b. First page, page 1, Cockpit (All Flights) Checklist, Step 3., "Anti-Suffocation Valve", after the "CHECKED" response add "(BOTH)" and highlight yellow.
- c. Page 4, top of page 7, change "(read back clearance verbatim)" to "(read back clearance verbatim with exception of winds)".
- d. Page 5, page 10, Descent Checklist, Step 3., change to "MASTER ARM.....SAFE". Step 4., change to "DEFOG.....ON or OFF (as required)".


J. D. GRACE

Distribution:
COMTRAWINGFIVEINST 5216.1S
Lists I(b), II(f,h,j,p-s), III(a,h,k)

Course Rules Arrivals – North Recovery to Conecuh River Bridge



High/Fast Recovery

- Altitude – 4500' MSL prior to Five Lakes (No lower than 2700' MSL for weather)
- Airspeed – 240 KIAS prior to Five Lakes
- Angle - Intercept 180 hdg by Five Lakes with no greater than 45 deg intercept
 - Descend to 2700' MSL passing Southern Power Line Slash
- ATIS - @ Southern Pwr Line Slash switch to Pensacola Appch CH 6 with OLF and ATIS

Low/Slow Recovery

- Altitude – 2200' MSL prior to Five Lakes (No lower than 1700' with ATC approval)
- Airspeed – 190 KIAS prior to Five Lakes
- Angle - Intercept 180 hdg by Five Lakes with no greater than 45 deg intercept
- ATIS - @ Southern Pwr Line Slash switch to Pensacola Appch CH 6 with OLF and ATIS

Conecuh River Bridge to Pt Waldo (RWY 05/14)

- Over the bridge, turn 205 to Pt Nugget
- Continue 205 until Pt Waldo

Conecuh River Bridge to Pt Easy (RWY 23/32)

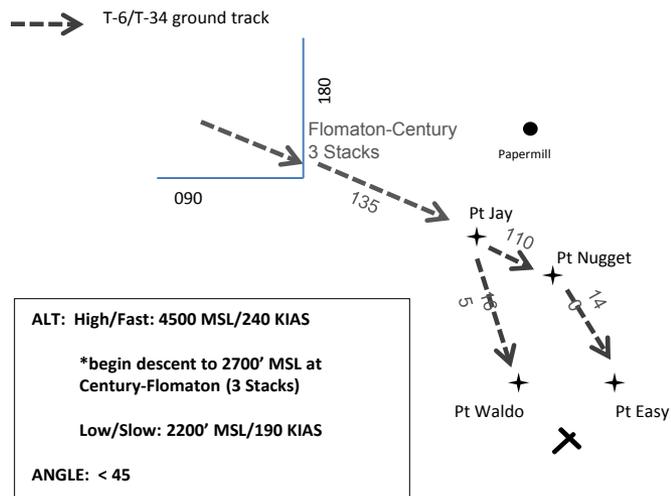
- Over the bridge, turn 165 to intercept HWY 191 north of Munson
- Fly ¼ WTD west of HWY 191 heading 180
- Cross bend in HWY 191, fly SW ¼ east of HWY 191 to Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1300

Change 1

Enclosure (1)

Course Rules Arrivals – North Recovery To Point Jay



Enclosure (2)

High/Fast Recovery

- Altitude – 4500 MSL prior to Century-Flomaton (No lower than 2700' MSL for weather)
- Airspeed – 240 KIAS prior to Century-Flomaton
- Angle - Intercept 135 hdg on intercept between 090 and 180 hdg (<45 deg)
 - Over Century-Flomaton (3 stacks) start descent to 2700' MSL
- ATIS - Contact Pensacola Approach CH6 prior to Pt Jay with OLF and ATIS

Low/Slow Recovery

- Altitude - Be @ Century/Flomaton be @ 2200 MSL
- Airspeed – 190 KIAS by Century/Flomaton
- Angle - Intercept 135 hdg by Century/Flomaton with no greater than 45 deg intercept
 - Remain clear of Fox Area and intercept Course Rules by Century/Flomaton
- ATIS – Contact Pensacola Approach CH 6 prior to Pt Jay with OLF and ATIS

Pt Jay to Pt Waldo (RWY 05/14)

- 165° to Pt Waldo

Pt Jay to Pt Easy (RWY 23/32)

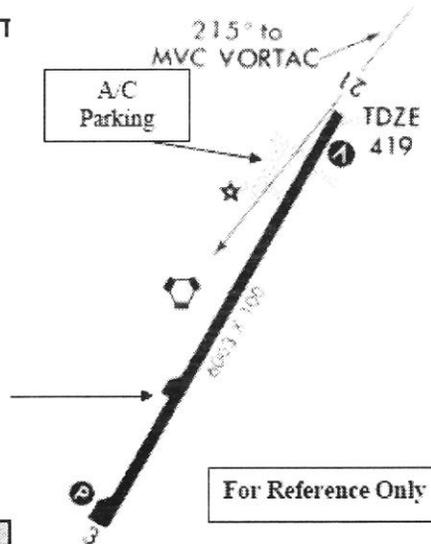
- 110° to Pt Nugget, 140° to Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1300

Change 1

MONROEVILLE OLF (KMVC)

CH 10 (UHF 345.2) (123.0 CT)



RIGHT PPEL
LEFT BREAK

BREAK: 1500' MSL
PATT: 1200' MSL

FIELD ELEV: 419'

DELTA PATTERN OPS+	
CONFIGURATION	Gear
ALTITUDE	1700' MSL
AIRSPEED	120 KIAS

For Reference Only

NSE BINGO
410
(Jay CRs)

1. Max T-6B in pattern is 4
2. PPEL traffic has priority regardless of type
3. Civil traffic have right of way
4. Pilots shall monitor CTAF 123.0
5. Lighting is controlled by FBO. When FBO is closed, lighting is not available
6. When no RDO on duty, PPELs may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes

Change 1

Change 1

WEATHER REQUIREMENTS

OPNAV 3710:

- Weather briefings received more than 2.5 hours prior to takeoff will be void and require rebriefing. Briefing is valid for ETD plus ½ hour.
- Regardless of weather, IFR flight plans shall be filed and flown whenever practicable as a means of MACA
- IFR flight plans may be filed for a destination at which forecast weather is below the appropriate minimums provided a suitable alternate airfield is forecast to have at least a 3000' ceiling and 3SM vis during ETA +/-1 hour.
- Alternates must have compatible published approach that can be flown without two-way radio communication
- Flights shall be planned to circumvent areas of forecast icing and thunderstorm conditions whenever practicable.
- Planned fuel reserve at destination or alternate, if one is required, will not be less than needed for 20 mins of flight based on max endurance at 10000' MSL. (105 lbs reserve = 20 mins @ Max Endurance – 10k)
- IFR takeoff: Published minimums for the nonprecision approach, but not less than 300' ceiling and 1SM visibility. When precision approach is available (and aircraft able to fly it) for the landing runway in use, takeoff less than 300/1 is authorized provided the weather is at least equal to the precision approach minimums but no less than 200' ceiling, ½ SM visibility/2400' RVR.
- All CNATRA training flights require an alternate airfield outside of local area
- Greater than 180 NM from KNSE or KNPA an alternate is required regardless of actual or forecast weather
- Performance characteristics allow for enroute flight above existing or developing severe thunderstorms (SIGMETS)

TRAWING 5 FWOP

- Aircraft shall not operate in a SIGMET at night
- Aircraft can operate in a SIGMET during the day if
 - VMC can be maintained and all significant cells avoided
 - Hatched out by a qualified weather forecaster
- Solos need 5000/5 for departure and recovery +/- 1 hour, no ceiling in working area

Enclosure (4)

DESTINATION WEATHER ETA plus and minus 1 hour	ALTERNATE WEATHER ETA plus and minus 1 hour	
0 – 0 up to but not including Published minimums	3,000 – 3 or better	
Published minimums up to but not including 3,000 – 3 (single – piloted absolute minimums 200 – 1/2) (single – piloted helicopter/tilt – rotor absolute minimums 200 – 1/4)	NON-PRECISION	PRECISION
	*Published minimums plus 300 – 1	*Published minimums plus 200 – 1/2
3,000 – 3 or better	No alternate required	
*In the case of single – piloted or other aircraft with only one operable UHF/VHF transceiver, radar/airport surveillance approach (PAR/ASR) minimums may not be used as the basis for selection of an alternate airfield.		

Change 1



DEPARTMENT OF THE NAVY

COMMANDER

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

CH-2 incorp 4 Sep 12 - cmw

CH-1 incorp 3 May 12 - cmw

IN REPLY REFER TO

COMTRAWINGFIVEINST 3710.17

N3

6 Dec 11

COMTRAWING FIVE INSTRUCTION 3710.17

From: Commander, Training Air Wing Five

Subj: TRAINING AIR WING FIVE T-6B CHECKLIST GUIDE

Ref: (a) NAVAIR A1-T6BAA-NFM-100, T-6B Flight Manual
(b) NAVAIRA1-T6BAA-FCL-100, T-6B Pilot's Abbreviated Flight Crew Checklist
(c) COMTRAWINGFIVEINST 3710.2U, Fixed-Wing Standard Operating Procedures
(d) CNATRA P-764, Flight Training Instruction, Primary Contact

Encl: (1) CNATRA T-6B Quad-Fold Checklist
(2) Training Air Wing FIVE T-6B In-Flight Guide
(3) Training Air Wing FIVE T-6B Checklist Study Guide
(4) Simulator Practice Kneeboard Checklist

1. Purpose. To aid Student Naval Aviators (SNAs) and Instructors Under Training (IUTs) in basic cockpit procedures necessary to successfully operate the T-6B, and to standardize the method by which all Training Air Wing (TRAWING) FIVE aircrews perform normal checklists.

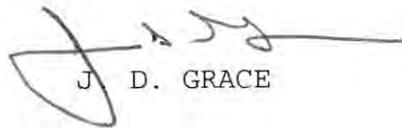
2. Scope. This instruction is applicable to all TRAWING FIVE flight operations in the T-6B. It is intended only to complement the T-6B Flight Manual and Abbreviated Flight Crew Checklist (PCL), which are the superseding instructions.

3. Discussion. SNAs and IUTs at TRAWING FIVE must immediately become proficient in basic cockpit procedures and Flight Manual normal checklists. Every pilot should be thoroughly familiar with references (a) through (d) prior to any flight or ground cockpit training. Per reference (a), all pilots shall carry reference (b) on every flight.

4. Action. This directive is effective upon receipt. To ensure the longevity of the PCL and T-6B Quad-Fold Checklist, SNAs and IUTs shall not mark, write, or make notes in the PCL or Quad-Fold Checklist. Enclosures (3) and (4) are study aids and are meant to supplement the

Flight Manual and PCL by providing documents for learning basic cockpit procedures and normal checklist in the T-6B. **Enclosures (1) and (2) are authorized for use in-flight.** Reference (b) shall be used in the T-6B. These guides comply with and shall be updated in conjunction with, changes to references (a) and (b). Submit recommended changes to Commander, Training Air Wing FIVE, Attn: T-6B Standardization.

5. The TRAWING FIVE Point of Contact is CDR Dave Humphreys, T-6B Standardization, DSN: 868-7056



J D. GRACE

Distribution:
COMTRAWINGFIVEINST 5216.1S
Lists I(b), II (f,h,j,p-s), III (a,h,k)

COCKPIT (ALL FLIGHTS)

1. Strap in COMPLETE (BOTH)
2. BAT switch ON
3. Anti-suffocation valve Check (BOTH)
4. External power AS REQUIRED
5. Seat height ADJUST
6. Rudder pedals ADJUST
7. Flight controls CHECK (BOTH)
8. Fire detection system TEST (FIRE 1 and FIRE 2) (BOTH)
9. Lamp test switch CHECK (BOTH)
10. Flaps UP
11. Exterior lights OFF
12. TRIM DISCONNECT switch NORM (BOTH)
13. Interior lights AS REQUIRED
14. TRIM AID switch OFF
15. Trim operation CHECK (BOTH):
 - a. Aileron, elevator, and rudder trim - CHECK
 - b. Elevator and aileron trim - SET FOR T/O
 - c. Rudder trim - SET OUTSIDE GREEN RANGE
16. EMER LDG GR handle CHECK STOWED
17. MASTER ARM switch SAFE
18. Clock SET
19. UFCP lower panel switches SET:
 - a. HUD TEXT/FPM UNCAGE/CAGE - CAGE
 - b. LGT NIGHT/DAY/AUTO HUD - AUTO HUD
 - c. MFD/UFCP/REPEAT/NORM - NORM
 - d. LGT-BRT - AS REQUIRED
 - e. LGT-UFCP - AS REQUIRED
20. Audio panel AS REQUIRED
21. DEFOG switch OFF
22. ELT switch ARM
23. PARKING BRAKE RESET
24. Chocks REMOVED
25. GEN switch OFF (BOTH)
26. FUEL BAL switch AUTO
27. MANUAL FUEL BAL switch OFF
28. AVIONICS MASTER switch OFF
29. BUS TIE switch NORMAL
30. PROBES ANTI-ICE switch CHECK, OFF
31. BOOST PUMP switch CHECK, ARM
32. PMU switch NORM (LEVER LOCKED)
33. EVAP BLWR control AS REQUIRED
34. AIR COND switch AS REQUIRED
35. BLEED AIR INFLOW switch OFF
36. PRESSURIZATION switch NORM (guarded position)
37. RAM AIR FLOW switch AS REQUIRED
38. TEMP CONTROL switch AUTO

ENGINE START HIGH IOAT AT START (>80° C)

1. PCL Verify OFF
2. PMU RESET IF NECESSARY
3. PMU switch OFF
4. Propeller Area CLEAR
5. STARTER switch MANUAL FOR 20 SECONDS MAXIMUM
6. STARTER switch NORM
7. PMU switch NORM
8. Verify IOAT indicates 80° C or less
9. Repeat steps 3 through 8 as necessary
10. Continue with Engine Start(AUTO) procedure

ENGINE START (AUTO)

1. Canopy CLOSED AND LATCHED (BOTH)
2. Navigation and anti-collision lights AS REQUIRED
3. PMU FAIL/PMU STATUS message EXTINGUISHED
4. PCL ADVANCE TO START POSITION

(ST READY ADVISORY)

5. Propeller area CLEAR
6. STARTER switch AUTO/RESET
7. Engine instruments MONITOR AND CHECK
8. PCL ADVANCE PAST TWO CLICKS, THEN IDLE, AT OR ABOVE 60% N₁
9. External power DISCONNECT (if used)

BEFORE TAXI

1. GEN switch ON, WARNING EXTINGUISHED
2. AUX BAT switch ON
3. BLEED AIR INFLOW switch NORM
4. EVAP BLWR control AS REQUIRED
5. AIR COND switch AS REQUIRED
6. AVIONICS MASTER switch ON
7. Oxygen mask ON AND SECURE
8. OBOGS CHECK (BOTH)
 - a. OBOGS supply lever ON
 - b. OBOGS concentration lever NORMAL
 - c. OBOGS pressure lever CHECK EMERGENCY then back to NORMAL
 - d. Check flow indicator for normal operation (BOTH)
9. Anti-G test DEPRESS AS REQUIRED (BOTH)
10. System test panel CHECK:
 - a. Lamp test switch - CHECK (BOTH)
 - b. AOA system test switch - TEST
 - (1)LOW - AMBER DONUT, 10.5 UNITS
 - (2)HIGH - GREEN CHEVRON, STICK SHAKER, 18 UNITS
 - c. ALT audio switch - TEST
 - d. LDG GR audio switch - TEST
 - e. OVR SPD audio switch - TEST
 - f. OVR G audio switch - TEST
 - g. BINGO FUEL audio switch - TEST

11. Speed brake CHECK (GROUND CREW OBSERVER IF AVAILABLE) (BOTH)

12. Flaps CHECK (GROUND CREW OBSERVER IF AVAILABLE)(BOTH)

- a. Set flaps LDG - Verify flaps move to LDG, indicator reads LDG, and speed brake retracts (message extinguishes)
- b. Set flaps TO - Verify flaps move to TO and indicator reads TO
- c. Attempt to extend speed brake Verify speed brake does not extend

13. TRIM AID switch ON

- a. Verify TAD OFF message extinguished
- b. Verify yaw (rudder) trim set in green range (T/O)

14. Parking brake Release

15. Nose wheel steering ON

16. Brakes CHECK (BOTH)

17. FMS Check

18. TCAS ON/TEST

19. UFCP and MFD SET FLIGHT INFORMATION AS REQUIRED:

- a. INS/GPS ALIGNED & LOCATION CROSS CHECKED
- b. UHF AS REQUIRED
- c. VHF AS REQUIRED
- d. VOR AS REQUIRED
- e. Transponder STANDBY
- f. FMS AS REQUIRED
- g. Altitude, G, speed, fuel flags SET AS REQUIRED

20. Flight instruments CHECK PITCH, ROLL AND HEADING INDICATIONS, AND NO FLAGS

21. Altimeters SET AND CHECK (BOTH)

22. Seat safety pin REMOVE AND STOW AS REQUIRED(show to ground observer if avail)(BOTH)

23. ISS mode Selector SOLO

24. EICAS display CHECK (BOTH)

25. Landing/taxi lights AS REQUIRED

TAXI

1. Heading and turn and slip indicators PROPER INDICATIONS

OVERSPEED GOVERNOR CHECK

1. Brakes HOLD AS REQUIRED
2. PCL IDLE
3. PMU switch OFF (Verify idle N₁ stabilizes between 60 to 70%)
4. PCL ADVANCE TO 100% N_P (approximately 30% torque)
5. PCL ADVANCE SLIGHTLY (verify N_P remains 100% ± 2%)
6. PCL IDLE
7. PMU switch NORM (Verify PMU FAIL message extinguishes, and N_P returns to 46-50%N_P and N₁ returns to 60-61%)

BEFORE TAKEOFF

1. Minimum power at 60 KIAS COMPUTE
2. Speed brake RETRACTED
3. Flaps TO
4. Trim SET FOR TAKEOFF
5. MFD/UFCP/REPEAT/NORM select switch AS REQUIRED
6. Fuel quantity and balance CHECK
7. Engine instruments CHECK
8. DVR control AS REQUIRED
9. Amps VERIFY +50 AMPS OR LESS
10. DEFOG switch OFF
11. Seat safety pin CONFIRM REMOVED AND STOWED (BOTH)
12. ISS mode selector AS REQUIRED (VERIFY THAT ISS MODE SELECTOR LEVER IS LOCKED IN DESIRED DETENT)

LINEUP CHECK

1. Landing/taxi light ON
2. Transponder MODE TO ALT
3. Nose wheel steering OFF
4. PROBES ANTI- ICE switch ON
5. EICAS display CHECK (BOTH)

AFTER TAKEOFF

1. Gear UP (BOTH)
2. Flaps UP (AS REQUIRED) (BOTH)

CLIMB (PASSING 10,000 FEET)

1. OBOGS CHECK FLOW INDICATOR FOR NORMAL OPERATION (BOTH)
2. DEFOG Switch AS REQUIRED
3. Vent control lever AS REQUIRED
4. Pressurization system CHECK

OPERATIONS CHECK

1. Hydraulic pressure CHECK
2. Electrical systems CHECK
3. Fuel quantity/balance CHECK
4. OBOGS CHECK FLOW INDICATOR FOR NORMAL OPERATIONS (BOTH)
5. Engine instruments CHECK
6. Pressurization CHECK

PRE-STALLING, SPINNING AND AEROBATIC CHECKS

1. Loose items STOWED (BOTH)
2. Engine instruments CHECK
3. Fuel balance CHECK LESS THAN 50 POUNDS

DESCENT

1. PFD CHECK (BOTH)
2. Altimeters SET (BOTH)
3. MASTER ARM switch AS REQUIRED
4. DEFOG Switch AS REQUIRED
5. Vent control lever AS REQUIRED

BEFORE LANDING

1. DEFOG switch OFF
2. Engine instruments CHECK
3. Gear DOWN (PRESS DOWN FIRMLY) (BOTH) (CHECK THREE GREEN ANNUNCIATORS ILLUMINATED)
4. Brakes CHECK, AS REQUIRED
5. Flaps AS REQUIRED (BOTH)
6. Speed brake VERIFY RETRACTED

AFTER LANDING

1. ISS mode selector SOLO (AS REQUIRED) (VERIFY ISS MODE SELECTOR LEVER IS LOCKED IN SOLO)
2. Seat safety pin INSTALL (BOTH)
3. PROBES ANTI-ICE switch OFF
4. Flaps UP
5. Trim interrupt button DEPRESS (VERIFY TRIM OFF AND TAD OFF ADVISORIES ILLUMINATED AND TAD SWITCH MOVES TO OFF)
6. Trim SET FOR TAKEOFF
7. MASTER ARM switch SAFE
8. TCAS STBY
9. Transponder STBY

ENGINE SHUTDOWN

1. PARKING BRAKE SET
2. Landing and taxi lights OFF
3. AVIONICS MASTER switch OFF
4. BLEED AIR INFLOW switch OFF
5. RAM AIR FLOW switch OFF
6. AIR COND Switch OFF
7. EVAP BLWR control OFF (BOTH)
8. OBOGS OFF (BOTH)
 - a. OBOGS pressure lever NORMAL
 - b. OBOGS concentration lever NORMAL
 - c. OBOGS supply lever OFF
9. PCL IDLE>60 SECONDS, THEN OFF
10. Interior/exterior lights OFF
11. PMU STATUS message EXTINGUISHED (OR NOTIFY MAINTENANCE)
12. FDR light EXTINGUISHED
13. GEN, BAT, and AUX BAT switches OFF
14. Gust lock ENGAGE (AS REQUIRED)

BEFORE LEAVING AIRCRAFT

1. PARKING BRAKE AS REQUIRED
2. CFS handle safety pins INSTALL (BOTH)
3. DVR/DTS cartridge REMOVE (AS REQUIRED)
4. ISS mode selector SOLO (VERIFY ISS MODE SELECTOR LEVER LOCKED IN SOLO)
5. Oxygen hose and communication cord STOW WITH LOOP FORWARD
6. HUD combiner cover INSTALL
7. Wheel chocks INSTALL (AS REQUIRED)
8. Ext walk-around inspection-VISUALLY CHECK:
 - a. Ground for evidence of fuel or hydraulic leaks
 - b. Flap condition
 - c. Speed brake condition
 - d. Gear, gear doors, and wheel well condition
 - e. Tires for indication of wear, cuts or blisters
 - f. Access doors, panels, fairings, and ventral fin for damage or missing fasteners
 - g. Rudder - LOCKED (AS REQUIRED)

TO 1T-6B-1CL-1

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BEFORE EXTERIOR INSPECTION

1. Seat safety pin INSTALLED AND WARNING STREAMER IS FREE AND CLEAR OF EJECTION SEAT HANDLE (BOTH)
2. Ejection Handle CHECK CONDITION
3. CFS handle safety pin REMOVE AND STOW (BOTH)
4. CFS pin storage box CLOSED AND LATCHED
5. STARTER switch NORM (BOTH)
6. IGNITION switch NORM (BOTH)
7. AVIONICS MASTER switch OFF
8. EVAP BLWR control OFF (BOTH)
9. ISS mode selector SOLO (AS REQUIRED) (VERIFY ISS MODE SELECTOR LEVER IS LOCKED IN SOLO)
10. DTS/DVR cartridge INSERT (AS REQUIRED)
11. Circuit Breakers IN (BOTH)
12. PCL OFF (BOTH)
(Verify PCL moves freely throughout full range of motion and other cockpit PCL follows. Verify positive idle-stop and idle-cutoff gate moves freely to make sure PCL can be moved from IDLE to OFF in both cockpits.)
13. Gear handle DOWN (BOTH)
14. MASTER ARM switch SAFE
15. Brake reservoir CHECK (NOTIFY MAINTENANCE IF FILLER PLUG GREEN BAND IS NOT VISIBLE OR LOWER RED BAND SHOWS)
16. FIREWALL SHUTOFF handle DOWN, GUARD IN PLACE
17. AUX BAT switch ON AND CHECK:
 - a. Backup flight instrument – VERIFY FUNCTIONING
 - b. Backup VHF control head – VERIFY FUNCTIONING, THEN OFF
 - c. Fire warning system test switch – TEST FIRE 1 POSITION (UPPER HALF OF ANNUNCIATOR SHOULD ILLUMINATE)
18. BAT switch ON
19. AUX BAT switch OFF
20. AUX BAT TEST
21. Battery voltage CHECK (23.5 VDC MINIMUM FOR A BATTERY START)
22. Fuel quantity CHECK
23. Seat Height ADJUST (BOTH)
24. BAT switch OFF
25. CFS donor assemblies INSPECT (BOTH) (Inspect for protruding firing plungers)
26. Ejection seat INSPECT (BOTH)
 - a. CFS attach bolt CHECK
 - b. Parachute risers inertial reel CHECK CONDITION/OPERATION
 - c. Lap Straps CHECK CONDITION
 - d. Leg restraint lines CHECK SECURE TO FLOOR AND SEAT
 - e. Ejection seat MOR Handle VISUALLY CHECK FULL DOWN AND LOCKED
 - f. Oxygen Hoses CHECK CONDITION
 - g. Seat survival Kit (SSK) AS REQUIRED
 - h. Ejection seat oxygen supply CHECK
27. Gust lock STOWED
28. Flight pubs STOWED (AS REQUIRED)
29. HUD combiner cover REMOVE AND STOWED

EXTERIOR INSPECTION**Left Wing – Area 1**

1. Flaps Check

2. Main gear Check
 - a. No hydraulic leaks
 - b. No external damage
 - c. Tire condition
 - d. No wheel damage
 - e. Landing light CONDITION
3. Aileron CHECK
4. Static wicks (4) CHECK
5. Position, navigation, and anti-collision strobe lights CHECK CONDITION
6. Wing condition CHECK
7. AOA vane CHECK FOR SMOOTH ROTATION
8. Fuel vents (2) CLEAR
9. Pitot tube CHECK
10. Total air temperature (TAT) probe CHECK
11. Fuel filler cap SECURED
12. Main gear CHECK:
 - a. No hydraulic leaks
 - b. No external Damage
 - c. Tire -CONDITION (NO RED CORD VISIBLE, DEEP CUTS, GOUGES, VISUAL TIRE PRESSURE (ROUND), OR ANYTHING ELSE UNUSUAL
 - d. Brake wear indicators (2)- Check (Wear indicators should protrude above housing. If an indicator reads low, reset parking brake and re-check.
 - e. No wheel damage
 - f. Strut extension (minimum 2 inches)
 - g. Hydraulic brake lines and electric cables – CONDITION
 - h. Gear doors secure
 - i. Landing Light – CONDITION
 - j. Landing gear lock pin and flag – VERIFY REMOVED/STOWED
13. Fuel drains (2) CHECK FOR LEAKS

Left Nose – Area 2

1. Single point refueling door CHECK:
 - a. Refueling cap – VERIFY SECURE
 - b. Pre-check valves - DOWN
 - c. Fuel filter indicator – CHECK IN
 - d. MX fuel shutoff valve - CHECK
2. Nose gear CHECK:
 - a. No hydraulic leaks
 - b. No external damage
 - c. Tire condition
 - d. No wheel damage
 - e. Strut extension (Minimum 2.5 inches)
 - f. Spring strut - Inspect
 - g. Gear doors secure
 - h. Jack pad – SECURE (warning flag removed)
 - i. Landing gear lock pin and flag– VERIFY REMOVED AND STOWED
3. Engine compartment CHECK:
 - a. Oil filler cap – VERIFY SECURE
 - b. Hot battery bus circuit breakers – VERIFY IN
 - c. General condition – CHECK
4. Engine cowling CLOSED/LATCHED (No orange showing on latches)
5. Starter/generator air intake duct CLEAR
6. Fuel drain CHECK
7. Engine exhaust stack CHECK
8. Propeller blades and Spinner CHECK:
 - a. Blade condition
 - b. Security of spinner
 - c. Free propeller rotation
9. Engine air inlet CLEAR

10. Oil cooler inlet and outlet CLEAR
11. Inertial separator exit duct CLEAR

Right Nose – Area 3

1. Maintenance access door-CLOSED AND LATCHED
2. Engine exhaust stack CHECK
3. Engine cowling CLOSED and LATCHED
4. Heat exchanger/ECS intake CHECK
5. Heat exchanger/ECS exhaust CHECK
6. Inertial separator exit duct CLEAR
7. Front cockpit canopy CHECK

Right Wing – Area 4

1. Fuel Drains (2) CHECK FOR LEAKS
2. Main Gear CHECK:
 - a. No hydraulic leaks
 - b. No external Damage
 - c. Tire -CONDITION (NO RED CORD VISIBLE, DEEP CUTS, GOUGES, VISUAL TIRE PRESSURE (ROUND), OR ANYTHING ELSE UNUSUAL
 - d. Brake Wear Indicators (2)- CHECK (wear indicators should protrude above housing. If indicator reads low, reset the parking brake and recheck).
 - e. No wheel damage
 - f. Strut extension (minimum 2 inches)
 - g. Hydraulic brake lines and electric cables – CONDITION
 - h. Gear doors secure
 - i. Taxi light – CONDITION
 - j. Landing gear lock pin and flag – VERIFY REMOVED AND STOWED
3. Fuel vents (2) CLEAR
4. Fuel filler cap SECURED
5. Pitot tube CHECK
6. Wing condition CHECK
7. Position, navigation, and anti-collision strobe lights CHECK CONDITION
8. Static wicks (4) CHECK
9. Aileron CHECK
10. Main Gear CHECK:
 - a. No hydraulic leaks
 - b. No external damage
 - c. Tire condition
 - d. No wheel damage
 - e. Taxi light - CONDITION
11. Flaps Check

3. Fuel vents (2) CLEAR
4. Fuel filler cap SECURED
5. Pitot tube CHECK
6. Wing condition CHECK
7. Position, navigation, and anti-collision strobe lights CHECK CONDITION
8. Static wicks (4) CHECK
9. Aileron CHECK
10. Main Gear CHECK:
 - a. No hydraulic leaks
 - b. No external damage
 - c. Tire condition
 - d. No wheel damage
 - e. Taxi light - CONDITION
11. Flaps Check

Right Fuselage – Area 5

1. Rear cockpit canopy CHECK
2. Ext CFS handle access door UNLOCKED
3. Emer gnd egress MX pin REMOVED AND DOOR LATCHED
4. Speed brake CHECK
5. Antennas CHECK
6. Ventral fin CHECK
7. Hydraulic reservoir fluid level CHECK
8. Hydraulic system service bay access panel CLOSED/LATCHED
9. Avionics door CLOSED AND LATCHED
10. AC service panel access door SECURED
11. Static ports (2) CLEAR
12. AC inlet/exhaust CLEAR

Empennage – Area 6

1. Vertical and right horiz stabilizer CHECK
2. Elevator and elevator trim tab CHECK

3. Static wicks (9) CHECK
4. Rudder and rudder trim tab CHECK
5. Left horizontal stabilizer CHECK

Left Fuselage – Area 7

1. Static ports (2) CLEAR
2. AC inlet/exhaust CLEAR
3. Gnd crew headset jack flip cover SECURE
4. Baggage compartment SECURE LOOSE ITEMS AND LATCH DOOR
5. Avionics door CLOSED/LATCHED
6. GPU plug access door AS REQUIRED
7. Ext CFS handle access door UNLOCKED
8. Emerg gnd egress mx pin REMOVED AND DOOR LATCHED

REAR COCKPIT (SOLO FLIGHT)

1. Ejection seat INSPECT
 - a. Seat safety pin –INSTALLED AND WARNING STREAMER IS FREE AND CLEAR OF EJECTION SEAT HANDLE (BOTH)
2. CFS handle safety pin INSTALLED
3. ISS mode selector SOLO
4. Left console circuit breakers CHECK IN
5. TRIM DISCONNECT switch NORM
6. Interior lighting OFF
7. Audio panel NORM; VOLUME AND VOX KNOBS - IN
8. BAT and GEN Switches OFF
9. STARTER switch NORM
10. IGNITION switch NORM
11. BOOST PUMP switch ARM
12. EVAP BLWR control AS REQUIRED
13. OBOGS OFF
 - a. OBOGS Supply Lever – OFF
 - b. OBOGS Concentration Lever – NORMAL
 - c. OBOGS Pressure Lever – NORMAL
14. Right console circuit breakers CHECK IN
15. Rear cockpit tie down (solo flight)-COMPLETE AS FOLLOWS:
 - a. Solo strap-Route upper loops to parachute risers
 - b. Oxygen hose/emergency oxygen hose/intercom leads-route through lower loops of solo strap
 - c. Lap strap-Pull tight and wrap solo strap around excess lap strap material.
 - d. Leg restraints-fasten leg garters around oxygen hose, emergency oxygen hose, and lap strap bundle (pull excess leg restraint line tight through leg restraint snubber unit)
 - e. Ejection seat shoulder harness-ensure seat harness is fully retracted and shoulder harness control lever is in locked position
 - f. Ejection Seat – full down
 - g. CFS handle safety pin-tie warning streamer to leg restraint lines
 - h. Control stick boot collar-check for possible restriction to control stick movement
16. Map containers CLOSED
17. Loose articles REMOVED AND STOWED



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5 SEPTEMBER 12

COMM FREQUENCIES					
UHF	FREQ	AGENCY	VHF	FREQ	AGENCY
1	290.325	North Whiting ATIS	1		
2	257.775	Clearance Delivery	2		
3	251.150	North Whiting Ground	3		
4	306.925	North Whiting Tower	4	121.400	North Tower
5	278.800	Pensacola Departure	5	127.350	Pensacola Departure
6	291.625	Pensacola App (North)	6	126.850	Pensacola App (North)
7	269.375	Pensacola App (South)	7	119.000	Pensacola App (South)
8	303.150	Area 1 Common	8		
9	269.425	Barin	9		
10	345.200	Summerdale	10		
11			11	122.700	Jack Edwards
12	254.900	Pelican	12		
13	257.975	Brewton	13	122.725	Brewton
14	254.350	Evergreen	14	122.700	Evergreen
15	371.900	NMOA Common	15		
16	338.300	Jax Center MOA	16	134.150	Jax Center MOA
17	346.200	Jax Center Discrete	17	120.200	Jax Center Discrete
18	274.700	Night/RI Common	18		
19	299.500	Area 3	19		
20	350.150	VT-2	20		
21	282.000	Choctaw ATIS	21	134.525	Choctaw ATIS
22	316.950	Whiting Weather (Metro)	22		
23	233.700	Base Ops	23		
24	259.250	Choctaw Tower	24	121.400	Choctaw Tower
25			25	134.875	79J(South AL/Andalus) AWOS
26	239.400	Cairns Approach	26	133.450	Cairns Approach
27			27	122.800	79J (Andalusia) Bay Minnette
28	372.000	Pensacola SMOA	28	120.050	Pensacola SMOA
29	309.800	SMOA Common	29		
30	342.800	VT-3	30		
*30s	South Whiting		*30s	South Whiting	
*40s	Sherman Field		*40s	Sherman Field	
*50s	Pensacola INT		*50s	Pensacola INT	
*60s	Mobile Downtown		*60s	Mobile Downtown	
*70s	Mobile Regional		*70s	Mobile Regional	
*80s	New Orleans Lakefront		*80s	New Orleans Lakefront	
*90s	Tallahassee Regional		*90s	Tallahassee Regional	
98	Flight Service 255.400				
99	GUARD 243.000		99	Guard 121.500	
	Base Frequencies follow the following pattern: 20 is VT-2 (350.150) 30 is VT-3 (342.800) 50 is FITU (273.750) 60 is VT-6 (355.550)			•Denotes frequencies in this range follow the following pattern (if available): X1 is ATIS X2 is Clearance X3 is Ground X4 is Tower X5 and X6 are Approach/Departure	



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4	306.925	North Whiting Tower	4	121.400	North Tower
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6	291.625	Pensacola App (North)	6	126.850	Pensacola App (North)
7	269.375	Pensacola App (South)	7	119.000	Pensacola App (South)
8	303.150	Area 1 Common	8		
9	269.425	Barin	9		
10	345.200	Summerdale	10		
11			11	122.700	Jack Edwards
12	254.900	Pelican	12		
13	257.975	Brewton	13	122.725	Brewton
14	254.350	Evergreen	14	122.700	Evergreen
15	371.900	NMOA Common	15		
16	338.300	Jax Center MOA	16	134.150	Jax Center MOA
17	346.200	Jax Center Discrete	17	120.200	Jax Center Discrete
18	274.700	Night/RI Common	18		
19	299.500	Area 3	19		
20	350.150	VT-2	20		
21	282.000	Choctaw ATIS	21	134.525	Choctaw ATIS
22	316.950	Whiting Weather (Metro)	22		
23	233.700	Base Ops	23		
24	259.250	Choctaw Tower	24	121.400	Choctaw Tower
25			25	134.875	79J(South AL/Andalus) AWOS
26	239.400	Cairns Approach	26	133.450	Cairns Approach
27			27	122.800	79J (Andalusia) Bay Minnette
28	372.000	Pensacola SMOA	28	120.050	Pensacola SMOA
29	309.800	SMOA Common	29		
30	342.800	VT-3	30		
*30s	South Whiting		*30s	South Whiting	
*40s	Sherman Field		*40s	Sherman Field	
*50s	Pensacola INT		*50s	Pensacola INT	
*60s	Mobile Downtown		*60s	Mobile Downtown	
*70s	Mobile Regional		*70s	Mobile Regional	
*80s	New Orleans Lakefront		*80s	New Orleans Lakefront	
*90s	Tallahassee Regional		*90s	Tallahassee Regional	
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NAV FREQUENCIES					
CH	FREQ	NAVAID	CH	FREQ	NAVAID
1	112.3	NSE VOR	42	109.3	KNPA ILS 7 L
2	111.75	KNSE ILS-14	51	108.8	NUN VOR
3	115.9	CEW VOR	52	111.1	KPNS ILS 17
4	116.8	MVC VOR	61	112.8	BFM VOR
5	108.8	NUN VOR	62	108.5	KBFM ILS 32
6	109.0	GPT VOR	71	115.3	SJI VOR
7	112.1	MGM VOR	72	109.9	KMOB ILS 14
8	114.0	MAI VOR	73	111.5	KMOB ILS 32
9	111.6	RRS VOR	81	114.1	HRV VOR
10	111.2	OZR VOR	82	111.3	KNEW ILS 18
11	110.2	UIA VOR	91	117.5	SZW VOR
			92	111.9	KTLH ILS 27
			93	110.3	KTLH ILS 36
32	110.55	KNDZ ILS 32			
41	117.2	NPA			
		Starting with channel 32 the numbers match up with the airports in the comm frequencies. X1 is the VOR to the field. X2, X3 are the ILS for the airfield starting with lower number.			
FMS ROUTES					
Page	To get a company route go to the page listed and find the route you would like to select.		Page	NOTE: Ensure selected routes match your clearance.	
1	Local Course Rules VMC ONLY!!!		11	MGM Stereo Routes	
2	Brewton Entry		12	MOB Stereo Routes	
3	Evergreen Entry		13	MOB Stereo Routes	
4	Monroeville Entry		14	MVC Stereo Routes	
5	Barin Entry		15	OZR Stereo Routes	
6	NSE Stereo Routes		16	PNS Stereo Routes	
7	BFM Stereo Routes		17	TLH Stereo Routes	
8	BFM Stereo Routes		18	TOI Stereo Routes	
9	DHN Stereo Routes		19	1R8/79J Stereo Routes	
10	DHN/JKA Stereo Routes		20	VR1021/VR/1082/VR1085	



T-6B IN-FLIGHT GUIDE

5 SEPTEMBER 12

NAV FREQUENCIES					
CH	FREQ	NAVAID	CH	FREQ	NAVAID
1	112.3	NSE VOR	42	109.3	KNPA ILS 7 L
2	111.75	KNSE ILS-14	51	108.8	NUN VOR
3	115.9	CEW VOR	52	111.1	KPNS ILS 17
4	116.8	MVC VOR	61	112.8	BFM VOR
5	108.8	NUN VOR	62	108.5	KBFM ILS 32
6	109.0	GPT VOR	71	115.3	SJI VOR
7	112.1	MGM VOR	72	109.9	KMOB ILS 14
8	114.0	MAI VOR	73	111.5	KMOB ILS 32
9	111.6	RRS VOR	81	114.1	HRV VOR
10	111.2	OZR VOR	82	111.3	KNEW ILS 18
11	110.2	UIA VOR	91	117.5	SZW VOR
			92	111.9	KTLH ILS 27
			93	110.3	KTLH ILS 36
32	110.55	KNDZ ILS 32			
41	117.2	NPA			
		Starting with channel 32 the numbers match up with the airports in the comm frequencies. X1 is the VOR to the field. X2, X3 are the ILS for the airfield starting with lower number.			
FMS ROUTES					
Page	To get a company route go to the page listed and find the route you would like to select.		Page	NOTE: Ensure selected routes match your clearance.	
1	Local Course Rules VMC ONLY!!!		11	MGM Stereo Routes	
2	Brewton Entry		12	MOB Stereo Routes	
3	Evergreen Entry		13	MOB Stereo Routes	
4	Monroeville Entry		14	MVC Stereo Routes	
5	Barin Entry		15	OZR Stereo Routes	
6	NSE Stereo Routes		16	PNS Stereo Routes	
7	BFM Stereo Routes		17	TLH Stereo Routes	
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**CHIEF NAVAL AIR TRAINING (CNATRA)
 TRAINING WING FIVE
 NAS Whiting Field, Milton FL, 32580**

1. The material in this guide is derived from Naval and CNATRA directives. It is intended for use as an in-flight reference only and is not a substitute for official publications. Forward suggestions for changes and/or errors noted to TW-5 STAN.

2. This booklet includes NASWF TW-5 In-flight Guide.

3. Total number of pages is 70 consisting of the following:

<u>Page</u>	<u>CH #</u>	<u>Page</u>	<u>CH #</u>	<u>Page</u>	<u>CH #</u>
1, 7, 8, 10, 11, 13, 26A, 28, 42, 44, 69	1				
6, 7, 8, 15, 16, 18, 19, 20, 24, 28, 29, 30, 62, 69	2				

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<u>R&I Number</u>	<u>Date Posted</u>	<u>Initials</u>	<u>R&I Number</u>	<u>Date Posted</u>	<u>Initials</u>

Contents

- I. Local Area Procedures - YELLOW
- II. MOA / Alert Area Operations - BLUE
- III. Outlying Field Operations - GREEN
- IV. Emergency Procedures - PINK
- V. Flight Planning – WHITE
- VI. Miscellaneous - GREY

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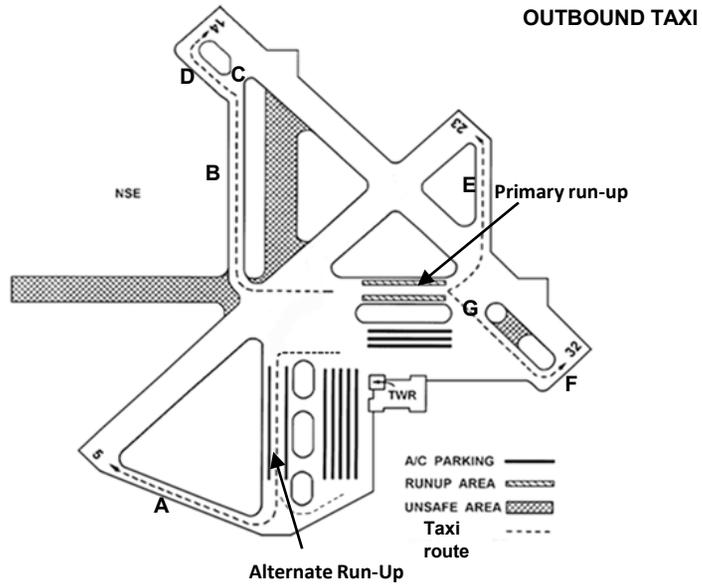
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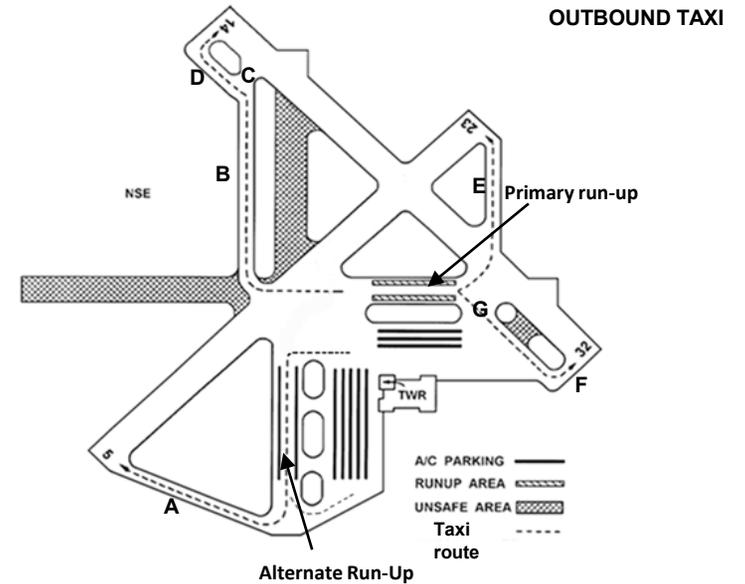
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NSE Airfield Diagram

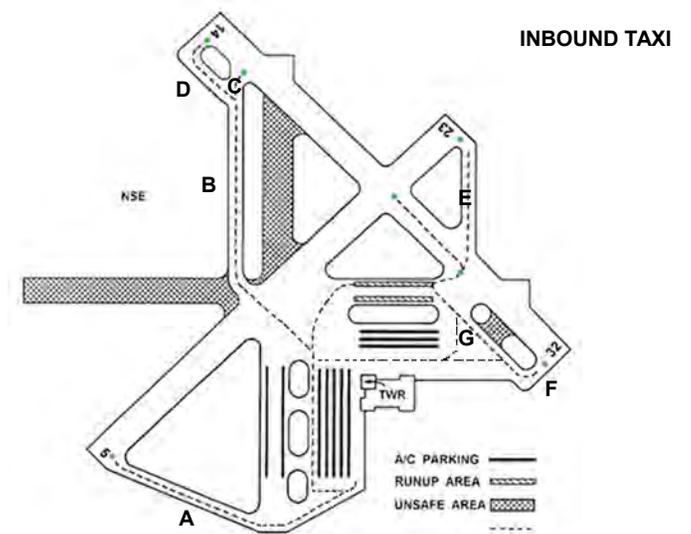
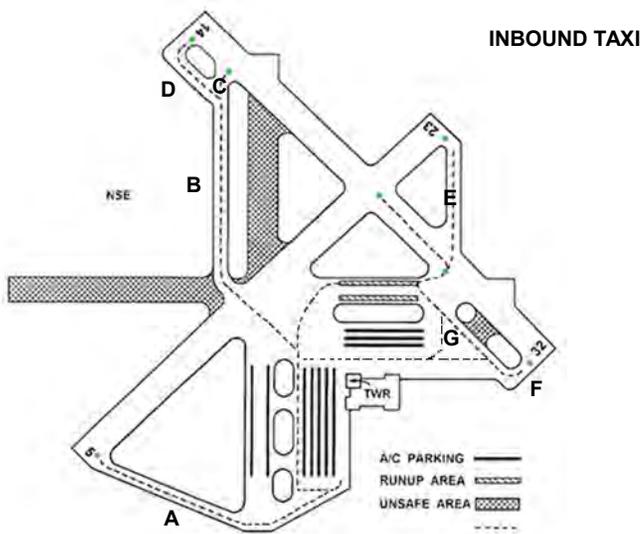


- Primary run-up: RWY 23/32 fill east to west; RWY 14 fill west to east, facing 050
- Overflow will be the north side, from east to west, facing 230
- Alternate run-up in the I parking area (the hill) will fill in south to north, facing 270
- T-6B shall not exit at midfield after landing; solos shall exit at the end of the runway

NSE Airfield Diagram



- Primary run-up: RWY 23/32 fill east to west; RWY 14 fill west to east, facing 050
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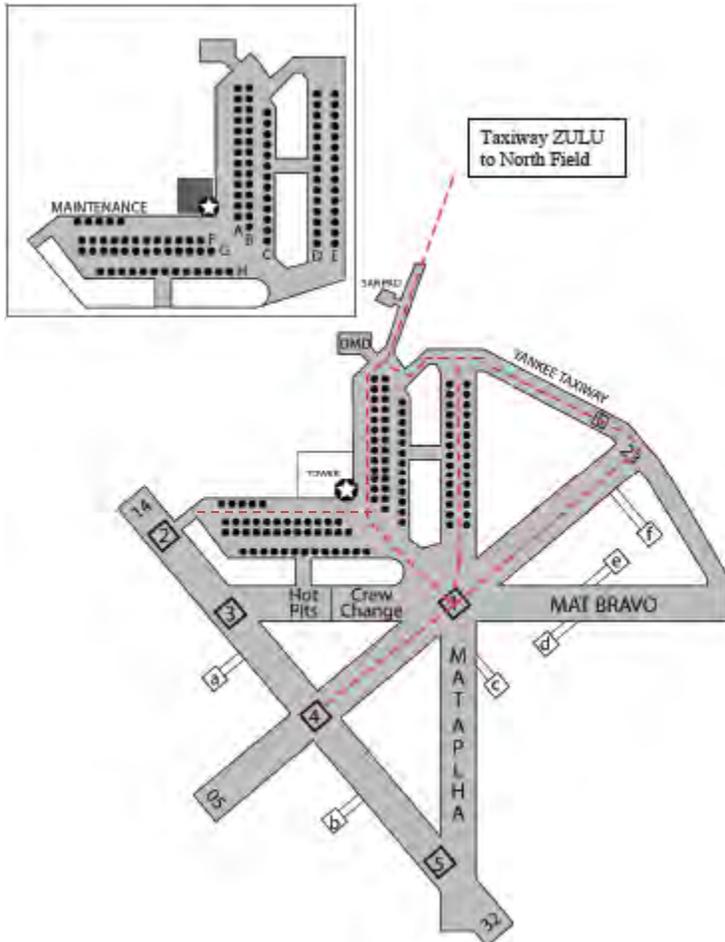
NDZ Airfield Diagram

Frequencies	
Tower	121.4 / 348.675 (19)
Ground	317.65 (20)
ATIS	273.575 (31)

(34)

(33)

CH-2

**LANDING NDZ RWY 32:**

- Comply with ground instructions for taxi back to North Field
 - DO NOT attempt to clear at runway at mid-field
 - If exiting at end of RWY 32 [2], clear and proceed to base of tower, join normal taxi routing
 - Back taxi as required to exit RWY 32 at the RWY 05/23 intersection
 - If directed to turn at the "HUB" [1] during taxi back:
 - E/D lines will take you thru HELO parking areas, be vigilant
 - Alpha line will taxi by base of South Tower
 - If directed to, taxi to the end of RWY 05
 - Yankee is the primary taxi back route from NDZ

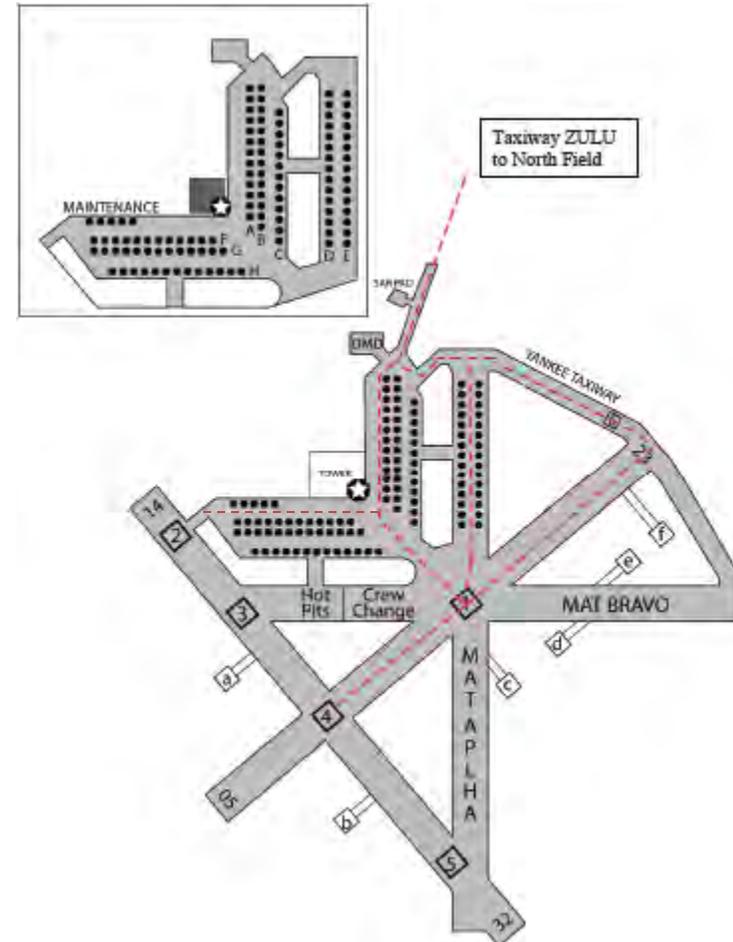
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Frequencies	
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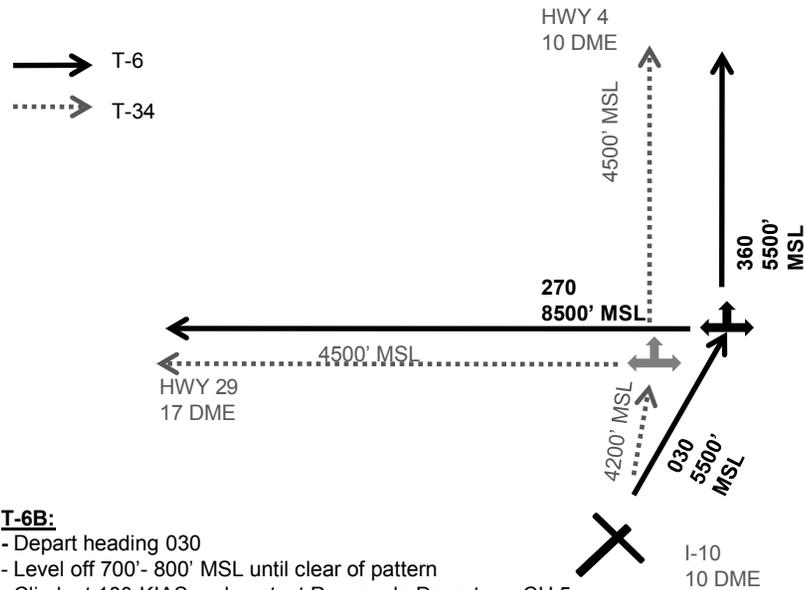
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Course Rules Departures – RWY 5/14



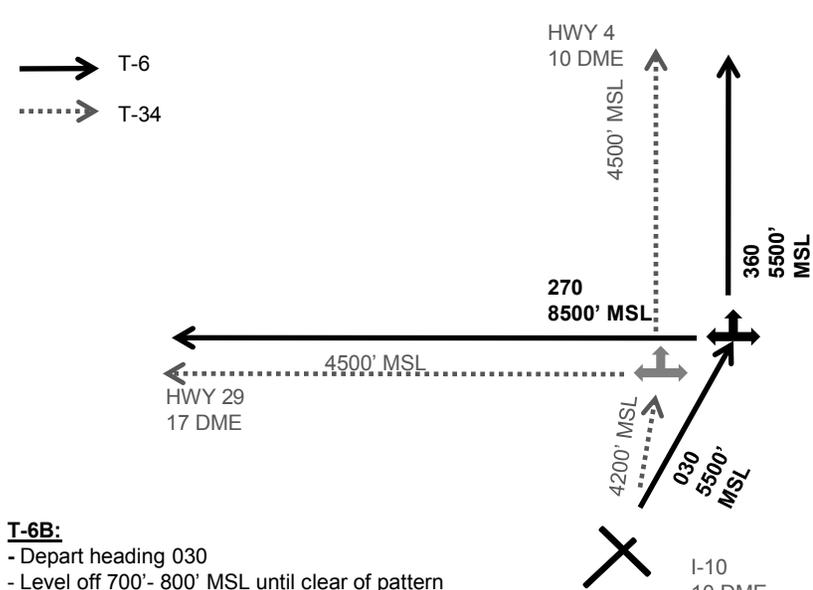
- T-6B:**
- Depart heading 030
 - Level off 700'- 800' MSL until clear of pattern
 - Climb at 180 KIAS and contact Pensacola Departure CH 5
 - Area 1: Passing 5500 MSL turn 270 while climbing to 8500 MSL
 - Pelican: Climb to 5500 MSL, turn 360 and continue @ 5500 MSL
 - Area Fox: Passing 4200 MSL turn to 310. Formation lead may request an early turn. Level off @ 5500 MSL.
 - Area 3: Passing 4200 MSL turn to 180 and level off @ 5500 MSL. ATC will advise further climbs.
 - Other Training – On climbout heading, level off at 4500 MSL and state intentions
 - North MOA: Comply with stereo routing
 - South MOA: Comply with stereo routing
- CH-1

- T-34:**
- Depart heading 010
 - Level off 700-800' MSL until clear of pattern
 - Climb at 120 KIAS and contact Pensacola Departure CH 5
 - Passing 4200' MSL:
 - Area 1: 270, level off 4500' MSL, cancel radar advisories at HWY 29 (17 DME)
 - Area 2T: 360, level off 4500' MSL, cancel radar advisories at HWY 4 (10 DME)
 - Area Fox: 310 level off at desired altitude. Cancel radar advisories when clear of Class C airspace. Formation lead may request an early turn.
 - Area 3: Right to 180, level off 4500' MSL. Cancel radar advisories south of I-10 (10 DME). Remain on Pensacola Approach for radar advisories if working Area
 - Other Training – On climbout heading, level off at 4500 MSL and state intentions

All aircraft are expected to maintain radar advisories until reaching the following points:

- Area 1/West Departure - Highway 29 (NSE 17 DME if VFR on top or at night)
 - Area 2T/North Departure/Pelican – Highway 4 (NSE 12 DME if VFR on top or at night)
 - Area Fox – Approximately 10 DME from KNSE
 - Area 3 South Departures – I-10 (NSE 10 DME if VFR on top or at night)
- *If conducting aerobatics or OCF in Area 3, maintain assigned squawk when crossing I-10 for VFR flight following. Do not call clear to the South or cancel radar advisories. Radios should be tuned to Area 3 Common (16) & Pensacola Appch as directed.

Course Rules Departures – RWY 5/14



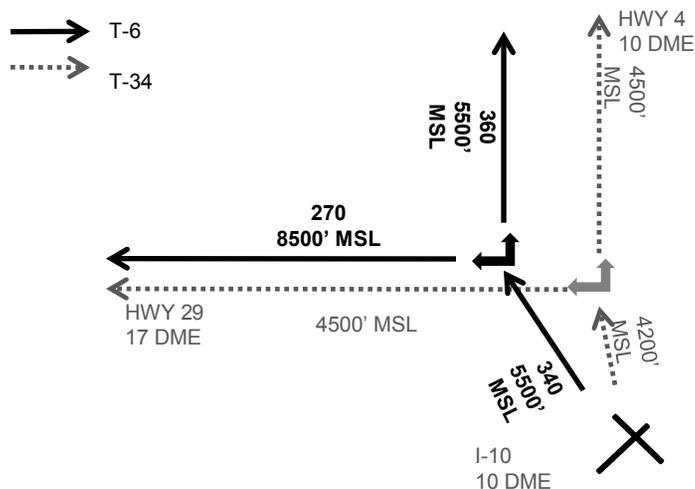
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 - North MOA: Comply with stereo routing
 - South MOA: Comply with stereo routing

- T-34:**
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 - Climb at 120 KIAS and contact Pensacola Departure CH 5
 - Passing 4200' MSL:
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Course Rules Departures – RWY 23/32

**T-6B:**

- Depart heading 340
- Level off 700'- 800' MSL until clear of pattern
- Climb at 180 KIAS and contact Pensacola Departure CH 5
- Area 1: Passing 5500 MSL turn 270 while climbing to 8500 MSL cancel radar
- Pelican: Climb to 5500 MSL, turn 360 and continue @ 5500 MSL
- Area Fox: Passing 4200 MSL turn to 310. Formation lead may request an early turn. Level off @ 5500 MSL.
- Area 3: Passing 4200 MSL turn to 180 and level off @ ~~5500~~ 4500 MSL. ATC will advise further climbs. CH-1
- Other Training – On climbout heading, level off at 4500 MSL and state intentions
- North MOA: Comply with stereo routing
- South MOA: Comply with stereo routing

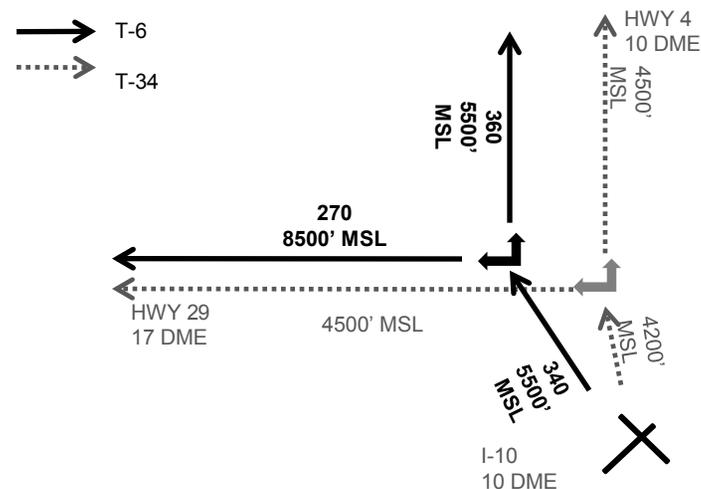
T-34:

- Depart heading 320
- Level off 700-800' MSL until clear of pattern
- Climb at 120 KIAS and contact Pensacola Departure CH 5
- Passing 4200' MSL:
 - Area 1: 270, level off 4500' MSL, cancel radar advisories at HWY 29 (17 DME)
 - Area 2T: 360, level off 4500' MSL, cancel radar advisories at HWY 4 (10 DME)
 - Area Fox: 310 level off at desired altitude. Cancel radar advisories when clear of Class C airspace. Formation lead may request an early turn.
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- Other Training – On climbout heading, level off at 4500 MSL and state intentions
- North MOA: Comply with stereo routing
- South MOA: Comply with stereo routing

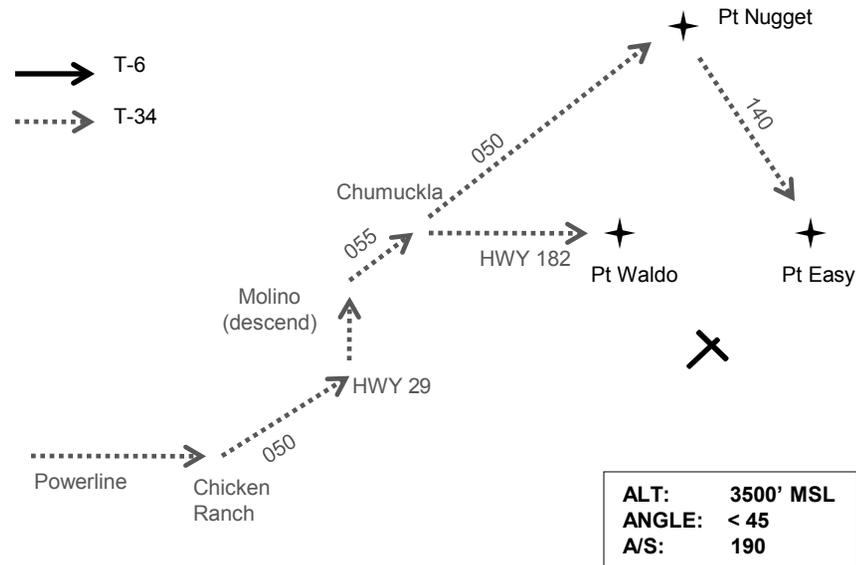
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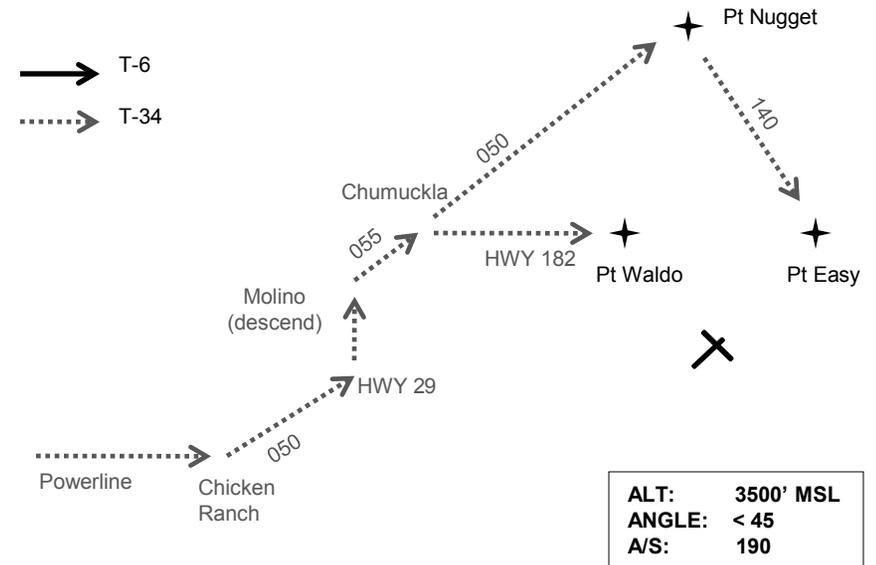
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Course Rules Arrivals – Area 1



Course Rules Arrivals – Area 1



Area 1 to Chumuckla

- Intercept ½ wingtip north of the east/west powerline west of Chicken Ranch
- Abeam Chicken Ranch, contact Pensacola Approach
- At intersection of HWY 90 & powerline, turn 050 to HWY 29 (clay pit)
- 360 along HWY 29 to Molino (triangle of trees)
- 055 to Chumuckla, descend to 1700' MSL

Chumuckla to Pt Waldo (RWY 05/14)

- Fly east, ¼ wingtip north of HWY 182 to Pt Waldo

Chumuckla to Pt Easy (RWY 23/32)

- Turn 050 towards Pt Nugget
- Turn 140 to Pt Easy

Area 1 to Chumuckla

- Intercept ½ wingtip north of the east/west powerline west of Chicken Ranch
- Abeam Chicken Ranch, contact Pensacola Approach
- At intersection of HWY 90 & powerline, turn 050 to HWY 29 (clay pit)
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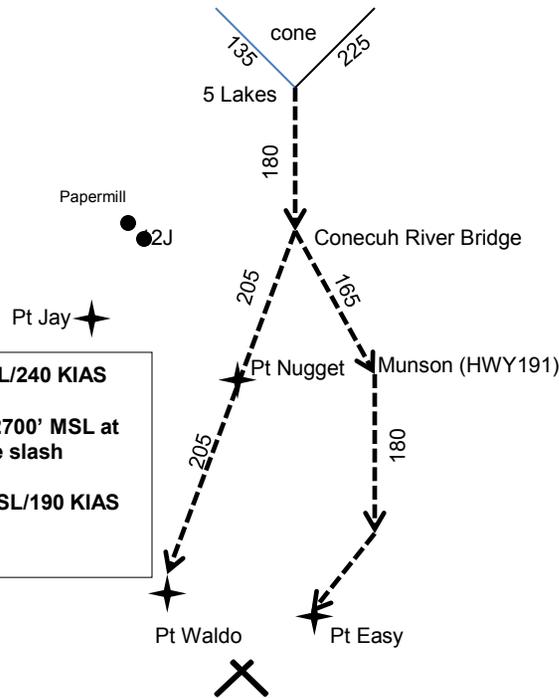
Chumuckla to Pt Waldo (RWY 05/14)

- Fly east, ¼ wingtip north of HWY 182 to Pt C

Chumuckla to Pt Easy (RWY 23/32)

- Turn 050 towards Pt Nugget
- Turn 140 to Pt Easy

Course Rules Arrivals – North Recovery to Conecuh River Bridge



ALT: High/Fast: 4500 MSL/240 KIAS
 *begin descent to 2700' MSL at southern powerline slash
Low/Slow: 2200' MSL/190 KIAS
ANGLE: < 45

High/Fast Recovery

- Altitude – 4500' MSL by Five Lakes
- Airspeed – 240 KIAS by Five Lakes
- Angle - Intercept 180 hdg by Five Lakes between a 135 and 225 hdg <45 deg
- Descend to 2700' MSL passing over Southern Power Line Slash
- ATIS - @ Southern Pwr Line Slash switch to Pensacola Appch CH 6 with OLF and ATIS

Low/Slow Recovery

- Altitude – 2700' MSL by Five Lakes
- Airspeed – 190 KIAS by Five Lakes
- Angle - Intercept 180 hdg by Five Lakes between a 135 and 225 hdg <45 deg
- ATIS - @ Southern Pwr Line Slash switch to Pensacola Appch CH 6 with OLF and ATIS

Conecuh River Bridge to Pt Waldo (RWY 05/14)

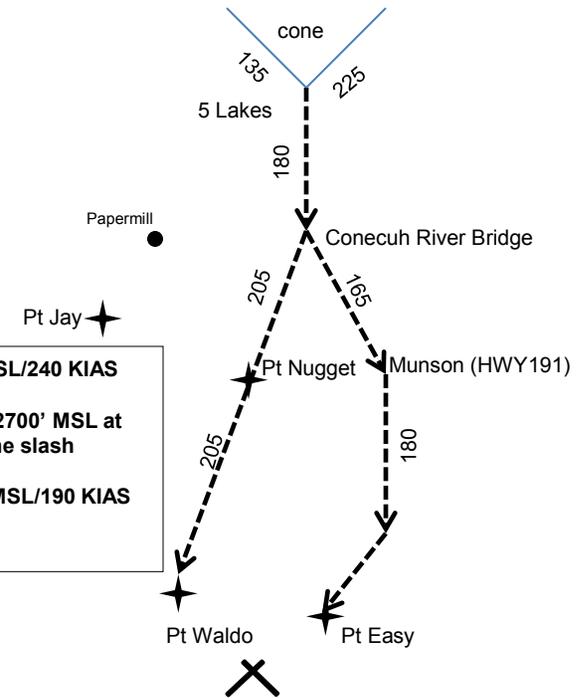
- Over the bridge, turn 205 to Pt Nugget
- Continue 205 until Pt Waldo

Conecuh River Bridge to Pt Easy (RWY 23/32)

- Over the bridge, turn 165 to intercept HWY 191 north of Munson
- Fly ¼ WTD west of HWY 191 heading 180, descend to 2200' MSL
- Cross bend in HWY 191, fly SW ¼ east of HWY 191 to Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1500

Course Rules Arrivals – North Recovery to Conecuh River Bridge



ALT: High/Fast: 4500 MSL/240 KIAS
 begin descent to 2700' MSL at southern powerline slash
Low/Slow: 2200' MSL/190 KIAS
ANGLE: < 45

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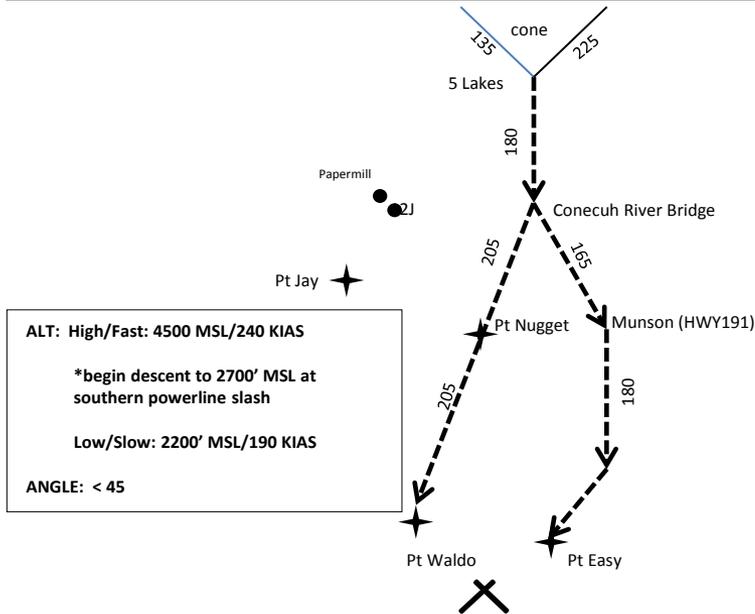
- Over the bridge, turn 205 to Pt Nugget
- Continue 205 until Pt Waldo

Conecuh River Bridge to Pt Easy (RWY 23/32)

- Over the bridge, turn 165 to intercept HWY 191 north of Munson
- Fly ¼ WTD west of HWY 191 heading 180, descend to 2200' MSL
- Cross bend in HWY 191, fly SW ¼ east of HWY 191 to Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1500

Course Rules Arrivals – North Recovery to Conecuh River Bridge



High/Fast Recovery

- Altitude – 4500' MSL prior to Five Lakes (No lower than 2700' MSL for weather)
- Airspeed – 240 KIAS prior to Five Lakes
- Angle - Intercept 180 hdg by Five Lakes with no greater than 45 deg intercept
 - Descend to 2700' MSL passing Southern Power Line Slash
- ATIS - @ Southern Pwr Line Slash switch to Pensacola Appch CH 6 with OLF and ATIS

Low/Slow Recovery

- Altitude – 2200' MSL prior to Five Lakes (No lower than 1700' with ATC approval)
- Airspeed – 190 KIAS prior to Five Lakes
- Angle - Intercept 180 hdg by Five Lakes with no greater than 45 deg intercept
- ATIS - @ Southern Pwr Line Slash switch to Pensacola Appch CH 6 with OLF and ATIS

Conecuh River Bridge to Pt Waldo (RWY 05/14)

- Over the bridge, turn 205 to Pt Nugget
- Continue 205 until Pt Waldo

Conecuh River Bridge to Pt Easy (RWY 23/32)

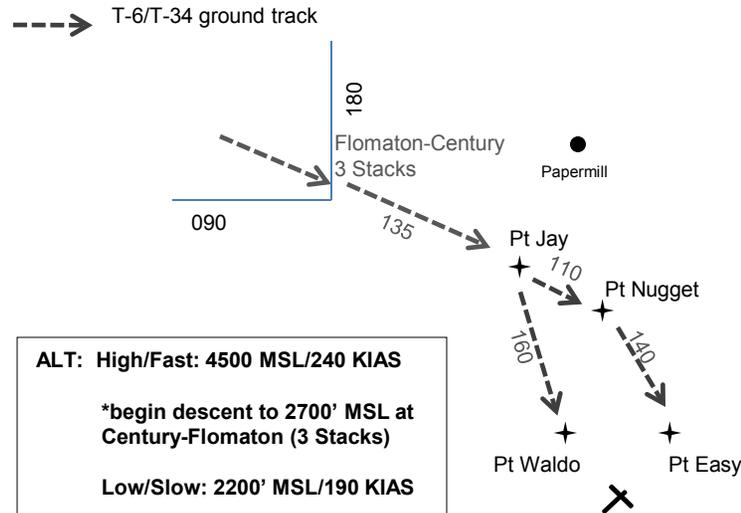
- Over the bridge, turn 165 to intercept HWY 191 north of Munson
- Fly ¼ WTD west of HWY 191 heading 180
- Cross bend in HWY 191, fly SW ¼ east of HWY 191 to Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1300

Change 1

Enclosure (1)

Course Rules Arrivals – North Recovery To Point Jay



ALT: High/Fast: 4500 MSL/240 KIAS

***begin descent to 2700' MSL at Century-Flomaton (3 Stacks)**

Low/Slow: 2200' MSL/190 KIAS

ANGLE: < 45

High/Fast Recovery

- Altitude – 4500 MSL by Century-Flomaton
- Airspeed – 240 KIAS by Century-Flomaton
- Angle - Intercept 135 hdg on intercept between 090 and 180 hdg (<45 deg)
- Over Century-Flomaton (3 stacks) start descent to 2700' MSL
- ATIS - Contact Pensacola Approach CH6 prior to Pt Jay with OLF and ATIS

Low/Slow Recovery

- Altitude - Be @ Century/Flomaton be @ 2200 MSL
- Airspeed – 190 KIAS by Century/Flomaton
- Angle - Intercept 135 hdg on intercept between 090 and 180 hdg (<45 deg)
- Remain clear of Fox Area and intercept Course Rules by Century/Flomaton
- ATIS – Contact Pensacola Approach CH 6 prior to Pt Jay with OLF and ATIS

Pt Jay to Pt Waldo (RWY 05/14)

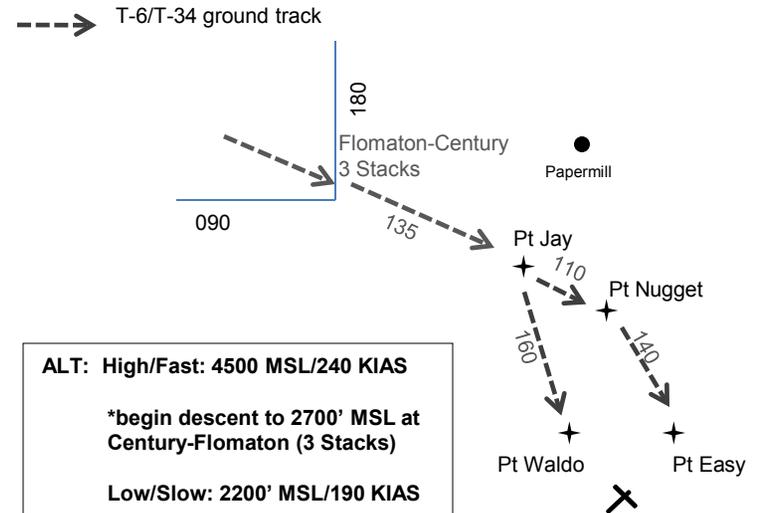
- 160 to Pt Waldo

Pt Jay to Pt Easy (RWY 23/32)

- 110 to Pt Nugget, 140 Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1500

Course Rules Arrivals – North Recovery to Point Jay



ALT: High/Fast: 4500 MSL/240 KIAS

***begin descent to 2700' MSL at Century-Flomaton (3 Stacks)**

Low/Slow: 2200' MSL/190 KIAS

ANGLE: < 45

High/Fast Recovery

- Altitude – 4500 MSL by Century-Flomaton
- Airspeed – 240 KIAS by Century-Flomaton
- Angle - Intercept 135 hdg on intercept between 090 and 180 hdg (<45 deg)
- Over Century-Flomaton (3 stacks) start descent to 2700' MSL
- ATIS - Contact Pensacola Approach CH6 prior to Pt Jay with OLF and ATIS

Low/Slow Recovery

- Altitude - Be @ Century/Flomaton be @ 2200 MSL
- Airspeed – 190 KIAS by Century/Flomaton
- Angle - Intercept 135 hdg on intercept between 090 and 180 hdg (<45 deg)
- Remain clear of Fox Area and intercept Course Rules by Century/Flomaton
- ATIS – Contact Pensacola Approach CH 6 prior to Pt Jay with OLF and ATIS

Pt Jay to Pt Waldo (RWY 05/14)

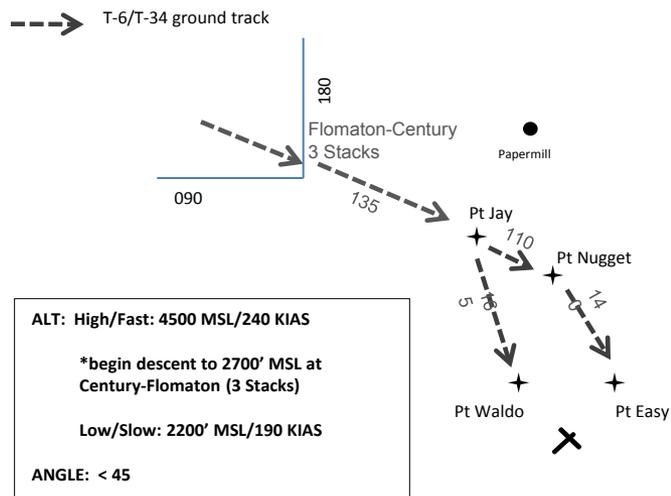
- 160 to Pt Waldo @ 2700' MSL

Pt Jay to Pt Easy (RWY 23/32)

- 110 to Pt Nugget @ 2700' MSL, 140 Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1500

Course Rules Arrivals – North Recovery To Point Jay



Enclosure (2)

High/Fast Recovery

- Altitude – 4500 MSL prior to Century-Flomaton (No lower than 2700' MSL for weather)
- Airspeed – 240 KIAS prior to Century-Flomaton
- Angle - Intercept 135 hdg on intercept between 090 and 180 hdg (<45 deg)
 - Over Century-Flomaton (3 stacks) start descent to 2700' MSL
- ATIS - Contact Pensacola Approach CH6 prior to Pt Jay with OLF and ATIS

Low/Slow Recovery

- Altitude - Be @ Century/Flomaton be @ 2200 MSL
- Airspeed – 190 KIAS by Century/Flomaton
- Angle - Intercept 135 hdg by Century/Flomaton with no greater than 45 deg intercept
 - Remain clear of Fox Area and intercept Course Rules by Century/Flomaton
- ATIS – Contact Pensacola Approach CH 6 prior to Pt Jay with OLF and ATIS

Pt Jay to Pt Waldo (RWY 05/14)

- 165° to Pt Waldo

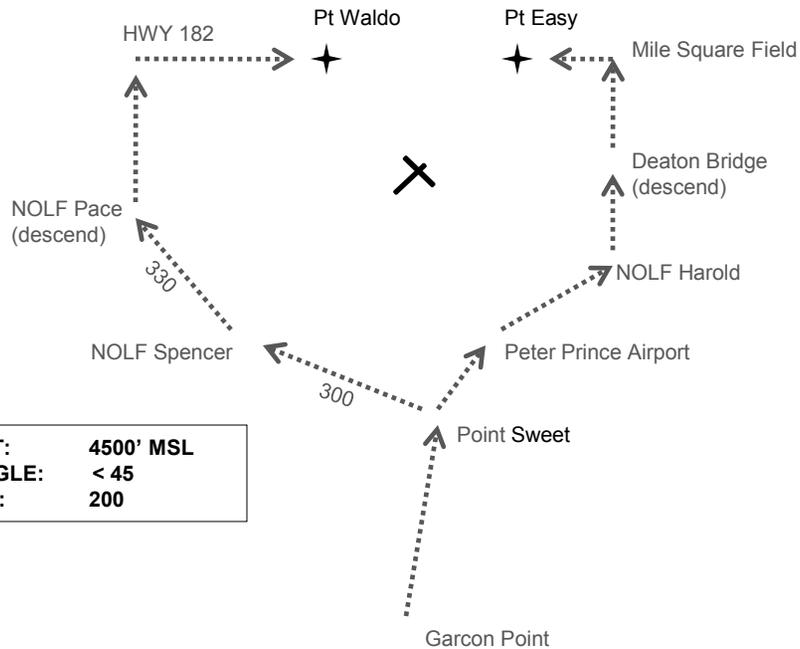
Pt Jay to Pt Easy (RWY 23/32)

- 110° to Pt Nugget, 140° to Pt Easy

T6 's FLYING @ 240 KIAS SHALL DECLERATE TO 200 KIAS CROSSING WALDO OR EASY. UPON REACHING 200 KIAS BEGIN DESCENT TO 1300

Change 1

Course Rules Arrivals – Area 3



ALT: 4500' MSL
ANGLE: < 45
A/S: 200

Area 3 to Pt Sweet

- Contact Pensacola Approach CH7 abeam southern tip of Garcon Point
- 4500' MSL, ½ WTD east of Garcon Point
- Fly north over Blackwater Bay Pt Sweet
- Descend to 3500' MSL when directed

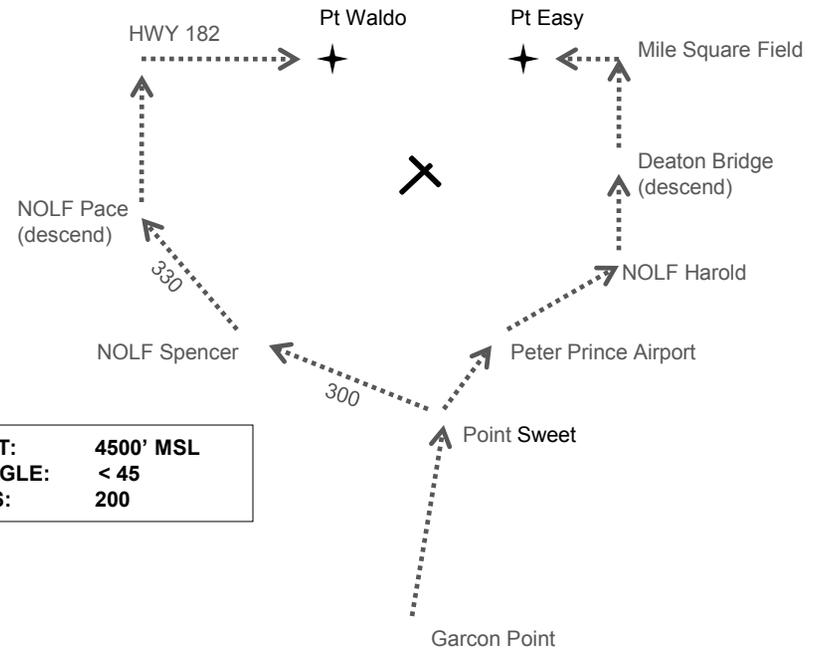
Pt Sweet to Pt Waldo (RWY 05/14)

- 300 to NOLF Spencer
- 330 to NOLF Pace (Intersection of HWY 191/197)
- Descend to 2700' MSL
- Turn north to HWY 182
- Fly east ¼ WTD south of HWY 182 to Pt Waldo

Pt Sweet to Pt Easy (RWY 23/32)

- Fly north to Peter Prince Airport
- Proceed east to NOLF Harold, ½ WTD north of HWY 90
- North to Deaton Bridge
- Descend to 2700' MSL
- North to Mile Square Field then turn west direct Pt Easy

Course Rules Arrivals – Area 3



ALT: 4500' MSL
ANGLE: < 45
A/S: 200

Area 3 to PtSweet

- Contact Pensacola Approach CH7 abeam southern tip of Garcon Point
- 4500' MSL, ½ WTD east of Garcon Point
- Fly north over Blackwater Bay Pt Sweet
- Descend to 3500' MSL when directed

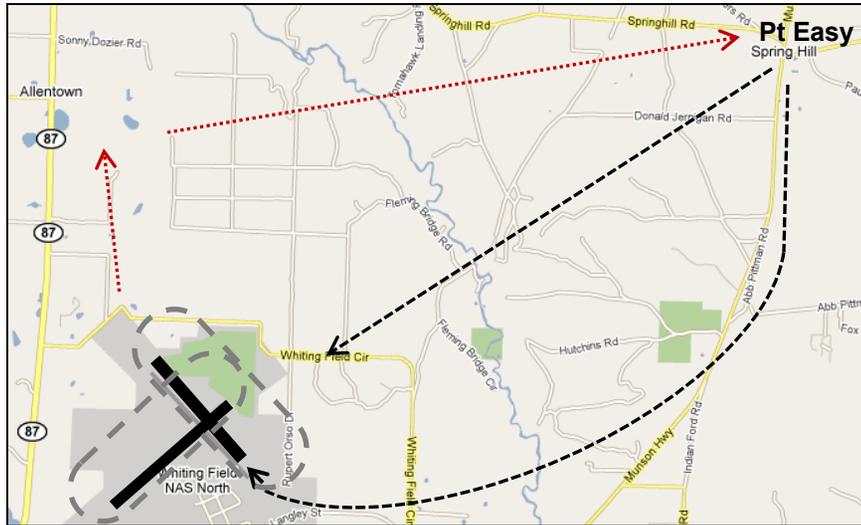
Pt Sweet to Pt Waldo (RWY 05/14)

- 300 to NOLF Spencer
- 330 to NOLF Pace (Intersection of HWY 191/197)
- Descend to 2700' MSL
- Turn north to HWY 182
- Fly east ¼ WTD south of HWY 182 to Pt Waldo

Pt Sweet to Pt Easy (RWY 23/32)

- Fly north to Peter Prince Airport
- Proceed east to NOLF Harold, ½ WTD north of HWY 90
- North to Deaton Bridge
- Descend to 2700' MSL
- North to Mile Square Field then turn west direct Pt Easy

North Whiting Pattern Operations RWY 23/32



- > All TW5 aircraft
-> Discontinued Entry

1300' MSL

Break Alt: ~~1500' MSL~~
 Pattern Alt: 1000' MSL
 Airspeed: 190 (T-34)
 200 (T-6)

| CH-1 |

ALL AIRCRAFT:

- Contact North Tower at Pt Easy
- Inside Pt Easy, break airspeed (190 KIAS T-34) (200 KIAS T-6B)
- Descend to ~~1500'~~ MSL /T-6s @ 240 KIAS must slow to 200 KIAS then descend
1300

RWY 23

- Offset between tower and RWY 23
- Break away from tower

RWY 32

- Proceed south along HWY 191 until the second Y-shaped dirt road intersection
- Stay north of Langley Road
- Offset between the tower and RWY 32
- Break away from tower

DISCONTINUED ENTRY

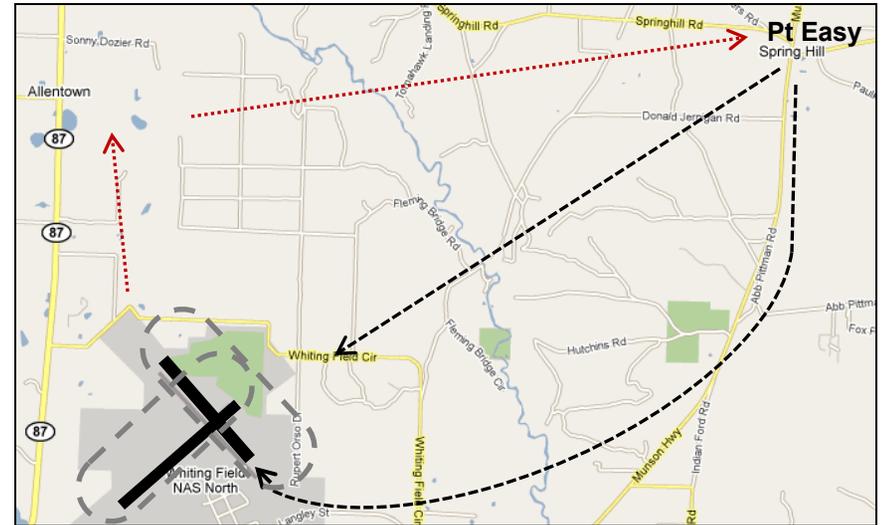
- Turn to heading of 340
- Climb to 2700' MSL and contact Pensacola Approach
- Reenter pattern at Pt Easy via direct or radar vectors

WAVEOFF

- Climb to pattern altitude 1000' MSL
- Request downwind, follow tower instructions

HOMEFIELD DELTA PATTERN		
	T-34	T-6B
CONFIGURATION	Gear	Gear
ALTITUDE	2500' MSL	2500' MSL
AIRSPEED	120 KIAS	120 KIAS

North Whiting Pattern Operations RWY 23/32



- > All TW5 aircraft
-> Discontinued Entry

1300' MSL

Break Alt: ~~1500' MSL~~
 Pattern Alt: 1000' MSL
 Airspeed: 190 (T-34)
 200 (T-6)

| CH-1 |

ALL AIRCRAFT:

- Contact North Tower at Pt Easy
- Inside Pt Easy, break airspeed (190KIAS T-34) (200 KIAS T-6B)
- Descend to ~~1500'~~ MSL/T-6s @ 240 KIAS must slow to 200 KIAS then descend
1300

RWY 23

- Offset between tower and RWY 23
- Break away from tower

RWY 32

- Proceed south along HWY 191 until the second Y-shaped dirt road intersection
- Stay north of Langley Road
- Offset between the tower and RWY 32
- Break away from tower

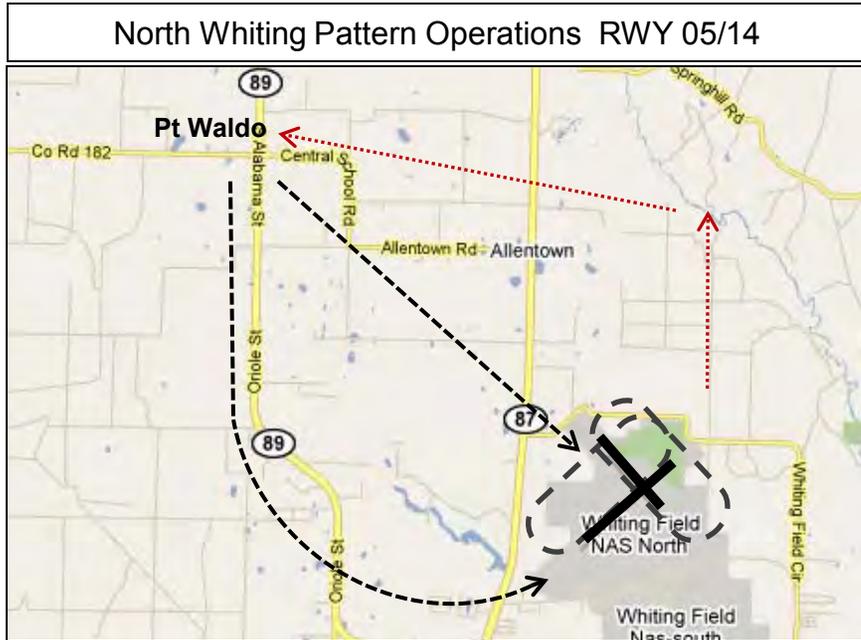
DISCONTINUED ENTRY

- Turn to heading of 340
- Climb to 2700' MSL and contact Pensacola Approach
- Reenter pattern at Pt Easy via direct or radar vectors

WAVEOFF

- Climb to pattern altitude 1000' MSL
- Request downwind, follow tower instructions

HOMEFIELD DELTA PATTERN		
	T-34	T-6B
CONFIGURATION	Gear	Gear
ALTITUDE	2500' MSL	2500' MSL
AIRSPEED	120 KIAS	120 KIAS



- > All TW5 aircraft
-> Discontinued Entry

Break Alt: 1500' MSL
 Pattern Alt: 1000' MSL
 Airspeed: 190 (T-34)
 200 (T-6)

1300' MSL

ALL AIRCRAFT:

- Contact North Tower at Pt Waldo
- Inside Pt Waldo, break airspeed (190 KIAS T-34) (200 KIAS T-6B)
- Descend to 1500' MSL /T-6s @ 240 KIAS must slow to 200 KIAS then descend 1300'

RWY 14

- Line up between tower and RWY 14
- Break away from tower

RWY 05

- Proceed south along HWY 89 until the second bend (turn south again)
- Turn to remain north of the third bend (turns east again)
- Remain north of Langley Road
- Break away from tower

DISCONTINUED ENTRY

- Turn to heading of 030
- Climb to 2700' MSL and contact Pensacola Approach
- Reenter pattern at Pt Waldo via direct or radar vectors

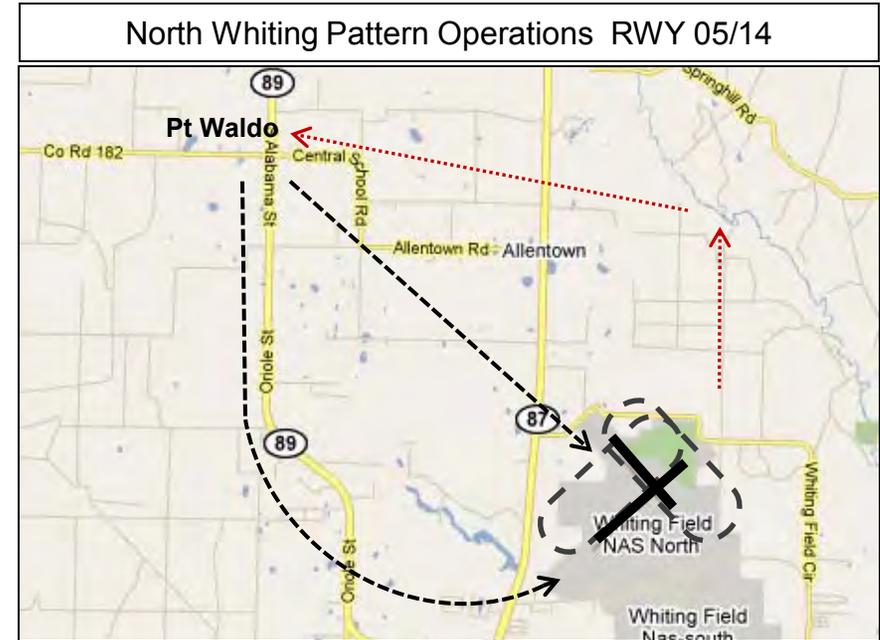
WAVEOFF

- Climb to pattern alt 1000' MSL
- Request downwind, follow tower instructions

HOMEFIELD DELTA PATTERN		
	T-34	T-6B
CONFIGURATION	Gear	Gear
ALTITUDE	2500' MSL	2500' MSL
AIRSPEED	120 KIAS	120 KIAS

CH-1

CH-1



- > All TW5 aircraft
-> Discontinued Entry

Break Alt: 1500' MSL
 Pattern Alt: 1000' MSL
 Airspeed: 190 (T-34)
 200 (T-6)

1300' MSL

ALL AIRCRAFT:

- Contact North Tower at Pt Waldo
- Inside Pt Waldo, break airspeed (190 KIAS T-34) (200 KIAS T-6B)
- Descend to 1500' MSL /T-6s @ 240 KIAS must slow to 200 KIAS then descend 1300'

RWY 14

- Line up between tower and RWY 14
- Break away from tower

RWY 05

- Proceed south along HWY 89 until the second bend (turn south again)
- Turn to remain north of the third bend (turns east again)
- Remain north of Langley Road
- Break away from tower

DISCONTINUED ENTRY

- Turn to heading of 030
- Climb to 2700' MSL and contact Pensacola Approach
- Reenter pattern at Pt Waldo via direct or radar vectors

WAVEOFF

- Climb to pattern alt 1000' MSL
- Request downwind, follow tower instructions

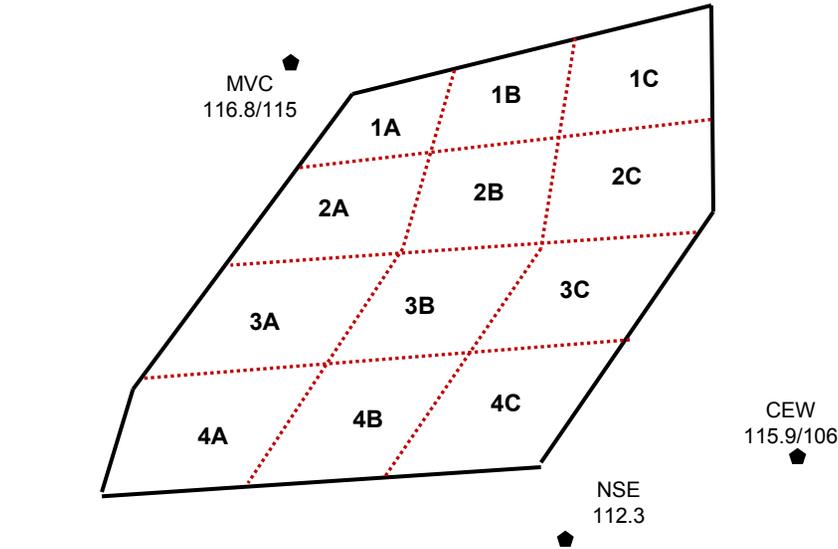
HOMEFIELD DELTA PATTERN		
	T-34	T-6B
CONFIGURATION	Gear	Gear
ALTITUDE	2500' MSL	2500' MSL
AIRSPEED	120 KIAS	120 KIAS

CH-1

North MOA

Frequencies		
(17)	JAX C Discrete	338.3 / 134.15
(16)	JAX Center	346.2 / 120.2
(15)	MOA Common	371.9

Block Altitudes MSL	
12000' MSL	17,999' MSL
Transition Block	
EAST : 11700' MSL	
WEST: 11200' MSL	

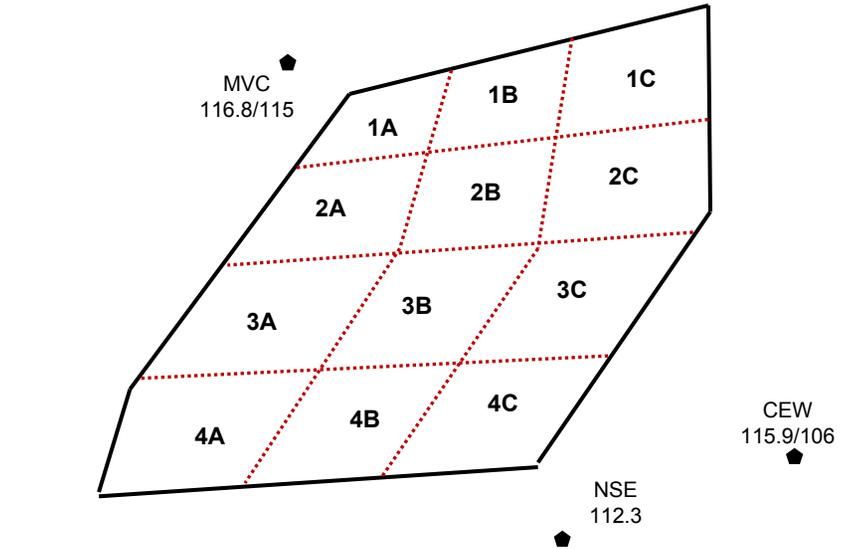


North MOA

Frequencies		
(17)	JAX C Discrete	338.3 / 134.15
(16)	JAX Center	346.2 / 120.2
(15)	MOA Common	371.9

Block Altitudes MSL	
12000' MSL	17,999' MSL
Transition Block	
EAST : 11700' MSL	
WEST: 11200' MSL	

CH-2



North MOA

NORTH MOA PROCEDURES

NSE VFR/IFR

- VFR: File NSE 2T. Fly normal VFR departure
 - IFR: File NSE 1T, attempt VMC above
 - Expect climb to 4,000' MSL and expect further clearance to 10,000' MSL
 - Do not climb past assigned altitudes until specifically cleared by ATC
 - At or below 10,000' MSL TRACON will direct switch to JAX Ctr on 338.3/134.15. (16)
 - JAX Ctr will assign a working block after the pilot's request
 - Aircraft will proceed to working block via appropriate transition altitudes until within the lateral confines of assigned block
 - Switch to NMOA Common, 371.9 (15) once established if not already on frequency
 - Continue to monitor NMOA common and operate MARSAS VMC between 12000' MSL and 17,999' MSL.
 - IFR departure procedures same as VFR departure
 - IFR clearance is automatically canceled upon entering the MOA
- DO NOT ENTER MOA IMC without IFR clearance from JAX center. If unable to maintain VMC in MOA, coordinate with JAX center for further clearance.

RECOVERIES FROM NORTH MOA

VFR

- Contact JAX center on 338.3 / 134.15 and make applicable radio calls
- JAX Ctr will advise to call passing 12,000' MSL
- Contact JAX Ctr passing 12,000' MSL and follow ATC instruction to squawk 1200 and radar service will be terminated.
- Proceed VFR on applicable frequency and depart either laterally, through Pelican Blocks 1B or 4C, coordinate a descent through another Pelican block, or descend along Pelican Lines
- If departing IFR, aircraft will maintain VMC at lowest altitude between 10,000' MSL and 17,999 MSL
- Contact JAX center on 338.3 / 134.15 with intentions/request
- JAX center will issue a clearance to depart NMOA IFR when separation
- Expect hand-off to Pensacola Approach

IFR

- When ready to depart IFR make applicable radio call to JAX Ctr while maintaining confines of assigned block.
- JAX Ctr will give clearance to destination with instruction for route of flight and descent to 11,000' MSL.
- Aircraft will stay within the confines of their working block and MARSAS until reaching 11,000' MSL AND THEN proceed as cleared.
- IFR clearance does not begin until within the lateral confines of the penetration area and is based on JAX center workload.

MARSAS PROCEDURES - NMOA

If JAX Ctr is unable to provide monitoring of NMOA, then Military Accepts Responsibility of Separation of Traffic. Flight into the NMOA is permitted but VMC must be maintained and all other normal airspace rules apply

If North Field is VFR

- Make normal VFR departure and when canceling advisories, Squawk 1200 and enter NMOA VFR. Maintain VMC and monitor NMOA Common 371.9 (15)
- For departing NMOA make departure still employing same airspace rules and either join Course Rules or Random Arrival

If North Field is IFR

- Depart with NSE 1T and once VMC cancel IFR and Squawk 1200. Climb and maintain VFR in NMOA and monitor NMOA Common 371.9 (15).
- Depart NMOA same as VFR and pick up IFR clearance as necessary once clear of NMOA

CH-2

North MOA

NORTH MOA PROCEDURES

NSE VFR/IFR

- VFR: File NSE 2T. Fly normal VFR departure
 - IFR: File NSE 1T, attempt VMC above
 - Expect climb to 4,000' MSL and expect further clearance to 10,000' MSL
 - Do not climb past assigned altitudes until specifically cleared by ATC
 - At or below 10,000' MSL TRACON will direct switch to JAX Ctr on 338.3/134.15. (16)
 - JAX Ctr will assign a working block after the pilot's request
 - Aircraft will proceed to working block via appropriate transition altitudes until within the lateral confines of assigned block
 - Switch to NMOA Common, 371.9 (15) once established if not already on frequency
 - Continue to monitor NMOA common and operate MARSAS VMC between 12000' MSL and 17,999' MSL.
 - IFR departure procedures same as VFR departure
 - IFR clearance is automatically canceled upon entering the MOA
- DO NOT ENTER MOA IMC without IFR clearance from JAX center. If unable to maintain VMC in MOA, coordinate with JAX center for further clearance.

RECOVERIES FROM NORTH MOA

VFR

- Contact JAX center on 338.3 / 134.15 and make applicable radio calls
- JAX Ctr will advise to call passing 12,000' MSL
- Contact JAX Ctr passing 12,000' MSL and follow ATC instruction to squawk 1200 and radar service will be terminated.
- Proceed VFR on applicable frequency and depart either laterally, through Pelican Blocks 1B or 4C, coordinate a descent through another Pelican block, or descend along Pelican Lines
- If departing IFR, aircraft will maintain VMC at lowest altitude between 10,000' MSL and 17,999 MSL
- Contact JAX center on 338.3 / 134.15 with intentions/request
- JAX center will issue a clearance to depart NMOA IFR when separation
- Expect hand-off to Pensacola Approach

IFR

- When ready to depart IFR make applicable radio call to JAX Ctr while maintaining confines of assigned block.
- JAX Ctr will give clearance to destination with instruction for route of flight and descent to 11,000' MSL.
- Aircraft will stay within the confines of their working block and MARSAS until reaching 11,000' MSL AND THEN proceed as cleared.
- IFR clearance does not begin until within the lateral confines of the penetration area and is based on JAX center workload.

MARSAS PROCEDURES - NMOA

If JAX Ctr is unable to provide monitoring of NMOA, then Military Accepts Responsibility of Separation of Traffic. Flight into the NMOA is permitted but VMC must be maintained and all other normal airspace rules apply

If North Field is VFR

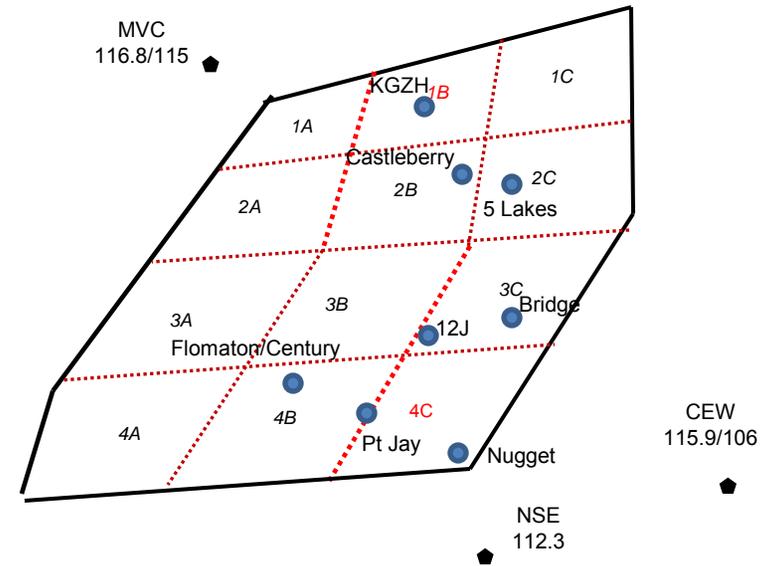
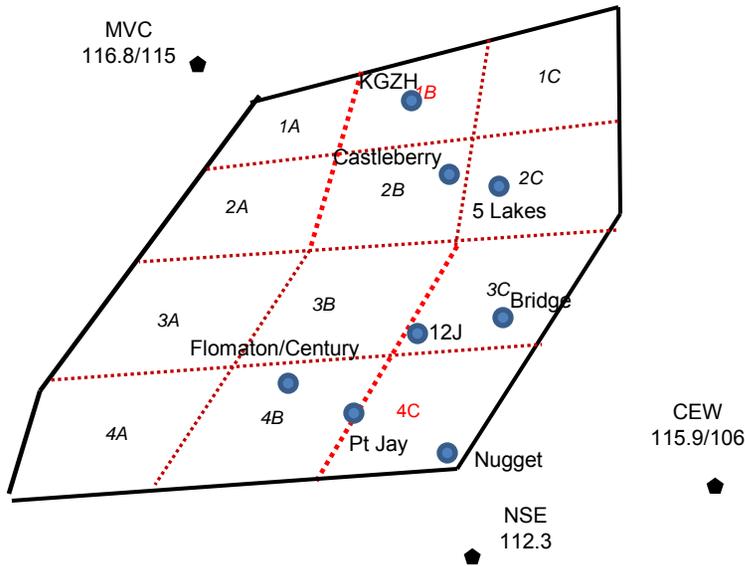
- Make normal VFR departure and when canceling advisories, Squawk 1200 and enter NMOA VFR. Maintain VMC and monitor NMOA Common 371.9 (15)
- For departing NMOA make departure still employing same airspace rules and either join Course Rules or Random Arrival

If North Field is IFR

- Depart with NSE 1T and once VMC cancel IFR and Squawk 1200. Climb and maintain VFR in NMOA and monitor NMOA Common 371.9 (15).
- Depart NMOA same as VFR and pick up IFR clearance as necessary once clear of NMOA

Pelican Working Area

Pelican Working Area



Block Altitudes MSL	
6000' MSL	11,000' MSL
Transition Block	
EAST : 5700' MSL	
WEST: 5200' MSL	

Frequencies	
Pelican & Fox Common	254.9(12)
Evergreen	254.35 (14)
Brewton	257.97 (13)
Bay Minette	122.8 CTAF
Monroeville	123.0 CTAF
Area 2T	254.9 (12)

Block Altitudes MSL	
6000' MSL	11,000' MSL
Transition Block	
EAST : 5700' MSL	
WEST: 5200' MSL	

Frequencies	
Pelican & Fox Common	254.9 (12)
Evergreen	254.35 (14)
Brewton	257.97 (13)
Bay Minette	122.8 CTAF
Monroeville	123.0 CTAF
Area 2T	254.9 (12)

- * Aircraft operating in the Pelican Working Area are VFR without radar advisories
- Blocks 1B and 4C are for ingress and egress of the airspace only

- Aircraft operating in the Pelican Working Area are VFR without radar advisories
- Blocks 1B and 4C are for ingress and egress of the airspace only

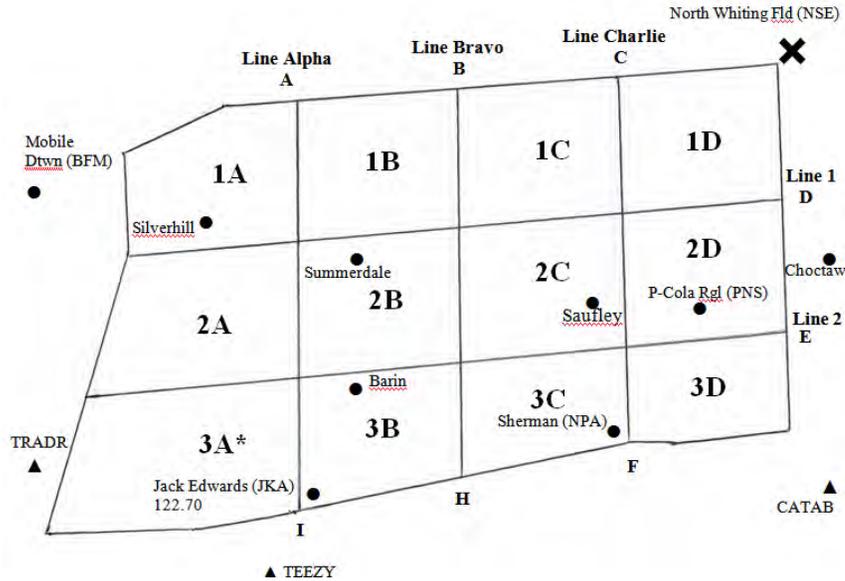
ENTRY & EXIT

- Aircraft should enter and exit via the transition layer
- If necessary transit along block borders and make traffic calls on common BEFORE traversing the borders to ensure deconfliction.

ENTRY & EXIT

- Aircraft should enter and exit via the transition layer
- If necessary transit along block borders and make traffic calls on common BEFORE traversing the borders to ensure deconfliction

South MOA – GATOR Area



Frequencies	
PNS App (MOA monitor)	372.0 / 120.05
MOA Discrete	309.8

28
29

Block Altitudes MSL	
GATOR & ATCAA	10500 - 23000 MSL
LOW (11) (3A N/A LOW)	10500 – 16500 MSL
HIGH (12)	17000 – 23000 MSL

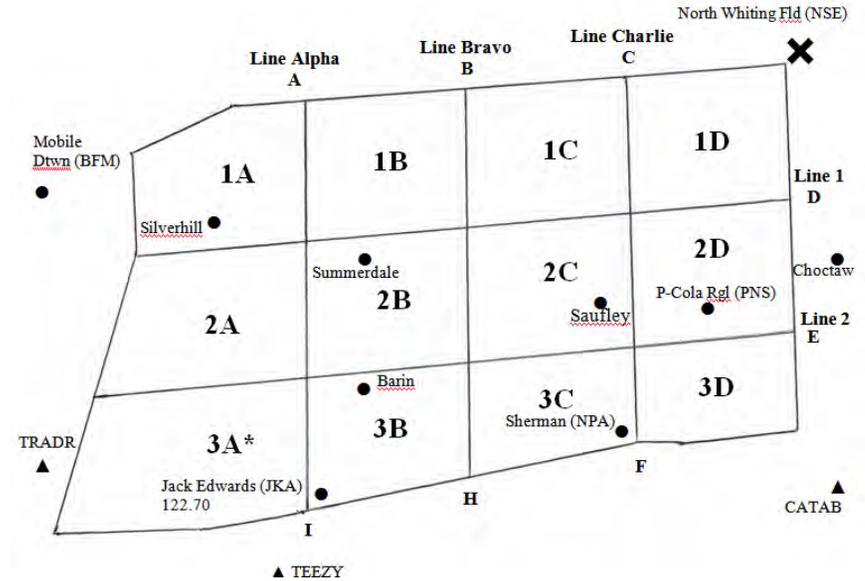
Exit (VFR)

- Contact PNS App (120.05/372.0) and advise intentions prior to leaving assigned working block
 - **“PNS App, (call sign) complete in block 1A high, request VFR descent to (working area/OLF)”**
- Make request on VHF 120.05 and monitor SMOA discrete when able
- Remain within assigned block until given instruction by PNS App (MOA Monitor)
- Aircraft descending from high blocks through low block will do so only after ATC instructions, via MOA section lines or through cold areas
- Aircraft requesting VFR flight following after departing the GATOR will do so 10 minutes prior to departure

Entry/Transition

- File NSE 4T or NSE 5T for entry
- Use local altimeter, when it is below 29.92 use 22000’ MSL as top of working area
- PNS App (MOA Monitor) will transition aircraft to/from assigned block(s) and issue GATOR clearance:
 - Via vectors to intercept lines A, B, C, 1, or 2 around active blocks
 - **“Fly heading 330, intercept Line Charlie, maintain (alt), expect 2C High” “Gator 2C high, freq change approved”**
 - Via direct pts A, B, C, D, E, F, H, or I to intercept lines A,B,C, 1, or 2 around active blocks
 - **“Proceed direct Pt F, transition Line C, maintain (alt), expect 2C High” “Gator 2C high, freq change approved”**
 - If blocks inactive, via direct radar vectors
- Gator clearance authorizes aircraft to climb/descend from assigned alt only once established in the lateral confines of assigned working block
- Monitor 309.8 while in the GATOR area

South MOA – GATOR Area



Frequencies	
PNS App (MOA monitor)	372.0 / 120.05
MOA Discrete	309.8

28
29

Block Altitudes MSL	
GATOR & ATCAA	10500 - 23000 MSL
LOW (11) (3/A N/A LOW)	10500 – 16500 MSL
HIGH (12)	17000 – 23000 MSL

Exit (VFR)

- Contact PNS App (120.05/372.0) and advise intentions prior to leaving assigned working block
 - **“PNS App, (call sign) complete in block 1A high, request VFR descent to (working area/OLF)”**
- Make request on VHF 120.05 and monitor SMOA discrete when able
- Remain within assigned block until given instruction by PNS App (MOA Monitor)
- Aircraft descending from high blocks through low block will do so only after ATC instructions, via MOA section lines or through cold areas
- Aircraft requesting VFR flight following after departing the GATOR will do so 10 minutes prior to departure

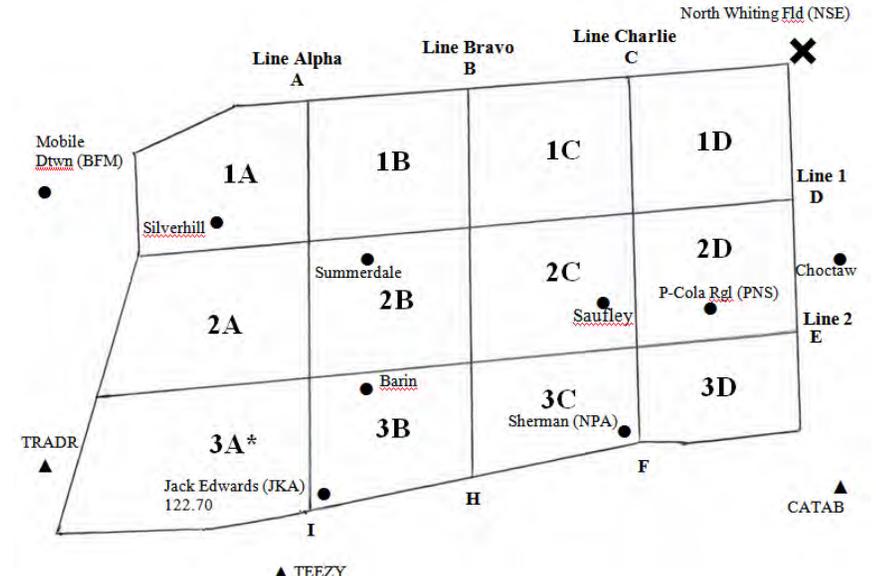
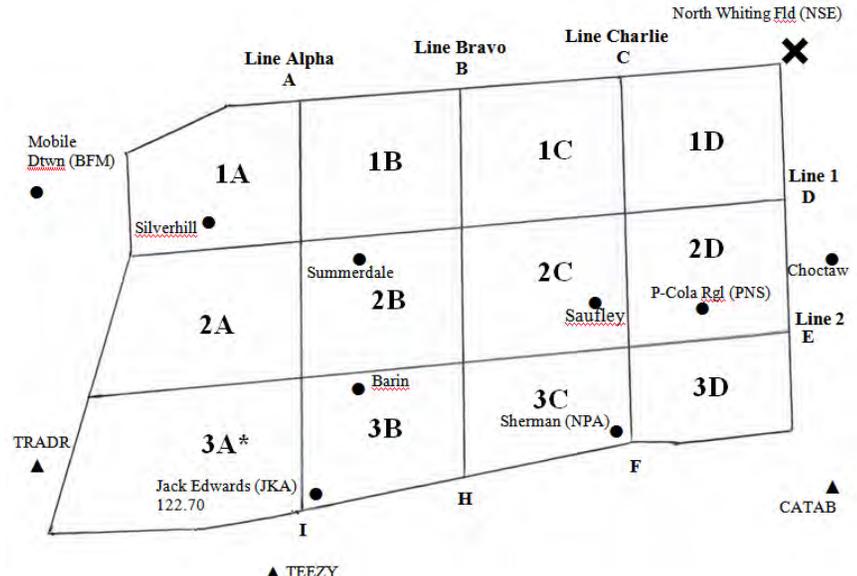
Entry/Transition

- File NSE 4T or NSE 5T for entry
- Use local altimeter, when it is below 29.92 use 22000’ MSL as top of working area
- PNS App (MOA Monitor) will transition aircraft to/from assigned block(s) and issue GATOR clearance:
 - Via vectors to intercept lines A, B, C, 1, or 2 around active blocks
 - **“Fly heading 330, intercept Line Charlie, maintain (alt), expect 2C High” “Gator 2C high, freq change approved”**
 - Via direct pts A, B, C, D, E, F, H, or I to intercept lines A,B,C, 1, or 2 around active blocks
 - **“Proceed direct Pt F, transition Line C, maintain (alt), expect 2C High” “Gator 2C high, freq change approved”**
 - If blocks inactive, via direct radar vectors
- Gator clearance authorizes aircraft to climb/descend from assigned alt only once established in the lateral confines of assigned working block
- Monitor 309.8 while in the GATOR area

CH-2

South (GATOR) MOA

South (GATOR) MOA



Frequencies	
PNS App (MOA monitor)	372.0 / 120.05
MOA Discrete	309.8

Block Altitudes MSL	
GATOR & ATCAA	10500 - 23000 MSL
LOW (11) (3A N/A Low)	10500 - 16500 MSL
HIGH (12)	17500 - 23000 MSL

CH-2

Frequencies	
PNS App (MOA monitor)	372.0 / 120.05
MOA Discrete	309.8

Block Altitudes MSL	
GATOR & ATCAA	10500 - 23000 MSL
LOW (11) (3A N/A Low)	10500 - 16500 MSL
HIGH (12)	17500 - 23000 MSL

Exit (IFR)

1. Contact PNS App (120.05/ 372.0) with intentions **"PNS App, (call sign), complete in block 1A high, with (ATIS), request vectors GPA 23 North Whiting full stop"**
2. PNS will issue standard clearance to depart GATOR via intercept lines/points
3. MARSAs until clear of GATOR
4. PNS will issue clearance once separation can be assured

Block Changes

1. Make block changes with PNS App (MOA Monitor)

Lost Comm

1. HAVE NOT received a Gator clearance and are ABLE to maintain VMC, proceed VFR to NSE at or above 3500' MSL for PPEL to active runway
2. HAVE NOT received a Gator clearance and are UNABLE to maintain VMC, maintain last assigned alt and proceed direct MERTY or ANTUA. Enter holding as published, descend to depicted alt and execute approach.
3. HAVE received Gator clearance and are ABLE to maintain VMC, descend VFR until below working area and proceed VFR to NSE at or above 3500' MSL for PPEL to active runway.
4. HAVE received Gator clearance and are UNABLE to depart MOA VMC, descend to lowest VMC alt (min 11000' MSL), proceed via transition lines 1 or 2 to Points D or E. At Pt D or E, descend to 9000' MSL and proceed direct MERTY, or ANTUA. Enter holding as published, descend to depicted alt and execute approach.

Exit (IFR)

1. Contact PNS App (120.05/372.0) with intentions **"PNS App, (call sign), complete in block 1A high, with (ATIS), request vectors GPA 23 North Whiting full stop"**
2. PNS will issue standard clearance to depart GATOR via intercept lines/points
3. MARSAs until clear of GATOR
4. PNS will issue clearance once separation can be assured

Block Changes

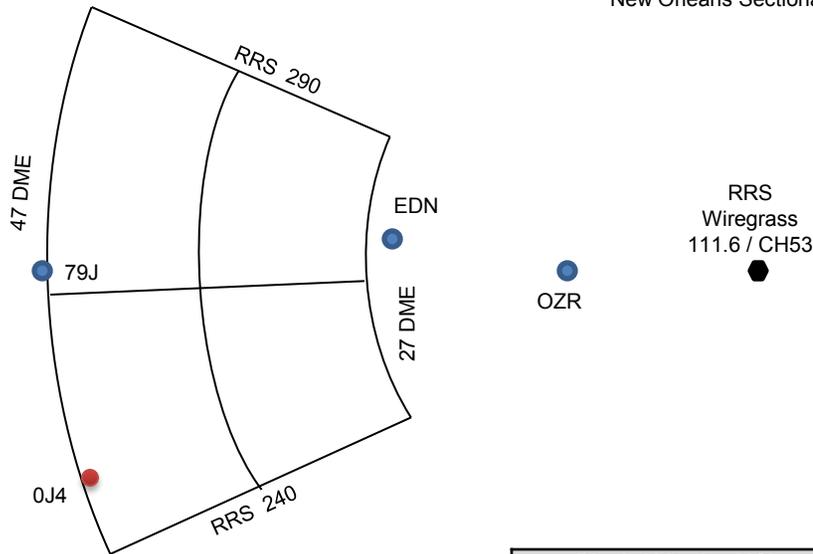
1. Make block changes with PNS App (MOA Monitor)

Lost Comm

1. HAVE NOT received a Gator clearance and are ABLE to maintain VMC, proceed VFR to NSE at or above 3500' MSL for PPEL to active runway
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ROSEHILL MOA

New Orleans Sectional



Block Altitudes MSL	
8000' MSL	17,999' MSL

Frequencies	
JAX Center	134.15 / 120.2
Cairns App	133.45/239.4

16/17
26

79J	South Alabama Regional	119.55*
EDN	Enterprise	122.8
OZR	Cairns AAF	135.2*
OJ4	Florala	123.0

CH-2

ROSEHILL MOA PROCEDURES

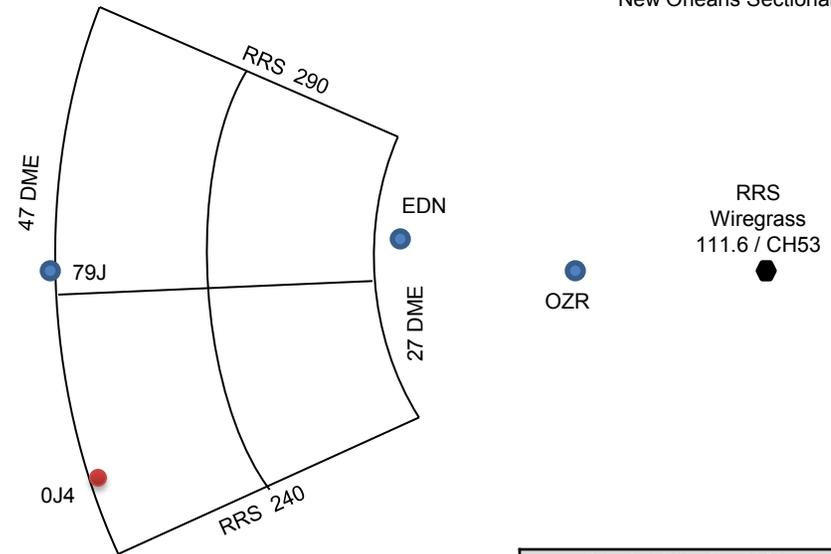
- Schedule ROSEHILL MOA through 46 OSS/OSCS Eglin AFB, FL
-DSN 872-5800, C850-882-5800
- Report established once within the geographical boundaries with JAX center
- MOA discrete as applicable
- Advise JAX center if unable to maintain VMC

Rosehill MOA is actively used by military aircraft 0600-2400 Mon-Fri. Although not required, ATC or a military radar unit may provide advisory/monitoring/separation services within the MOA. However, the pilot is responsible for remaining within the area and exercising "see and avoid" during visual conditions.

Flight following by Cairns Approach:
Based on task saturation, Cairns Approach may provide VFR flight following within the lateral confines of Rosehill MOA between requested altitudes. Cairns Approach DOES NOT control Rosehill MOA and therefore can only provide limited flight following. Aircraft should use this procedure on a limited basis, especially if dynamic maneuvering is required.

ROSEHILL MOA

New Orleans Sectional



Block Altitudes MSL	
8000' MSL	17,999' MSL

Frequencies	
JAX Center	134.15 / 120.2
Cairns App	133.45/239.4

16/17
26

79J	South Alabama Regional	119.55*
EDN	Enterprise	122.8
OZR	Cairns AAF	135.2*
OJ4	Florala	123.0

ROSEHILL MOA PROCEDURES

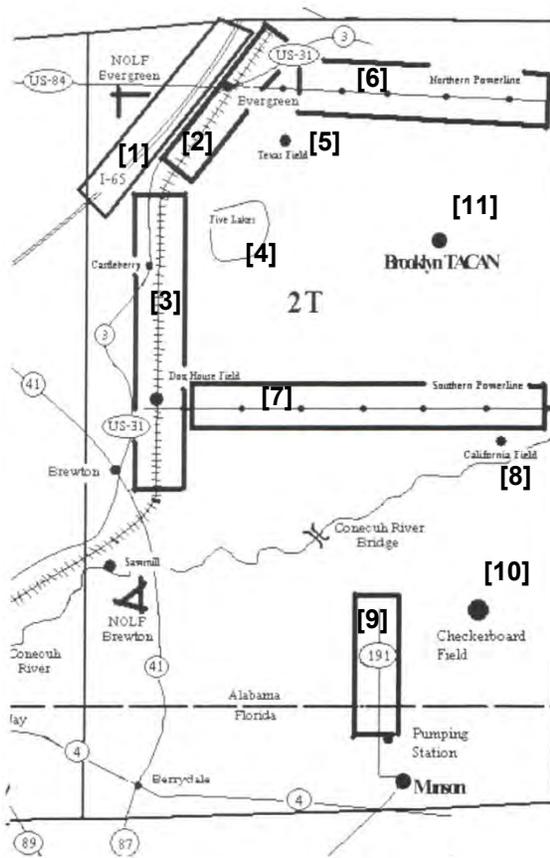
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ALERT 292 – Area 2T

1. I-65
2. Northern Railroad
3. Southern Railroad
4. Five Lakes
5. Texas Field
6. Northern Powerlines
7. Southern Powerlines
8. California Field
9. HWY 191
10. Checkerboard Field
11. Brooklyn (Oil Fields)



Frequencies	
Area 2	254.9 (12)
Brewton OLF	257.975/122.72 (13)
Evergreen OLF	254.35/122.7 (14)

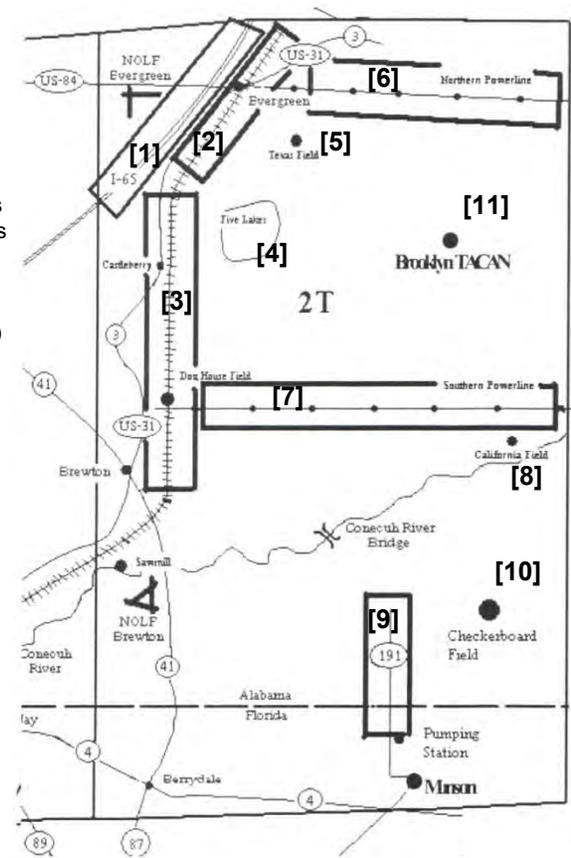
Block Altitudes MSL	
SFC	10000' MSL (Outside Pelican)
SFC	5000' MSL (Below Pelican)

AREA 2 OPERATIONS

- Primarily used for contact training
- HAPL/LAPL training shall not be conducted in the vicinity of checkerboard field
- T-34s Can Work California Field ,Oilfields/Brooklyn and HWY 191
- Aircraft working HWY 191 must remain north of the pumping station
- Checkerboard Field and HWY 191 are outside the confines of Pelican
- California Field and Brooklyn/Oilfields are within the confines of Pelican

ALERT 292 – Area 2T

1. I-65
2. Northern Railroad
3. Southern Railroad
4. Five Lakes
5. Texas Field
6. Northern Powerlines
7. Southern Powerlines
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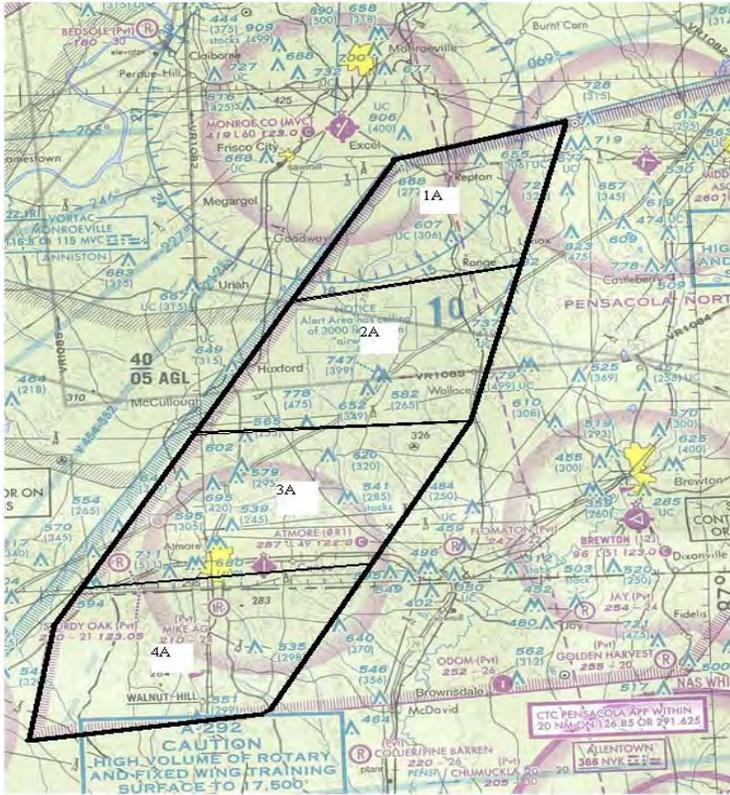
Frequencies	
Area 2	254.9 (12)
Brewton OLF	257.975/122.72 (13)
Evergreen OLF	254.35/122.7 (14)

Block Altitudes MSL	
SFC	10000' MSL (Outside Pelican)
SFC	5000' MSL (Outside Pelican)

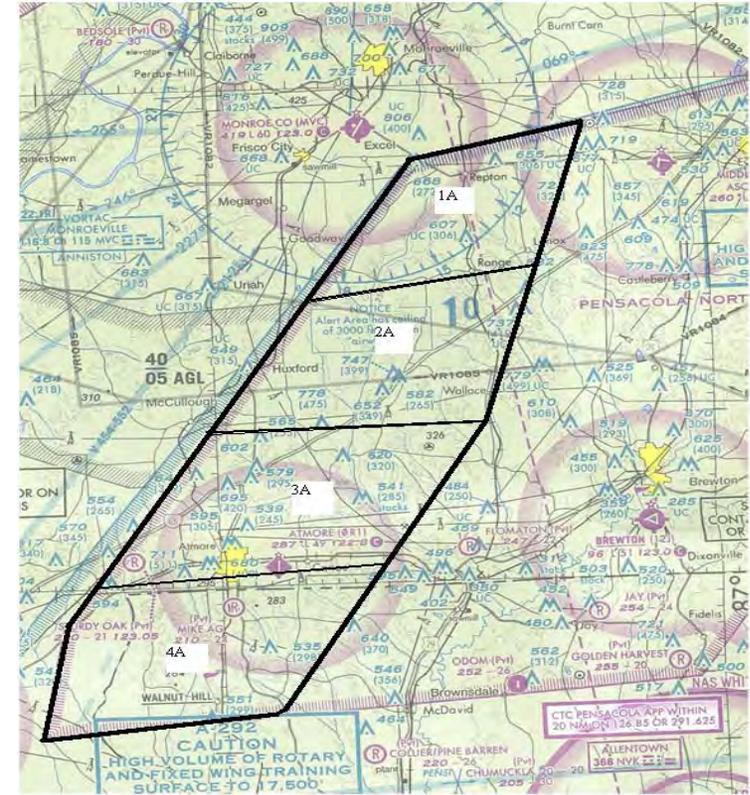
AREA 2 OPERATIONS

- Primarily used for contact training
- HAPL/LAPL training shall not be conducted in the vicinity of checkerboard field
- T-34s can work California Field, Oil Fields/Brooklyn, and HWY 191
- Aircraft working HWY 191 must remain north of the pumping station
- Checkerboard Field and HWY 191 are outside the confines of Pelican
- California Field and Brooklyn/Oilfields are within the confines of Pelican

ALERT 292 – Area Fox



ALERT 292 – Area Fox



Block Altitudes MSL	
1000' MSL	5000' MSL
Block 4A	3000-5000 MSL ONLY

Frequencies	
Area Fox	254.9 (12)
Monroeville	123.0 CTAF
Bay Minette	122.8 CTAF

Block Altitudes MSL	
1000' MSL	5000' MSL
Block 4A	3000-5000 MSL ONLY

Frequencies	
Area Fox	254.9 (12)
Monroeville	123.0 CTAF
Bay Minette	122.8 CTAF

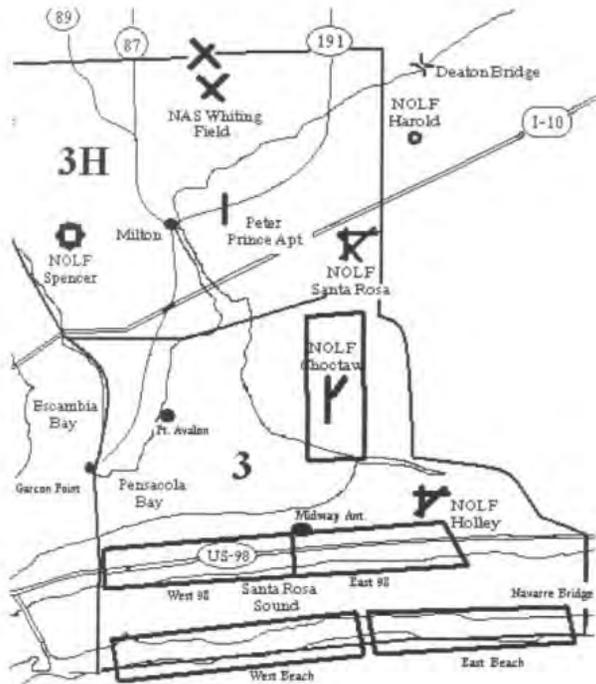
AREA FOX OPERATIONS

- Primary area for Level Basic Form Flight
- Basic formations operate at set altitudes ;1500 / 2500 / 3500 / 4500' MSL
- Check-in on Area common, 254.9 (12) and determine working altitudes
- Formations with solo must work > 2500' MSL
- Use of Atmore OR1 (122.8) unauthorized unless an emergency

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- Formations with solo must work > 2500' MSL
- Use of Atmore OR1 (122.8) unauthorized unless an emergency

ALERT 292 – Area 3



Block Altitudes MSL	
SFC	9500' MSL

Frequencies	
Area 3	299.5 (16)
Choctaw tower	260.1 (17)
Pensacola App	269.375 (7)

(19)
259.25 (24)

CH-2

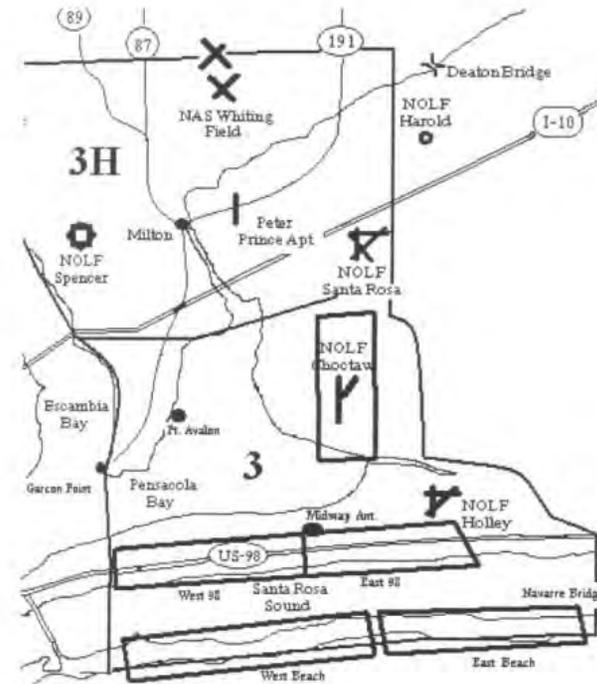
AREA 3 OPERATIONS

- Primarily used for Instructor contact/OCF training
- Increased commercial and military traffic
- All training maneuvers should be conducted south of I-10
- Order of Priority of Use: Choctaw, West 98, East 98 West Beach, East Beach
- OCF training incorporates up to 14,500' MSL – preferred location over Choctaw OLF
- Eastern spin area extends from 5000' MSL to 17,500' MSL (NW corner of W-155A)
- Maintain flight following with Pensacola Approach and maintain discrete frequency—report completion of OCF/aerobatics
- Avoid Class C airspace

RESTRICTIONS

- OCF and aerobatics shall not be conducted over Garcon Point Bridge or Bagdad Peninsula
- Avoid airspace < 2000' AGL west of Midway Antenna
- Refer to FWOP for Eastern Spin Area usage

ALERT 292 – Area 3



Block Altitudes MSL	
SFC	9500' MSL

Frequencies	
Area 3	299.5 (16)
Choctaw tower	260.1 (17)
Pensacola App	269.375 (7)

(19)
259.25 (24)

AREA 3 OPERATIONS

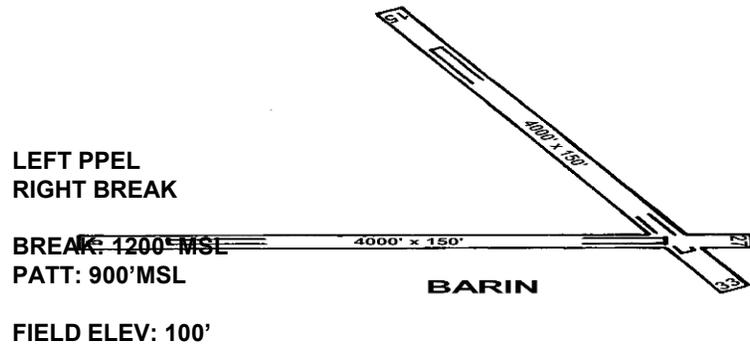
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- Avoid airspace < 2000' AGL west of Midway Antenna
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BARIN OLF

CH 9 (269.425)



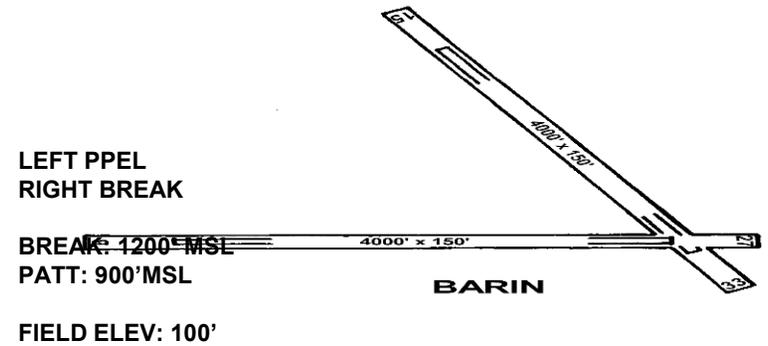
PATTERN OPERATIONS		
	T-34	T-6
HIGH KEY	2600' MSL	3100' MSL
CROSSWIND	2100' MSL	2500' MSL
LOW KEY	1300' MSL	1600' MSL
BREAK	170 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear,
ALTITUDE	1400' MSL	1400' MSL
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
410
(for intercepting
Course Rules 5 NM
west of the Chicken
Ranch)

1. PPEL/PPEL(P) not authorized with solos in the pattern
2. Max dual T-34 only in pattern is 8; T-6B only is 6
3. Max A/C (T-6B/T-34) in pattern with any solo is 6
4. Max A/C in pattern during T-34/T-6B mixed operations is 6
5. Max A/C in pattern during T-34/T-6A mixed operations is 4
6. T-6 will adjust pattern for T-34; 45 behind wing
7. T-6 shall not enter HK until previous T-34 aircraft reaches LK
8. PPEL traffic has priority regardless of type
9. No T-34 FF AOA during mixed T-34 / T-6 operations
10. No simultaneous T-34/T-6B solos in pattern

BARIN OLF

CH 9 (269.425)



PATTERN OPERATIONS		
	T-34	T-6
HIGH KEY	2600' MSL	3100' MSL
CROSSWIND	2100' MSL	2500' MSL
LOW KEY	1300' MSL	1600' MSL
BREAK	170 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear
ALTITUDE	1400' MSL	1400' MSL
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
410
(for intercepting
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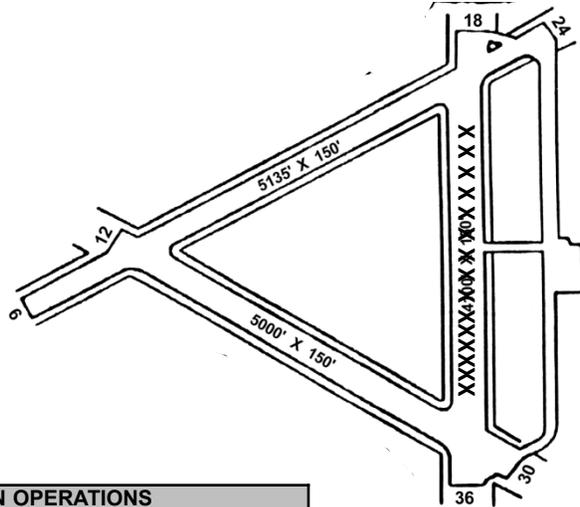
BREWTON OLF

CH 13 (257.975) (122.725)

RIGHT PPEL
LEFT BREAK

BREAK: 1200' MSL
PATT: 900' MSL

FIELD ELEV: 100'



PATTERN OPERATIONS		
	T-34	T-6
BREAK	190 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear
ALTITUDE	1400' MSL	1400' MSL
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
380
(to Doghouse for CR)

1. PPEL/PPEL(P) not authorized with solos in the pattern
2. No TRAWING 5 Ops without RDO on station
3. Max dual T-34 only in pattern is 8; T-6B only is 6
4. Max A/C (T-6B/T-34) in pattern with any solo is 6
5. Max A/C in pattern during T-34/T-6B mixed operations is 6
6. Max A/C in pattern during T-34/T-6A mixed operations is 4
7. T-6 will adjust pattern for T-34; 45 behind wing
8. T-6 shall not enter HK until previous T-34 aircraft reaches LK
9. PPEL traffic has priority regardless of type
10. Avoid overflying papermill (NW)
11. Civil traffic have right of way
12. Remain outside 5NM / 3000' unless entering pattern
13. RWY 18/36 closed to all Navy ops, including LAPL(P) low approach
14. Pilots shall monitor CTAF 122.72
15. No T-34 FF AOA during mixed T-34 / T-6 operations
16. No simultaneous T-34/T-6B solos in pattern

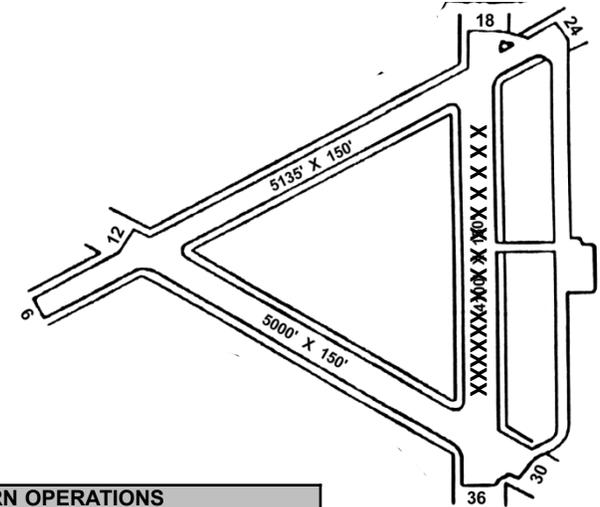
BREWTON OLF

CH 13 (257.975) (122.725)

RIGHT PPEL
LEFT BREAK

BREAK: 1200' MSL
PATT: 900' MSL

FIELD ELEV: 100'



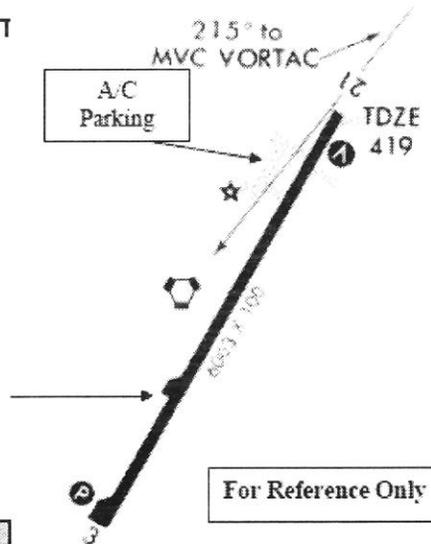
PATTERN OPERATIONS		
	T-34	T-6
BREAK	190 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear,
ALTITUDE	1400' MSL	1400' MSL
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
380
(to Doghouse for CR)

1. PPEL/PPEL(P) not authorized with solos in the pattern
2. No TRAWING 5 Ops without RDO on station
3. Max dual T-34 only in pattern is 8; T-6B only is 6
4. Max A/C (T-6B/T-34) in pattern with any solo is 6
5. Max A/C in pattern during T-34/T-6B mixed operations is 6
6. Max A/C in pattern during T-34/T-6A mixed operations is 4
7. T-6 will adjust pattern for T-34; 45 behind wing (
8. T-6 shall not enter HK until previous T-34 aircraft reaches LK
9. PPEL traffic has priority regardless of type
10. Avoid overflying papermill (NW)
11. Civil traffic have right of way
12. Remain outside 5NM / 3000' unless entering pattern
13. RWY 18/36 closed to all Navy ops, including LAPL(P) low approach
14. Pilots shall monitor CTAF 122.72
15. No T-34 FF AOA during mixed T-34 / T-6 operations
16. No simultaneous T-34/T-6B solos in pattern

MONROEVILLE OLF (KMVC)

CH 10 (UHF 345.2) (123.0 CT)



RIGHT PPEL
LEFT BREAK

BREAK: 1500' MSL
PATT: 1200' MSL

FIELD ELEV: 419'

DELTA PATTERN OPS+	
CONFIGURATION	Gear
ALTITUDE	1700' MSL
AIRSPEED	120 KIAS

For Reference Only

NSE BINGO
410
(Jay CRs)

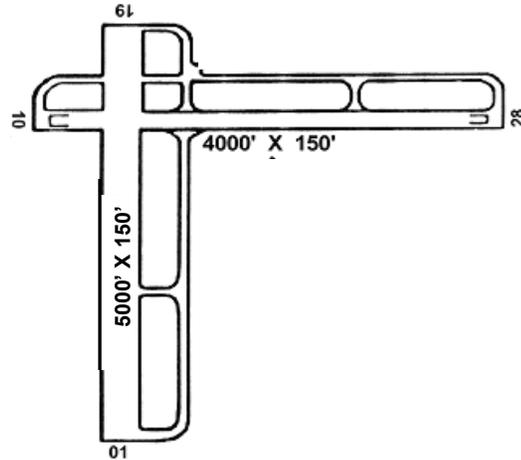
1. Max T-6B in pattern is 4
2. PPEL traffic has priority regardless of type
3. Civil traffic have right of way
4. Pilots shall monitor CTAF 123.0
5. Lighting is controlled by FBO. When FBO is closed, lighting is not available
6. When no RDO on duty, PPELs may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes

Change 1

Change 1

EVERGREEN OLF

CH 14 (254.35) (122.7)



RIGHT PPEL
LEFT BREAK

BREAK: 1400' MSL
PATT: 1100' MSL

FIELD ELEV: 300'

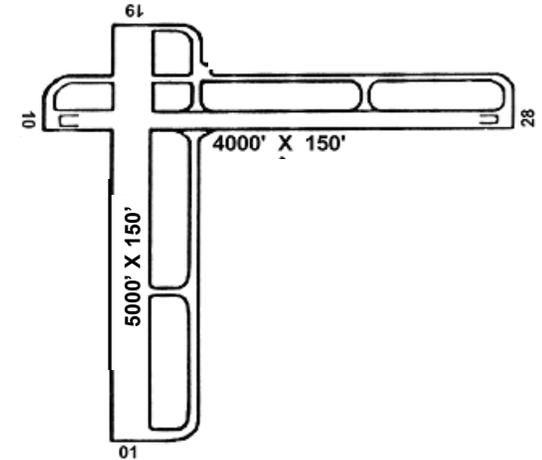
PATTERN OPERATIONS		
	T-34	T-6
HIGH KEY	2800' MSL	3300' MSL
BREAK	190 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear
ALTITUDE	1600' MSL	1600' MSL
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
390

1. PPEL/PPEL(P) not authorized with solos in the pattern
2. No TRAWING 5 Ops without RDO on station
3. Max T-34 only in pattern is 8; T-6B only is 6
4. Max A/C (T-6B/T-34) in pattern with solo is 6
5. Max A/C in pattern during T-34/T-6B mixed operations is 6
6. Max A/C in pattern during T-34/T-6A mixed operations is 4
7. T-6 will adjust pattern abeam to 45 behind wing (60 for PPEL(P))
8. T-6 shall not enter HK until previous T-34 aircraft reaches LK
9. PPEL traffic has priority regardless of type
10. Civil traffic have right of way
11. Pilots shall monitor CTAF 122.7
12. No T-34 FF AOA during mixed T-34/T-6 operations
13. No simultaneous T-34/T-6B solos in pattern

EVERGREEN OLF

CH 14 (254.35) (122.7)



RIGHT PPEL
LEFT BREAK

BREAK: 1400' MSL
PATT: 1100' MSL

FIELD ELEV: 300'

PATTERN OPERATIONS		
	T-34	T-6
HIGH KEY	2800' MSL	3300' MSL
BREAK	190 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear
ALTITUDE	1600' MSL	1600' MSL
AIRSPEED	120 KIAS	120 KIAS

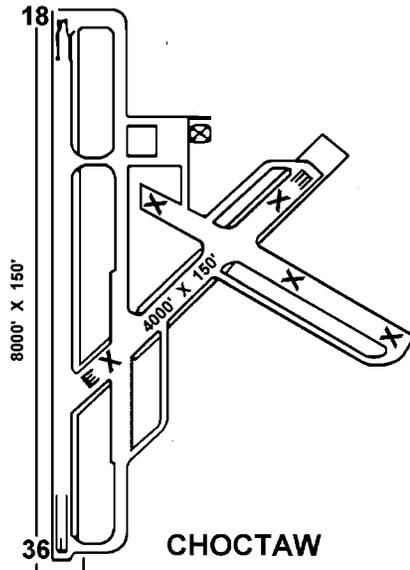
NSE BINGO
390

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5. Max A/C in pattern during T-34/T-6B mixed operations is 6
6. Max A/C in pattern during T-34/T-6A mixed operations is 4
7. T-6 will adjust pattern abeam to 45 behind wing (60 for PPEL(P))
8. T-6 shall not enter HK until previous T-34 aircraft reaches LK
9. PPEL traffic has priority regardless of type
10. Civil traffic have right of way
11. Pilots shall monitor CTAF 122.7
12. No T-34 FF AOA during mixed T-34/T-6 operations
13. No simultaneous T-34/T-6B solos in pattern

CHOCTAW OLF

TOWER CH-1
 CH-2 | CH 17 (260.1) | 24 259.25

PPEL: WEST
 BREAK: WEST
 BREAK: 1200' MSL
 PATT: 900' MSL



CHOCTAW

PATTERN OPERATIONS		
	T-34	T-6
HIGH KEY	2600' MSL	3100' MSL
BREAK	190 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear
ALTITUDE	Tower directed	Tower directed
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
 350
 (Course Rules from Garcon Point)

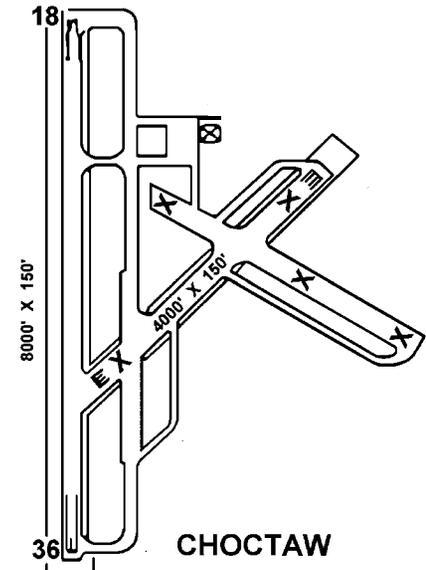
- Depart via straight ahead (RWY 18) or left downwind (RWY 36) to the south
- Climb to 1000' MSL
- Report clear to tower when feet dry. Proceed course rules or Area 3

1. PPEL is primary entry in Choctaw's Class D airspace
2. Night entries by PPEL only
3. Max aircraft in pattern is 6
4. All traffic patterns to the west of the runway
5. Request Pt Avalon entry at 1200' MSL for the break
6. Depart 180 on the upwind (RWY18) or downwind (RWY 36) at 1000' MSL until over the Gulf Breeze Peninsula. Report clear to the south.
7. Comply with tower instructions for waveoffs

CHOCTAW OLF

TOWER CH-2 | CH 17 (260.1) | 24 259.25

PPEL: WEST
 BREAK: WEST
 BREAK: 1200' MSL
 PATT: 900' MSL



CHOCTAW

PATTERN OPERATIONS		
	T-34	T-6
HIGH KEY	2600' MSL	3100' MSL
BREAK	190 KIAS	200 KIAS
DOWNWIND	100 KIAS	120 KIAS
180 – FINAL	85-95 KIAS	100-120 KIAS
DELTA PATTERN OPS		
CONFIGURATION	Gear	Gear
ALTITUDE	Tower directed	Tower directed
AIRSPEED	120 KIAS	120 KIAS

NSE BINGO
 350
 (Course Rules from Garcon Point)

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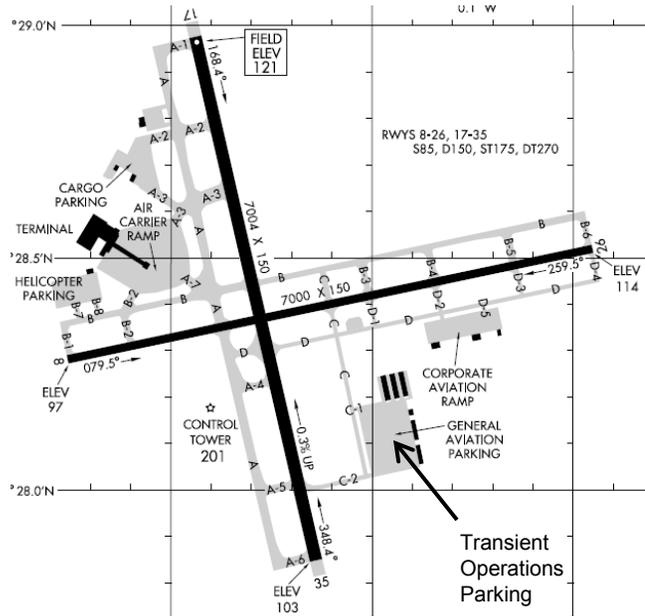
PENSACOLA REGIONAL

51
54
53

Frequencies	
ATIS	121.25
Tower	119.9/257.8
Ground	121.9/348.6
CTAF/UNICOM	119.9/122.95

Tower will direct
pattern direction
BREAK ALT: 1700'
PATT: 1121' MSL

CH-2



RESTRICTIONS

- Multiple touch n' go not authorized past 2100L
- Avoid turns below 700' MSL without tower direction
- Low approach should be made at MAP

WEEKEND OPERATIONS

- 10 minutes prior to arrival, contact Aviation Center on 122.95 with ETA
- Clear TWY C but don't enter main ramp until directed in by lineman to desired parking
- Secure aircraft IAW FWOP Chapter 15
- Ensure flight plan closed out
- All pilots shall file a flight plan and obtain a WX brief from an OPNAV 3710 qualified forecaster (if available):
 - <https://fwb.metoc.navy.mil/fwb121>
- (888) PILOTWX

VFR DEPARTURES

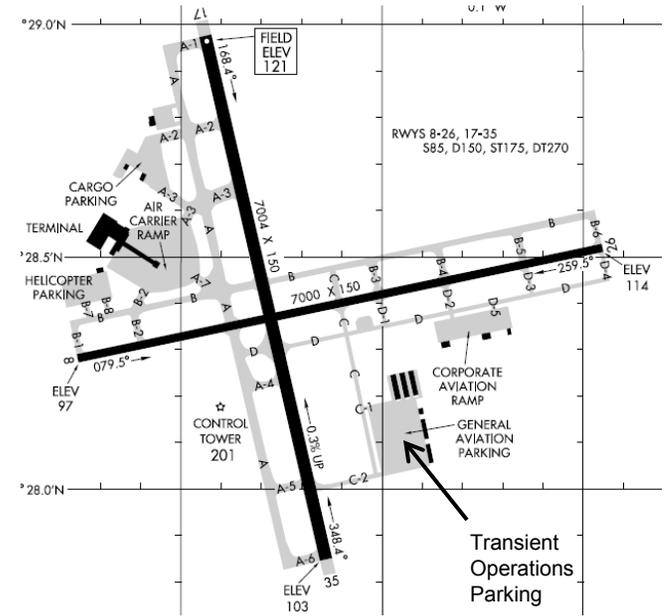
- Conduct ground run-up / takeoff checklists outside of main ramp
- Intersection takeoffs authorized
- Takeoff from off-duty authorized on non-interference basis

PENSACOLA REGIONAL

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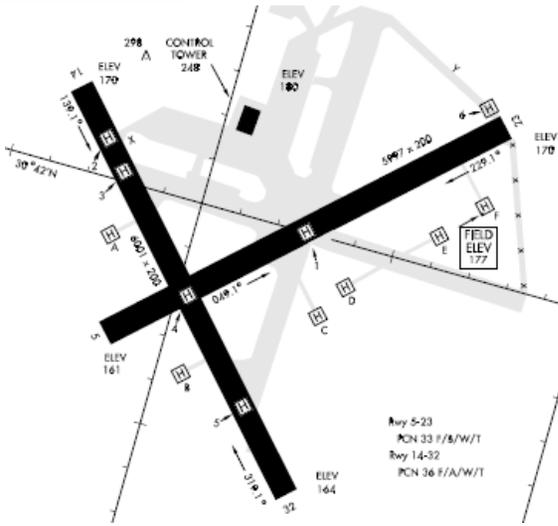
SOUTH WHITING FIELD

Frequencies	
Tower	121.4 / 348.67 (19)
Ground	317.65 (20)
ATIS	273.575

34
33
31

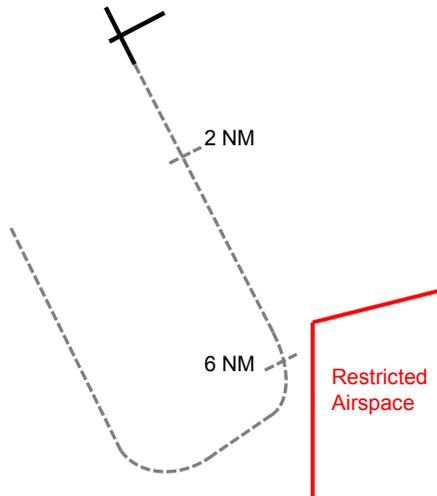
CH-2

- Minimum ceiling for practice approaches is 1000' and 3 miles
- No fixed wing practice approaches if NDZ operating special VFR (SVFR)
- Tower to tower traffic will typically climb to 1000' MSL while transitioning north of Langley Road
- Request to enter NDZ GCA immediately after takeoff can be made with North Field clearance delivery



- VFR Climbout Instructions RWY 32: at 2 NMs, turn left heading 220, climb 1700' MSL, maintain VFR
- Lost comm during GCA: See FWOP

- If restricted airspace active and aircraft operating IFR, approach must keep aircraft 3 miles from restricted airspace

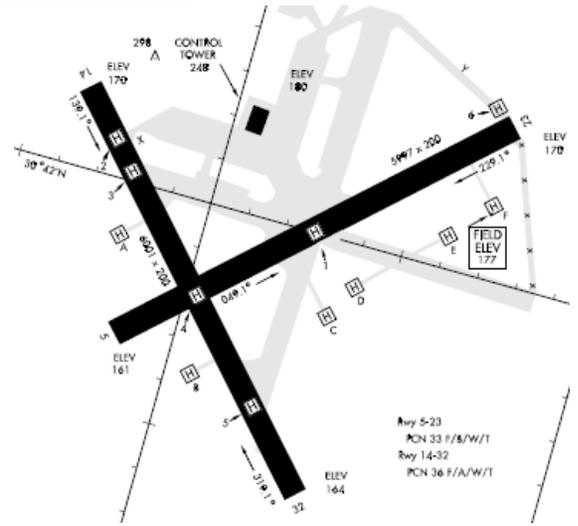


SOUTH WHITING FIELD

Frequencies	
Tower	121.4 / 348.67 (19)
Ground	317.65 (20)
ATIS	273.575

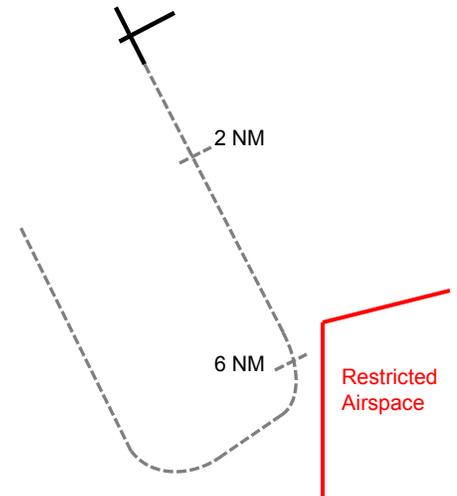
34
33
31

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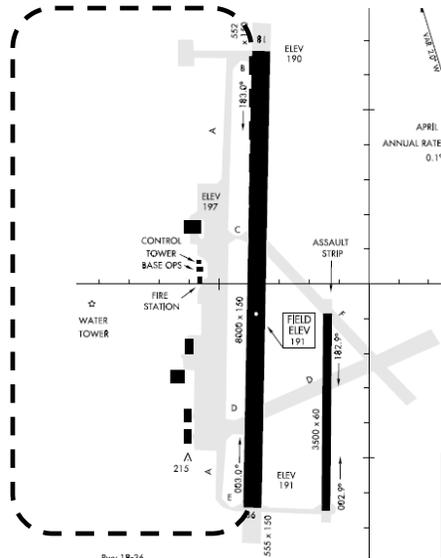


- VFR Climbout Instructions RWY 32: at 2 NMs, turn left heading 220, climb 1700' MSL, maintain VFR
- Lost comm during GCA: See FWOP

- If restricted airspace active and aircraft operating IFR, approach must keep aircraft 3 miles from restricted airspace



DUKE FIELD



**PPEL: WEST
BREAK: WEST
BREAK: 1700' MSL
PATT: 1200' MSL**

Frequencies	
ERCF	124.05/284.65
Eglin Approach	125.1 / 281.45
Duke Tower	133.2 / 290.42
Ground	251.125

RESTRICTIONS

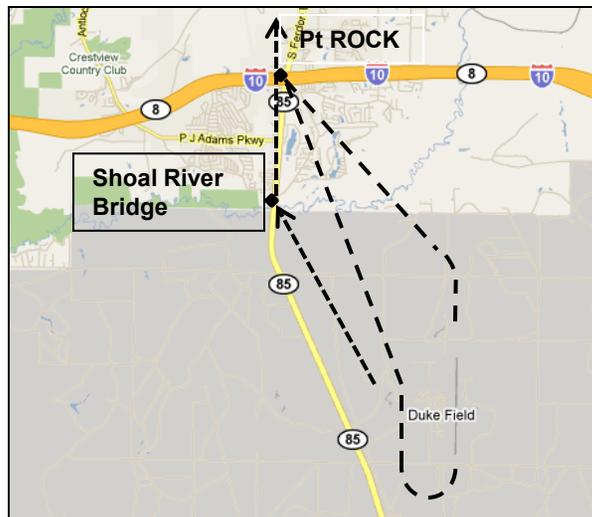
- DO NOT penetrate restricted airspace upon entry or departure
- HELO traffic has priority
- PPELs are authorized. Make request with Eglin on initial contact

ARRIVALS

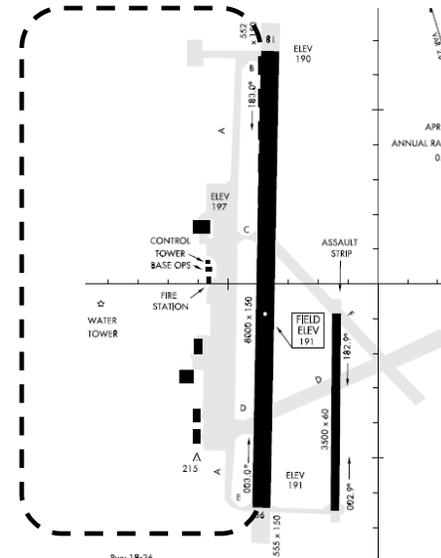
- Contact Eglin Approach and make request for Duke Field
- Duke Tower will approve/disapprove inbound
- Enter either radar vectors or Point Rock (Intersection of Hwy 85 and I-10)
- Rectangular VFR traffic pattern at 1200' MSL on WEST side of runway
- Overhead traffic pattern at 1700' MSL

DEPARTURES

- Advise Duke tower of last pattern
- Duke tower will advise to report Shoal River Bridge outbound
- Tower will direct switch to Eglin approach for further flight following if desired
- Depart at 1200' MSL or as directed by tower



DUKE FIELD



**PPEL: WEST
BREAK: WEST
BREAK: 1700' MSL
PATT: 1200' MSL**

Frequencies	
ERCF	124.05/284.65
Eglin Approach	125.1 / 281.45
Duke Tower	133.2 / 290.42
Ground	251.125

RESTRICTIONS

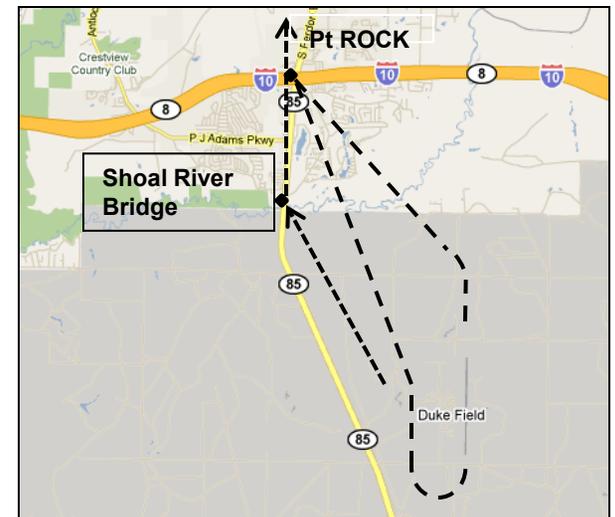
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ARRIVALS

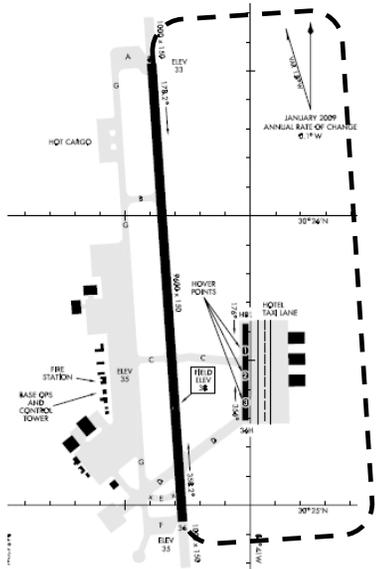
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- Rectangular VFR traffic pattern at 1200' MSL on WEST side of runway
- Overhead traffic pattern at 1700' MSL

DEPARTURES

- Advise Duke tower of last pattern
- Duke tower will advise to report Shoal River Bridge outbound
- Tower will direct switch to Eglin approach for further flight following if desired
- Depart at 1200' MSL or as directed by tower



HURLBURT FIELD



**PPEL: EAST
BREAK: EAST
PATT: 1200' MSL**

Frequencies	
Eglin Approach	132.1 / 360.6
Hurlburt Tower	126.5 / 351.675
ATIS	360.675

RESTRICTIONS

- PPELs are authorized, but all aircraft must remain below 3000' MSL
- Avoid base housing west of runway
- Arresting gear located at each end of runway
- Touch n go traffic east of runway, radar traffic west of runway

ARRIVALS

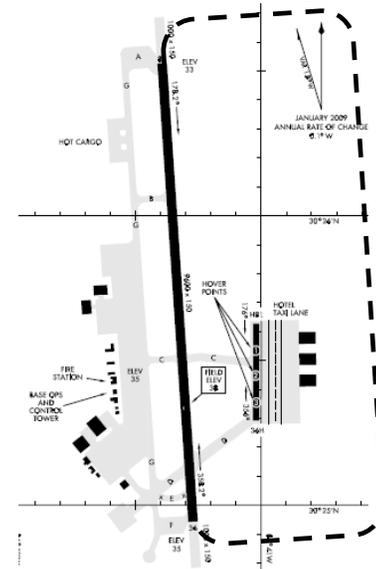
- Navarre Bridge is the entry point to Hurlburt Field
- Contact Eglin Approach prior to abeam Holley OLF for traffic advisories
- Enter corridor at 3000' MSL, expect transfer to Hurlburt Tower
- Aircraft shall enter the break at 1700' MSL and descend to pattern altitude at pilot's discretion or tower direction

DEPARTURES

- Advise tower of intention to depart prior to last touch n' go
- Follow tower instructions for departure
- DO NOT penetrate restricted airspace
- Depart at 2000' MSL



HURLBURT FIELD



**PPEL: EAST
BREAK: EAST
PATT: 1200' MSL**

Frequencies	
Eglin Approach	132.1 / 360.6
Hurlburt Tower	126.5 / 351.675
ATIS	360.675

RESTRICTIONS

- PPELs are authorized, but all aircraft must remain below 3000' MSL
- Avoid base housing west of runway
- Arresting gear located at each end of runway
- Touch n go traffic east of runway, radar traffic west of runway

ARRIVALS

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EMERGENCY AIRFIELD DATA

ID	NAME	RWY	LENGTH	WIDTH	UNICOM	ELEV	APP
KCQF*	Fairhope -HL Sonny Callahan	01/19	6600	100	123.0 118.425 AWOS	91	VOR/DME RNAV
1R8	Bay Minette	08/26	5500	79	122.8	248	VOR RNAV
KEGI	Duke Field	18/36	8000	150	133.2 Tower	191	ILS
KNPA	Sherman Field	1/19 7/25	7137 8000	200 200	120.7/340.2 Tower	28	ILS, VOR, RNAV
KGZH	Evergreen OLF	01/19 10/28	5000 4000	150 150	122.7 133.42 ASOS	259	VOR/DME
12J	Brewton OLF	06/24 12/30	5100 5000	150 150	122.72 119.32 ASOS	99	VOR/DME
KJKA	Gulf Shores - Jack Edwards	09/27 17/35	6900 3600	100 75	122.7 134.52 AWOS	17	ILS, VOR, RNAV
0J4	Floralia	04/22	3200	75	123.0	314	RNAV
0R1*	Atmore	18/36	4900	80	122.8	287	
KNFJ	Choctaw	18/36	8000	150	121.4	102	
KNBJ	Barin OLF	09/27 15/33	4000 4000	150 150	269.425	54	
KCEW	Crestview	17/35	8000	150	122.95 119.27 ASOS	213	ILS, VOR, RNAV
5R4*	Foley	18/36	3700	75	123.05	75	RNAV
KNKL*	Holley OLF	09/27	3600	150	N/A	39	
KBFM	Mobile Downtown	14/32 18/36	9618 7800	150 150	118.8 Tower	26	ILS, VOR RNAV
KMVC	Monroeville	03/21	6028	100	123.0	419	VOR RNAV

* Denotes emergency use only airfields (FWOP)

GLIDE PERFORMANCE SUMMARY

CONFIGURATION	PROP COND	GLIDE SPEED	SINK RATE	GLIDE RATIO
Clean	Feathered	125 KIAS	1350 FPM	2.0/1
Gear-D / Flaps UP	Feathered	105 KIAS	1500 FPM	1.6/1
Gear-D / Flaps LND	Feathered	95 KIAS	1850 FPM	1.1/1
Clean	Windmilling	110 KIAS	2350 FPM	1.0/1

CONTROLLED EJECTION

- Refer to CONTROLLED EJECTION checklist, if time and conditions permit
- Select suitable site depending on conditions
 - Unpopulated areas
 - Factor winds and terrain
- There currently is no controlled ejection area for NAS Whiting Field
- Airspeed, slowest practical (125-180 KIAS)
- Eject using EJECTION checklist procedures

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TRAWING FIVE ON-SCENE COMMANDER CHECKLIST
--

SAR/RESCAP ON-SCENE COMMANDER DUTIES:

1. Check fuel status
 - Identify recovery airfield (night / wx)
 - Set BINGO fuel for search/OSC
2. If a search is required, begin from last known position of downed aircraft
 - For search utilize altitude/sector differential (if formation)
 - Attempt to contact downed aircrew on UHF 282.8 (SAR Common Freq)
 - Consider Hi-Lo split of formation for loiter time/radio reception/area clearing once found
 - Ensure both aircraft are "eyes on" scene prior to splitting the formation
3. Record pertinent information:
 - Determine GPS coordinates
 - Time over scene
 - Callsign or tail # of downed aircraft
 - # of survivors / survivors seen on scene
 - Condition of survivors
 - Fire / wreckage / condition of scene
 - Assistance currently at scene
 - Access to zone via aircraft & ground vehicles
 - Other means of communicating w/downed crew such as cell phone #
4. Notify ODO (UHF 233.7)
 - Relay known information of scene and time on station
 - If ODO unavailable, relay information to either Whiting Tower or an FDO
5. Contact approach control agency for that sector (VHF if possible)
 - Identify yourself and the situation
 - Declare an emergency if required
 - Relay only pertinent information (open mic to everyone on freq)
 - Advise ATC you will be on UHF 282.8 as required
 - Request assistance in keeping other aircraft clear of area if possible
 - May be able to assist in finding follow-on coverage / OSC replacement
6. Assign aircraft to assist / lead crash crews to scene as necessary
7. Control traffic in and around the scene.
8. Designate & brief replacement OSC (remember to allow enough time for relief prior to reaching Bingo).

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WARNING / CAUTION / ADVISORY

CAUTION / WARNING ANNUNCIATOR CROSS REFERENCE				
BATT BUS	GEN BUS	PMU FAIL	GEN	CKPT PX
CANOPY	FUEL PX	OIL PX	OBOGS FAIL	CHIP
ADC FAIL	EDM FAIL	CHK ENG	CKPT ALT	DUCT TEMP
HYD FLO LO	BUS TIE	FUEL BAL	EHYD PX LO	OBOGS TEMP
TAD FAIL	L FUEL LO	R FUEL LO	PMU STATUS	OIL PX
FP FAIL	IAC1 FAIL	IAC2 FAIL	IAC1 OVHT	IAC2 OVHT
IRS FAIL	L PHT INOP	R PHT INOP	UFCP 1 FAIL	UFCP 2 FAIL
IAC1 CONFIG	IAC2 CONFIG	CHK ENG	XPDR FAIL	IGN SEL
M FUEL BAL	ST READY	BOOST PUMP	ANTI ICE	TAD OFF
TRIM OFF	NWS ON	SPDBRK OUT	ADC A INOP	ADC B INOP
EDM A INOP	EDM B INOP	RPT AFT	RPT FWD	RPT ERR
STATUS/BIT	LAMPT TEST	IRS DEGD		
Annunciator	Cause			Page #
RED (WARNING) ANNUNCIATORS				
BATT BUS	Battery bus inoperative			EB-33
GEN BUS	Generator bus inoperative			EB-29
PMU FAIL	Power management unit failure			EE-13
GEN	Generator inoperative			EB-27
CKPT PX	Cockpit overpressurization; pressure exceeds 3.9 to 4.0 psid			ED-13
CANOPY	Canopy unlocked/unsafe			EG-7
FUEL PX	Fuel pressure below 10 psi			EC-3
OIL PX	Oil pressure below 40 psi above IDLE; below 15 psi at IDLE; between 15-40 psi at IDLE for 5" or more			EE-19
OBOGS FAIL	OBOGS system failure			ED-5
CHIP	Engine chip detector indicates oil contamination			EE-17
ADC FAIL	Air data computer failed			EB-21
EDM FAIL	Engine data manager failed			EB-19
CHK ENG	Engine parameters have exceeded ops limits			
AMBER (CAUTION) ANNUNCIATORS				
CKPT ALT	Cockpit pressure altitude above 19000 feet			ED-15
DUCT TEMP	Environmental duct or defog duct above 300 F			ED-11
HYD FLO LO	Hydraulic reservoir fluid level below 55 cubic inches (1 quart)			EA-3
BUS TIE	Bus tie switch open or bus tie inoperative			EB-37
FUEL BAL	Fuel imbalance exceeds 30 lbs, or fuel probe or EDM fail			EC-5
EHYD PX LO	Emergency hydraulic pressure at or below 2400 psi			EA-3
OBOGS TEMP	OBOGS temperature above 200 F			ED-9
TAD FAIL	Rudder trim aid device failure			EG-13
L FUEL LO	Left wing tank below 110lbs usable fuel			
R FUEL LO	Right wing tank below 110lbs usable fuel			
PMU STATUS	PMU has detected and accomodated a fault in-flight or WOW switch failure			EE-15

WARNING / CAUTION / ADVISORY

CAUTION / WARNING ANNUNCIATOR CROSS REFERENCE				
BATT BUS	GEN BUS	PMU FAIL	GEN	CKPT PX
CANOPY	FUEL PX	OIL PX	OBOGS FAIL	CHIP
ADC FAIL	EDM FAIL	CHK ENG	CKPT ALT	DUCT TEMP
HYD FLO LO	BUS TIE	FUEL BAL	EHYD PX LO	OBOGS TEMP
TAD FAIL	L FUEL LO	R FUEL LO	PMU STATUS	OIL PX
FP FAIL	IAC1 FAIL	IAC2 FAIL	IAC1 OVHT	IAC2 OVHT
IRS FAIL	L PHT INOP	R PHT INOP	UFCP 1 FAIL	UFCP 2 FAIL
IAC1 CONFIG	IAC2 CONFIG	CHK ENG	XPDR FAIL	IGN SEL
M FUEL BAL	ST READY	BOOST PUMP	ANTI ICE	TAD OFF
TRIM OFF	NWS ON	SPDBRK OUT	ADC A INOP	ADC B INOP
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HYD FLO LO	Hydraulic reservoir fluid level below 55 cubic inches (1 quart)			EA-3
BUS TIE	Bus tie switch open or bus tie inoperative			EB-37
FUEL BAL	Fuel imbalance exceeds 30 lbs, or fuel probe or EDM fail			EC-5
EHYD PX LO	Emergency hydraulic pressure at or below 2400 psi			EA-3
OBOGS TEMP	OBOGS temperature above 200 F			ED-9
TAD FAIL	Rudder trim aid device failure			EG-13
L FUEL LO	Left wing tank below 110lbs usable fuel			
R FUEL LO	Right wing tank below 110lbs usable fuel			
PMU STATUS	PMU has detected and accomodated a fault in-flight or WOW switch failure			EE-15

OIL PX	Oil pressure between 15-40 psi at IDLE or if oil press drops below 40 and 90 psi, above IDLE power for 10" or more	EE-19
IAC1 FAIL	Integrated avionics computer 1 has failed	EB-5
IAC2 FAIL	Integrated avionics computer 2 has failed	EB-7
IAC1 OVHT	Integrated avionics computer 1 overheat	
IAC2 OVHT	Integrated avionics computer 2 overheat	
IRS FAIL	Inertial reference system (IRS) has failed	EB-9
L PHT INOP	Left pitot heater is not energized	
R PHT INOP	Right pitot heater is not energized	
UFCP 1 FAIL	Up front control panel in front cockpit has failed	EB-15
UFCP 2 FAIL	Up front control panel in rear cockpit has failed	EB-15
IAC1 CONFIG	Integrated avionics computers 1 and 2 have mismatched configuration	
IAC2 CONFIG	Integrated avionics computers 1 and 2 have mismatched configuration	
CHK ENG	Engine parameters are outside normal op range	
XPDR FAIL	Transponder failure or loss of communication	
GREEN (ADVISORY) MESSAGE		
IGN SEL	Ignition on	
M FUEL BAL	Fuel balance switch in manual position	
ST READY	PCL positioned in auto start	
BOOST PUMP	BOOST PUMP selected by switch, starter relay, or low pressure switch	EC-3
ANTI ICE	Probes ANTI ICE switch on	
TAD OFF	Rudder trim aid device selected off	
TRIM OFF	TRIM DISCONNECT switch activated	
NWS ON	Nose wheel steering engaged/on	
SPDBRK OUT	Speed brake is extended or extending	
WHITE (ADVISORY) MESSAGE		
ADC A INOP	Internal failure of channel A of the ADC	EB-21
ADC B INOP	Internal failure of channel B of the ADC	EB-21
EDM A INOP	Internal failure of channel A of the EDM	EB-19
EDM B INOP	Internal failure of channel B of the EDM	EB-19
RPT AFT	Front cockpit MFDs are repeating aft cockpit MFDs	
RPT FWD	Aft cockpit MFDs are repeating front cockpit MFDs	
RPT ERR	Cockpit repeat switches are conflicting	
STATUS/BIT	Status/BIT page in FMS has changed	
LAMP TEST	Condition indication for the lamp test switch in test	
IRS DEGD	GPS hybrid op mode is in init, acq, or alt/clock mode	

OIL PX	Oil pressure between 15-40 psi at IDLE or if oil press drops below 40 and 90 psi, above IDLE power for 10" or more	EE-19
IAC1 FAIL	Integrated avionics computer 1 has failed	EB-5
IAC2 FAIL	Integrated avionics computer 2 has failed	EB-7
IAC1 OVHT	Integrated avionics computer 1 overheat	
IAC2 OVHT	Integrated avionics computer 2 overheat	
IRS FAIL	Inertial reference system (IRS) has failed	EB-9
L PHT INOP	Left pitot heater is not energized	
R PHT INOP	Right pitot heater is not energized	
UFCP 1 FAIL	Up front control panel in front cockpit has failed	EB-15
UFCP 2 FAIL	Up front control panel in rear cockpit has failed	EB-15
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DROPPED SEAT SAFETY PIN

Ejection seat handles will have safety pins fully inserted at all times. When returning to parking, if a seat cannot be safed (e.g. dropped seat pin), use the following procedure:

- Confirm AFTER LANDING checklist is complete and ISS selector is in SOLO using clear, concise terminology between pilots.
- Taxi to parking line and have GROUND notify MX of the situation. Follow maintenance to marshal aircraft into a remote parking spot if available.
- Once parked, wait for maintenance personnel to arrive with an auxiliary seat pin. Shutdown and run all normal checklists. Open canopy only enough to facilitate an exchange of seat pin, then close and lock the canopy, then safe the seat.
- If off station, do not resume training flights until both seats can be properly pinned

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PEL PROCEDURES

1. Squadrons will call the following personnel for all PELs:
 - a. Aircraft issue: x2121 (T-34), x6141(T-6)
 - b. TW 5 CDO; 623-2793
 - c. NASWF ODO; x7597
2. Squadrons will send an email to WHTG_CTW5 PEL NOTIFICATION (usually FDO does this) with the following information:
 - a. Date (YYYYMMDD)
 - b. Squadron/Side Number
 - c. Pilot / Copilot
 - d. Time of PEL
 - e. Location
 - f. Malfunction
 - g. Type of flight
 - h. Maneuver
 - i. *Damage: None, some <20k, extensive >20k
 - j. *Personal injuries
 - k. *Press interest likely
 - l. Remarks

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 - l. Remarks

LOCAL AREA LOST COMM (NORDO)

GENERAL

- If airborne, squawk 7600 for duration of flight
- Approach will advise tower of any 7600 squawks that appear inbound and will clear the airspace ahead of the NORDO traffic
- Whether IMC or VMC, all radio calls made in the blind
- If experienced in the landing pattern at NSE or NOLF, exercise extreme caution and execute a full stop landing. Taxi clear of active.
- On final, observe Wheels Watch for gear down indications and tower for ALDIS light signals

VFR

- Overfly NSE (cross country recoveries use NDZ ILS 32) at 3500' MSL or above and determine the duty runway
- Execute PPEL to duty runway. Rock the wings at high key. Pilots are responsible for maintaining their own separation.
- Approaching low key, look for appropriate ALDIS light signals
- If aircraft is radar identified on course rules, remain on course rules, squawk 7600, rock wings at the break and maintain any interval with conflicting arrivals. Approaching the 180 position, look for appropriate ALDIS light signals from tower.

IFR

- If unable to return to NSE after VFR on top, proceed VFR to a NOLF and land.
- If must return to NSE, proceed direct to the IAF for the active runway and execute the approach.
- If on NSE-3 and prior to reaching VFR on-top, remain at last assigned altitude and proceed to the IAF for the active runway and execute the approach
- Adhere to standard FAA lost communications procedures

	Aircraft in flight	Aircraft on the ground
Flashing white	N/A	Return to starting point
Steady green	Cleared to land	Cleared for takeoff
Flashing green	Cleared to approach airport, or return to land	Cleared to taxi
Steady red	Continue circling, give way to other aircraft	Stop
Flashing red	Airport unsafe, do not land	Immediately taxi clear of runway in use
Alternating red and green	Exercise extreme caution	Exercise extreme caution
Blinking runway lights	Vehicles, planes, and pedestrians immediately clear landing area in use	

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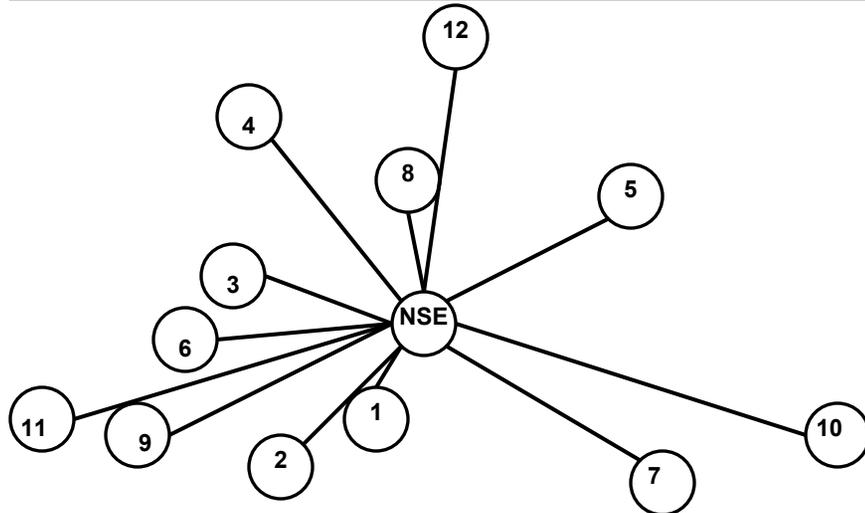
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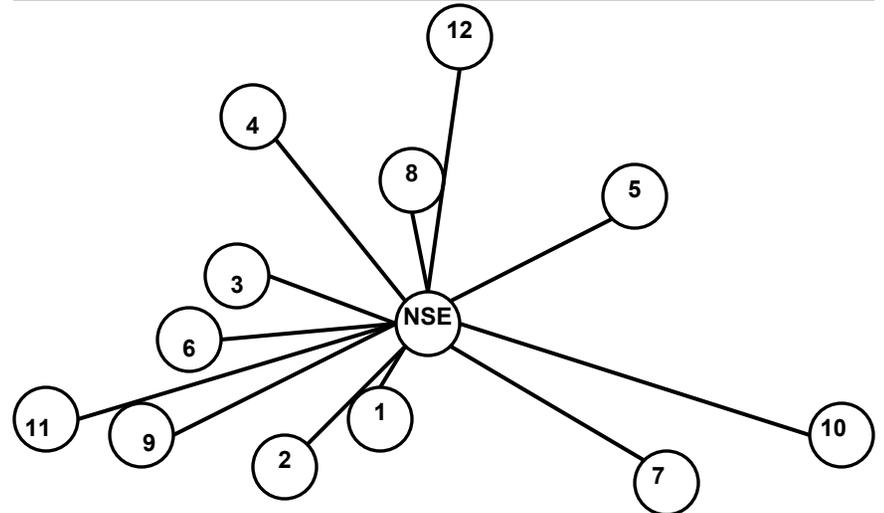
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ALTERNATE / DIVERT AIRFIELDS



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Not to scale – for planning purposes only- VFR Divert- add 50 lbs for IFR

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IDENT	AIRFIELD	NM	HDG	ALT	IAS	ETE	FUEL	NOTES
1	KPNS Pensacola Rgnl	18	211	5000	215	0+06	260	
2	KNPA NAS Pensacola	27	217	5000	215	0+08	280	
3	1R8 Bay Minette	42	284	5000	215	0+12	320	
4	KMVC Monroeville	48	341	5000	215	0+14	330	
5	79J Andalusia	48	044	5000	215	0+14	330	
6	KBFM Mobile Dwntrwn	55	266	10000	195	0+16	350	
7	KECP Panama City Intl	76	114	15000	178	0+21	365	
8	KMGM Montgomery	100	021	15000	178	0+28	425	
9	KGPT Gulfport	107	262	15000	178	0+30	435	
10	KTLH Tallahassee	140	099	20000	172	0+41	470	
11	KNEW Lakefront	161	256	25000	165	0+48	500	
12	KBHM Birmingham	171	005	25000	165	0+51	515	

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8	KMGM Montgomery	100	021	15000	178	0+28	425	
9	KGPT Gulfport	107	262	15000	178	0+30	435	
10	KTLH Tallahassee	140	099	20000	172	0+41	470	
11	KNEW Lakefront	161	256	25000	165	0+48	500	
12	KBHM Birmingham	171	005	25000	165	0+51	515	

NOTES:

- Chart assumes no wind, average weight 6100 lbs, climb at 140 KIAS from MAP, direct routing max range cruise, penetration descent, overhead break at destination (25 lbs) **(add 50lbs for IFR approach)**
- These numbers are for planning reference only and allow for 200 lbs at landing. Additional fuel must be added for any instrument approaches at divert destination.
- In case of actual divert, refer to diversion range summary chart in PCL
- All CNATRA flights are required to have a valid alternate. It is the responsibility of the aircraft commander to designate a suitable alternate.

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T-6B Minimum Essential Subsystem Matrix (MESM)										
System	1 D	1 N	2 D	2 N	3 D	4 D	4 N	5 D	5 N	Notes
Air Conditioning and Pressurization	X	X	X	X	X	X	X	X	X	3
Position Lights	X	X	X	X	X	X	X	X	X	
Strobes	X	X	X	X	X	X	X	X	X	
Landing / Taxi Lights	X	X	X	X	X	X	X	X	X	4
IAC	X	X	X	X	X	X	X	X	X	11
MFD	X	X	X	X	X	X	X	X	X	2
UHF/VHF Communication	X	X	X	X	X	X	X	X	X	2, 10
ICS	X	X	X	X	X	X	X	X	X	2
Transponder	X	X	X	X	X	X	X	X	X	
TCAS	X	X	X	X	X	X	X	X	X	
GPS			X	X		X	X	X	X	12, 13
ILS			X	X				X	X	12
VOR	X	X	X	X	X	X	X	X	X	12, 13

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Transponder	X	X	X	X	X	X	X	X	X	
TCAS	X	X	X	X	X	X	X	X	X	
GPS			X	X		X	X	X	X	12, 13
ILS			X	X				X	X	12
VOR	X	X	X	X	X	X	X	X	X	12, 13

1= Contact 2= Instrument 3= Formation 4= Low Alt Nav
5= High Alt Nav

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- Aircraft with canopy or windscreen distorted/crazed within TO limits are restricted to day dual local visual meteorological conditions (VMC) and no formation flights (Rated pilot decision).
- Aircraft may be flown solo with discrepancies in rear cockpit, which do not affect safety of flight.
- Manual mode required for all missions. Vapor cycle air conditioning not required during cool weather (rated pilot decision). Inoperative pressurization system has no flight restrictions below 18,000 feet (with supplemental oxygen). Rated pilot decision.
- Both Landing/Taxi lights inoperative, restricted to day local VMC (dual or solo) if no instrument or straight-in approaches are planned. Continued flight with one bulb inoperative allowable. Both strobes must operate for day and night flying.
- Restricted to dual day local or solo only with a rated pilot.
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- Clock required in each position.
- Trim Aid Device not a required subsystem. Failure does not impact flight safety.
- VHF/UHF are redundant except when mission profile designates system specific usage. (UHF required at USN training bases).
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- Mission profile dependent, aircraft commander/instructor pilot discretion.
- At least 1 operational NAV device required.
- Flight Instruments must be operational, No warning flags/indications associated with Airspeed, ADI, Baro Altitude, VSI, Turn Rate, Slip-Skid, HSI, BFI, Pitot Heat, Torque, ITT, N1, NP, Oil Temp, Oil Press, HYD Press.

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WEATHER REQUIREMENTS

OPNAV 3710:

- Weather briefings received more than 2.5 hours prior to takeoff will be void and require rebriefing. Briefing is valid for ETD plus ½ hour.
- Regardless of weather, IFR flight plans shall be filed and flown whenever practicable as a means of MACA
- IFR flight plans may be filed for a destination at which forecast weather is below the appropriate minimums provided a suitable alternate airfield is forecast to have at least a 3000' ceiling and 3SM vis during ETA +/- 1 hour.
- Alternates must have compatible published approach that can be flown without two-way radio communication
- Flights shall be planned to circumvent areas of forecast icing and thunderstorm conditions whenever practicable.
- Planned fuel reserve at destination or alternate, if one is required, will not be less than needed for 20 mins of flight based on max endurance at 10000' MSL. (105 lbs reserve = 20 mins @ Max Endurance – 10k)
- IFR takeoff: Published minimums for the nonprecision approach, but not less than 300' ceiling and 1SM visibility. When precision approach is available (and aircraft able to fly it) for the landing runway in use, takeoff less than 300/1 is authorized provided the weather is at least equal to the precision approach minimums but no less than 200' ceiling, ½ SM visibility/2400' RVR.
- All CNATRA training flights require an alternate airfield outside of local area
- Greater than 180 NM from KNSE or KNPA an alternate is required regardless of actual or forecast weather
- Performance characteristics allow for enroute flight above existing or developing severe thunderstorms (SIGMETS)

TRAWING 5 FWOP

- Aircraft shall not operate in a SIGMET at night
- Aircraft can operate in a SIGMET during the day if
 - VMC can be maintained and all significant cells avoided
 - Hatched out by a qualified weather forecaster
- Solos need 5000/5 for departure and recovery +/- 1 hour, no ceiling in working area

DESTINATION WEATHER ETA plus and minus 1 hour	ALTERNATE WEATHER ETA plus and minus 1 hour		
0 — 0 up to but not including Published minimums	PRECISION		
Published minimums up to but not including 3,000 — 3 (single-piloted absolute minimums 200 — 1/2)	NON- PRECISION	ILS	PAR
	*Published minimums plus 300-1	Published minimums plus 200-1/2	*Published minimums plus 200-1/2
3,000 — 3 or better	No alternate required		
*In the case of single-piloted or other aircraft with only one operable UHF/VHF transceiver, radar approach minimums may not be used as the basis for selection of an alternate airfield.			

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	*Published minimums plus 300-1	Published minimums plus 200-1/2	*Published minimums plus 200-1/2
3,000 — 3 or better	No alternate required		
*In the case of single-piloted or other aircraft with only one operable UHF/VHF transceiver, radar approach minimums may not be used as the basis for selection of an alternate airfield.			

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Enclosure (3)

TRAWING 5 FWOP

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- Solos need 5000/5 for departure and recovery +/- 1 hour, no ceiling in working area

DESTINATION WEATHER ETA plus and minus 1 hour	ALTERNATE WEATHER ETA plus and minus 1 hour	
0 – 0 up to but not including Published minimums	3,000 – 3 or better	
Published minimums up to but not including 3,000 – 3 (single – piloted absolute minimums 200 – 1/2) (single – piloted helicopter/tilt – rotor absolute minimums 200 – 1/4)	NON-PRECISION	PRECISION
	*Published minimums plus 300 – 1	*Published minimums plus 200 – 1/2
3,000 – 3 or better	No alternate required	
*In the case of single – piloted or other aircraft with only one operable UHF/VHF transceiver, radar/airport surveillance approach (PAR/ASR) minimums may not be used as the basis for selection of an alternate airfield.		

Change 1

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TRAINING RULES

NOTE: Brief items applicable to your mission in sufficient detail to prevent any misunderstandings between crewmembers

Minimum Altitudes

- Aerobatics or confidence maneuvers: 6,000 feet AGL
- Stalls or slow flight: ~~8,000' AGL~~ 7,000' AGL
- Spins: > 10k MSL and < 22k MSL, ensure spinning stops prior to 10,000 feet MSL
- Progressive spin: 19,000' AGL
- Ejection:
 - Controlled: 2,000' AGL
 - Uncontrolled: 6,000' AGL
- Dual : 1000' AGL (unless on syllabus LL event on scheduled route)
- Night: 2000' AGL
- Noise sensitive areas (beaches, sporting events, etc): 3000' AGL (FWOP)
- Formation Low Approach: 100'

Minimum Weather

- Extended Trail (USAF only) : Clear of clouds with 3 nm in-flight visibility
- Aerobatics: Clear of clouds (if in MOA) with discernable horizon
- NSE Pattern: 1000/3 VFR

“Knock-It-Off” Situations - “Knock it off” will be called when safety of flight is a factor or where doubt or confusion exists (examples are listed below)

- A dangerous situation is developing
- Situational awareness (SA) is lost
- Any aircraft exceeds maneuvering limits that compromise safety of flight (for example, over-G, minimum airspeed)
- Bingo fuel is inadvertently overflowed

“Terminate” Situations - When safety of flight is not a factor, “terminate” will be used to discontinue maneuvering

- Bingo fuel is reached
- Desired learning objectives are met
- The aircraft is out of position with no expectation of an expeditious return to position

“Knock-It-Off”/ “Terminate” Actions

- Clear the flightpath
- Cease maneuvering and climb or descend to a safe altitude
- Maintain visual if able
- Acknowledge IAW FWOP/FTI

Low Level Flights

- Low levels shall not be flown solo
- Enter route no earlier than 30 min after sunrise and exit no later than 30 min before sunset
- Fly at an altitude of 500'-1500' AGL, maintain min of 500' above highest terrain w/i 2000' of the aircraft
- Plan to fly a minimum of 500' above highest obstacle w/i 2NM of the aircraft. After obstacle positively identified, maintain 2000' horizontal clearance
- Off station low levels require Ops Officer approval
- Radar altimeter shall be used, set no lower than 10% of altitude
- Bird hazard: Low/Moderat can be flown; if severe, do not enter route
- Aircrew shall not enter route unless w/i + / - 3 minutes of schedule entry time

CH-1

TRAINING RULES

NOTE: Brief items applicable to your mission in sufficient detail to prevent any misunderstandings between crewmembers

Minimum Altitudes

- Aerobatics or confidence maneuvers: 6,000 feet AGL
- Stalls or slow flight: ~~8,000' AGL~~ 7,000' AGL
- Spins: > 10k MSL and < 22k MSL, ensure spinning stops prior to 10,000 feet MSL
- Progressive spin: 19,000' AGL
- Ejection:
 - Controlled: 2,000' AGL
 - Uncontrolled: 6,000' AGL
- Dual : 1000' AGL (unless on syllabus LL event on scheduled route)
- Night: 2000' AGL
- Noise sensitive areas (beaches, sporting events, etc): 3000' AGL (FWOP)
- Formation Low Approach: 100'

Minimum Weather

- Extended Trail (USAF only) : Clear of clouds with 3 nm in-flight visibility
- Aerobatics: Clear of clouds (if in MOA) with discernable horizon
- NSE Pattern: 1000/3 VFR

“Knock-It-Off” Situations - “Knock it off” will be called when safety of flight is a factor or where doubt or confusion exists (examples are listed below)

- A dangerous situation is developing
- Situational awareness (SA) is lost
- Any aircraft exceeds maneuvering limits that compromise safety of flight (for example, over-G, minimum airspeed)
- Bingo fuel is inadvertently overflowed

“Terminate” Situations - When safety of flight is not a factor, “terminate” will be used to discontinue maneuvering

- Bingo fuel is reached
- Desired learning objectives are met
- The aircraft is out of position with no expectation of an expeditious return to position

“Knock-It-Off”/ “Terminate” Actions

- Clear the flightpath
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G-Awareness Exercise

- Fly the G-awareness exercise in airspace that is free from potential conflict; ensure adequate spacing between formation aircraft
- Perform any time > 3Gs anticipated for sortie

Lost Sight or "Blind"

- The pilot flying the aircraft that loses sight will call "blind" and the altitude
- The visual aircraft will assume formation deconfliction and execute the following
- If the #1 aircraft is blind, transmit "blind, X,XXX feet" and maintain a predictable flightpath
- The wingman will either call "continue" and state his or her position or call "knock-it-off"
- If the wingman is blind, transmit "blind, X,XXX feet" & maneuver away from #1's last known position. #1 will coordinate for a rejoin.

TRAINING TIME OUT POLICY

- Called in any training situation where a student or IP expresses concern for personal safety or requests clarification of procedures or requirements. Also relief from physical discomfort.

FORMATION

- SECTION TAKEOFF / LANDING
 - Circling minimums
 - Dry runway
 - Runway: Min 5000' length / 150' wide
 - 10 kts max crosswind
 - Formation touch n' go is prohibited
- Basic Formation training limited to local area unless approved otherwise by TW5

STUDENT SOLO (FWOP)

- 10 kts Crosswind
- 25 kts Headwind
- No tailwind
- 5000' runway
- WX 5000'/5 (3000'/5 formation solo) home field to depart, clear in area
- Primary OLFs: Brewton (Evergreen backup with ODO coordination)
- Prohibited from practicing emergencies / ELPs / NF Landings
- On deck NLT 30 mins prior to sunset

FLIGHT TIME (FWOP)

- Daily flight time should not exceed 3 flights / 6.5 hours total
- Squadron commanders may approve up to a 14 hour crew duty day

FWOP RESTRICTIONS

- PPELs may be practiced day and night at uncontrolled airfields, but pilots are reminded general aviation pilots may be unfamiliar with ELP traffic pattern
- OCF in T-6 requires ground reference and visible horizon; aerobatics only require visible horizon
- Aircrew will not depart NSE on CCX or O&I with more than 2 tire cords exposed
- When NSE/NDZ closed, practice instrument approaches under VFR conditions are authorized however 500' AGL shall be used as lowest MDA or DH
- Taxi lines in the HUB are not mandatory during daylight hours
- Aerobatics/OCF in all Alert Areas shall squawk 4700
- TW5 aircraft shall not operate at OLF Brewton or Evergreen without an RDO present

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NAVIGATION PLANNING AID

1. Airfield Requirements
 - a. Airfield Suitability Report (ASRR) checked <https://www.afd.scott.af.mil>
 - b. Minimum 4000' / 75' runway
 - c. Contract fuel available
 - d. Overnight safety of aircraft can be assured – as required
2. NOTAMS
 - a. Check NOTAMS/ Notices to Airman Publication (NTAP) / GPS NOTAMS / Temporary Flight Restrictions (TFR)
 - 1) <https://www.notams.jcs.mil> or 1-888-USNOTAM or 1-800-WX-BRIEF (Servicing FSS)
 - 2) (As req) Check Jeppesen NavData NOTAMS; <http://www.jeppesen.com/>
 - 3) Check NOTAMS for Alternate Field
3. Weather Briefing
 - a. Sources (in priority order)
 - 1) Local Military WX Unit
 - i) NSE Forecaster: 800-295-7824
 - 2) Naval Flight Weather Briefer
 - i) <https://fwb.metoc.navy.mil/fw12/>
 - ii) 888-PILOTWX
 - iii) Flight Information Handbook contains other Hub/OWS contact information
 - 3) Other Military weather units
 - i) NPA Forecaster: 850-452-3644
 - ii) Barksdale AFB WX Website: <https://26ows.barksdale.af.mil> or DSN 781-3450/1-866-223-9328
 - 4) FAA weather forecast or flight weather briefing agency
 - 5) Servicing Flight Service Station (FSS) – 1-800-WX-BRIEF
 - 6) Depart in VMC to a point where contact with an approved source can be established
 - 7) Note: Civilian internet weather sources do not necessarily fulfill the weather-briefing requirement!
 - b. Briefing Requirements
 - 1) Departure WX: Ceiling / Vis / Temp / Winds / RCR
 - 2) Climb/Cruise Winds and Temperature Deviation
 - 3) Enroute WX
 - i) Hazards – Severe WX / Icing / T-Storms / Warning Areas / SIGMETs
 - 4) Destination and Alternate WX: Current and Forecast
 - i) Ceiling / Vis / Temp / RCR
 - ii) Surface Winds
4. Destination Requirements
 - a. Minimum Ceiling / Vis / Winds worst of Tempo or prevailing for ETA 1 hr
 - 1) Absolute minimum 200 / ½
 - 2) TEMPO conditions forecast below prescribed minimum are allowed, but may require an alternate
 - b. Alternate Required When:
 - 1) Ceiling/Vis forecast below 3000 ft AGL/3 mi ETA 1 hr
 - 2) Winds forecast out of limits for ETA 1 hr
 - 3) Radar is Required for all compatible approaches
 - 4) GPS is the only available NAVAID
 - 5) Required NAVAID is Unmonitored (A NA)
 - 6) Destination has no weather reporting capability (A NA)

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 - 6) Destination has no weather reporting capability (A NA)

- c. VFR Requirements
 - 1) Forecast ceiling and vis greater than 1500 ft/3 mi for planned route of flight
 - i) Changeover point on composite flight plan (IFR to VFR) – forecast valid for ETA 1 hr
 - 2) Sectional Charts
- 5. Alternate Requirements
 - a. Minimum Ceiling / Vis / Winds (Worst of TEMPO or Prevailing) for ETA 1 hr
 - 1) Non-Precision: 300 ft / 1 mi above lowest compatible approach minimum
 - 2) Precision:
 - i) ILS: 200 / ½ above published minimums
 - ii) PAR: 200 / ½ above published minimums
 - 3) Winds forecast within limits for ETA 1 hr
 - 4) TEMPO conditions forecast below prescribed minimum due to thunderstorm/rain/snow shower are allowed
 - i) Prevailing ceiling and visibility forecast must be at/above required alternate minimums
 - b. If Alternate is Radar Required/No Published Approach/GPS only/Unmonitored NAVAID/No WX Reporting (A NA)
 - 1) VFR Descent from IFR Minimum Enroute Altitude (MEA) and VFR Approach and Landing
- 6. Icing Restrictions
 - a. Cruise/Holding – No Actual icing of any kind.
 - b. Do not climb/descend through greater than 5000 ft band of Light Rime icing (forecast or reported) (NATOPS)
 - c. Change aircraft course/altitude immediately to avoid prolonged flight in ANY actual icing condition
 - d. Do not file into areas of forecast icing conditions
- 7. FLIP Planning
 - a. Ensure FLIP Products (FIH/IFR Sup/Charts/Approach Plates/TCN/STAR) will remain current while off-station
 - 1) Operating/Service Hours – Fuel Type / Power Unit / Oil Available
 - 2) Airfield Hazards/Barrier Locations
 - 3) Taxi Routing/Special Instructions
 - 4) TOLD Restrictions / High Density Altitude
 - 5) Emergency and Minimum Safe Altitudes/Terrain/Obstacles
 - c. Departure Procedures
 - 1) IFR Departures
 - 2) Obstacle Departure Procedure (ODP) – Textual or Graphic
 - i) Standard Instrument Departure Procedures (SID)
 - ii) Specific ATC Departure Instructions (including radar vectors)
 - iii) Diverse Departures
 - iv) Visual Climb over Airport (VCOA)
 - v) VFR Climb to IFR MEA or VFR Departure (Last resort, where mission justifies increased risk)
 - vi) No Authorized IFR Departure Method – IMC Departure under IFR is NOT AUTHORIZED
 - 2) Trouble T / Departure Procedure – Check Minimum Required Climb Gradient
 - i) Calculate Min Climb Rate (VVI) – Multiply climb gradient (feet/NM) by airspeed in miles/minute (NM/min)
 - 3) VFR Departures
 - i) Obstacle Clearance – review all available IFR departure methods for obstacles
 - ii) Review surrounding Airspace/Class B Restrictions/Cloud clearance requirements

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 - 3) VFR Departures
 - i) Obstacle Clearance – review all available IFR departure methods for obstacles
 - ii) Review surrounding Airspace/Class B Restrictions/Cloud clearance requirements

- d. Enroute
 - 1) Review Jet/Victor airway routing – Pre-fold enroute charts for flight
 - 2) Restricted, Prohibited, Alert areas/TFRs
 - 3) Emergency Airfields – NTA Review
 - 4) Frequencies for VFR Flight Following / IFR Clearances
 - e. Arrival
 - 1) Review Standard Terminal Arrival Routing (STAR)
 - 2) Special Arrival Instructions
 - 3) Review Planned and Backup approaches / Check Terminal Change Notice (TCN)
 - 4) Check Pattern Altitude/Direction – as required
8. General Flight Planning
- a. Calculate Fuel and Fuel Reserve -- MANDATORY
 - 1) Recovery Fuel
 - i) Should plan to arrive with recovery fuel at Initial/FAF at destination (or alternate, if one is required)
 - 2) If alternate is required – include fuel for distance from IAF of original destination to alternate destination
 - 3) DUATS is not an approved flight planning tool – all DUATS calculations must be verified before flight
 - i) DUATS does not calculate Reserve Fuel or Approach/Missed Approach Fuel requirements
 - 4) Jet Log information may also include
 - i) Routes/Station Idents/Course/Distances
 - ii) Fuel estimates/minimums/field elevation/traffic pattern altitude/frequencies
 - b. Bird Hazards/Advisories – <http://www.usahas.com/>
 - c. VFR Chart
 - 1) Coverage for entire planned IFR route
 - 2) For VFR flight, use the Chart Update Manual (CHUM) to ensure proper obstacle clearance
 - d. Complete Flight Plan
 - 1) DD Form 175 – Reference FLIP General Planning Ch. 4 for detailed instructions
 - i) Aircraft Type/Equipment is **TEX2/R**
 - 2) Final weather brief documented on DD 175-1 (if applicable)
 - 3) File Flight plan
 - i) Base Ops (Military) / FSS or ATC Facility (Civil)
 - e. Departure Message – When Departing Civil Fields for Military Fields
 - 1) Request FSS pass departure message to destination – prevents unannounced arrival
9. Mission Briefing (Reference Appropriate Briefing Guide)
10. Before Step
- a. NOTAMS / FLIP Publications / Form 70 / VFR Chart / Flight Plan / TOLD
 - b. Aircraft Key
 - c. Grounding Wire/Plugs/Covers
 - d. Aircraft Fuel Card(s) – Check Tail Number on card matches Aircraft
 - e. Extra engine oil (as required)
 - f. Computer (whiz wheel) – as required
 - g. Flashlight/Clear Visor/LPUs (as required)
11. After Landing
- a. Refer to **CROSS-COUNTRY BED DOWN PROCEDURES.**

- d. Enroute
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 - 2) Restricted, Prohibited, Alert areas/TFRs
 - 3) Emergency Airfields – NTA Review
 - 4) Frequencies for VFR Flight Following / IFR Clearances
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11. After Landing
- a. Refer to **CROSS-COUNTRY BED DOWN PROCEDURES.**

NSE STEREO FLIGHT PLANS

A292 Local Flying
IFR/VFR

Route Number/ Code	Type	ALT	Route of Flight	Clearance Request	ETE
NSE1T	IFR	100	NSE NSE340025 PNSN/D1+00 CEW295022 NSE	IFR TO NSE VIA N MOA	2+00
NSE2T	VFR	095	NSE PNSN/D1+00 PNSN VFR NSE	VFR TO NSE VIA N MOA	2+00
NSE3T	OTP	040	NSE MERTY VFR NSE Remarks: (working area)	IFR OTP TO NSE VIA AREA	2+00
NSE4T	IFR	100	NSE PENSI PNSS VFR NSE Remarks: D01+30 PNSS NSE	IFR/VFR TO NSE VIA SOUTH MOA	2+00
NSE5T	VFR	095	NSE PNSS/D01+30 PNSS VFR NSE Remarks: (working area)	VFR TO NSE VIA SOUTH MOA then AREA	2+00
NSE201T	VFR	045	NSE ENSLY VFR NSE Remarks: Area 1	VFR TO NSE VIA AREA 1	2+00
NSE202T	VFR	055	NSE ODAZO VFR NSE Remarks: Area 2	VFR TO NSE VIA AREA 2	2+00
NSE203T	VFR	085	NSE PEXUS VFR NSE Remarks: Area 3	VFR TO NSE VIA AREA 3	2+00
NSE204T	VFR	045	NSE EMUSY VFR NSE Remarks: Area 2F	VFR TO NSE VIA AREA 2F	2+00
NSE204AT	VFR	025	NSE PEXUS NFJ VFR EMUSY NSE Remarks: D0+30 NFJ NSE	VFR TO NSE VIA CHOCTAW and Fox	2+00
NSE205T	VFR	045	NSE BAKOS VFR NSE REMARKS: (Working Area)	VFR TO NSE VIA AREA____ (RI SORTIES)	2+00
NSE206T	IFR	017	NSE NPA/D1+00 NSE	IFR TO NSE VIA SHERMAN	2+00
NSE207T	IFR	017	NSE PNS/D1+00 NSE	IFR TO NSE VIA PENSACOLA RGL	2+00
NSE208T	IFR	017	NSE PNS/D0+30 NPA/D0+30 NSE	IFR TO NSE VIA PNS THEN NPA	2+00
NSE209T	IFR	017	NSE NPA/D0+30 PNS/D0+30 NSE	IFR TO NSE VIA NPA THEN PNS	2+00
NSE 212T	IFR	027	NSE NDZ/D1+00 NSE	IFR TO NSE VIA NDZ	2+00
NSE 213T	OTP	040	NSE PEXUS NFJ (airport of choice)	VFR/OTP TO AIRPORT OR CHOICE VIA NFJ	1+45

NSE STEREO FLIGHT PLANS

A292 Local Flying
IFR/VFR

Route Number/ Code	Type	ALT	Route of Flight	Clearance Request	ETE
NSE1T	IFR	100	NSE NSE340025 PNSN/D1+00 CEW295022 NSE	IFR TO NSE VIA N MOA	2+00
NSE2T	VFR	095	NSE PNSN/D1+00 PNSN VFR NSE	VFR TO NSE VIA N MOA	2+00
NSE3T	OTP	040	NSE MERTY VFR NSE Remarks: (working area)	IFR OTP TO NSE VIA AREA	2+00
NSE4T	IFR	100	NSE PENSI PNSS VFR NSE Remarks: D01+30 PNSS NSE	IFR/VFR TO NSE VIA SOUTH MOA	2+00
NSE5T	VFR	095	NSE PNSS/D01+30 PNSS VFR NSE Remarks: (working area)	VFR TO NSE VIA SOUTH MOA then AREA	2+00
NSE201T	VFR	045	NSE ENSLY VFR NSE Remarks: Area 1	VFR TO NSE VIA AREA 1	2+00
NSE202T	VFR	055	NSE ODAZO VFR NSE Remarks: Area 2	VFR TO NSE VIA AREA 2	2+00
NSE203T	VFR	085	NSE PEXUS VFR NSE Remarks: Area 3	VFR TO NSE VIA AREA 3	2+00
NSE204T	VFR	045	NSE EMUSY VFR NSE Remarks: Area 2F	VFR TO NSE VIA AREA 2F	2+00
NSE204AT	VFR	025	NSE PEXUS NFJ VFR EMUSY NSE Remarks: D0+30 NFJ NSE	VFR TO NSE VIA CHOCTAW and Fox	2+00
NSE205T	VFR	045	NSE BAKOS VFR NSE REMARKS: (Working Area)	VFR TO NSE VIA AREA____ (RI SORTIES)	2+00
NSE206T	IFR	017	NSE NPA/D1+00 NSE	IFR TO NSE VIA SHERMAN	2+00
NSE207T	IFR	017	NSE PNS/D1+00 NSE	IFR TO NSE VIA PENSACOLA RGL	2+00
NSE208T	IFR	017	NSE PNS/D0+30 NPA/D0+30 NSE	IFR TO NSE VIA PNS THEN NPA	2+00
NSE209T	IFR	017	NSE NPA/D0+30 PNS/D0+30 NSE	IFR TO NSE VIA NPA THEN PNS	2+00
NSE 212T	IFR	027	NSE NDZ/D1+00 NSE	IFR TO NSE VIA NDZ	2+00
NSE 213T	OTP	040	NSE PEXUS NFJ (airport of choice)	VFR/OTP TO AIRPORT OR CHOICE VIA NFJ	1+45

PNS (Pensacola Regional)

PNS210T	VFR	017	NSE PNS	VFR DIRECT TO PNS	0+15
PNS211T	IFR	040	NSE PNS	IFR DIRECT TO PNS	0+15
PNS212T	VFR	017	PNS NSE	VFR DIRECT TO NSE	0+15
PNS 213T	IFR	050	PNS NSE	IFR DIRECT TO NSE	0+15
PNS214T	VFR	045	NSE NSE340005 VFR PNS Remarks: (Working Area)	VFR TO PNS VIA AREA_____	2+00
PNS215T	VFR	045	NSE EMUSY VFR PNS Remarks: AREA 2F	VFR TO PNS VIA AREA 2F	2+00
PNS216T	IFR	017	NSE NPA/D1+00 PNS	IFR TO PNS VIA NPA	2+00
PNS217T	IFR	017	NSE PNS/D1+00 PNS	IFR TO PNS VIA PNS	2+00
PNS218T	IFR	017	NSE PNS/D0+30 NPA/D0+30 PNS	IFR TO PNS VIA PNS THEN NPA	2+00
PNS219T	IFR	017	NSE NPA/D0+30 PNS/D0+30 PNS	IFR TO PNS VIA NPA	2+00

79J (Andalusia – South Alabama)

VFR STOPOVER					
79J401T	VFR	075	NSE BAKOS VFR 79J Remarks: (working area)	VFR TO ANDALUSIA VIA AREA_____	2+00
79J401TR	VFR	085	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA_____	2+00
OTP STOPOVER					
79J440T	OTP	040	NSE TROJN VFR 79J Remarks: (working area)	OTP TO ANDALUSIA VIA AREA_____	2+00
79J440TR	VFR	085	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
79J432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 79J	IFR TO ANDALUSIA VIA N MOA	0+30
79J432TR	IFR	100	79J PNSN/D1+30 CEW295022 NSE	IFR FROM ANDALUSIA TO NSE VIA N MOA	0+30
79J433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR 79J	VFR TO ANDALUSIA VIA N MOA	2+00
79J433TR	VFR	085	79J PNSN/D1+30 NSE	VFR FROM ANDALUSIA TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
79J443	VFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR 79J Remarks: Rose Hill MOA	VFR TO ANDALUSIA VIA DUKE ROSE HILL MOA	2+00
79J443R	VFR	090	79J CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	2+00 0

PNS (Pensacola Regional)

PNS210T	VFR	017	NSE PNS	VFR DIRECT TO PNS	0+15
PNS211T	IFR	040	NSE PNS	IFR DIRECT TO PNS	0+15
PNS212T	VFR	017	PNS NSE	VFR DIRECT TO NSE	0+15
PNS 213T	IFR	050	PNS NSE	IFR DIRECT TO NSE	0+15
PNS214T	VFR	045	NSE NSE340005 VFR PNS Remarks: (Working Area)	VFR TO PNS VIA AREA_____	2+00
PNS215T	VFR	045	NSE EMUSY VFR PNS Remarks: AREA 2F	VFR TO PNS VIA AREA 2F	2+00
PNS216T	IFR	017	NSE NPA/D1+00 PNS	IFR TO PNS VIA NPA	2+00
PNS217T	IFR	017	NSE PNS/D1+00 PNS	IFR TO PNS VIA PNS	2+00
PNS218T	IFR	017	NSE PNS/D0+30 NPA/D0+30 PNS	IFR TO PNS VIA PNS THEN NPA	2+00
PNS219T	IFR	017	NSE NPA/D0+30 PNS/D0+30 PNS	IFR TO PNS VIA NPA	2+00

79J (Andalusia – South Alabama)

VFR STOPOVER					
79J401T	VFR	075	NSE BAKOS VFR 79J Remarks: (working area)	VFR TO ANDALUSIA VIA AREA_____	2+00
79J401TR	VFR	085	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA_____	2+00
OTP STOPOVER					
79J440T	OTP	040	NSE TROJN VFR 79J Remarks: (working area)	OTP TO ANDALUSIA VIA AREA_____	2+00
79J440TR	VFR	085	79J NSE Remarks: (working area)	VFR FROM ANDALUSIA TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
79J432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 79J	IFR TO ANDALUSIA VIA N MOA	0+30
79J432TR	IFR	100	79J PNSN/D1+30 CEW295022 NSE	IFR FROM ANDALUSIA TO NSE VIA N MOA	0+30
79J433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR 79J	VFR TO ANDALUSIA VIA N MOA	2+00
79J433TR	VFR	085	79J PNSN/D1+30 NSE	VFR FROM ANDALUSIA TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
79J443	VFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR 79J Remarks: Rose Hill MOA	VFR TO ANDALUSIA VIA DUKE ROSE HILL MOA	2+00
79J443R	VFR	090	79J CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	2+00 0

MOB (Mobile Regional)					
IFR/VFR ROUND ROBIN					
MOB326T	VFR	065	NSE NSE360002 VFR MOB/D1+00 VFR NSE Remarks: (working area)	VFR TO NSE VIA AREA____ DELAY MOBILE	2+00
MOB320T	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB NSE	IFR TO MOBILE TERM DELAY MOB	0+30
MOB320TR	IFR	050	MOB BFM V198 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
IFR STOPOVER					
MOB420T	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB MOB	IFR TO MOBILE	0+30
MOB420TR	IFR	050	MOB BFM V198 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
MOB429T	IFR	040	NSE PENSI NPA/D0+30 NPA264037 SJI MOB R: D0+30 NPA MOB	IFR TO MOBILE VIA NPA	1+00
MOB429TR	IFR	050	MOB LOXLY V241 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
VFR STOPOVER					
MOB436T	VFR	065	NSE PENSI VFR MOB Remarks: (working area)	VFR TO MOBILE VIA AREA____	2+00
MOB436TR	VFR	055	MOB LOXLY VFR NSE	VFR FROM MOBILE TO NSE VIA AREA_	2+00
OTP STOPOVER					
MOB441T	OTP	040	NSE PENSI VFR MOB Remarks: (working area)	OTP TO MOBILE VIA AREA____	2+00
MOB441TR	VFR	055	MOB NSE Remarks: (working area)	VFR FROM MOBILE TO NSE VIA AREA____	2+00
NORTH MOA STOPOVER					
MOB430T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 LOXLY MOB	IFR TO MOBILE VIA N MOA	2+00
MOB430TR	IFR	110	MOB LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM MOB TO NSE VIA N MOA	2+00
MOB431T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR MOB	VFR TO MOBILE VIA N MOA	2+00
MOB431TR	VFR	095	MOB PENSI PNSN/D1+30 NSE	VFR FROM MOB TO NSE VIA N MOA	2+00

MOB (Mobile Regional)					
IFR/VFR ROUND ROBIN					
MOB326T	VFR	065	NSE NSE360002 VFR MOB/D1+00 VFR NSE Remarks: (working area)	VFR TO NSE VIA AREA____ DELAY MOBILE	2+00
MOB320T	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB NSE	IFR TO MOBILE TERM DELAY MOB	0+30
MOB320TR	IFR	050	MOB BFM V198 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
IFR STOPOVER					
MOB420T	IFR	060	NSE PENSI V241 SJI MOB Remarks: D0+45 MOB MOB	IFR TO MOBILE	0+30
MOB420TR	IFR	050	MOB BFM V198 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
MOB429T	IFR	040	NSE PENSI NPA/D0+30 NPA264037 SJI MOB R: D0+30 NPA MOB	IFR TO MOBILE VIA NPA	1+00
MOB429TR	IFR	050	MOB LOXLY V241 PENSI MERTY NSE	IFR FROM MOBILE TO NSE	0+30
VFR STOPOVER					
MOB436T	VFR	065	NSE PENSI VFR MOB Remarks: (working area)	VFR TO MOBILE VIA AREA____	2+00
MOB436TR	VFR	055	MOB LOXLY VFR NSE	VFR FROM MOBILE TO NSE VIA AREA_	2+00
OTP STOPOVER					
MOB441T	OTP	040	NSE PENSI VFR MOB Remarks: (working area)	OTP TO MOBILE VIA AREA____	2+00
MOB441TR	VFR	055	MOB NSE Remarks: (working area)	VFR FROM MOBILE TO NSE VIA AREA____	2+00
NORTH MOA STOPOVER					
MOB430T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 LOXLY MOB	IFR TO MOBILE VIA N MOA	2+00
MOB430TR	IFR	110	MOB LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM MOB TO NSE VIA N MOA	2+00
MOB431T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR MOB	VFR TO MOBILE VIA N MOA	2+00
MOB431TR	VFR	095	MOB PENSI PNSN/D1+30 NSE	VFR FROM MOB TO NSE VIA N MOA	2+00

1R8 (Bay Minette)					
VFR STOPOVER					
1R8438T	VFR	065	NSE NSE340010 VFR 1R8 Remarks: (working area)	VFR TO BAY MINETTE VIA AREA ____	2+00
1R8438TR	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM BAY MINETTE TO NSE VIA AREA ____	2+00
OTP STOPOVER					
1R8439T	OTP	040	NSE PENSI VFR 1R8 Remarks: (working area)	OTP TO BAY MINETTE VIA AREA ____	2+00
1R8439TR	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM BAY MINETTE TO NSE VIA AREA ____	2+00
NORTH MOA STOPOVER					
1R8434T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 1R8	IFR TO BAY MINETTE VIA N MOA	2+00
1R8434TR	IFR	090	1R8 PNSN/D1+30 CEW295022 NSE	IFR FROM BAY MINETTE TO NSE VIA N MOA	2+00
1R8435T	VFR	095	NSE PNSN/D1+30 VFR 1R8	VFR TO BAY MINETTE VIA N MOA	2+00
1R8435TR	VFR	095	1R8 PNSN/D1+30 VFR NSE	VFR FROM BAY MINETTE TO NSE VIA N MOA	2+00

KJKA (Jack Edwards)

VFR STOPOVER					
JKA438T	VFR	065	NSE NSE340010 VFR JKA Remarks: (working area)	VFR TO KJKA VIA AREA ____	2+00
JKA438TR	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA ____	2+00
OTP STOPOVER					
JKA439T	OTP	040	NSE PENSI VFR JKA Remarks: (working area)	OTP TO KJKA VIA AREA ____	2+00
JKA439TR	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA ____	2+00
NORTH MOA STOPOVER					
JKA434T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 JKA	IFR TO KJKA VIA N MOA	2+00
JKA434TR	IFR	090	JKA PNSN/D1+30 CEW295022 NSE	IFR FROM KJKA TO NSE VIA N MOA	2+00
JKA435T	VFR	095	NSE PNSN/D1+30 VFR JKA	VFR TO KJKA VIA N MOA	2+00
JKA435TR	VFR	095	JKA PNSN/D1+30 VFR NSE	VFR FROM KJKA TO NSE VIA N MOA	2+00

1R8 (Bay Minette)					
VFR STOPOVER					
1R8438T	VFR	065	NSE NSE340010 VFR 1R8 Remarks: (working area)	VFR TO BAY MINETTE VIA AREA ____	2+00
1R8438TR	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM BAY MINETTE TO NSE VIA AREA ____	2+00
OTP STOPOVER					
1R8439T	OTP	040	NSE PENSI VFR 1R8 Remarks: (working area)	OTP TO BAY MINETTE VIA AREA ____	2+00
1R8439TR	VFR	055	1R8 NSE Remarks: (working area)	VFR FROM BAY MINETTE TO NSE VIA AREA ____	2+00
NORTH MOA STOPOVER					
1R8434T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 1R8	IFR TO BAY MINETTE VIA N MOA	2+00
1R8434TR	IFR	090	1R8 PNSN/D1+30 CEW295022 NSE	IFR FROM BAY MINETTE TO NSE VIA N MOA	2+00
1R8435T	VFR	095	NSE PNSN/D1+30 VFR 1R8	VFR TO BAY MINETTE VIA N MOA	2+00
1R8435TR	VFR	095	1R8 PNSN/D1+30 VFR NSE	VFR FROM BAY MINETTE TO NSE VIA N MOA	2+00

KJKA (Jack Edwards)

VFR STOPOVER					
JKA438T	VFR	065	NSE NSE340010 VFR JKA Remarks: (working area)	VFR TO KJKA VIA AREA ____	2+00
JKA438TR	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA ____	2+00
OTP STOPOVER					
JKA439T	OTP	040	NSE PENSI VFR JKA Remarks: (working area)	OTP TO KJKA VIA AREA ____	2+00
JKA439TR	VFR	055	JKA NSE Remarks: (working area)	VFR FROM KJKA TO NSE VIA AREA ____	2+00
NORTH MOA STOPOVER					
JKA434T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 JKA	IFR TO KJKA VIA N MOA	2+00
JKA434TR	IFR	090	JKA PNSN/D1+30 CEW295022 NSE	IFR FROM KJKA TO NSE VIA N MOA	2+00
JKA435T	VFR	095	NSE PNSN/D1+30 VFR JKA	VFR TO KJKA VIA N MOA	2+00
JKA435TR	VFR	095	JKA PNSN/D1+30 VFR NSE	VFR FROM KJKA TO NSE VIA N MOA	2+00

BFM (Mobile Downtown)

IFR / VFR ROUND ROBIN					
BFM320T	IFR	060	NSE PENSI V198 LOXLY BFM Remarks: D0+45 BFM NSE	IFR TO BFM TERM DELAY BFM	0+30
BFM320TR	IFR	050	BFM V198 PENSI MERTY NSE	IFR FROM BFM TO NSE	0+30
BFM326T	VFR	065	NSE NSE360002 VFR BFM/D1+00 VFR NSE	VFR TO BFM TERM VIA AREA __ TERM DELAY BFM	2+00
IFR STOPOVER					
BFM445T	IFR	060	NSE PENSI V241 SJI BFM Remarks: D0+45 BFM BFM	IFR NSE TO BFM	2+00
BFM445TR	IFR	050	BFM V198 PENSI MERTY NSE	IFR BFM TO NSE	2+00
BFM429T	IFR	040	NSE PENSI NPA/D0+30 NPA264037 BFM Remarks: D0+30 NPA BFM	IFR TO BFM VIA NPA	1+00
BFM429TR	IFR	050	BFM LOXLY V241 PENSI MERTY NSE	IFR FROM BFM TO NSE	0+30
VFR STOPOVER					
BFM446T	VFR	065	NSE PENSI VFR BFM Remarks: (working area)	VFR NSE TO BFM VIA AREA __	2+00
BFM446TR	VFR	055	BFM LOXLY VFR NSE Remarks: (working area)	VFR BFM TO NSE VIA AREA __	2+00
OTP STOPOVER					
BFM441T	OTP	040	NSE PENSI VFR BFM Remarks: (working area)	OTP TO BFM VIA AREA __	2+00
BFM441TR	VFR	055	BFM NSE Remarks: (working area)	VFR FROM BFM TO NSE VIA AREA	2+00
NORTH MOA STOPOVER					
BFM430T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 LOXLY BFM	IFR TO BFM VIA N MOA	2+00
BFM430TR	IFR	110	BFM LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM BFM TO NSE VIA N MOA	2+00
BFM431T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR BFM	VFR TO BFM VIA N MOA	2+00
BFM431TR	VFR	095	BFM PENSI PNSN/D1+30 NSE	VFR FROM BFM TO NSE VIA N MOA	2+00

BFM (Mobile Downtown)

IFR / VFR ROUND ROBIN					
BFM320T	IFR	060	NSE PENSI V198 LOXLY BFM Remarks: D0+45 BFM NSE	IFR TO BFM TERM DELAY BFM	0+30
BFM320TR	IFR	050	BFM V198 PENSI MERTY NSE	IFR FROM BFM TO NSE	0+30
BFM326T	VFR	065	NSE NSE360002 VFR BFM/D1+00 VFR NSE	VFR TO BFM TERM VIA AREA __ TERM DELAY BFM	2+00
IFR STOPOVER					
BFM445T	IFR	060	NSE PENSI V241 SJI BFM Remarks: D0+45 BFM BFM	IFR NSE TO BFM	2+00
BFM445TR	IFR	050	BFM V198 PENSI MERTY NSE	IFR BFM TO NSE	2+00
BFM429T	IFR	040	NSE PENSI NPA/D0+30 NPA264037 BFM Remarks: D0+30 NPA BFM	IFR TO BFM VIA NPA	1+00
BFM429TR	IFR	050	BFM LOXLY V241 PENSI MERTY NSE	IFR FROM BFM TO NSE	0+30
VFR STOPOVER					
BFM446T	VFR	065	NSE PENSI VFR BFM Remarks: (working area)	VFR NSE TO BFM VIA AREA __	2+00
BFM446TR	VFR	055	BFM LOXLY VFR NSE Remarks: (working area)	VFR BFM TO NSE VIA AREA __	2+00
OTP STOPOVER					
BFM441T	OTP	040	NSE PENSI VFR BFM Remarks: (working area)	OTP TO BFM VIA AREA __	2+00
BFM441TR	VFR	055	BFM NSE Remarks: (working area)	VFR FROM BFM TO NSE VIA AREA	2+00
NORTH MOA STOPOVER					
BFM430T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 LOXLY BFM	IFR TO BFM VIA N MOA	2+00
BFM430TR	IFR	110	BFM LOXLY V198 PENSI PNSN/D1+30 CEW295022 NSE	IFR FROM BFM TO NSE VIA N MOA	2+00
BFM431T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR BFM	VFR TO BFM VIA N MOA	2+00
BFM431TR	VFR	095	BFM PENSI PNSN/D1+30 NSE	VFR FROM BFM TO NSE VIA N MOA	2+00

MGM (Montgomery Regional)

IFR STOPOVER					
MGM321T	IFR	160	NSE CEW V115 MGM	IFR TO MONTGOMERY	0+40
MGM321TR	IFR	160	MGM V115 CEW MERTY NSE	IFR FROM MONTGOMERY	0+40
MGM322T	IFR	150	NSE CEW V241 HOUND OZR/D0+30 BANBI V521 MGM	IFR TO MONTGOMERY VIA OZR	1+10
MGM322TR	IFR	150	MGM V521 BANBI OZR/D0+30 HOUND V241 CEW MERTY NSE	IFR FROM MONTGOMERY TO NSE VIA OZR	1+10
NORTH MOA STOPOVER					
MGM432T	IFR	100	NSE NSE340015 PNSN/ D1+00 CEW295022 ROMEK V115 MGM	IFR TO MONTGOMERY VIA N MOA	2+00
MGM432TR	IFR	100	MGM V115 PIGON PNSN/D1+00 CEW295022 NSE	IFR FROM MONTGOMERY TO NSE VIA N MOA	2+00
MGM433T	VFR	095	NSE NSE340015 PNSN/D1+00 VFR MGM	VFR TO MONTGOMERY VIA N MOA	2+00
MGM433TR	VFR	085	MGM PNSN/D1+00 VFR NSE	VFR FROM MONTGOMERY TO NSE VIA N MOA	2+00

TOI (Troy)

NORTH MOA STOPOVER					
TOI432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 TOI	IFR TO TROY VIA N MOA	2+00
TOI432TR	IFR	100	TOI PNSN/D1+30 CEW295022 NSE	IFR FROM TROY TO NSE VIA N MOA	2+00
TOI433T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR TOI	VFR TO TROY VIA N MOA	2+00
TOI433TR	VFR	085	TOI PNSN/D1+30 NSE	VFR FROM TROY TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
TOI443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR TOI Remarks: Rose Hill MOA	VFR TO TROY VIA DUKE ROSE HILL MOA	2+00
TOI443TR	IFR	090	TOI CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	2+00

MGM (Montgomery Regional)

IFR STOPOVER					
MGM321T	IFR	160	NSE CEW V115 MGM	IFR TO MONTGOMERY	0+40
MGM321TR	IFR	160	MGM V115 CEW MERTY NSE	IFR FROM MONTGOMERY	0+40
MGM322T	IFR	150	NSE CEW V241 HOUND OZR/D0+30 BANBI V521 MGM	IFR TO MONTGOMERY VIA OZR	1+10
MGM322TR	IFR	150	MGM V521 BANBI OZR/D0+30 HOUND V241 CEW MERTY NSE	IFR FROM MONTGOMERY TO NSE VIA OZR	1+10
NORTH MOA STOPOVER					
MGM432T	IFR	100	NSE NSE340015 PNSN/ D1+00 CEW295022 ROMEK V115 MGM	IFR TO MONTGOMERY VIA N MOA	2+00
MGM432TR	IFR	100	MGM V115 PIGON PNSN/D1+00 CEW295022 NSE	IFR FROM MONTGOMERY TO NSE VIA N MOA	2+00
MGM433T	VFR	095	NSE NSE340015 PNSN/D1+00 VFR MGM	VFR TO MONTGOMERY VIA N MOA	2+00
MGM433TR	VFR	085	MGM PNSN/D1+00 VFR NSE	VFR FROM MONTGOMERY TO NSE VIA N MOA	2+00

TOI (Troy)

NORTH MOA STOPOVER					
TOI432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 TOI	IFR TO TROY VIA N MOA	2+00
TOI432TR	IFR	100	TOI PNSN/D1+30 CEW295022 NSE	IFR FROM TROY TO NSE VIA N MOA	2+00
TOI433T	VFR	095	NSE NSE340015 PNSN/D1+30 VFR TOI	VFR TO TROY VIA N MOA	2+00
TOI433TR	VFR	085	TOI PNSN/D1+30 NSE	VFR FROM TROY TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
TOI443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR TOI Remarks: Rose Hill MOA	VFR TO TROY VIA DUKE ROSE HILL MOA	2+00
TOI443TR	IFR	090	TOI CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	2+00

TLH (Tallahassee)

IFR STOPOVER					
TLH320T	IFR	150	NSE CEW V198 MAI/D0+30 SNEAD V198 SZW TLH	IFR TO TALLAHASSEE VIA MARIANNA	1+00
TLH320TR	IFR	140	TLH QUILL V198 MAI/D0+30 CHEWS V198 CEW MERTY NSE	IFR FROM TALLAHASSEE VIA MARIANNA	1+00
TLH330T	IFR	150	NSE CEW V241 HOUND OZR/D0+30 RRS V521 MAI V198 SZW TLH	IFR TO TALLAHASSEE VIA OZR	1+00
TLH330TR	IFR	140	BRITS V521 RRS OZR/D0+30 HOUND V241 CEW MERTY NSE	IFR FROM TALLAHASSEE TO NSE VIA OZR	1+00
ROSEHILL MOA STOPOVER					
TLH443T	IFR	110	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR TLH Remarks: Rose Hill MOA	VFR TO TALLAHASSEE VIA DUKE ROSE HILL MOA	1+30
TLH443TR	IFR	090	TLH QUILL V198 MAI RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

MVC (Monroeville)

VFR STOPOVER					
MVC438T	VFR	065	NSE NSE340010 VFR MVC Remarks: (working area)	VFR TO MONROEVILLE VIA AREA_____	2+00
MVC438TR	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA_____	2+00
OTP STOPOVER					
MVC439T	OTP	040	NSE PENSI VFR MVC Remarks: (working area)	OTP MONROEVILLE VIA AREA_____	2+00
MVC439TR	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
MVC434T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 MVC	IFR TO MONROEVILLE VIA N MOA	2+00
MVC434TR	IFR	090	MVC PNSN/D1+30 CEW295022 NSE	IFR FROM MVC TO NSE VIA N MOA	2+00
MVC435T	VFR	095	NSE PNSN /D1+30 VFR MVC	VFR TO MONROEVILLE VIA N MOA	2+00
MVC435TR	VFR	095	MVC PNSN /D1+30 NSE	VFR FROM MVC TO NSE VIA N MOA	2+00

TLH (Tallahassee)

IFR STOPOVER					
TLH320T	IFR	150	NSE CEW V198 MAI/D0+30 SNEAD V198 SZW TLH	IFR TO TALLAHASSEE VIA MARIANNA	1+00
TLH320TR	IFR	140	TLH QUILL V198 MAI/D0+30 CHEWS V198 CEW MERTY NSE	IFR FROM TALLAHASSEE VIA MARIANNA	1+00
TLH330T	IFR	150	NSE CEW V241 HOUND OZR/D0+30 RRS V521 MAI V198 SZW TLH	IFR TO TALLAHASSEE VIA OZR	1+00
TLH330TR	IFR	140	BRITS V521 RRS OZR/D0+30 HOUND V241 CEW MERTY NSE	IFR FROM TALLAHASSEE TO NSE VIA OZR	1+00
ROSEHILL MOA STOPOVER					
TLH443T	IFR	110	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR TLH Remarks: Rose Hill MOA	VFR TO TALLAHASSEE VIA DUKE ROSE HILL MOA	1+30
TLH443TR	IFR	090	TLH QUILL V198 MAI RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

MVC (Monroeville)

VFR STOPOVER					
MVC438T	VFR	065	NSE NSE340010 VFR MVC Remarks: (working area)	VFR TO MONROEVILLE VIA AREA_____	2+00
MVC438TR	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA_____	2+00
OTP STOPOVER					
MVC439T	OTP	040	NSE PENSI VFR MVC Remarks: (working area)	OTP MONROEVILLE VIA AREA_____	2+00
MVC439TR	VFR	055	MVC NSE Remarks: (working area)	VFR FROM MVC TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
MVC434T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 MVC	IFR TO MONROEVILLE VIA N MOA	2+00
MVC434TR	IFR	090	MVC PNSN/D1+30 CEW295022 NSE	IFR FROM MVC TO NSE VIA N MOA	2+00
MVC435T	VFR	095	NSE PNSN /D1+30 VFR MVC	VFR TO MONROEVILLE VIA N MOA	2+00
MVC435TR	VFR	095	MVC PNSN /D1+30 NSE	VFR FROM MVC TO NSE VIA N MOA	2+00

OZR (Cairns)

IFR STOPOVER					
OZR321T	IFR	150	NSE CEW V241 MAI/D0+15 V521 RRS OZR	IFR TO CAIRNS VIA MAI TERM DELAY OZR	0+45
OZR321TR	IFR	160	OZR HOUND V241 CEW MERTY NSE	IFR FROM CAIRNS TO NSE	0+30
OZR322T	IFR	150	NSE CEW V241 HOUND OZR	IFR TO CAIRNS TERM DELAY OZR	0+30
OZR322TR	IFR	160	OZR HOUND V241 CEW MERTY NSE	IFR FROM CAIRNS TO NSE	0+30
VFR STOPOVER					
OZR437T	VFR	155	NSE PENSI VFR OZR Remarks: (working area)	VFR TO CAIRNS VIA AREA_____	2+00
OZR437TR	VFR	165	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA_____	2+00
OTP STOPOVER					
OZR442T	OTP	040	NSE PENSI VFR OZR Remarks: (working area)	OTP TO CAIRNS VIA AREA_____	2+00
OZR442TR	VFR	125	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
OZR432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 OZR	IFR TO CAIRNS VIA N MOA	2+00
OZR432TR	IFR	090	OZR PNSN/D1+30 CEW295022 NSE	IFR FROM CAIRNS TO NSE VIA N MOA	2+00
OZR433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR OZR	VFR TO CAIRNS VIA N MOA	2+00
OZR433TR	VFR	095	OZR PNSN/D1+30 NSE	VFR FROM DOTAN TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
OZR443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR DHN Remarks: Rose Hill MOA	VFR TO CAIRNS VIA DUKE ROSE HILL MOA	1+30
OZR443TR	IFR	090	OZR CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

OZR (Cairns)

IFR STOPOVER					
OZR321T	IFR	150	NSE CEW V241 MAI/D0+15 V521 RRS OZR	IFR TO CAIRNS VIA MAI TERM DELAY OZR	0+45
OZR321TR	IFR	160	OZR HOUND V241 CEW MERTY NSE	IFR FROM CAIRNS TO NSE	0+30
OZR322T	IFR	150	NSE CEW V241 HOUND OZR	IFR TO CAIRNS TERM DELAY OZR	0+30
OZR322TR	IFR	160	OZR HOUND V241 CEW MERTY NSE	IFR FROM CAIRNS TO NSE	0+30
VFR STOPOVER					
OZR437T	VFR	155	NSE PENSI VFR OZR Remarks: (working area)	VFR TO CAIRNS VIA AREA_____	2+00
OZR437TR	VFR	165	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA_____	2+00
OTP STOPOVER					
OZR442T	OTP	040	NSE PENSI VFR OZR Remarks: (working area)	OTP TO CAIRNS VIA AREA_____	2+00
OZR442TR	VFR	125	OZR NSE Remarks: (working area)	VFR FROM CAIRNS TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
OZR432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 OZR	IFR TO CAIRNS VIA N MOA	2+00
OZR432TR	IFR	090	OZR PNSN/D1+30 CEW295022 NSE	IFR FROM CAIRNS TO NSE VIA N MOA	2+00
OZR433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR OZR	VFR TO CAIRNS VIA N MOA	2+00
OZR433TR	VFR	095	OZR PNSN/D1+30 NSE	VFR FROM DOTAN TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
OZR443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR DHN Remarks: Rose Hill MOA	VFR TO CAIRNS VIA DUKE ROSE HILL MOA	1+30
OZR443TR	IFR	090	OZR CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

DHN (Dothan)					
IFR STOPOVER					
DHN321T	IFR	150	NSE CEW V198 MAI/D0+15 V521 RRS DHN	IFR TO DOTHAN VIA MAI TERM DELAY DHN	0+45
DHN321TR	IFR	160	DHN RRS V521 MAI/D0+15 CEW TROJN NSE	IFR FROM DOTHAN VIA MAI TO NSE	0+45
DJN322T	IFR	150	NSE CEW V241 RRS DHN	IFR TO DOTHAN TERM DELAY DOTHAN	0+30
DHN322TR	IFR	160	DHN HOUND V241 CEW MERTY NSE	IFR FROM DOTHAN TO NSE	0+30
VFR STOPOVER					
DHN437T	VFR	155	NSE PENSI VFR DHN Remarks: (working area)	VFR TO DOTHAN VIA AREA_____	2+00
DHN437TR	VFR	165	DHN NSE Remarks: (working area)	VFR FROM DOTHAN TO NSE VIA AREA_____	2+00
OTP STOPOVER					
DHN442T	OTP	040	NSE PENSI VFR DHN Remarks: (working area)	OTP TO DOTHAN VIA AREA_____	2+00
DHN442TR	VFR	125	DHN NSE Remarks: (working area)	VFR FROM DOTHAN TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
DHN432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 DHN	IFR TO DOTHAN VIA N MOA	2+00
DHN432TR	IFR	090	DHN PNSN/D1+30 CEW295022 NSE	IFR FROM DOTHAN TO NSE VIA N MOA	2+00
DHN433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR DHN	VFR TO DOTHAN VIA N MOA	2+00
DHN433TR	VFR	095	DHN PNSN/D1+30 NSE	VFR FROM DOTHAN TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
DHN443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR DHN Remarks: Rose Hill MOA	VFR TO DOTHAN VIA DUKE ROSE HILL MOA	1+30
DHN443TR	IFR	090	DHN CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

DHN (Dothan)					
IFR STOPOVER					
DHN321T	IFR	150	NSE CEW V198 MAI/D0+15 V521 RRS DHN	IFR TO DOTHAN VIA MAI TERM DELAY DHN	0+45
DHN321TR	IFR	160	DHN RRS V521 MAI/D0+15 CEW TROJN NSE	IFR FROM DOTHAN VIA MAI TO NSE	0+45
DJN322T	IFR	150	NSE CEW V241 RRS DHN	IFR TO DOTHAN TERM DELAY DOTHAN	0+30
DHN322TR	IFR	160	DHN HOUND V241 CEW MERTY NSE	IFR FROM DOTHAN TO NSE	0+30
VFR STOPOVER					
DHN437T	VFR	155	NSE PENSI VFR DHN Remarks: (working area)	VFR TO DOTHAN VIA AREA_____	2+00
DHN437TR	VFR	165	DHN NSE Remarks: (working area)	VFR FROM DOTHAN TO NSE VIA AREA_____	2+00
OTP STOPOVER					
DHN442T	OTP	040	NSE PENSI VFR DHN Remarks: (working area)	OTP TO DOTHAN VIA AREA_____	2+00
DHN442TR	VFR	125	DHN NSE Remarks: (working area)	VFR FROM DOTHAN TO NSE VIA AREA_____	2+00
NORTH MOA STOPOVER					
DHN432T	IFR	100	NSE NSE340015 PNSN/ D1+30 CEW295022 DHN	IFR TO DOTHAN VIA N MOA	2+00
DHN432TR	IFR	090	DHN PNSN/D1+30 CEW295022 NSE	IFR FROM DOTHAN TO NSE VIA N MOA	2+00
DHN433T	VFR	085	NSE NSE340015 PNSN/D1+30 VFR DHN	VFR TO DOTHAN VIA N MOA	2+00
DHN433TR	VFR	095	DHN PNSN/D1+30 NSE	VFR FROM DOTHAN TO NSE VIA N MOA	2+00
ROSEHILL MOA STOPOVER					
DHN443T	IFR	100	NSE EGI/D0+30 CEW RRS270020/D0+30 VFR DHN Remarks: Rose Hill MOA	VFR TO DOTHAN VIA DUKE ROSE HILL MOA	1+30
DHN443TR	IFR	090	DHN CEW RRS270020/D1+00 VFR NSE Remarks: Rose Hill MOA	VFR TO NSE VIA ROSE HILL MOA	1+30

South MOA Stereo Routes

Pensacola Regional KPNS					
PNS236T	IFR	100	NSE PENS PNSS/D1+30 PENS PNS	IFR TO KPNS VIA S MOA	2+00
PNS236TR	IFR	090	PNS PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM KPNS TO NSE VIA S MOA	2+00
PNS273T	VFR	095	NSE PNSS/D1+30 PNSS PNS	VFR TO KPNS VIA S MOA	2+00
PNS273TR	VFR	095	PNS PNSS/D1+30 PNSS NSE	VFR FROM KPNS TO NSE VIA S MOA	0+30
Monroe County/Monroeville KMVC					
MVC436T	IFR	100	NSE PENS PNSS/D1+30 PENS MVC	IFR TO MONROEVILLE VIA S MOA	2+00
MVC436TR	IFR	090	MVC PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM MVC TO NSE VIA S MOA	2+00
MVC437T	VFR	095	NSE PNSS/D1+30 PNSS MVC	VFR TO MVC VIA S MOA	2+00
MVC437TR	VFR	095	MVC PNSS/D1+30 PNSS NSE	VFR FROM MVC TO NSE VIA S MOA	2+00
Mobile Regional KMOB					
MOB432T	IFR	100	NSE PENS PNSS/D1+30 PENS V198 LOXLY MOB	IFR TO MOB VIA S MOA	2+00
MOB432TR	IFR	090	MOB LOXLY V198 PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM MOB TO NSE VIA S MOA	2+00
MOB433T	VFR	095	NSE PNSS/D1+30 PNSS MOB	VFR TO MOB VIA S MOA	2+00
MOB433TR	VFR	095	MOB PNSS/D1+30 PNSS NSE	VFR FROM MOB TO NSE VIA S MOA	2+00
Mobile Downtown KBFM					
BFM432T	IFR	100	NSE PENS PNSS/D1+30 PENS V198 LOXLY BFM	IFR TO BFM VIA S MOA	2+00
BFM432TR	IFR	090	MOB LOXLY V198 PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM BFM TO NSE VIA S MOA	2+00
BFM433T	VFR	095	NSE PNSS/D1+30 PNSS BFM	VFR TO BFM VIA S MOA	2+00
BFM433TR	VFR	095	BFM PNSS/D1+30 PNSS NSE	VFR FROM DOTHAN TO NSE VIA N MOA	2+00
Bay Minette 1R8					
1R8436T	IFR	100	NSE PENS PNSS/D1+30 PENS 1R8	IFR TO BAYMINETTE VIA S MOA	2+00
1R8436TR	IFR	090	1R8 PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM 1R8 TO NSE VIA S MOA	2+00

South MOA Stereo Routes

Pensacola Regional KPNS					
PNS236T	IFR	100	NSE PENS PNSS/D1+30 PENS PNS	IFR TO KPNS VIA S MOA	2+00
PNS236TR	IFR	090	PNS PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM KPNS TO NSE VIA S MOA	2+00
PNS273T	VFR	095	NSE PNSS/D1+30 PNSS PNS	VFR TO KPNS VIA S MOA	2+00
PNS273TR	VFR	095	PNS PNSS/D1+30 PNSS NSE	VFR FROM KPNS TO NSE VIA S MOA	0+30
Monroe County/Monroeville KMVC					
MVC436T	IFR	100	NSE PENS PNSS/D1+30 PENS MVC	IFR TO MONROEVILLE VIA S MOA	2+00
MVC436TR	IFR	090	MVC PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM MVC TO NSE VIA S MOA	2+00
MVC437T	VFR	095	NSE PNSS/D1+30 PNSS MVC	VFR TO MVC VIA S MOA	2+00
MVC437TR	VFR	095	MVC PNSS/D1+30 PNSS NSE	VFR FROM MVC TO NSE VIA S MOA	2+00
Mobile Regional KMOB					
MOB432T	IFR	100	NSE PENS PNSS/D1+30 PENS V198 LOXLY MOB	IFR TO MOB VIA S MOA	2+00
MOB432TR	IFR	090	MOB LOXLY V198 PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM MOB TO NSE VIA S MOA	2+00
MOB433T	VFR	095	NSE PNSS/D1+30 PNSS MOB	VFR TO MOB VIA S MOA	2+00
MOB433TR	VFR	095	MOB PNSS/D1+30 PNSS NSE	VFR FROM MOB TO NSE VIA S MOA	2+00
Mobile Downtown KBFM					
BFM432T	IFR	100	NSE PENS PNSS/D1+30 PENS V198 LOXLY BFM	IFR TO BFM VIA S MOA	2+00
BFM432TR	IFR	090	MOB LOXLY V198 PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM BFM TO NSE VIA S MOA	2+00
BFM433T	VFR	095	NSE PNSS/D1+30 PNSS BFM	VFR TO BFM VIA S MOA	2+00
BFM433TR	VFR	095	BFM PNSS/D1+30 PNSS NSE	VFR FROM DOTHAN TO NSE VIA N MOA	2+00
Bay Minette 1R8					
1R8436T	IFR	100	NSE PENS PNSS/D1+30 PENS 1R8	IFR TO BAYMINETTE VIA S MOA	2+00
1R8436TR	IFR	090	1R8 PENS PNSS/D1+30 PENS MERTY NSE	IFR FROM 1R8 TO NSE VIA S MOA	2+00

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South MOA Stereo Routes

Bay Minette 1R8 Cont'd					
1R8437T	VFR	095	NSE PNSS/D1+30 PNSS 1R8	VFR TO BAY MINETTE VIA S MOA	2+00
1R8437TR	VFR	095	1R8 PNSS/D1+30 PNSS NSE	VFR FROM 1R8 TO NSE VIA S MOA	2+00
Jack Edwards KJKA					
JKA436T	IFR	100	NSE PENSI PNSS/D1+30 PENSI JKA	IFR TO KJKA VIA S MOA	2+00
JKA436TR	IFR	090	JKA PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM KJKA TO NSE VIA S MOA	2+00
JKA 437T	VFR	095	NSE PNSS/D1+30 PNSS JKA	VFR to KJKA VIA S MOA	2+00
JKA437TR	VFR	095	JKA PNSS/D1+30 PNSS NSE	VFR FROM JKA TO NSE VIA S MOA	2+00

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South MOA Stereo Routes

Bay Minette 1R8 Cont'd					
1R8437T	VFR	095	NSE PNSS/D1+30 PNSS 1R8	VFR TO BAY MINETTE VIA S MOA	2+00
1R8437TR	VFR	095	1R8 PNSS/D1+30 PNSS NSE	VFR FROM 1R8 TO NSE VIA S MOA	2+00
Jack Edwards KJKA					
JKA436T	IFR	100	NSE PENSI PNSS/D1+30 PENSI JKA	IFR TO KJKA VIA S MOA	2+00
JKA436TR	IFR	090	JKA PENSI PNSS/D1+30 PENSI MERTY NSE	IFR FROM KJKA TO NSE VIA S MOA	2+00
JKA 437T	VFR	095	NSE PNSS/D1+30 PNSS JKA	VFR to KJKA VIA S MOA	2+00
JKA437TR	VFR	095	JKA PNSS/D1+30 PNSS NSE	VFR FROM JKA TO NSE VIA S MOA	2+00

FAA FLIGHT PLAN

- FSS: (800) WX - BRIEF
- <https://fwb.metoc.navy.mil/fwb12/>
- (888) PILOTWX

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FLIGHT PLAN		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER		TIME STARTED	SPECIALIST INITIALS
1. TYPE VFR IFR D/VFR		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE/SPECIAL EQUIPMENT TEX2/R		4. TRUE AIRSPEED KTS	
5. DEPARTURE POINT		6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)		7. CRUISING ALTITUDE		8. ROUTE OF FLIGHT	
9. DESTINATION (Name of airport and city)		10. EST. TIME ENROUTE HOURS MINUTES		11. REMARKS		12. FUEL ON BOARD HOURS MINUTES	
13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD		16. COLOR OF AIRCRAFT	
17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)		CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.					

FAA Form 7233-1 (8-82)
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

FAA FLIGHT PLAN

- FSS: (800) WX - BRIEF
- <https://fwb.metoc.navy.mil/fwb12/>
- (888) PILOTWX

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FLIGHT PLAN		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER		TIME STARTED	SPECIALIST INITIALS
1. TYPE VFR IFR D/VFR		2. AIRCRAFT IDENTIFICATION		3. AIRCRAFT TYPE/SPECIAL EQUIPMENT TEX2/R		4. TRUE AIRSPEED KTS	
5. DEPARTURE POINT		6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)		7. CRUISING ALTITUDE		8. ROUTE OF FLIGHT	
9. DESTINATION (Name of airport and city)		10. EST. TIME ENROUTE HOURS MINUTES		11. REMARKS		12. FUEL ON BOARD HOURS MINUTES	
13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD		16. COLOR OF AIRCRAFT	
17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)		CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.					

FAA Form 7233-1 (8-82)
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

CROSS COUNTRY BED DOWN AID

1. Accomplish **BEFORE LEAVING AIRCRAFT and STRANGE FIELD PROCEDURES Checklists**
2. Check Hydraulic fluid level/oil IAW checklist Section N, ENGINE OIL LIMITATIONS
 - a. If more than 2 pints must be added, contact squadron supervisor
 - b. Hydraulic system T-handle may require a very hard pull to fully release pressure for accurate reading
3. Check Tire wear
 - a. If a red cord is visible (mains) or any cord visible (nose), contact squadron duty officer/SQ CDO
4. Fuel Servicing
 - a. Ensure aircraft is properly grounded and chocked, parking brake set, during all refueling operations
 - 1) Aircraft to ground, aircraft to truck, truck to ground
 - 2) Pilot is responsible for ensuring servicing is recorded as rendered
 - b. Ensure fuel contains Prist (fuel icing inhibitor) – ½ pint per 50 gallons
 - 1) The "+" sign in "Jet A1+" indicates anti-icing additive is already included in fuel
 - 2) If in doubt, query the installation servicing manager
5. **Do not use Government Travel Card or personal credit card to purchase fuel, oil, or other aircraft services**
 - a. If DOD-contract services are not available, contact squadron duty officer/SQ CDO.
6. Inspection Procedures
 - a. Aircrew WILL NOT sign off aircraft inspections on off-station missions
 - 1) In lieu of maintenance inspections, aircrew will conduct thorough inspections IAW checklist procedures
7. Ensure local personnel are familiar with starting procedures and external power hookup procedures (as required)
 - a. Demonstrate how to secure external power access door (as required)
8. Leaving aircraft overnight
 - a. Set parking brake and chock main tires
 - 1) If aircraft must be moved/towed, ensure parking brake is released
 - 2) If parking brake is not set, ensure **BOTH main tires are securely chocked or tie-downs in place before leaving aircraft**
 - 3) Do **NOT allow unqualified personnel into cockpit in order to apply/release parking brake**
 - b. Ensure reasonable aircraft security is in place, e.g. fenced area, locked gate/hangar, security guard, etc.
 - c. All aircraft plugs, propeller restraint, and covers installed
 - d. Canopy, Baggage Compartment, and CFS doors **LOCKED**
 - e. If hazardous weather is forecast, make every effort to hangar the aircraft. If unable to hangar, ensure proper tie-down procedures are accomplished.
9. Notify squadron of safe arrival and whether or not any aircraft problems have occurred.
 - a. Stopping at other than final destination due to aircraft problems requires immediate notification of the squadron
10. When departing at facilities where fireguards are not available, it is permissible to perform engine start without them
11. Reset parking brake and pull chocks prior to strapping in the aircraft. Leave a chock behind a wheel to prevent inadvertent rolling backwards if desired.

CROSS COUNTRY BED DOWN AID

1. Accomplish **BEFORE LEAVING AIRCRAFT and STRANGE FIELD PROCEDURES Checklists**
2. Check Hydraulic fluid level/oil IAW checklist Section N, ENGINE OIL LIMITATIONS
 - a. If more than 2 pints must be added, contact squadron supervisor
 - b. Hydraulic system T-handle may require a very hard pull to fully release pressure for accurate reading
3. Check Tire wear
 - a. If a red cord is visible (mains) or any cord visible (nose), contact squadron duty officer/SQ CDO
4. Fuel Servicing
 - a. Ensure aircraft is properly grounded and chocked, parking brake set, during all refueling operations
 - 1) Aircraft to ground, aircraft to truck, truck to ground
 - 2) Pilot is responsible for ensuring servicing is recorded as rendered
 - b. Ensure fuel contains Prist (fuel icing inhibitor) – ½ pint per 50 gallons
 - 1) The "+" sign in "Jet A1+" indicates anti-icing additive is already included in fuel
 - 2) If in doubt, query the installation servicing manager
5. **Do not use Government Travel Card or personal credit card to purchase fuel, oil, or other aircraft services**
 - a. If DOD-contract services are not available, contact squadron duty officer/SQ CDO.
6. Inspection Procedures
 - a. Aircrew WILL NOT sign off aircraft inspections on off-station missions
 - 1) In lieu of maintenance inspections, aircrew will conduct thorough inspections IAW checklist procedures
7. Ensure local personnel are familiar with starting procedures and external power hookup procedures (as required)
 - a. Demonstrate how to secure external power access door (as required)
8. Leaving aircraft overnight
 - a. Set parking brake and chock main tires
 - 1) If aircraft must be moved/towed, ensure parking brake is released
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OUT & IN ADDITIONAL CHECKLIST ITEMS

- ITEM 1 Fuel Sample – obtain and inspect
LEFT WING
- ITEM 24 Main Landing gear doors anti-chafe tape for condition
FWD FUSELAGE
- ITEM 13 Spring strut retainer pin and safety wire for security (2 places)
- ITEM 14 Spring strut rod bracket for condition and security
- ITEM 15 Ensure spring strut piston bell is in contact with conical washer stack on spring strut cartridge
RIGHT WING
- ITEM 7 Main landing gear doors anti-chafe tape for condition
AFT FUSELAGE/EMPENNAGE
- ITEM 18 Using flashlight, visually inspect L, R, Middle, and outboard elevator hinge areas for chafing, security, and evidence of bearing migration from bearing barehole.
FWD COCKPIT
- ITEM 26 Forward battery CB panel, make sure collars are installed on CBs. AIL/EL TRIM, RUN TRIM, IAC 1, and PROP SYS.
- ITEM 27 Forward general CB panel, make sure collar is installed on CB IAC 2

STATIC DISPLAY CHECKLIST

- Responsibilities of all mission pilots:
 - Flight suits, name tags, patches, boots, etc are in like new condition. VT-3 ball cap authorized.
 - ALSS equipment inspections do not expire.
 - Aircrew will lock up aircraft.
 - Alcohol consumption prohibited while in uniform on flight line during static display.
 - Unlock Canopy Emergency Access Panels during departure pre-flight .
 - Conduct a thorough FOD check prior to departure.
- Responsibilities of Aircraft Commander:
 - Ensure a minimum of one pilot remains with the aircraft during periods of public viewing to ensure spectator safety.
 - Ensure all safeguarding of aircraft is accomplished IAW checklist
 - Canopy Emergency Access Panel will be locked during static display.
 - Ensure installation of all intake covers and propeller restraints.

NIGHT OPERATIONS

- All aircraft shall have operable landing / taxi / navigation / anti-collision lighting
- Night operations start at official sunset and end at official sunrise
- Navigation light use starts 30 mins prior to official sunset
- NSE Split-field operations not authorized ¹⁸
- Aircraft will monitor night common (274.7) when using the three working areas
- Strobe lights on from engine start to shutdown
 - Except in the line area
 - Whenever PIC deems necessary for safety of flight
- No formation flights at night
- No taxi permitted on unlit taxiways
- Full length takeoffs only at night
- Maintain runway heading until 700' MSL before turning
- Night Field entry from Pensacola approach no closer than 15 miles from NSE
 - Approach will vector aircraft to 5 mile offset north at 1700' MSL – 200 KIAS
 - Handoff to tower control
- Make break call with “full-stop” or “touch n’ go”

CH-2

OUT & IN ADDITIONAL CHECKLIST ITEMS

- ITEM 1 Fuel Sample – obtain and inspect
LEFT WING
- ITEM 24 Main Landing gear doors anti-chafe tape for condition
FWD FUSELAGE
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 - Approach will vector aircraft to 5 mile offset north at 1700' MSL – 200 KIAS
 - Handoff to tower control
- Make break call with “full-stop” or “touch n’ go”

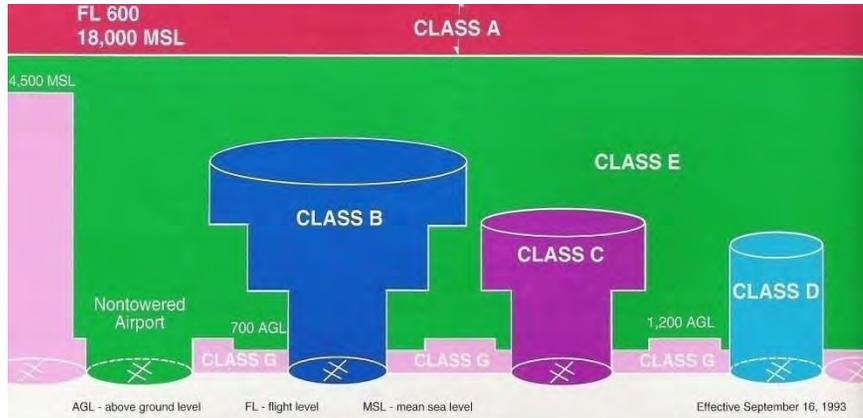
IMPORTANT PHONE NUMBERS			
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VT-3 FDO	850-623-7688	VT-3 SDO	850-623-7323 (850-324-2053) cell
VT-6 FDO	850-623-7468	VT-6 SDO	850-623-7666
VT-2 FDO	850-623-7180	VT-2 SDO	850-623-7222
T-34 MX Control	850-623-2121	T-6B MX Control	850-623-6141
NASWF ODO	850-623-7597	TW-5 Safety	850-623-7180
NASWF CDO	850-623-2793 (850-382-4966) cell		
NSE Base Ops	850-623-7597		
NSE Weather	800-295- 7824/7119		
NPA Weather	850-452- 3644/2460		
Naval Aviation Weather	888-PILOTWX 888- 745-6899		
Flight Service	800-WX-BRIEF 800-992-7433		

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AIRSPACE RESTRICTIONS



An Easy-to-Read Chart for VFR Flight

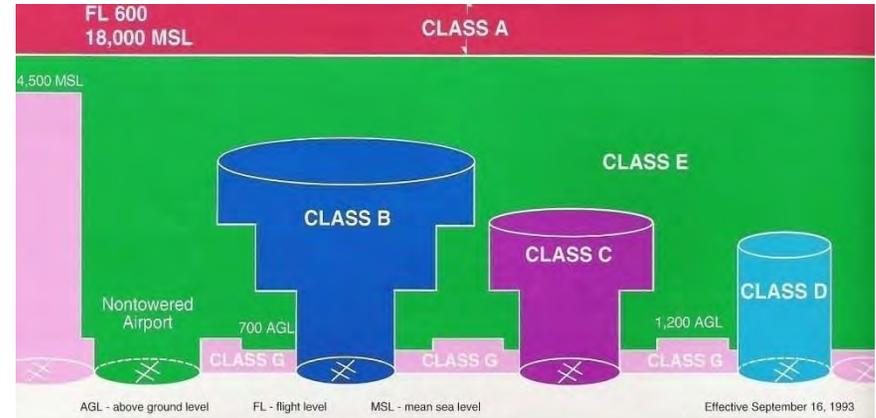
Airspace Features	Class A	Class B	Class C	Class D	Class E	Class G
Entry Requirements	ATC Clearance	ATC Clearance	Prior two-way communications	Prior two-way communications	None	None
Minimum Pilot Qualifications	Instrument rating	Private or student certificate location dependent	Student certificate	Student certificate	Student certificate	Student certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Not required	Not required
Special VFR Allowed*	No	Yes	Yes	Yes	Yes	N/A
VFR Visibility Minimum	N/A	3 Statute miles**	3 Statute miles**	3 Statute miles**	3 Statute miles**	1 Statute mile**
VFR Minimum Distance from Clouds	N/A	Clear of clouds	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	Clear of clouds**
VFR Aircraft Separation	N/A	All	IFR	Runway operations	None	None
Traffic Advisories	Yes	Yes	Yes	Workload Permitting	Workload Permitting	Workload Permitting
Former Airspace Equivalent	Positive control area (PCA)	Terminal control area (TCA)	Airport radar service area (ARSA)	Airport traffic area and control zone	General controlled airspace	Uncontrolled airspace

* Authorized by an ATC clearance and conducted within the lateral boundaries of the surface area.

** Flight visibility and cloud clearance requirements differ for operations below 1,200 feet AGL, above 1,200 feet AGL but below 10,000 feet MSL, above 10,000 feet MSL, day, night, or student pilot. See FARs 61.89 and 91.155 for specifics.

NOTE: IFR operations in controlled airspace require filing an IFR flight plan and an appropriate ATC clearance.

AIRSPACE RESTRICTIONS



An Easy-to-Read Chart for VFR Flight

Airspace Features	Class A	Class B	Class C	Class D	Class E	Class G
Entry Requirements	ATC Clearance	ATC Clearance	Prior two-way communications	Prior two-way communications	None	None
Minimum Pilot Qualifications	Instrument rating	Private or student certificate location dependent	Student certificate	Student certificate	Student certificate	Student certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Not required	Not required
Special VFR Allowed*	No	Yes	Yes	Yes	Yes	N/A
VFR Visibility Minimum	N/A	3 Statute miles**	3 Statute miles**	3 Statute miles**	3 Statute miles**	1 Statute mile**
VFR Minimum Distance from Clouds	N/A	Clear of clouds	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	500 feet below, 1,000 feet above, 2,000 feet horizontally**	Clear of clouds**
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NOTE: IFR operations in controlled airspace require filing an IFR flight plan and an appropriate ATC clearance.

CROSSWIND TABLES

CROSSWIND QUICK REFERENCE TABLE								
WIND SPEED	DEGREES OFF RUNWAY HEADING							
	20°	30°	40°	50°	60°	70°	80°	90°
10	3	5	6	8	9	9	10	10
11	4	6	7	9	10	10	11	11
12	4	6	8	10	10	11	12	12
13	4	7	8	11	11	12	13	13
14	5	7	9	11	12	13	14	14
15	5	8	10	12	13	14	15	15
16	5	8	10	12	14	15	16	16
17	6	9	11	13	15	16	17	17
18	6	9	12	14	16	17	18	18
19	6	10	12	15	16	18	19	19
20	7	10	13	15	17	19	20	20
21	7	11	13	16	18	20	21	21
22	8	11	14	17	19	21	22	22
23	8	12	15	18	20	22	23	23
24	8	12	15	18	21	23	24	24
25	9	13	16	19	22	23	25	25
27	9	14	17	21	23	25	27	27
29	10	15	19	22	25	27	29	29
31	11	16	20	24	27	29	31	31
33	11	17	21	25	29	31	32	33
35	12	18	22	27	30	33	34	35

CROSSWIND LIMITS			
Icy Runway	5	Touch n' Go Ldgs	20
Wet Runway	10	Initial T/O (Dry)	25
Solo Student	10	Full Stop (Dry)	25
Wing T/O & Land	15	Land Flaps (recommended)	10
Tailwind	10	Headwind	35

• In gusty winds, add ½ gust factor to touchdown speed and rotation speed (max 10 kts)

CROSSWIND TABLES

CROSSWIND QUICK REFERENCE TABLE								
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16	5	8	10	12	14	15	16	16
17	6	9	11	13	15	16	17	17
18	6	9	12	14	16	17	18	18
19	6	10	12	15	16	18	19	19
20	7	10	13	15	17	19	20	20
21	7	11	13	16	18	20	21	21
22	8	11	14	17	19	21	22	22
23	8	12	15	18	20	22	23	23
24	8	12	15	18	21	23	24	24
25	9	13	16	19	22	23	25	25
27	9	14	17	21	23	25	27	27
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VOR / DME X-RAY FREQ CONVERSION CHART

CH	FREQ	CH	FREQ	CH	FREQ	CH	FREQ
17	108.00	42	110.50	77	113.00	102	115.50
18	108.10	43	110.60	78	113.10	103	115.60
19	108.20	44	110.70	79	113.20	104	115.70
20	108.30	45	110.80	80	113.30	105	115.80
21	108.40	46	110.90	81	113.40	106	115.90
22	108.50	47	111.00	82	113.50	107	116.00
23	108.60	48	111.10	83	113.60	108	116.10
24	108.70	49	111.20	84	113.70	109	116.20
25	108.80	50	111.30	85	113.80	110	116.30
26	108.90	51	111.40	86	113.90	111	116.40
27	109.00	52	111.50	87	114.00	112	116.50
28	109.10	53	111.60	88	114.10	113	116.60
29	109.20	54	111.70	89	114.20	114	116.70
30	109.30	55	111.80	90	114.30	115	116.80
31	109.40	56	111.90	91	114.40	116	116.90
32	109.50	57	112.00	92	114.50	117	117.00
33	109.60	58	112.10	93	114.60	118	117.10
34	109.70	59	112.20	94	114.70	119	117.20
35	109.80	70	112.30	95	114.80	120	117.30
36	109.90	71	112.40	96	114.90	121	117.40
37	110.00	72	112.50	97	115.00	122	117.50
38	110.10	73	112.60	98	115.10	123	117.60
39	110.20	74	112.70	99	115.20	124	117.70
40	110.30	75	112.80	100	115.30	125	117.80
41	110.40	76	112.90	101	115.40	126	117.90

NOTES:

- Matrix is taken from the Flight Information Handbook
- Only X-RAY frequencies are listed
- If Yankee frequencies are required, add .05 to the corresponding X-Ray frequency
 - CH 70Y ~ 112.35

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26	108.90	51	111.40	86	113.90	111	116.40
27	109.00	52	111.50	87	114.00	112	116.50
28	109.10	53	111.60	88	114.10	113	116.60
29	109.20	54	111.70	89	114.20	114	116.70
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32	109.50	57	112.00	92	114.50	117	117.00
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35	109.80	70	112.30	95	114.80	120	117.30
36	109.90	71	112.40	96	114.90	121	117.40
37	110.00	72	112.50	97	115.00	122	117.50
38	110.10	73	112.60	98	115.10	123	117.60
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NOTES:

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T-6B OPERATING LIMITS

BATTERY:

> 23.5 Volts for battery start
> 22 Volts for external hook-up

GENERATOR:

+ 50 to -2 Amps inflight
28.0 - 28.5 Volts
Continuous < 25 Volts, land as soon as practical

STARTER:

1. 20", then 30" cool
2. 20", then 2 mins cool
3. 20", then 5 mins cool
4. 20", then 30 mins cool

ENGINE:1. TORQUE

0-100%	Normal
102% (20")	Transient
> 102%	SYS MALF
131% (20")	Engine Damage

2. PROPELLER RPM

62-80	Restricted range
100%	MAX
100+-2%	PMU Off
110%	In Emergency

3. ITT

1000 C (5")	START
820	MAX
750	MAX IDLE
870 (20")	Transient

4. N1

60-104%	Normal
60%	MIN Ground
67%	MIN Airborne

5. OIL TEMPERATURE

10 -105	Normal Flight
-40 – 105	Normal Ground
106 -110	CAUTION
110	MAX
106-110	Acceptable ground ops < 20% torque

WEIGHT:

Ramp Weight	6950
Takeoff	6900
Landing	6900
Zero fuel	5850
Baggage	80

AIRSPEED:

Gear/Flaps	150
Turbulence	207 Max 180 Rec
Maneuver	227
MAX	316/.67M

FUEL:

200 Min
120 Emg
< 50 lbs imbalance for aerobatics, spins, stalls

T-6B OPERATING LIMITS

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Turbulence	207 Max 180 Rec
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FUEL:

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6. OIL PRESSURE

90-120	Normal	15-40 (max 5") w/ PCL @ IDLE
200	MAX	
40-90	CAUTION	15-40 at IDLE 40-90 above IDLE for > 10"
< 40 above IDLE	Exceedance	15-40 (> 5") w/ PCL @ IDLE < 15 at IDLE

40-130 during aerobatics / spins

Oil level serviced within 30 minutes of shutdown (15-20 min for most accurate reading)

HYDRAULICS

3000 +- 120 psi	Normal	
2400 +- 150	Emergency Accumulator	< 2400 CAUTION
1800	Emergency Extension	

AIRSTART

125-200 KIAS, SL - 15K

135-200 KIAS, 15 – 20K

1200' altitude loss, 40" for usable power

15-20" to come out of FX

EJECTION

> 320 kts increases injury due to drogue chute opening shock

Terrain > 8000' MSL – MOR handle should be used

Zoom eject 20 NH, eject before sink rate – zoom negligible < 150 KIAS

6000' AGL Uncontrolled / 2000' AGL Controlled

G LOADS

-3.5 to 7.0	Clean	-1.0 to 4.7 Assymmetric
0 to 2.5	Gear/Flaps	0 to 2.0 Assymmetric

Zero G	< 5"
Inverted	< 15"

PROHIBITED MANEUVERS

Inverted Stalls

Inverted Spins

Aggravated spins past 2 turns

Abrupt cross control snap maneuvers

Aerobatics, spins, stalls with > 50 lb fuel imbalance

Tail slides

Spins

PCL above IDLE

Landing gear, flaps, or speed brake extended

PMU off

< 10k pressure altitude

> 22k pressure altitude

NOTES:

Canopy defog OFF for takeoff and landing

Max 780'/min descent on landings (5.1G hard landing)

Can taxi over raised arresting cables, not over donuts – main gear doors CLOSED

Probes/Anti-Ice ON when in visible moisture

Aerobatics prohibited with < 150 lbs of fuel per side

Max 50 lb fuel imbalance

10 hours on only the engine driven high pressure pump

DO NOT open canopy with winds > 40 kts; do not attempt to close/lock in-flight

ITT rise w/i 10" of fuel flow during start

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6. OIL PRESSURE

90-120	Normal	15-40 (max 5") w/ PCL @ IDLE
200	MAX	
40-90	CAUTION	15-40 at IDLE 40-90 above IDLE for > 10"
< 40 above IDLE	Exceedance	15-40 (> 5") w/ PCL @ IDLE < 15 at IDLE

40-130 during aerobatics / spins

Oil level serviced within 30 minutes of shutdown (15-20 min for most accurate reading)

HYDRAULICS

3000 +- 120 psi	Normal	
2400 +- 150	Emergency Accumulator	< 2400 CAUTION
1800	Emergency Extension	

AIRSTART

125-200 KIAS, SL - 15K

135-200 KIAS, 15 – 20K

1200' altitude loss, 40" for usable power

15-20" to come out of FX

EJECTION

> 320 kts increases injury due to drogue chute opening shock

Terrain > 8000' MSL – MOR handle should be used

Zoom eject 20 NH, eject before sink rate – zoom negligible < 150 KIAS

6000' AGL Uncontrolled / 2000' AGL Controlled

G LOADS

-3.5 to 7.0	Clean	-1.0 to 4.7 Assymmetric
0 to 2.5	Gear/Flaps	0 to 2.0 Assymmetric

Zero G	< 5"
Inverted	< 15"

PROHIBITED MANEUVERS

Inverted Stalls

Inverted Spins

Aggravated spins past 2 turns

Abrupt cross control snap maneuvers

Aerobatics, spins, stalls with > 50 lb fuel imbalance

Tail slides

Spins

PCL above IDLE

Landing gear, flaps, or speed brake extended

PMU off

< 10k pressure altitude

> 22k pressure altitude

NOTES:

Canopy defog OFF for takeoff and landing

Max 780'/min descent on landings (5.1G hard landing)

Can taxi over raised arresting cables, not over donuts – main gear doors CLOSED

Probes/Anti-Ice ON when in visible moisture

Aerobatics prohibited with < 150 lbs of fuel per side

Max 50 lb fuel imbalance

10 hours on only the engine driven high pressure pump

DO NOT open canopy with winds > 40 kts; do not attempt to close/lock in-flight

ITT rise w/i 10" of fuel flow during start

ADDITIONAL FREQUENCIES

FREQ	AGENCY	FREQ	AGENCY
273.575	NDZ ATIS	372.0/120.05	PNS SMOA
124.35 / 266.8	NPA ATIS	309.8	SMOA Discrete
336.4	NPA Ground	282.0 290 . 55	Choctaw ATIS
121.25	PNS ATIS		
119.9 / 257.8	PNS Tower		
348.6 / 121.9	PNS Ground		
122.95	Pensacola Aviation Center		
133.2 / 290.425	Duke Field Tower		
126.5 / 351.675	Hurlburt Field Tower		
118.8 / 251.1	BFM Tower		
122.95	BFM Aviation Center		
119.55	Andalusia-Opp		
123.0	Floralta CTAF		
122.8	Bay Minette Unicom		
122.8	Atmore Unicom		
123.0	Monroeville CTAF		
264.2	Holley RDO		
384.1	Summerdale RDO		
321.8	Saufley RDO		
238.0	Wolf RDO		
273.75	FITU Base		
350.15	VT-2 Base		
342.8	VT-3 Base	136.925	VHF Discrete
355.55	VT-6 Base	141.125	VHF Discrete
316.95	Whiting Metro	142.55	VHF Discrete
255.4 / 122.2	FSS	143.15	VHF Discrete

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ADDITIONAL FREQUENCIES

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273.575	NDZ ATIS	372.0/120.05	PNS SMOA
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255.4 / 122.2	FSS	143.15	VHF Discrete

MIN POWER @ 60 KIAS

MINIMUM POWER AT 60 KIAS									
ASSOCIATED CONDITIONS					AIRPLANE : T-6B				
TAKEOFF POWER					ENGINE : PT6A-68				
NP AT 100% (2000 RPM)					DATE : MAY 2008				
ACCURATE AT 60 KIAS					DATA BASIS : FLIGHT TEST				
IOAT °C	ENGINE TORQUE - PERCENT								
	-2000 FT PA	SEA LVL PA	500 FT PA	1000 FT PA	1500 FT PA	2000 FT PA	4000 FT PA	6000 FT PA	8000 FT PA
17	100	100	100	100	100	100	100	100	100
18	100	100	100	100	100	100	100	100	98
19	100	100	100	100	100	100	100	100	97
20	100	100	100	100	100	100	100	100	96
21	100	100	100	100	100	100	100	100	94
22	100	100	100	100	100	100	100	100	93
23	100	100	100	100	100	100	100	100	92
24	100	100	100	100	100	100	100	99	90
25	100	100	100	100	100	100	100	99	89
26	100	100	100	100	100	100	100	97	88
27	100	100	100	100	100	100	100	96	86
28	100	100	100	100	100	100	100	94	85
29	100	100	100	100	100	100	100	93	83
30	100	100	100	100	100	100	100	91	82
31	100	100	100	100	100	100	99	90	81
32	100	100	100	100	100	100	98	88	79
33	100	100	100	100	100	100	96	87	78
34	100	100	100	100	100	100	94	85	76
35	100	100	100	100	100	100	93	84	75
36	100	100	100	100	100	100	91	82	74
37	100	100	100	100	100	99	90	81	72
38	100	100	100	100	100	97	88	79	71
39	100	100	100	100	98	96	87	78	69
40	100	100	100	99	96	94	85	76	68
41	100	100	99	97	94	92	83	75	67
42	100	100	97	95	93	91	82	73	65
43	100	98	96	93	91	89	80	72	64
44	100	96	94	92	89	87	79	70	62
45	100	94	92	90	88	86	77	69	61
46	100	93	90	88	86	84	76	67	60
47	100	91	89	86	84	82	74	66	58
48	99	89	87	85	83	81	73	64	57
49	97	87	85	83	81	79	71	63	55
50	95	86	83	81	79	77	70	62	54
51	93	84	82	80	78	76	68	60	53
52	91	82	80	78	76	74	67	59	51
53	89	80	79	77	75	73	65	57	50
54	87	79	77	75	73	71	64	56	48
55	86	77	75	73	72	70	62	54	47
56	84	76	74	72	70	68	61	53	46
57	82	74	72	70	69	67	59	51	44

MIN POWER @ 60 KIAS

MINIMUM POWER AT 60 KIAS									
ASSOCIATED CONDITIONS					AIRPLANE : T-6B				
TAKEOFF POWER					ENGINE : PT6A-68				
NP AT 100% (2000 RPM)					DATE : MAY 2008				
ACCURATE AT 60 KIAS					DATA BASIS : FLIGHT TEST				
IOAT °C	ENGINE TORQUE - PERCENT								
	-2000 FT PA	SEA LVL PA	500 FT PA	1000 FT PA	1500 FT PA	2000 FT PA	4000 FT PA	6000 FT PA	8000 FT PA
17	100	100	100	100	100	100	100	100	100
18	100	100	100	100	100	100	100	100	98
19	100	100	100	100	100	100	100	100	97
20	100	100	100	100	100	100	100	100	96
21	100	100	100	100	100	100	100	100	94
22	100	100	100	100	100	100	100	100	93
23	100	100	100	100	100	100	100	100	92
24	100	100	100	100	100	100	100	99	90
25	100	100	100	100	100	100	100	99	89
26	100	100	100	100	100	100	100	97	88
27	100	100	100	100	100	100	100	96	86
28	100	100	100	100	100	100	100	94	85
29	100	100	100	100	100	100	100	93	83
30	100	100	100	100	100	100	100	91	82
31	100	100	100	100	100	100	99	90	81
32	100	100	100	100	100	100	98	88	79
33	100	100	100	100	100	100	96	87	78
34	100	100	100	100	100	100	94	85	76
35	100	100	100	100	100	100	93	84	75
36	100	100	100	100	100	100	91	82	74
37	100	100	100	100	100	99	90	81	72
38	100	100	100	100	100	97	88	79	71
39	100	100	100	100	98	96	87	78	69
40	100	100	100	99	96	94	85	76	68
41	100	100	99	97	94	92	83	75	67
42	100	100	97	95	93	91	82	73	65
43	100	98	96	93	91	89	80	72	64
44	100	96	94	92	89	87	79	70	62
45	100	94	92	90	88	86	77	69	61
46	100	93	90	88	86	84	76	67	60
47	100	91	89	86	84	82	74	66	58
48	99	89	87	85	83	81	73	64	57
49	97	87	85	83	81	79	71	63	55
50	95	86	83	81	79	77	70	62	54
51	93	84	82	80	78	76	68	60	53
52	91	82	80	78	76	74	67	59	51
53	89	80	79	77	75	73	65	57	50
54	87	79	77	75	73	71	64	56	48
55	86	77	75	73	72	70	62	54	47
56	84	76	74	72	70	68	61	53	46
57	82	74	72	70	69	67	59	51	44

TRAWINGFIVE T-6B TEXAN II CHECKLIST STUDY GUIDE PRIMARY FLIGHT TRAINING



Training Air Wing FIVE T-6B Checklist Study Guide

General

This checklist guide is for study purposes ONLY. It is NOT to be used during any graded event within the simulator or aircraft.

Student Naval Aviators (SNA's) and Instructors Under Training (IUT's) should bring the following items for Contact/NATOPS scheduled events

- a. Gloves
- b. Kneeboard
- c. TRAWINGFIVE T-6B In-Flight Guide
- d. TRAWINGFIVE T-6B Checklist Study Guide
- e. NATOPS Flight Manual and Pocket Checklist
- f. Contact Flight Training Instruction
- g. SNA's Only: Harness, G-Suit, Helmet, and O2 Mask, a complete strap-in is required for the C2100 block of training only.

HOW TO USE THIS CHECKLIST GUIDE

This guide is intended to assist Student Naval Aviators in preparation for primary flight training at CTW-5, NAS Whiting Field. Procedures herein may not be appropriate for other commands or locations. The checklist procedures outlined in this guide are to be used on any flight in which the student occupies either seat of the T-6B. It contains the instructions for NORMAL procedures and response phrases needed to correctly complete all the checklists contained in CTW-5 T-6B publications, except for Before Exterior Inspection, Exterior Inspection, High IOAT at Start and Before Leaving Aircraft. **Many radio procedures in this guide are specific to NAS Whiting, and may not be appropriate for other commands or locations**

The challenge and response format utilized is designed to increase CRM between the student and instructor as well as teach the student basic multi-crew aircraft concepts. Many students at CTW-5 are destined for a multi-crew aircraft that utilize some form of challenge and response checklist. However, even single seat aircraft can utilize good CRM through their Wingman. More than likely there will be many differences between those formats and this one due to differences in aircraft. However, the format utilized at CTW-5 gives a basic understanding and feel of a multi-crew aircraft.



Although it is ultimately the instructor's responsibility to ensure the all checklist items are properly completed, this does not take any responsibility away from the student. If the student/instructor misses an item or improperly sets a switch, it is the students' job to catch it. When an item requires both crew members to respond, the student **will not** proceed to the next item until the instructor responds. This will ensure that items are being checked properly by both crewmembers.

All phrases and terms that are to be verbalized by the crew member running the checklist, usually the front cockpit, **are printed in bold within "quotation" marks** (radio transmissions, ICS transmissions and others). When dual concurrence is required, items shown as (BOTH) within the checklist, the rear cockpit response is **highlighted** in *non-bold italics* within "quotation" marks. Students are expected to memorize all the student crew and radio communications during Contact simulator events. All response items NOT in quotation marks are merely a check or action and are not to be verbalized. The student is expected to study and practice with this checklist guide until all actions and verbalizations can be performed in accordance with this guide.

The challenges appear just as they are listed within NATOPS. There are a lot of acronyms used within the checklist. In many cases it is an acceptable practice to verbalize the actual name while calling out the challenge. For example, BAT Switch = Battery Switch, GEN Switch = Generator Switch, UFCP = Up Front Control Panel, EMER LDG GR = Emergency Landing Gear.....

It is important that both crewmembers remain cognizant of checklist status as the checklists are being completed. For this reason, except as noted, the commencement of a checklist is announced "BEFORE TAXI CHECKLIST ". If a checklist is interrupted, that interruption is announced (i.e. "Holding the BEFORE TAKEOFF CHECKLIST"). Completion of a checklist is also announced (i.e. "AFTER LANDING CHECKLIST Complete").

This guide contains NORMAL procedures and communications phrases. Instructions and communications phrases associated with the EMERGENCY procedures performed during Contact simulator events are found in the T-6B NATOPS FLIGHT MANUAL, CONTACT FTI, and Fixed-Wing Standard Operating Procedures (FWOP)

When executing a checklist, the student should state the CHALLENGE, then perform the ACTION, then state the REPLY

When an ACTION involves a "Check" of the position or setting of a movable control or switch, the student is expected to TOUCH that item to aid in verification of its position or setting, and if necessary, change its setting or position to make it consistent with the prescribed reply.

ONLY the crewmember in control of the aircraft will physically actuate the landing gear and the flaps at the appropriate times in the checklist. Unless the student has the controls, he/she will not touch/move the PCL, stick, rudder pedals/brakes, gear handle, or flap handle.

No item is reported "as required," or "as desired", report actual switch positions. A "lift-and-throw" switch can be broken by misuse. "Unlock" the switch by pulling it out before attempting to reposition it ON or OFF. If you do not fully understand how the switch works, ask for assistance before attempting to manipulate it. Do NOT "force" ANY switches or controls in the simulators. If they do not work easily, you may simply not understand how they should be operated, or they may need repair--again, ask for help. The canopy handle in the simulator is an easily damaged item if force is used to move it. Force is not required to either lock or unlock the canopy – if you need to use more than one finger to move the handle, then you or the simulator is not working correctly. Seek assistance if you are unsure of how to properly use the handle. Additionally,



when getting into or out of the trainer, do not sit on, step on or kick the canopy handle – this will also cause damage.

Refer to NATOPS Flight Manual Chapter 4, pg 8-4-1 for visual hand signals used when interacting with Lineman.

As you prepare for your Contact simulator events, there are several keys to success. 1) Study with others in your class to the maximum extent possible – studying by yourself or with the same friend every time does not adequately prepare you for these events. 2) Study in a physical reproduction of the cockpit to the maximum extent possible. While rote memorization of required actions, responses and communications is imperative, it is not enough to prepare you to perform in the simulator or airplane. The only way to be **smooth, timely** and **accurate** in the completion of checklists is to build muscle memory by executing those checklists in the cockpit. If at all possible, practice in the UTDs. 3) When you get an opportunity to use the UTDs, use your time wisely.

The Before Exterior Inspection and the Exterior Inspection is not included below but will be conducted IAW the Pocket Checklist (PCL) or TW5 Quad-Fold Checklist on the aircraft. Due to time constraints, the Before Exterior Inspection will be conducted on the first scheduled simulator event only.

Prior to conducting the Before Exterior inspection a technique widely used is to confirm visually that the Seat Safety Pin is installed, Canopy Fracturing System (CFS) safety pin is installed, Power Control Lever (PCL) is off, starter switch/ ignition switch are in the normal position and the Interseat Sequencing System (ISS/ Aft cockpit) is set to SOLO position prior to leaning over into the cockpit. Use the following verbiage after checks complete:

Front Cockpit: **"Two Pins In, ~~Off, Normal, Normal~~"**

Rear Cockpit: "Two Pins In, ~~Off, Normal, Normal~~, Solo"

Front Cockpit: **"Roger, Solo"**

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After completing your strap-in (this includes having your kneeboard attached, and gloves on), **turn on the battery**, cancel the Master Warning and Master Caution lights and conduct an ICS check prior to beginning the cockpit checklist.

Front Cockpit: **"ICS Check"**

Rear Cockpit: "Loud and clear, how me?"

Front Cockpit: **"Read you the same"**

"Cockpit (All Flights) Checklist"



8. “Fire Detection”

a. “Fire One”

Check both bulbs in upper half illuminate, master warning & audio activate. Cancel master warning indication.

“Check One”

“Check One”

b. “Fire Two”

Check both bulbs in lower half illuminate, master warning & audio activate. Cancel master warning indication.

“Check Two”

“Check Two”

9. “Lamp Test”

Activate the lamp test in the front cockpit. Check for FDR lights, red gear handle, red and green gear, gear door lights, MASTER WARN and MASTER CAUT [front cockpit only], Fire lights, COM1 and COM2 transmit illuminate, and LAMP TEST on EICAS (Checking through IAC1). then report...

“Checked”

Rear cockpit will perform test and report.....

“Checked”

10. “Flaps”

Check Flap Handle and indicator up – if Flaps are in the Takeoff or Land position, ensure the lineman and pilot are aware as the Flaps will move once the engine start is initiated.

“Up”

11. “Exterior Lights”

Check all four toggle switches Off.

“Off”

12. “ Trim Disconnect”

Check switch to NORM in both cockpits.

“Norm”

“Norm”

13. “Interior Lights”

Flood, side & instrument lights as required (*the sim, requires most lights to be on*).

“Set”

14. “Trim Aid”

Check switch Off.

“Off”

15. “Trim Operation”

Move Aileron Trim left, then right returning trim indicator back to green.

“Checked”

Move Elevator Tim up then down returning trim indicator back to green.

Rear Cockpit will monitor trim indicators and report:

“Checked”

Move Rudder Trim right, then left leaving the indicator to the left of the green. (This is a setup to check TAD operation in the Before Taxi checklist).

CHALLENGE

ACTION

REPLY



16. "Emergency Landing Gear Handle"	Ensure full forward (in).	"Check Stowed"
17. "Master Arm"	Check in Safe position.	"Safe"
18. "Clock"	Press clock priority function button on the UFCP to reference current GMT. Select and set GMT and local time in the clock on the instrument panel as required.	"Set"
19 "Up Front Control Panel"	Check Switches in appropriate position <i>(all switches in down position)</i> Check Cage.	
a. Hud Text/FPM Uncage/Cage		
b. LGT Night/Day/Auto HUD	Check AUTO HUD.	
c. MFD/UFCP/REPEAT/ Norm	Check NORM.	
d. LGT-HUD	As Required.	
e. LGT-UFCP	As Required.	"Set"
20. "Audio Panel"	Check VOX button is out & turn to the 1 o'clock position, COM1 and COM2 buttons should be in until time for radio usage. The 1 o'clock position is a good starting point for the aircraft. Adjust volume as desired.	"Set"
21. "Defog"	Check Defog switch OFF.	"Off"
22. "ELT"	Check switch in ARM.	"Arm"
23. "Parking Brake"	Reset parking brake by releasing parking brake handle then smoothly pump brakes and hold pressure. Pull parking brake handle & turn 90 degrees clockwise and release brakes.	"Reset"
24. "Chocks"	Give lineman signal to remove wheel chocks. Ensure that you are holding the brakes prior to the lineman removing the chocks. Keep hands above canopy rail when lineman not visible.	"Removed"
25. "Generator"	Check Generator switch is in OFF.	"Off" "Off"
26. "Fuel Balance"	Check Fuel Balance switch is in AUTO.	"Auto"

CHALLENGEACTIONREPLY

27. "Manual Fuel Balance"	Check Manual Fuel Balance switch OFF.	"Off"
28. "Avionics Master"	Check Avionics Master switch OFF.	"Off"
29. "Bus Tie"	Check Bus Tie switch in NORM.	"Norm"
30. " Probes Anti-Ice"	Turn switch ON, check ANTI-ICE advisory message on EICAS illuminates and amperage draw increases. Check that the L PHT & R PHT caution messages extinguish. Turn switch OFF, check for the ANTI-ICE advisory message to extinguish and the L PHT & R PHT caution messages illuminate.	"Checked, Off"
31. "Boost Pump"	Turn switch ON. Check BOOST PUMP advisory message illuminates and amperage draw increases, select the Arm position check for advisory message to extinguish.	"Checked, Arm"
32. " PMU"	Check switch lever locked to NORM.	"Norm"
33. "Evap Blower"	Check the Evaporator Blower switch position. Normally it is OFF while on battery power.	"Off" or "On" (As required)
34. "Air Conditioner"	Check switch in the OFF position.	"Off"
35. "Bleed Air Inflow"	Check Bleed Air Inflow switch OFF.	"Off"
36. "Pressurization"	Check in guarded position.	"Norm"
37. "Ram Air Flow"	Check Ram Air Flow switch OFF.	"Off"
38. "Temp Control"	Check Temp Control switch in AUTO.	"Auto"

"Cockpit (All Flights) Checklist Complete"



NOTE: Check to ensure IOAT is below 80°C prior to commencing Engine Start (Auto) Checklist. If IOAT is greater than 80°C refer to Engine Start High IOAT At Start (>80°C) Checklist.

“Engine Start (Auto) Checklist”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “Canopy”	Front cockpit crew member will check rail clear then reply.....	“Rail clear”
	Rear cockpit crew member will check rail clear and CFS pin box is closed then reply.....	“Rail clear, box closed”
	Front cockpit crew member will pull the canopy release lever & rotate the canopy to the canopy sill, then rotate the canopy handle forward until you meet resistance, then rotate handle aft then fully forward until locked. (<i>This is called the double clutch method</i>). Check canopy warning message is extinguished & green mechanical lock indicators visible, and handle does not rotate aft.	“Closed and Latched” “Closed and Latched”
2.”Navigation & Anti-Collision Lights”	Turn navigation and anti-collision (or strobes) lights on (strobe lights off at night in line area)	“On”
3. “PMU Fail / PMU Status Messages”	Check PMU fail warning and status caution messages are extinguished. If not, reset PMU by turning PMU to OFF then back to NORM.	“Extinguished”
4. “PCL”	Smoothly advance to Start Ready position (ST READY advisory message illuminated). Ensure message remains on <u>for a minimum of 3 seconds before continuing</u> . If message goes out, do not start. Pull PCL back to cutoff and repeat step. <u>Recommended method: once ST READY advisory message illuminates, remove hand from PCL (to prevent inadvertent movement of the PCL during start)</u>	“Start Ready”
5. “Propeller Area”	Check propeller area clear & signal plane captain ready for start.	“Clear”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
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- | | | |
|--------------------------------|---|--|
| 6. “Starter Switch” | Move starter switch to the AUTO/RESET position & release. | “Auto / Reset” |
| 7. “Engine Instruments” | Monitor engine instruments for normal indications. Call out “Lightoff” with initial rise in ITT. Monitor N1 and ITT for normal rise, two peaks will occur – note the highest ITT peak. <u>Ensure ST READY advisory message remains illuminated. (Note: ST READY advisory message will change position on EICAS during start cycle).</u> Call out “N1 60%” when appropriate. | (Monitor)
“Lightoff”

“N1 60%” |
| 8. “PCL” | Upon N1 reaching 60%, advance PCL forward past idle stop (verify travel past idle by hearing two audible clicks) retard PCL to idle stop, report the start maximum ITT | “Idle, max ITT ____” |
| 9. “External Power” | If used, give signal to plane captain to disconnect. The voltage will drop when the external power unit is turned off. The external power is not disconnected until the plane captain has disconnected the external power cord and pulled it clear of the aircraft. Keep hands above canopy rail until lineman is clear | “Disconnected”
<i>(If utilized)</i>

“Not Used”
<i>(If not utilized)</i> |

“Engine Start (Auto) Checklist Complete”

“Before Taxi Checklist”

- | <u>CHALLENGE</u> | <u>ACTION</u> | <u>REPLY</u> |
|------------------------------|--|---|
| 1. “Generator” | Turn Generator switch ON. Aft cockpit switch remains OFF and check GEN warning message extinguished. | “On, ____ volts, warning extinguished” |
| 2. “Aux Battery” | Place Aux Battery switch to ON. | “On” |
| 3. “Bleed Air Inflow” | Place Bleed Air Inflow switch to NORM. | “Norm” |
| 4. “Evap Blower” | Place Evaporator Blower rheostat as desired. | “Set” |
| 5. “Air Conditioner” | Turn Air Condition switch to ON. | “On” |

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
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6. "Avionics Master"	(Wait approximately 10 seconds after generator switch On before turning Avionics Master switch on. This will allow Battery Amperage to stabilize) Turn Avionics Master switch ON.	"On"
7. "Oxygen Mask"	Adjust as necessary.	"On and secure"
8. "OBOGS"		
a. Supply Lever	Turn Supply Lever to the <u>On</u> position.	
b. Concentration Lever	Turn Concentration Lever to <u>Normal</u> .	
c. Pressure Lever	Place Lever to Emergency & check for continuous positive pressure. Place Lever to <u>Normal</u> & check for normal breathing operation.	
d. Flow Indicator	Check for a <u>good blinker</u> operation while taking several breaths with the pressure lever in the Normal position, (when you take a breath, the white blinker will appear)	"On, Normal, Normal, Good Blinker" "On, Normal, Normal, Good Blinker"
9. "Anti-G Test"	Lightly tap the Anti G-Test switch several times & check for slight inflation of the G-Suit. The G-Suit should deflate when the test switch is released. The G-Suit will not inflate in the simulator.	"Checked" "Checked"
10. "System Test Panel"		
a. "Lamp Test"	Activate the lamp test in the front cockpit. Check for FDR lights, red gear handle, red and green gear, gear door lights, MASTER WARN and MASTER CAUT [front cockpit only], Fire lights, COM1 and COM2 transmit illuminate, and LAMP TEST on EICAS (<u>Checking through IAC1 and IAC2</u>).then report.... Rear cockpit will perform test and report.....	"Checked" "Checked"
b. "AOA" (1) "Low" (2) "High"	Conduct Low test (within +/- 0.4). Conduct High test (within +/- 0.4).	"Amber Donut, 10.5 Units" "Green chevron, Stick shaker, 18 Units"

CHALLENGE

ACTION

REPLY



Conduct checks c. thru g. and give one voice response at the end.

- c. "Altitude" Confirm altitude aural tone.
- d. "Landing Gear" Confirm gear aural tone.
- e. "Over Speed" Confirm over speed aural tone.
- f. "Over G" Confirm over-g aural tone.
- g. "Bingo Fuel" Confirm bingo aural words. **"Test"**

Note: Communication between the Aircrew and the Lineman is integral to the successful completion of the Speed Brake and Flap checks. Remember that neither the Speed Brake nor the Flaps are visible from the cockpit. To ensure the indicators are indicating correctly, we must rely on signals from the lineman.

- 11. "Speed Brake" Give Lineman the speed brake signal indicating that the speed brake is being extended.. Extend Speed Brake; check for advisory message on EICAS & thumbs up from Lineman that the Speed Brake has extended. **"Light On"**
"Light On"

- 12. "Flaps" Give Lineman the Flaps signal.
 - a. "Landing" Signal lineman for Flaps to Landing position. Check the Flap Indicator for proper indication, Speed Brake advisory message extinguished, and a thumbs up signal from the Lineman. **"Flaps Landing, Speed Brake Light Out"**

 - b. "Takeoff" Signal lineman for Takeoff Flaps (Flaps signal followed by a Trouble T). Position Flaps to T/O and check Flap Indicator for proper indication and a thumbs up signal from the lineman. **"Flaps Takeoff"**

 - c. "Speed Brake" Attempt to extend the Speed Brake with the Flaps at T/O position. The Speed Brake should remain up. Leave Flaps in the T/O position. **"Speed Brake does not extend"**

IP follows along with checks conducted and reports..... **"Checked"**

- 13. "Trim Aid" Turn TAD ON. The Rudder Trim Indicators should move into the green position. The Aileron & Elevator Trim Indicators should remain in the green position. The TAD advisory message should extinguish. **"On"**

- 14. "Parking Brake" Rotate handle 90° counter clockwise & EASE handle in. **"Released"**

CHALLENGE

ACTION

REPLY



15. “Nose Wheel Steering”	Select Nose Wheel Steering and confirm NWS advisory message illuminates on EICAS display.	“On”
16. “Brakes”	Give Lineman Brake check signal. Check both cockpit brakes. F/C will conduct first brake check, then pass controls to R/C for second brake check. <u>(Once the brake checks are complete: Reset the parking brake until time to taxi the aircraft. RULE OF THUMB: Set the parking brake whenever the aircraft is at a complete stop with the engine running).</u>	<p>“Clear Left, Right & Forward” <i>Student conducts check and reports:</i> “Checked”</p> <p><i>Perform three way change of controls</i></p> <p>“Clear, Left, Right & Forward” <i>IP conducts check and reports:</i> “Checked”</p> <p>(Salute & dismiss Lineman)</p> <p><i>Perform three way change of controls</i></p>
17. “FMS”	On the left MFD, select MENU, select INIT REF using Line select key (LSK R6), select IDENT using LSK (L1) and confirm the FMS/GPS database is current by verifying the date.	“Checked”
18. “TCAS”	Select TCAS UFCP via left MFD LSK (R2). After the UFCP TCAS page comes up, turn on TCAS by pushing UFCP button (W1); TCAS will toggle from STBY to ON and report.....	“On”
	Press and hold Left MFD LSK (R2) for 1 second and release. Verify TCAS symbols on NAV display and aural test OK and report.....	“Test”
19. “UFCP and MFD’s”	Set Left MFD to toggle between TSD and NAV display modes. Center MFD set to PFD display mode. Right MFD set to ECIAS display mode.	
a. “INS/GPS”	On left MFD, select menu, select INIT REF LSK (R6), select POS IDENT LSK (L2). Page 1 is used to cross check FMS GEO position with current airfield GEO position. Page 3 is used to confirm INS GEO position is aligned with FMS GEO position.	“Aligned & Location Cross Checked”

CHALLENGE

ACTION

REPLY



b. "UHF"	<p>Inform IP you're switching channel 1 Copy ATIS and verify information is current within 1 hour of present time. Ensure Audio Panel COM1 button is out and adjust volume as required.</p> <p>Inform IP you're switching channel 2. Put flight plan clearance on request.</p> <p>Call North Whiting Clearance Delivery and put flight plan clearance on request. Sample clearance call for the NSE2T flight plan (VFR to North MOA)</p> <p>Clearance Delivery will provide clearance and transponder code (squawk). You are required to read back clearance and squawk. Sample read back is for NSE2T flight plan with duty runway 5 in use.</p> <p>Inform IP you're switching ground on local channel 3.</p>	"Switching Channel 1"
		"Switching Channel 2"
		UHF: "North Clearance, (call sign), NSE2T on request, ready to copy"
		UHF: "North Clearance, (call sign), is cleared to North Whiting via NSE2T, on departure turn to 030, climb and maintain 4000, expect higher in 10 minutes, contact departure on local button 5, squawk ____"
		"Switching Channel 3"
c. "VHF"	Set Tower frequency; local button 4.	"Channel 4 set"
d. "VOR"	Set desired freq. (112.3 at KNSE)	"112.3 Set"
e. "Transponder"	Press UFCP (W4) key and set assigned squawk then use (W1) key to toggle mode to standby.	"____ set, standby"
f. "FMS"	The setup is for a typical Contact flight. Subsequent setup will be dictated by type of sortie being flown.	
	<p>PFD source set to FMS Bearing pointer #1 (green) set to VOR Bearing pointer #2 (cyan) t to FMS Heading bug (as required) Left MFD set to view TSD</p>	"Set"
g. "Alt, G, Speed, Fuel Flags"	Use default settings unless otherwise directed.	"Set"
20. "Flight Instruments"	<p>Check pitch, roll and heading indications, and no red X's. (A failed display will appear as a red X. Report any abnormal indication.)</p>	"Checked"

CHALLENGE

ACTION

REPLY



21. "Altimeters"	Set the local altimeter in the PFD and the BFI in both cockpits. Check to ensure the altimeter readout is within +/- 75 ft of local field elevation and within +/- 75 ft of each other.	<p>“ ____ Set and Checked”</p> <p>“ ____ Set and Checked”</p>
22. "Seat Safety Pin"	In accordance with local operation procedures, pin will remain installed at this time and will be removed during the Before Takeoff Checklist.	<p>“Installed”</p> <p>“Installed”</p>
23. "ISS Mode Selector"	Ensure ISS Mode Selector is set to SOLO. (Rear cockpit, if occupied, will check ISS is set to SOLO and report position)	<p>“Solo”</p> <p>“Roger Solo”</p>
24. "EICAS Display"	Check to ensure the Master Warning & Caution Lights are extinguished and CAS Display is clear of all malfunctions. (<u>Verbalize any warning or caution messages. You should only have L PHT and R PHT INOP cautions.</u>)	<p>“Checked, (<u>Report what is displayed</u>)”</p> <p>“Checked, (<u>Report what is displayed</u>)”</p>
25. " Landing & Taxi Lights"	Turn Landing and Taxi Lights ON.	“On”
	<u>“Before Taxi Checklist Complete”</u>	
	<u>ACTION</u>	<u>REPLY</u>
	Call North Whiting Ground to receive taxi clearance. Example is with aircraft parked on Alpha 15 spot.	UHF: “ North Ground, (call sign), Alpha 15, taxi with information (ATIS code) ”
	Ground will provide clearance. Sample ground clearance issued is when duty runway 5 is in use. You are required to read back any clearance.	“(call sign), taxi to alternate run-up, advise when ready for further taxi”
	After receiving taxi clearance. Give following report to IP	UHF: “ North Ground, (call sign), taxi to alternate run-up, WILCO ” “ Duty runway is ____, altimeter ____, time is ____ transponder set ____, ready to taxi. ”

Note: Release parking brake, clear the area left, right and forward and begin taxiing to appropriate ground run-up area. Taxi speeds shall be commensurate with conditions, but in the line area no faster than a



person can walk (FMS groundspeed reference of 5-7 kts) and outside the line area no faster than a person can jog (FMS groundspeed reference of 10-12 kts).

The line area is defined as anywhere multiple aircraft are parked on the ramp and does not include the taxiway west (in front) of the E parking line.

“Taxi Checklist”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “Heading, Turn, and Slip Indications”	Once clear of line area and other aircraft, verify heading on the HSI and BFI, Side Slip, and Rate of Turn Indicators track correctly during turns.	“Proper Indications”

“Taxi Checklist Complete”

“Overspeed Governor Checklist”

(Any fault discovered during this check is reason for ground abort).

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “Brakes”	Ensure that you have firm brake pressure prior to the run-up. (Technique is set the parking brake).	“Hold”
2. “PCL”	Verify PCL is at IDLE and N1 is approximately 60%.	“Idle”
3. “PMU”	Place the PMU switch to OFF. Verify N1 stabilizes between 60 to 70%. The PMU FAIL and PMU STATUS messages will appear upon turning PMU Off. Cancel Master Warning and Caution Lights.	“Off”
4. “PCL”	Slowly advance PCL to 100 +/- 2% Np. (approximately 30% Torque) and allow engine to stabilize. Verify that propeller remains in governed range with PMU Off.	“100% Np”
5. “PCL”	Advance PCL slightly (approximately to 35% Torque) and verify Np remains 100 +/- 2%.	“Within Limits”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
6. “PCL”	Reduce PCL to Idle.	“Idle”



- | | | |
|----------|--|--------|
| 7. "PMU" | Turn PMU switch to NORM. Verify PMU FAIL and PMU STATUS messages extinguish, Np returns to 46 – 50%, and N1 returns to 60-61%. | "Norm" |
|----------|--|--------|

"Overspeed Governor Checklist Complete"

"Before Takeoff Checklist"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "Minimum Power at 60 Knots"	Compute minimum power for takeoff (<u>Torque</u>) from appropriate chart from PCL or In-Flight Guide.	"100%" (Or whatever the chart indicates for the present atmospheric condition).
2. "Speed Brake"	Ensure Speed Brake is retracted.	"Retracted"
3. "Flaps"	Ensure Flaps are set to Takeoff.	"Takeoff"
4. "Trim"	Ensure Trim Indicators are all showing in the green.	"Set for Takeoff"
5. "MFD/UFCP/REPEAT/ NORM"	SNA will set NORM for all sorties. IP may set to REPEAT as desired.	"Norm"
6. "Fuel Quantity and Balance"	Check Fuel Quantity Totalizer. Verify fuel load is balanced and no FUEL BAL message is present CAS Display.	" ___ lbs total, balanced"
7. "Engine Instruments"	Check all engine instruments on the EICAS Display are within normal operating limits.	"Checked"
8. "DVR Control"	Not operational at this time.	"Not Required"
9. "Amps"	Verify +50 amps or less	"Less than 50 amps"
10. "Defog"	Ensure DEFOG switch is OFF	"Off"
11. "Seat Safety Pin"	Remove Seat Safety Pin and stow in the canopy locking handle.	"Removed and Stowed" <i>Removed and Stowed</i>

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
12. "ISS Mode Selector"	Verify ISS Mode Selector lever is	"Both"



locked in the BOTH detent. (Rear cockpit will position ISS to BOTH and report).

“Roger Both”

“Before Takeoff Checklist Complete”

<u>ACTION</u>	<u>REPLY</u>
Inform IP you’re switching base to report outbound. Base frequency’s are: VT-2 (Blackbird) 350.12 / VT3 (Sandbag) 342.8 / VT6 (Shooter) 355.55 / FITU (Spiral) 273.750	“Switching Base” UHF: “(Base name) base, (call sign), outbound”
Inform IP you’re switching channel 3	“Switching channel 3”
Call ground for further taxi clearance.	UHF: “North Ground, (call sign), alternate run-up, request further taxi”
Ground will provide further clearance to taxi to active runway. You are required to read back any clearance verbatim.	“(call sign), taxi to approach end of runway 5. UHF: “North Ground, (call sign), taxi to approach end of runway 5 ”

Note: Release parking brake, clear the area left, right and forward and begin taxiing to approach end of active runway in use.

<u>ACTION</u>	<u>REPLY</u>
Approaching the hold short (approximately 200 ft prior). Inform IP you’re switching tower on local button 4.	“Switching Channel 4”
Unless otherwise directed by Tower, call for takeoff when you are within #4 in sequence at the hold short line. <u>As you move up in sequence, additional calls are not required.</u>	UHF: “North Tower, (call sign), #__ for takeoff”
Tower will issue you instructions. “Cleared for takeoff”, “Line-up and wait”, or “Hold Short”. You are required to read back any clearance verbatim.	“(call sign), winds ___ at ___ knots, cleared for takeoff” UHF: “North Tower, (call sign), (read back clearance verbatim)” with exception of winds) ”

Contact FTI Procedure: After acknowledging tower’s “Cleared for takeoff” or “Line-up and wait” call, visually clear final and begin taxi to the takeoff position and initiate the Lineup Checklist.

“Lineup Checklist”



<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “Landing and Taxi Lights”	Ensure Landing and Taxi Lights are on.	“On”
2. “Transponder”	Select (W4) key on the UFCP. Use (W1) key to toggle from XPDRSBY (standby) to XPDRACT (active). Check W3 line to ensure ALT ON mode is engaged.	“Altitude”
3. “Nose Wheel Steering”	Once aligned with runway centerline. Deactivate Nose Wheel Steering. Verify NWS Light on CAS Display extinguishes.	“Off”
4. “Probes Anti-Ice”	Turn on Probes Anti-Ice switch. Check CAS Display, ensure ANTI-ICE advisory light illuminates and the L PHT & R PHT messages extinguish.	“On”
5. “EICAS Display”	Check EICAS Display. Ensure there are no warning or caution messages illuminated.	“Checked” “Checked”
<u>“Lineup Checklist Complete”</u>		

<u>ACTION</u>	<u>REPLY</u>
Verbally call out right to left or left to right crosswinds as reported by tower. Verify with windsock, if available.	“Winds are “right to left” or “left to right, cleared for takeoff”
With takeoff clearance and properly aligned on the runway with Lineup checklist complete, hold brakes: increase torque to ~30% and check engine instruments and report....	“Instruments checked”
Rear cockpit will also report....	“Instruments checked”
Perform takeoff roll in accordance with Contact FTI. When aircraft speed reaches 60 KIAS. Verify TORQUE indication is <u>at or above</u> what you computed for minimum power at 60 KIAS and report.....	“60 knots, ___% torque”

Note: Step one commences the After Takeoff Checklist. Do not call for After Takeoff Checklist for the initiation or completion as you do for all other checklist. Follow the model below:

After Takeoff Checklist



	<u>ACTION</u>	<u>REPLY</u>
	Once aircraft has completed takeoff and no more usable runway is remaining:	
1. Gear	Check for two positive rates of climb indicated on the Altimeter and VSI.	
	Verify airspeed is below 150 KIAS and raise the gear.	“Two positive rates, Gear”
2. Flaps	Verify airspeed is above 110 KIAS and raise the flaps and then report...	“Above 110, Flaps”
	Verify gear position lights and gear handle light have extinguished and the flap indicator indicates up; then report.....	“Gear up, Flaps up, at _____ knots”
	Rear cockpit verifies proper up indications and reports....	“Checked”
	Safely airborne, aircraft in clean configuration, comply with local departure procedures, When clear of the pattern, inform IP you’re switching departure on channel 5. Switch to departure and check-in.	“Switching Channel 5” UHF: “Pensacola Departure, (call sign), passing (altitude)”

“Operations Check”

Note: The first operations check will be performed after initial check-in with Departure during climb out to altitude. Subsequent operation checks are performed approximately every 20 minutes for the duration of the flight.



<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "Hydraulic Pressure"	Check hydraulic pressure within limits of 3000 +/- 120 PSI.	" ___ PSI, Checked"
2. "Electrical Systems"	Check volts between 25.0 – 29.5, Check amps below +50	" ___ Volts, ___ Amps, Checked"
3. "Fuel Quantity and Balance"	Check fuel quantity total and fuel load is balanced.	" ___ lbs total, balanced"
4. "OBOGS"	Check flow indicator for normal operation.	"Good Blinker" <i>"Good Blinker"</i>
5. "Engine Instruments"	Check engine instruments on the EICAS Display for normal operating limits.	"Checked"
6. "Pressurization"	Check cockpit altitude and pressure. Widely used technique is to include aircraft position/location at the end of operations check for enhanced situational awareness. Reference: FWOP page A-2	"Cockpit Altitude ____, Delta (Δ) P ____, Checked" "Position is ____" (ie. Five miles north of Whiting, or block 3C in North MOA,
<u>"Operations Checklist Complete"</u>		

"Climb Checklist" (Passing 10,000 ft MSL)

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "OBOGS"	Check flow indicator for normal operation	"Good Blinker" <i>"Good Blinker"</i>
2. "Defog"	Set as required. (Normally Off)	"On" or "Off" (As required)
<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
3. "Vent Control Lever"	Set as required. (Normally Foot)	"Canopy" or "Foot" (As required)
4. "Pressurization System"	Check cockpit altitude and pressure.	"Cockpit Altitude ____, Delta (Δ) P ____, Checked"



“Climb Checklist Complete”**“Pre-Stalling, Spinning, and Aerobatic Checklist”**

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “Loose Items”	Ensure all publications and checklists are secured.	“Stowed” “Stowed”
2. “Engine Instruments”	Check engine instruments on the EICAS Display for normal operating limits and no warning/caution messages illuminated on CAS Display.	“Checked”
3. “Fuel Balance”	Compare fuel tank levels to ensure you have less than a 50 lb split.	“Balanced, within 50 Pounds”

“Pre-Stalling, Spinning, and Aerobatic Checklist Complete”

Note: On your initial descent from MOA working area, returning via course rules, or cruising altitude, perform the Descent Checklist.

“Descent Checklist”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “PFD”	Check PFD and BFI displays match and there are no red X’s indicating a fault.	“Checked, No faults” “Checked, No faults”
2. “Altimeters”	Set local altimeter in the PFD and BFI.	“_____, set twice” “_____, set twice”
3. “Master Arm”	Check in safe position.	“Safe”
4. “Defog”	Set as required. (Normally Off)	“On” or “Off” (As required)
5. “Vent Control Lever”	Set as required. (Normally Foot)	“Canopy” or “Foot” (As required)

“Descent Checklist Complete”

Note: The below is a sample of radio calls returning from Evergreen OLF (Outlying Field) to North Whiting Filed (KNSE). Current ATIS code is Delta, active runway 5 is in use. Course rules: North recovery to Conecuh River Bridge then to point Waldo. Reference FWOP Chapter 10 and appendix A for greater detail.

ACTIONREPLY

Prior returning to local area. Switch channel 1 and obtain current ATIS.

“Switching Channel 1”

Over the east/west (southern) power line slash. Switch channel 6 and check-in with Pensacola Approach.

“Switching Channel 6”

UHF: **“Pensacola Approach, (call sign), approaching Conecuh River Bridge, off (OLF), with (ATIS code).”**

Approach will provide you with a squawk. You are required to read back call.

UHF: **“Pensacola Approach, (call sign), roger, squawk ____.”**

Approaching Point Waldo, report it in sight to Approach.

UHF: **“Pensacola Approach, (call sign), Point Waldo in sight.”**

When directed by Pensacola Approach, but no later than Point Waldo switch to North Whiting Tower and check-in.

“Switching Channel 4”

UHF: **“North Tower, (call sign), Point Waldo with (ATIS code).”**

North Tower will respond:

“(Call sign), report the numbers, runway ____.”

Aircraft responds with:

UHF: **“(Call sign), WILCO”**

Abeam the numbers, call North Tower for clearance to break.

UHF: **“North Tower, (call sign), numbers runway ____.”**

North Tower will respond:

“(Call sign), cleared to break”

Aircraft responds with:

UHF: **“North Tower, (call sign), roger break.”**

Perform break IAW FWOP rules and CONTACT FTI procedures.

Note: Before lowering the landing gear; check and verbalize aircraft speed is below 150 KIAS. PAUSE to allow instructor pilot to verify gear speed restriction prior to lowering the gear.

“Speed Below 150, (PAUSE) Gear”



The Before Landing Checklist listed below is an example of how the checklist is conducted when performing the break procedure returning from a flight. The checklist is initiated once established on the downwind leg. Perform checklist steps up to the “Flaps” prior to the abeam position.

“Before Landing Checklist”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “Defog”	Ensure Defog is Off. (Engine performance decreases with defog on)	“Off”
2. “Engine Instruments”	Check engine instruments on the EICAS Display for normal operating limits.	”Checked”
3. “Gear”	Confirm three down and locked. (three green lights and no red lights on the gear selector panel.	“Down” “Down”
4. “Brakes”	Verify positive pressure by pumping toe brakes.	“Checked”
	Technique: hold checklist at this point until you reach the transition point abeam the intended point of landing.	“Holding at Flaps”
	Begin transition IAW Contact FTI. When you reach the 180° position, call North Tower for landing clearance.	UHF: “North Tower, (call sign), 180 gear down, full stop.”
	Tower will respond with:	“(Call sign), cleared to land”
	Aircraft responds with:	UHF: “(Call sign), cleared to land”
	During your approach turn toward the 90° position in the pattern, commence remaining steps of the checklist. <u>Checklist should be completed prior to the 90° position.</u>	

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
5. “Flaps”	Verify flap indicator for proper indication based on what you selected for the given landing configuration.	“Up/Takeoff/Landing” (as required) “Up/Takeoff/Landing” (as required)



6. **“Speed Brake”** Check CAS Display to ensure SPDBRK OUT advisory message is extinguished. **“Retracted”**

“Before Landing Checklist Complete”

<u>ACTION</u>	<u>REPLY</u>
On short final prior to touchdown, Visually check the Runway Duty Officer (RDO) cart to ensure Waveoff lights are extinguished.	“Gear down, lights checked”

Note: As per TRAWINGFIVE standardization, after you clear the active runway; bring the aircraft to a complete stop. Perform first three steps on the after landing checklist then call ground for taxi and resume checklist during your taxi back to the line area.

“After Landing Checklist”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. “ISS Mode Selector”	Ensure ISS Mode Selector is set to SOLO. (Rear cockpit, if occupied, will check ISS is set to SOLO and report position)	“Solo” “Roger Solo”
2. “Seat Safety Pin”	Install seat safety pin. Ensure pin is fully inserted to preclude inadvertent seat actuation. (If you drop the pin; follow FWOP procedures)	“Installed” “Installed”
3. “Probes Anti-Ice”	Turn Anti-Ice switch off. Check CAS Display and ensure ANTI ICE advisory extinguishes and L & R PHT INOP cautions illuminate.	“Off”
	Switch North Ground. Check-in and report your return.	“Switching Channel 3” UHF: “North Ground, (call sign), return”

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
	The return call to base will be IAW individual squadron Standard Operation Procedures (SOP)	As required
4. “Flaps”	Select Flap Lever to Up. Check Flap	“Up”



	Indicator indicates Up.	
5. "Trim Interrupt"	Depress the Trim Interrupt button. Check CAS Display to verify TRIM OFF and TAD OFF messages illuminated. Check TAD switch moves to off.	"Depressed"
6. "Trim"	Adjust trim as required to place aileron, elevator, and rudder trim indicators into the green range.	"Set for Takeoff"
7. "Master Arm"	Check switch is in the safe position	"Safe"
8. "TCAS"	Place TCAS to the standby mode.	"Standby"
9. "Transponder"	Place Transponder to standby. (After selecting XPDRSBY, select confirm to place in standby mode).	"Standby"

"After Landing Checklist Complete"

"Engine Shutdown Checklist"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
1. "Parking Brake"	Apply brakes and hold pressure while simultaneously pulling and turning the parking brake lever 90° clockwise.	"Set"
2. "Landing and Taxi Lights"	Turn off landing and taxi lights.	"Off"
3. "Avionics Master"	Turn off avionics master switch.	"Off"
4. "Bleed Air Inflow"	Turn off bleed air inflow switch.	"Off"
5. "Ram Air"	Check ram air inflow switch is off.	"Off"
6. "Air Conditioner"	Turn off air conditioner switch.	"Off"
7. "Evap Blower"	Turn evaporator blower control rheostat full counter clockwise to off position.	"Off" "Off"

<u>CHALLENGE</u>	<u>ACTION</u>	<u>REPLY</u>
8. "OBOGS"	Ensure OBOGS pressure and concentration levers are in the normal position. Turn supply lever off and remove your O2 mask.	"Normal, Normal, Off" "Normal, Normal, Off"



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|---|---|------------------------------|
| 9. "PCL" | Ensure PCL is in IDLE position for at least 60 seconds before setting PCL to fuel cutoff. | "Off" |
| a. "Canopy" | While the prop is winding down, ensure canopy rails are clear of obstructions and open canopy. | "Rail Clear"
"Rail Clear" |
| 10. "Interior and Exterior Lights" | Turn off lights when propeller comes to a full stop. | "Off" |
| 11. "PMU Status Message" | Ensure PMU Status message is extinguished. <u>(If a fault has been detected, the PMU Status message will illuminate 1 minute after touchdown; notify lineman)</u> | "Extinguished" |
| 12. "FDR Light" | Check FDR light status. | "Extinguished" |
| 13. "Generator, Battery, and Aux Battery" | Turn Aux Battery, Generator and Battery switches off. | "Off" |
| 14. "Gust Lock" | Engage gust lock (as required). <u>You will have to speak loudly as power is removed from the aircraft, thus no ICS.</u> | "Engaged" |

"Engine Shutdown Checklist Complete"

The Before Leaving Aircraft Checklist will be conducted IAW the Pocket Checklist (PCL) or TW5 Quad-Fold Checklist prior to leaving the aircraft after all flights. Due to time constraints, it will not be conducted during simulator events.

Prior to leaving the aircraft and simulator, all aircrew will ensure leg restraints, upper and lower Koch fittings, O2, and communication cords are properly stowed. Ensure you take all personal flight gear with you. LEAVE NO FOD IN THE COCKPITS.

Prior to stepping off the wing a technique widely used is to confirm visually that the Seat Safety Pin is installed, Canopy Fracturing System (CFS) safety pin is installed, Power Control Lever (PCL) is off, starter switch/ ignition switch are in the normal position and the Interseat Sequencing System (ISS/ Aft cockpit) is set to SOLO position.

Use the following verbiage after the checks are complete:

Front Cockpit: "**Two Pins In, Off, Normal, Normal**"

Rear Cockpit: "Two Pins In, Off, Normal, Normal, Solo"

Front Cockpit: "**Roger, Solo**"



“TWO PINS IN”
“TWO PINS IN, SOLO”
“ROGER, SOLO”

After completing your strap-in (this includes kneeboard and gloves on), turn on the battery, cancel the Master Warning and Master Caution lights and conduct an ICS check prior to beginning the cockpit checklist.

“ICS Check”

INST: “Loud and Clear, how me?” “Have you same”

“COCKPIT CHECKLIST”

1. STRAP IN..... **UPPERS, LOWERS, LEGS... COMPLETE (BOTH)**
2. BATTERY..... **ON, ___ VOLTS**
3. ANTI-SUFFOCATION VALVE..... **CHECKED (BOTH)**
4. EXTERNAL POWER (Give Signal)..... **CONNECTED, ___ VOLTS**
(Give Thumbs up when connected)
5. SEAT HEIGHT..... **ADJUSTED**
6. RUDDER PEDALS..... **ADJUSTED**
7. FLIGHT CONTROLS..... **CLEAR, FREE AND CORRECT (BOTH)**
8. FIRE DETECTION..... **FIRE ONE..... CHECK ONE (BOTH)**
FIRE TWO..... CHECK TWO (BOTH)
9. LAMP TEST **CHECKED (BOTH)**
10. FLAPS..... **UP**
11. EXTERIOR LIGHTS..... **OFF**
12. TRIM DISCONNECT **NORM (BOTH)**
13. INTERIOR LIGHTS..... **SET**
14. TRIM AID **OFF**
15. TRIM OPERATION..... **CHECKED (BOTH)**
16. EMERGENCY LANDING GEAR HANDLE..... **CHECK STOWED**
17. MASTER ARM..... **SAFE**
18. CLOCK..... **SET**
19. UP FRONT CONTROL PANEL.....
 - a. HUD TEST/FPM UNCAGE/CAGE..... **CAGE**
 - b. LGT NIGHT/DAY/AUTO HUD..... **AUTO HUD**
 - c. MFD/UFCP/REPEAT/NORM..... **NORM**
 - d. LGT-HUD..... **AS REQUIRED**
 - e. LGT-UFCP..... **AS REQUIRED..... SET**
20. AUDIO PANEL..... **SET**

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21. DEFOG..... **OFF**
22. ELT..... **ARM**
23. PARKING BRAKE..... **RESET**
24. CHOCKS(GIVE SIGNAL)..... **REMOVED**
25. GENERATOR..... **OFF (BOTH)**
26. FUEL BALANCE..... **AUTO**
27. MANUAL FUEL BALANCE..... **OFF**
28. AVIONICS MASTER..... **OFF**
29. BUS TIE..... **NORM**
30. PROBES ANTI-ICE..... **CHECKED, OFF**
31. BOOST PUMP..... **CHECKED, ARM**
32. PMU..... **NORM**
33. EVAP BLOWER..... **OFF**
34. AIR CONDITIONER..... **OFF**
35. BLEED AIR INFLOW..... **OFF**
36. PRESSURIZATION..... **NORM**
37. RAM AIR FLOW..... **OFF**
38. TEMP CONTROL..... **AUTO**

“COCKPIT CHECKLIST COMPLETE”

CHECK IOAT BELOW 80 DEGREES C PRIOR TO COMMENCING START CHECKLIST

“ENGINE START (AUTO) CHECKLIST”

1. CANOPY..... **RAIL CLEAR**
RAIL CLEAR, BOX CLOSED
CLOSED AND LATCHED (BOTH)
2. NAVIGATION & ANTI-COLLISION LIGHTS..... **ON**
3. PMU FAIL/PMU STATUS MESSAGES..... **EXTINGUISHED**
4. PCL..... **START READY (Wait 3 secs)**
5. PROPELLER AREA..... **CLEAR**
6. STARTER SWITCH..... **AUTO/RESET**
7. ENGINE INSTRUMENTS..... **LIGHTOFF, N1 60%**
8. PCL..... **IDLE, MAX ITT _____**
9. EXTERNAL POWER(GIVE SIGNAL)..... **DISCONNECTED or NOT USED**

“ENGINE START (AUTO) CHECKLIST COMPLETE”

“BEFORE TAXI CHECKLIST”

1. GENERATOR.....ON, _____VOLTS, WARNING EXTINGUISHED
2. AUX BATTERY.....ON
3. BLEED AIR INFLOW.....NORM
4. EVAP BLOWER.....SET
5. AIR CONDITIONER.....ON
6. AVIONICS MASTER.....ON
7. OXYGEN MASK.....ON AND SECURE
8. OBOGS
 - a. SUPPLY LEVER.....ON
 - b. CONCENTRATION LEVER.....CHECK, NORM
 - c. PRESSURE LEVER.....TEST MASK, EMERGENCY, NORM
 - d. FLOW INDICATOR.....GOOD BLINKER
.....ON, NORMAL, NORMAL, GOOD BLINKER (BOTH)
9. ANTI-G TEST.....CHECKED (BOTH)
10. SYSTEM TEST PANEL
 - a. LAMP TEST.....CHECKED (BOTH)
 - b. AOA
 - (1) LOW.....AMBER DONUT, 10.5UNITS
 - (2) HIGH.....GREEN CHEVRON, STICK SHAKER, 18 UNITS
 - c. ALTITUDE
 - d. LANDING GEAR
 - e. OVER SPEED
 - f. OVER G
 - g. BINGO FUEL.....TEST
11. SPEED BRAKE (Give Signal).....LIGHT ON (BOTH)
12. FLAPS (Give Signal)
 - a. LANDING.....FLAPS LANDING, SPEED BRAKE LIGHT OUT
 - b. TAKEOFF (Give Signal).....FLAPS TAKEOFF
 - c. SPEED BRAKE.....SPEED BRAKE DOES NOT EXTEND
13. TRIM AIDON
14. PARKING BRAKE.....RELEASED
15. NOSE WHEEL STEERING.....ON
16. BRAKES (GIVE SIGNAL).....CLEAR LEFT, RIGHT & FORWARD
.....CHECKED (BOTH)

(Salute and dismiss lineman, set parking brake)

17. FMS.....CHECKED
18. TCAS.....ON, TEST
19. UFCP AND MFD'S
 - a. INS/GPS.....(UL, R6,L2,R6).....ALIGNED & LOCATION
CROSS CHECKED
 - b. UHF...(UFCP W1).....“SWITCHING CHANNEL 1”
Copy ATIS information.

“SWITCHING CHANNEL 2”

UHF: “NORTH CLEARANCE, (call sign) NSE2T ON REQUEST,
READY TO COPY”
Copy clearance and squawk and provide readback

UHF: “NORTH CLEARANCE (call sign) IS CLEARED TO NORTH
WHITING VIA NSE2T, ON DEPARTURE TURN TO (030 OR 340),
CLIMB AND MAINTAIN 4,000, EXPECT HIGHER IN 10
MINUTES, CONTACT DEPARTURE ON LOCAL BUTTON 5,
SQUAWK (code)”

“SWITCHING CHANNEL 3”
 - c. VHF..... (UFCP W2)..... CHANNEL 4 SET
 - d. VOR.....(UFCP W3).....112.3 SET
 - e. TRANSPONDER...(UFCP W4, W1)..... SET, STANDBY
 - f. FMS.....SET
(PFD SOURCE- FMS, BP1 VOR, BP2 FMS, HDG BUG SET,LEFT MFD TO VIEW TSD)
 - g. ALT, G, SPEED, FUEL BUGSSET
20. FLIGHT INSTRUMENTS.....CHECKED
21. ALTIMETERS.....SET AND CHECKED (BOTH)
22. SEAT SAFETY PIN.....INSTALLED (BOTH)
23. ISS MODE SELECTOR.....SOLO...ROGER SOLO
24. EICAS DISPLAY(REPORT WHAT IS DISPLAYED)..CHECKED, (BOTH)
25. LANDING & TAXI LIGHTS.....ON

“BEFORE TAXI CHECKLIST COMPLETE”

UHF: “NORTH GROUND, (call sign), (parking spot), TAXI
WITH (ATIS code).”

“(callsign) TAXI TO PRIMARY/ALTERNATE RUNUP, ADVISE WHEN READY FOR FURTHER TAXI”

UHF: “NORTH GROUND, (call sign) TAXI TO ALTERNATE RUN-UP, WILCO”

“DUTY RUNWAY IS ____, ALTIMETER ____, TIME IS ____, TRANSPONDER SET ____, READY TO TAXI”

Release parking brake, clear area left, right, and forward and begin taxiing to appropriate ground run-up area.

“TAXI CHECKLIST”

Taxi to the run-up area using local FWOP procedures.

- 1. HEADING, TURN & SLIP INDICATORS.....PROPER INDICATIONS

“TAXI CHECKLIST COMPLETE”

“OVERSPEED GOVERNOR CHECKLIST”

- 1. BRAKES.....HOLD
2. PCL.....IDLE
3. PMU.....OFF
4. PCL...(~30 % TQ).....ADVANCE, 100% NP
5. PCL...(~35% TQ).....WITHIN LIMITS
6. PCL.....IDLE
7. PMU.....NORM

“OVERSPEED GOVERNOR CHECKLIST COMPLETE”

“BEFORE TAKEOFF CHECKLIST”

- 1. MINIMUM POWER AT 60 KIAS.....100 % (OR CALCULATED)
2. SPEED BRAKE.....RETRACTED
3. FLAPS.....TAKEOFF

- 4. TRIM.....SET FOR TAKEOFF
5. MFD/UFCP/REPEAT/.....NORM
6. FUEL QUANTITY & BALANCE.....LBS TOTAL, BALANCED
7. ENGINE INSTRUMENTS.....CHECKED
8. DVR CONTROL.....NOT REQUIRED
9. AMPS.....LESS THAN 50 AMPS
10. DEFOG.....OFF
11. SEAT SAFETY PIN.....REMOVED AND STOWED (BOTH)
12. ISS MODE SELECTOR.....BOTH, ROGER BOTH

“BEFORE TAKEOFF CHECKLIST COMPLETE”

Switch to base VT-2 (BLACKBIRD) 350.15; VT-3 (SANDBAG) 342.8; VT-6 (SHOOTER) 355.55; FITU (SPIRAL) 273.750

“SWITCHING TO BASE”

UHF: (base name), BASE (call sign) OUTBOUND

“SWITCHING CHANNEL 3”

UHF: “NORTH WHITING GROUND, (call sign), PRIMARY/ALTERNATE RUNUP, REQUEST FURTHER TAXI”

“(call sign), TAXI TO APPROACH END OF RUNWAY ____”

UHF: “NORTH GROUND (call sign), TAXI TO APPROACH END OF RWY ____”

Taxi to the active hold short line via the current FWOP procedures, 200 feet prior to the hold short switch to tower frequency.

“SWITCHING CHANNEL 4”

Call for takeoff when within #4 in sequence at the hold short line.

UHF: “NORTH TOWER, (call sign), #__ FOR TAKEOFF”

(Read back all hold short, lineup and wait and cleared for takeoff clearances.

UHF: **“(call sign), (READBACK CLEARANCE VERBATIM),”**
with exception of winds)”.

As soon as cleared for takeoff or lineup and wait, visually clear final and begin taxi to the takeoff position and initiate the lineup checklist.

“LINEUP CHECKLIST”

1. LANDING AND TAXI LIGHTS.....ON
2. TRANSPONDER.....ALTITUDE
3. NOSE WHEEL STEERING.....OFF
4. PROBES ANTI-ICE SWITCH.....ON
5. EICAS DISPLAY.....**CHECKED (BOTH)**

“LINEUP CHECKLIST COMPLETE”

Verbally call out right to left or left to right crosswinds as called out by tower. Verify with windsock, if available.

“Winds are “right to left” or “left to right, cleared for takeoff”

With takeoff clearance and properly aligned on the runway with Lineup checklist complete, hold brakes: increase torque to ~30% and check engine instruments and report:

“Instruments checked”

Rear cockpit will report “Instruments checked”

Perform takeoff roll in accordance with Contact FTI. When aircraft speed reaches 60 KIAS. Verify TORQUE indication is at or above what you computed for minimum power at 60 KIAS and report:

“60 knots, ___% TORQUE”

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NOTE

Step 1, **GEAR**, commences the checklist. Do not call out After Takeoff Checklist upon initiation or completion as we do with other checklists. Follow the model below.

Once aircraft has completed takeoff and no more usable runway is remaining.

1. Gear.....**“TWO POSITIVE RATES, GEAR”**
2. Flaps.....**“ABOVE 110, FLAPS”**
With safe up indications....**“GEAR UP, FLAPS UP @ ___ KNOTS”**

Rear Cockpit verifies proper indications and reports...
“CHECKED”

After the aircraft is safely airborne, gear & flaps are raised, comply with local course rules. Once clear of the pattern, switch to departure.

“SWITCHING CHANNEL 5”

UHF: **“PENSACOLA DEPARTURE, (call sign) PASSING (altitude)”**

Comply with controllers instructions, and provide readback as required.

As soon as possible after the initial check-in with departure, commence the Operations Check.

“OPERATIONS CHECKLIST”

(May be condensed to **“OPS Check”**)

1. HYDRAULIC PRESSURE.....**___ PSI, CHECKED**
2. ELECTRICAL SYSTEMS.....**___ VOLTS, ___ AMPS, CHECKED**
3. FUEL QUANTITY & BALANCE.....**___ LBS TOTAL, BALANCED**
4. OBOGS.....**GOOD BLINKER (BOTH)**
5. ENGINE INSTRUMENTS.....**CHECKED**

- 6. **PRESSURIZATION**.....**COCKPIT ALTITUDE** _____
DELTA P(Δ)____, **CHECKED**

Provide position for situational awareness..**POSITION IS** _____

“OPERATIONS CHECKLIST COMPLETE”

Conduct subsequent operations checks approximately every **20** minutes or when the instructor requests.

“CLIMB CHECKLIST” (PASSING 10,000’)

- 1. **OBOGS**.....**GOOD BLINKER (BOTH)**
- 2. **DEFOG**.....**ON** or **OFF** (as required)
- 3. **VENT CONTROL LEVER**.....**CANOPY** or **FOOT** (as required)
- 4. **PRESSURIZATION SYSTEM**..... **COCKPIT ALTITUDE** _____
DELTA P(Δ)____, **CHECKED**

“CLIMB CHECKLIST COMPLETE”

“PRE-STALLING, SPINING AND AEROBATIC CHECKLIST”

- 1. **LOOSE ITEMS**.....**STOWED (BOTH)**
- 2. **ENGINE INSTRUMENTS**.....**CHECKED**
- 3. **FUEL BALANCE**.....**BALANCED, WITHIN 50 POUNDS**

“PRE-STALLING, SPINING AND AEROBATIC CHECKLIST COMPLETE”

“DESCENT CHECKLIST”

- 1. **PFD**.....**CHECKED, NO FAULTS (BOTH)**
- 2. **ALTIMETERS**..... **SET TWICE (BOTH)**

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- 4. ~~3~~ **DEFOG**.....**ON** or **OFF** (as required)
- 3. ~~4~~ **MASTER ARM**.....**SAFE**
- 5. **VENT CONTROL LEVER**.....**CANOPY** or **FOOT** (as required)

“DESCENT CHECKLIST COMPLETE”

“SWITCHING CHANNEL 1”

Copy ATIS

Over East-West power line slash

“SWITCHING CHANNEL 6”

UHF: **“PENSACOLA APPROACH, (call sign), APPROACHING CONECUH RIVER BRIDGE OFF (OLF), WITH (ATIS CODE)”**

(Approach will provide squawk)

UHF: **“PENSACOLA APPROACH, (call sign), ROGER, SQUAWK _____”**

UHF: **“PENSACOLA APPROACH, (call sign), POINT WALDO/EASY IN SIGHT”**

“SWITCHING CHANNEL 4”

UHF: **“NORTH TOWER, (call sign), POINT (Waldo/Easy) WITH INFORMATION (ATIS CODE)”**

North Tower: (callsign), **“REPORT NUMBERS RUNWAY _____”**

UHF: **“(call sign), WILCO”**

UHF: **“NORTH TOWER, (call sign), NUMBERS RUNWAY _____”**

North Tower: (call sign), "CLEARED TO BREAK"

UHF: "NORTH TOWER, (call sign), ROGER BREAK"

CHECK AND VERBALIZE AIRSPEED 150 KIAS OR LESS, (Pause to allow IP to verify) THEN LOWER THE GEAR

"SPEED BELOW 150, (pause), GEAR"

Lowering of the landing gear initiates the Before Landing Checklist.

"BEFORE LANDING CHECKLIST"

- 1. DEFOG.....OFF
- 2. ENGINE INSTRUMENTS.....CHECKED
- 3. GEAR.....DOWN (BOTH)
- 4. BRAKES.....CHECKED

"HOLDING AT FLAPS"

UHF: "NORTH TOWER, (call sign), 180 GEAR DOWN, FULL STOP"

North Tower: "(callsign), cleared to land

UHF: "(call sign), CLEARED TO LAND"

- 5. FLAPS.....TAKEOFF/LANDING/UP (BOTH)
(Call based on selection)
- 6. SPEED BRAKE.....RETRACTED

"BEFORE LANDING CHECKLIST COMPLETE"

On short final, check waveoff lights and report

"GEAR DOWN, LIGHT CHECKED"

"AFTER LANDING CHECKLIST"

(AFTER CLEARING THE DUTY RUNWAY, BRING THE AIRCRAFT TO A FULL STOP AND PERFORM THE FIRST 3 STEPS, THEN CALL GROUND FOR TAXI TO THE LINE.)

- 1. ISS MODE SELECTOR.....SOLO, ROGER SOLO
- 2. SEAT SAFETY PIN.....INSTALLED (BOTH)
- 3. PROBES/ANTI-ICE.....OFF

"SWITCHING CHANNEL 3"

UHF: "NORTH GROUND, (call sign) RETURN"

Acknowledge taxi clearance from Ground

UHF: "NORTH GROUND (call sign), WILCO"

Make call to base IAW local squadron SOP.

- 4. FLAPS.....UP
- 5. TRIM INTERRUPT BUTTON.....DEPRESSED
- 6. TRIM.....SET FOR TAKEOFF
- 7. MASTER ARM.....SAFE
- 8. TCAS.....STANDBY
- 9. TRANSPONDER.....STANDBY

"AFTER LANDING CHECKLIST COMPLETE"

NOTE

Anytime ground crew are not visible (e.g., placing in chocks), hands will be shown above the canopy rail.

After the linemen has installed the chocks and given you a thumbs up, initiate the Engine Shutdown Checklist.

“ENGINE SHUTDOWN CHECKLIST”

- 1. PARKING BRAKE.....SET
- 2. LANDING AND TAXI LIGHTS.....OFF
- 3. AVIONICS MASTER.....OFF
- 4. BLEED AIR INFLOW.....OFF
- 5. RAM AIR.....OFF
- 6. AIR CONDITIONER.....OFF
- 7. EVAP BLOWER.....OFF (BOTH)
- 8. OBOGS
 - a. PRESSURE LEVER.....NORMAL
 - b. CONCENTRATION LEVER.....NORMAL
 - c. SUPPLY LEVER.....OFF
- 9. PCL...(IDLE > 60 SECS, THEN).....OFF
 - a. CANOPY.....RAIL CLEAR (BOTH)
- 10. INTERIOR/EXTERIOR LIGHTS.....OFF
- 11. PMU STATUS MESSAGE.....EXTINGUISHED
- 12. FDR LIGHT.....EXTINGUISHED
- 13. GENERATOR, BATTERY & AUX BATTERY.....OFF
- 14. GUST LOCK.....ENGAGED (IF REQUIRED)

“ENGINE SHUTDOWN CHECKLIST COMPLETE”

BEFORE LEAVING AIRCRAFT CHECKLIST: WILL BE CONDUCTED **IAW** THE TRAWINGFIVE QUAD FOLD OR THE NATOPS POCKET CHECKLIST.

Prior to departing the aircraft, clean up the cockpit. All leg restraints, lap belts and harness straps must be properly folded across the seat or stowed using the appropriate straps or Velcro. Before leaving the aircraft ensure that all checklists, kneeboards, pens, flight gear, etc. have been gathered—LEAVE NO FOD IN THE COCKPIT!

A TECHNIQUE WIDELY USED AS A LAST SAFETY CHECK PRIOR TO STEPPING OFF THE WING:

Visually confirm that the Seat Safety Pin is installed, Canopy Fracturing System (CFS) safety pin is installed, Power Control Lever (PCL) is off, starter switch/ignition switch are in the normal position and the Interseat Sequencing System (ISS/Aft cockpit) set to solo and state the following:

**“TWO PINS IN, OFF, NORMAL, NORMAL”
“TWO PINS IN, OFF, NORMAL, NORMAL, SOLO.”
“ROGER, SOLO”**