

ROTARY-WING OPERATING PROCEDURES MANUAL



TH-57 B/C "Sea Ranger"





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

IN REPLY REFER TO

COMTRAWINGFIVEINST 3710.8S CH-1
N3
3 Feb 14

COMTRAWING FIVE INSTRUCTION 3710.8S CHANGE TRANSMITTAL 1

From: Commander, Training Air Wing FIVE

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

1. Purpose. To provide changes to the basic instruction.
2. Action. Make the following pen and ink change to the basic instruction:
 - a. On pages 6-4, 6-5, 8-9, 8-10, 9-2, 9-3, 9-4, 9-5, A-5, A-8, A-10, A-12, and A-13 cross out "Baldy" and write in "BAWDI" and cross out "Monte" and write in "NAVIE".


J. J. FISHER

Distribution:
COMTRAWINGFIVEINST 5216.1S
List I(b), II (a-o), III(a)



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

Ch-1 incorp 3 Feb 14 - cmw
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N3
19 Jun 12

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From: Commander, Training Air Wing FIVE

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

Ref: (a) OPNAVINST 3710.7U

Encl: (1) RWOP Improvement Process Form

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

2. Cancellation. COMTRAWINGFIVEINST 3710.8R. This instruction contains numerous changes, as indicated by the vertical line to the left of new revisions, and should be read in its entirety.

3. Action. All pilots flying TW-5 rotary-wing aircraft shall comply with this directive. Read this instruction from cover to cover. It is your responsibility to have a complete knowledge of its contents. Recommended changes shall be submitted to Commander, Training Air Wing FIVE (CTW-5) using enclosure (1). Approved changes will be promulgated by a change transmittal.

A handwritten signature in black ink, appearing to read "J. D. Grace".

J. D. GRACE

Distribution:
COMTRAWINGFIVEINST 5216.1S
List I(b), II (a-o), III(a)

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INTERIM CHANGE SUMMARY

The following Interim Changes have been canceled or previously incorporated in this manual:

INTERIM CHANGE NUMBER	REMARKS/PURPOSE

The following Interim Changes have been incorporated in this Change/Revision:

INTERIM CHANGE NUMBER	REMARKS/PURPOSE
1	To provide changes to the basic instruction (Panel checks)

Interim Changes Outstanding to be maintained by the custodian of this manual:

INTERIM CHANGE NUMBER	ORIGINATOR/ DATE (or DATE/ TIME GROUP)	PAGE(S) AFFECTED	REMARKS/ PURPOSE

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ENCLOSURE (1) RIP - RWOP IMPROVEMENT PROCESS

CHAPTER 1 - GENERAL INFORMATION

1.1 AUTHORITY FOR FLIGHT

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

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

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

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

d. Routine Post Maintenance Check Flights.

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

a. Flights for the purpose of static displays.

b. Emergency flights (i.e., SAR, MEDEVAC). Per reference (a), Pilots-in-Command (PIC) are authorized to engage in necessary emergency operations after a reasonable attempt is made to obtain permission from competent authority.

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

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

1.2 INSTRUMENT FLIGHT LIMITATIONS

1. TH-57B: Flight in actual instrument conditions is prohibited due to the lack of proper instrumentation and control/trim characteristics. The TH-57B may be operated under Special Visual Flight Rules (SVFR) in the local flying area (see section 1.3).

2. TH-57C: Flight in actual instrument conditions is authorized. For the purposes of instrument approaches and flight planning the TH-57C shall be considered single-piloted when an SNA occupies a crew station. It may be considered multi-piloted only when manned by two NATOPS "Pilots Qualified in Model" (PQM), per reference (a).

NOTE: *Pilots who have recently completed flight training ("wingers") DO NOT meet the requirements of a PQM for the purposes of utilizing*

multi-piloted approach minimums. IUTs who have completed a NATOPS Check and been designated a PQM do meet the requirements.

a. Basic Instrument maneuvers should not be conducted below 2000 ft MSL in the Western Operating Area when Formation events are also being conducted. Basic Instrument flights shall not be conducted below 1000 feet MSL (1500 feet MSL at night) except when established on a published departure or approach procedure.

b. Intentional aircraft or instrument degradations during IMC flight are prohibited. A partial panel card may be used to obscure instruments at the IP's discretion.

1.3 LOCAL FLYING AREA

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

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

3. All flights outside the local area shall be conducted per reference (a) and applicable squadron Standard Operating Procedures (SOPs).

1.4 DAILY FLIGHT SCHEDULE

1. Commanding Officers and the Helicopter Instructor Training Unit (HITU) Officer-in-Charge (OIC) of South Whiting Field-based squadrons may authorize the use of daily flight schedule as the flight plan for local flights only. The squadron shall ensure:

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

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

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

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

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

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

2. All other flights require the filing of a DD-175 flight plan in accordance with reference (a).

1.5 SQUADRON CALL SIGNS

1. Squadron aircraft shall use the following call signs:

	LOCAL VFR	ALL OTHER
HT-8	EIGHTBALL (XXX)	NAVY 8E (XXX)
HT-18	FACTORYHAND (XXX)	NAVY 1E (XXX)
HT-28	LUCKY (XXX)	NAVY 7E (XXX)
HITU	BLADERUNNER (XXX)	NAVY 4E (XXX)
NOTE:	(XXX) is the aircraft MODEX (side number).	

Figure 1-1
Squadron Call Signs

1.6 STANDARD TRANSPONDER CODES

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

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

Figure 1-2
Standard Transponder Codes

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

1.7 FLIGHT TIME LIMITATIONS

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

a. No waiver required:

Period (Calendar Days)	7	30	90	365
Maximum Flight Time	30	65	165	595

Figure 1-3
Maximum Flight Time

b. When the tempo of operations requires individual flight time in excess of Figure 1-3, flight personnel shall be closely monitored

and specifically cleared by the Commanding Officer on the advice of the Flight Surgeon. At no time shall individual flight time exceed:

Period (Calendar Days)	7	30	90	365
Maximum Flight Time (Waiver Req.)	50	100	265	960

Figure 1-4
Maximum Waiver Flight Time

c. Flight time shall not exceed the limits in Figure 1-4, unless specifically approved by CTW-5.

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

2. Instructor daily flight time shall not exceed:

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

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

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

1.8 CREW DAY AND CREW REST

1. In accordance with CNATRAININST 1500.4 series and applicable CNATRAININST 1542 series training and curriculum guides, crew day and crew rest limits shall be:

a. Maximum crew day for all flight personnel is 12 hours, except for SNA solos which have a maximum crew day of 10 hours.

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

c. SNA solos may exceed the 10 hour crew day with Squadron CO approval.

1.9 FLIGHT AFTER SIMULATOR

1. All aircrew are prohibited from flying an aircraft within 12 hours after flying in, or observing a (motion) simulator. Individuals who

have experienced simulator sickness in the past should not be scheduled to fly for 24 hours following (motion) simulator exposure.

1.10 NEWLY DESIGNATED INSTRUCTOR PILOT (IP) RESTRICTIONS

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

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

1.11 FLOATATION REQUIREMENTS

1. All aircrew shall wear floatation gear on all flight profiles.

1.12 RECORDING OF NVD FLIGHT TIME

1. NVD flight time shall be recorded in the Aviator Log Book in the special crew time section. This time shall be annotated as Total/Low Light time. Special Crew time can be recorded on the EFLIR, however it will not be annotated in the Aviator Log Book.

CHAPTER 2 - WEATHER REQUIREMENTS**2.1 CEILING AND VISIBILITY MINIMUMS FOR VISUAL FLIGHT RULES**

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

Day Operations at KNDZ	Ceiling-Vis.
- Low work only (NOTE 1)	300-1
- Day Special VFR Takeoff and Operating Minimum - East Bay Operations	500-1 (NOTE 2)
- NOLF Operations (NOTE 3) - Low Level Navigation Flights (NOTE 4) - Formation Flights (Takeoff and at NOLF)	600-1 (NOTE 2)
- Contact Solos - Syllabus Instrument Training Flights (NOTE 5) - Formation Flights (in Formation Operating Areas) - Navigation Flights	1000-3
- Navigation Solo Flights (NOTE 6)	1500-3
NOTE 1: Transition to forward flight is prohibited. NOTE 2: Special VFR clearance is required. NOTE 3: 600-1 required for operations at that NOLF. NOTE 4: 600-1 required for operations while on the route. NOTE 5: Only those flights that are conducted under VFR. Not applicable to flights filing operating under IFR. NOTE 6: VFR Navigation Solos shall ensure 1500-3 exists upon departure and at all times en-route, and is forecast for the destination plus/minus one hour of the planned arrival time. Instrument Navigation Solos shall ensure 1500-3 exist upon departure and at the destination plus/minus one hour of the planned arrival time.	

Figure 2-1
Day VFR Flight Minimums

Night Operations	Ceiling-Vis.
- NDZ traffic pattern only (NOTE 1)	600-1
- All other Night Operations	1000-3
- Night Basic Instruments (NOTE 2)	2000-3
NOTE 1: Departure from the local pattern is not authorized. NOTE 2: Ceiling/visibility refers to conditions in the instrument training areas. Per paragraph 3.9.5, Night BI minimum altitude is 1500 ft MSL. In order to conduct all BI syllabus maneuvers while maintaining cloud clearance, a minimum 3000 ft cloud base is necessary.	

Figure 2-2
Night VFR Flight Minimums

2.2 CEILING AND VISIBILITY MINIMUMS FOR INSTRUMENT FLIGHT RULES

1. The PIC shall strictly adhere to the weather minimums as published in reference (a) when filing and operating under IFR.
2. The NASWF ON-TOP WX BRIEF may be used to file a DD-175 or Pre-filed Flight Plan. However, the destination, and alternate if one is required, must be listed on the NASWF ON-TOP WX BRIEF and must meet the weather requirements specified in reference (a).
3. Special instrument rating weather minimums shall not be used in TW-5 aircraft.
4. Solo aircraft intending to operate under IFR shall refer to Chapter 4.

2.3 WIND LIMITATIONS

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

CAUTION: Do not exceed NATOPS sideward/rearward flight limitations, when considering surface wind component.

Flight Regime	Winds or Gusts (above)
- Contact Solo Flights	Winds - 15 KTS (NOTE 1) Gusts - 20 KTS Tailwind - 0 KTS
- Navigation Solo	Winds - 20 KTS Gusts - 25 KTS Tailwind - 5 KTS
- Dual Contact/NVD Flights	Winds - 20 KTS Gusts - 25 KTS
- All Other Flight Operations	Winds - 35 KTS Gusts - 35 KTS
NOTE 1: When gusts exceed 15 KTS the ODO/FDO shall request a PIREP from any NOLF where solos will be or are currently operating.	

Figure 2-3
Operational Wind Limitations

2.4 RECALL CRITERIA DUE TO REDUCTIONS IN VISIBILITY

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

2.5 COLD WEATHER OPERATIONS

1. Flights shall not be filed into areas of forecast atmospheric icing. Icing may occur at temperatures of less than 4 degrees Outside Air Temperature (OAT) with visible moisture.
2. Engine anti-ice and pitot heat shall be turned on when the OAT is below 10 degrees Celsius and flight into visible moisture is likely.
3. During preflight in cold weather, failure of the blades to rotate clockwise may indicate a frozen turbine; maintenance action is required. On preflight, ensure no ice has formed on the aircraft.
4. Low Level BIs (LLBIs) are prohibited over open water when water temperature is less than 60 degrees. LLBI is authorized over inland waters.

2.6 ANTI-EXPOSURE SUIT REQUIREMENTS

1. Refer to squadron SOP and OPNAVINST 3710.7 series for requirements.

2.7 ODO WEATHER ALERT PROCEDURES

1. The NASWF ODO will advise all squadrons and the HITU via secondary crash phones that a Convective SIGMET (WST), CNATRA Aviation Weather Warning (CAWW), or Severe Weather Watch Bulletin (WW) has been issued.
2. A transmission shall be made on 243.0 advising all TW-5 aircraft that a weather alert is in effect. In the event a squadron has aircraft operating outside the likely range of the guard transmission, the ODO may request that the applicable ATC facilities repeat the guard transmission in their areas.
3. Base Operations shall advise all NOLFs that a WST, CAWW, or WW is in effect. NOLFs with aircraft in the pattern will pass information to aircraft and advise them to contact their squadron for a weather update. NOLFs shall be advised hourly, or as warranted, significant changes in weather development.

2.8 CONVECTIVE SIGMET GUIDANCE

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

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

3. TH-57 aircraft shall not be operated in IMC within WST boundaries.

4. TH-57 aircraft shall not be operated at night within WST boundaries except within areas designated as "not progressing as forecast."

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

2.9 GENERAL WEATHER RECALL

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

1. Prior to issuance of a recall, TW-5 Operations shall advise the NASWF ODO, who shall then advise TRACON and the ATC Facility Watch Supervisor of the impending recall. Once a general weather recall has been instituted with TRACON, ATC may reduce separation requirements for fixed- and rotary-wing arrivals at NASWF.

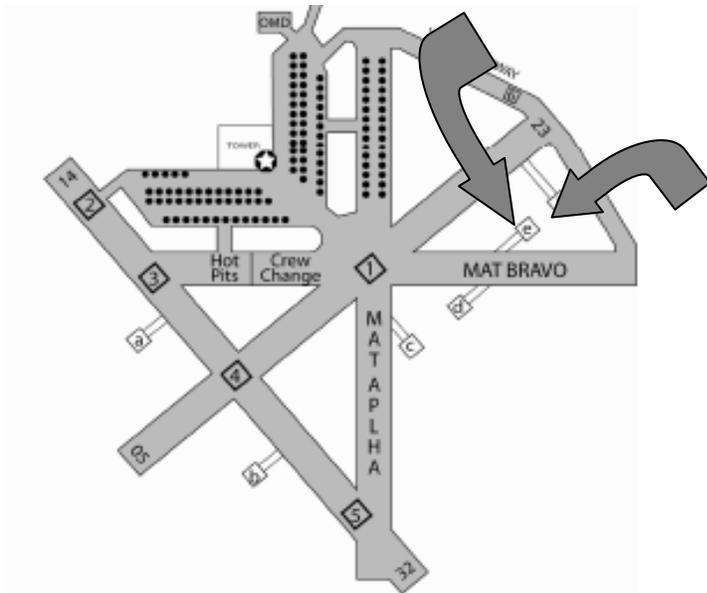
2. When visual recoveries are inappropriate, or the field is IMC, instrument approaches to RWY 32 may be conducted at South Whiting Field while simultaneous straight-in TACAN RWY 14 or 23 approaches are in use at North Whiting Field. Pensacola TRACON authorized both North Whiting and South Whiting Towers to provide separation between aircraft executing these respective instrument approaches from a point 1 mile on final to the runway threshold. The South Whiting Field GCA controller shall report 1 mile final to South Whiting Tower. In the event a pilot does not have the runway environment in sight and/or the tower cannot provide visual separation, that pilot shall execute the appropriate missed approach procedure. No aircraft shall proceed

closer inbound than 1 mile from the approach end of the runway without landing clearance. If the tower cannot gain visual by 1 mile final, simultaneous approaches are not authorized. The Control Tower Facility Watch Supervisor shall notify the TRACON Supervisor of the situation.

3. Should weather conditions deteriorate below 500 feet AGL ceiling/1 statute mile reported tower sector visibility, the NAS Whiting Field ATC Facility Watch Supervisor shall advise TRACON Supervisor concerning disposition of TW-5 aircraft.

4. Should ceiling and/or visibility deteriorate below published minimums for approaches to South Field, rotary-wing aircraft may contact ATC and request an approach to North Whiting Field, provided the weather is at or above minimums for the approach. Taxi to South Whiting Field from North Whiting Field is at the discretion of the PIC.

2.10 HIGH WIND RECOVERY PROCEDURES



1. High wind recovery procedures are available when winds exceed NATOPS limits for sideward / rearward flight. Notify tower with intentions at Point IGOR, BELL, or CYPRESS.

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

3. When landing runway 14/23, land on Pad E and taxi to Mat Bravo. Maintain nose alignment into wind. If shutdown on Mat Bravo is required, wait near aircraft for tow tractor & PC cart. When landing

on Pad E, runway 23, tower will direct maintenance aircraft to land until recovery is complete.

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

CHAPTER 3 - GENERAL FLIGHT MANEUVER PROCEDURES AND RESTRICTIONS**3.1 GENERAL**

1. The only maneuvers authorized for syllabus training flights are those discussed in the Flight Training Instructions (FTI) and listed in the Master Curriculum Guide (MCG) for that block.

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

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

b. A qualified rear cabin observer may be embarked during syllabus NVD events using navigation routes. The observer shall be aided and assist with aircraft clearing duties.

c. Designated Naval Aircrewmen are authorized when conducting syllabus Confined Area Landings, Pinnacle Operations and External Load Operations.

3. Passengers (also designated as TW-5 IPs, IUTs, SNAs or Aircrewmen) may be carried during syllabus events provided:

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

b. Passengers shall disembark prior to conduct of all pattern work.

c. The hydraulic boost is not secured, nor the twist grip reduced from the full open position for a simulated emergency.

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

e. The following Stage restrictions are adhered to:

(1) Contact events - passengers may only be carried when transiting to/from a NOLF.

(2) Formation events - passengers may only be carried with CTW-5 approval.

(3) Instrument events - passengers are not authorized; only a qualified observer shall be carried during RI and BI flights.

(4) Navigation events:

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

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

(c) Other visual/instrument navigation events - normally only one passenger or qualified observer should be carried during "AIRNAV" or "VNAV" events. A second passenger may be carried with CO approval.

(5) Tactics: Tactics "B" events - passengers shall only be carried when transiting to/from a NOLF.

f. Crews of grounded/PEL aircraft at OLFs may be transported to NAS South Whiting regardless of the syllabus event being conducted by the transporting aircraft. All personnel shall be manifested by the RDO at the OLF. With CO approval, crews of grounded/PEL aircraft away from the OLFs may also be transported to NAS South Whiting regardless of syllabus event being conducted by the transporting aircraft. However, all scheduled training, with the exception of course rules, shall be suspended.

4. Other passengers (e.g., civilians, non-TW5 aviators) shall only be carried during non-syllabus events and only with CNATRA approval.

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

3.1.1 Pilot At Controls/Pilot Not At Controls Voice Procedures

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

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

3.1.2. Lighting Configurations. Notwithstanding the general guidance

1. Per reference (a), the following lighting configurations shall be adhered to while conducting operations at NAS South Whiting and associated outlying fields. See specific sections throughout the RWOP for detailed guidance.

CONDITION	DAY	NIGHT
GENERAL OPERATIONS other than specified below (Note 1)	POSITION - Not Required ANTI-COLLISION - ON From Engine Start to Shut-Down	POSITION - ON 30 min before sunset until 30 min after sunrise or at any time when cockpit prevailing visibility is < 3 statute miles. ANTI-COLLISION - ON From Engine Start to Shut-Down SEARCHLIGHT/LANDING LIGHT - AS REQD
NDZ OPS	POSITION - OFF/AS REQD ANTI-COLLISION - ON	<u>At Ground Idle:</u> POSITION - FLASH/BRT ANTI-COLLISION - OFF <u>In the Line Environment:</u> POSITION - STEADY/BRT ANTI-COLLISION - OFF <u>Crossing Hold Short for departure:</u> POSITION - STEADY/BRT ANTI-COLLISION - ON
SOLO	POSITION - STEADY/BRT ANTI-COLLISION - ON	N/A
NVD NDZ (NOTES 1, 2)	N/A	POSITION - STEADY/BRT ANTI-COLLISION - ON (OFF IN THE LINE ENVIRONMENT) SEARCHLIGHT/LANDING LIGHT - ON
NVD NAVY OLFS (NOTES 1, 2)	N/A	<u>Above 200 ft AGL</u> POSITION - STEADY/BRT OR DIM ANTI-COLLISION - ON <u>Below 200 ft AGL</u> ANTI-COLLISION - AS REQD POSITION - STEADY/BRT or DIM SEARCHLIGHT/LANDING LIGHT - AS REQD
NVD OTHER (NOTES 1, 2)	N/A	ANTI-COLLISION - ON POSITION - STEADY/BRT SEARCHLIGHT OR LANDING LIGHT - ON below 200 FT
Maintenance Required	SEARCHLIGHT - ON	POSITION - FLASH/BRT
CONDITION	DAY	NIGHT

Taxi through the pits w/o refueling	SEARCHLIGHT - ON	SEARCHLIGHT - FLASH
SVFR	POSITION - STEADY/BRT SEARCHLIGHT - ON (Within 5 NM Class C Airspace)	N/A
VFR Lost Comms	POSITION - FLASH/BRT SEARCHLIGHT - ON	N/A
Cleared Under Rotor Arc	N/A	LANDING LIGHT - FLASH
<u>Notes</u> 1. In accordance with OPNAV 3710.7, anti-collision lights may be secured any time their use adversely affects ground operations, or anytime the aircraft is in the clouds. During NVD operations, the anti-collision lights, landing light and search light may be secured anytime the pilot in command determines that it would be in the interest of safety to turn the lights off. 2. Low work/hovering with any combination of anti-collision lights, position lights, landing light or searchlight off shall only be performed in the low work area of NOLF Santa Rosa or at Mat Alpha, Mat Bravo (with Tower approval), or Pads A-E at South Whiting Field.		

Figure 3-1
TH-57B/C Lighting Configurations

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

1. Overflight of a helicopter that is on the ground, in a hover, or in a hover taxi shall be conducted at or above 200 feet AGL. Overflight of a helicopter that is in forward flight at an OLF is prohibited. Overflight of a helicopter that is on course rules should be generally avoided, although it is not prohibited. In any case aircraft shall maintain a minimum of 200 feet of vertical separation.

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

3. A minimum of 100 feet of horizontal separation should be maintained between an operating aircraft and another aircraft (excluding formation flights), structure, vehicle, or person unless the vehicle or person is engaged in an authorized operation with the aircraft. If unable to maintain 100 ft, the pilot in command is to use best judgment (based on other traffic, ground obstacles, rotor wash effect, power available, etc.) to safely perform ground operations.

3.3 IN-FLIGHT PHOTOGRAPHY

1. Due to the risks associated with aerial photography/video, CTW-5 approval is required for in-flight video or photography. A NATOPS-qualified pilot must be at the controls at all times while photographs are being taken. Under no circumstances shall solos, observers (front or back seat), or the PAC engage in any type of photography.

3.4 OPERATIONS WITH AIRCRAFT DOORS REMOVED

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

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

3. No doors shall be removed for any syllabus flights except those requiring their removal.

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

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

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

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

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

e. All aircrewmen shall inform the IP any time there is an inadvertent release of their seatbelt. The IP shall then ensure that

this is documented in that flight's ASAP report and notify Squadron Safety for possible HAZREP generation.

3.5 AUTOROTATIONS AND SIMULATED EMERGENCIES

1. All simulated emergencies will be announced as "simulated" once the conditions are recognized.
2. Main driveshaft failure or sprag clutch slippage shall not be simulated in flight by manipulating the twist grip.
3. Practice full autorotations are not authorized in the TH-57C.
4. Practice full autorotations shall not be conducted unless the fuel load is below 45 gallons.
5. Practice autorotations to a specific point are prohibited.
6. The IP shall perform the first practice autorotation of every syllabus event.
7. Simulated engine failures at altitude shall not be conducted at gross weights above 2900 lbs when the DA exceeds 1800 ft.
8. Simulated engine failures at altitude shall only be practiced within autorotative distance of a suitable forced landing area, and shall not be initiated below 500 ft AGL or slower than 60 KIAS.
9. All simulated engine failures and simulated emergency procedure recoveries shall be initiated by 400 feet and completed no lower than 300 feet AGL and no closer than 500 feet slant range from dwellings, unless operating at a suitable field with a crash crew available.
10. Simulated engine failures (at altitude, at the site, in a hover or hover taxi) shall only be initiated by qualified IPs or IUTs.
11. IPs shall not secure hydraulic boost, nor initiate simulated emergencies or practice maneuvers involving twist grip manipulation with passengers or observers occupying the rear seat(s).
12. Simulated emergencies and engine failures are permitted away from the site for approved TW-5 personnel.
13. SNA manipulation of the twist grip is permitted at NOLFs only.
14. Simulated engine failures in a hover or hover taxi should be demonstrated and introduced in designated low work areas.
15. Practice autorotations shall not be conducted when winds are less than 5 knots and the density altitude exceeds 2500 feet.

16. Cut guns shall only be performed when the aircraft heading is within 45 degrees of the wind line.

17. Cut guns and Power Recovery Autorotations shall not be conducted when gross weight exceeds 2900 lbs.

18. TH-57B model aircraft may perform a taxi-cut gun at the end of power recovery autorotation with the following restrictions:

a. The practice autorotation shall be completed (i.e. through "pull, pause, level, taxi, taxi, taxi") prior to the IP/IUT rotating the twist grip to flight idle.

b. The aircraft shall be in a 5-ft/5-kt forward hover taxi.

c. The maneuver shall only be used by Contact B, STAN, and HITU IPs for the sole purpose of creating a stepping-stone transition between practice Power Recovery Autos and practice full autos.

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

20. During practice instrument autorotations, ground reference and VFR cloud clearances shall be maintained. Practice instrument autorotations are prohibited when VFR-on-top, outside the local flying area, at night, or when beyond autorotational glide distance of a suitable landing site. Practice instrument autorotations shall transition to visual (Simulated Engine Failure at Altitude) procedures by 1000 feet MSL, and then comply with section 3.5, paragraph 9. Practice instrument autorotations in the aircraft are an IP/IUT or IP/IP only maneuver.

21. Students desiring to wave-off a practice autorotation shall announce "wave off." At the IP's discretion, students may execute a power off waveoff in accordance with the FTI when operating at an OLF. Otherwise, the IP shall take the controls and execute the wave off.

22. Simulated engine failures while splitting are only allowed at Santa Rosa OLF, refer to section 7.5 for rules and restrictions.

23. During simulated emergency procedures not requiring twist grip manipulation, students are to level off no lower than 300' AGL, no slower than 50kts and continue to fly the approach to final course line. IP will call for waveoff when requirements for the maneuver have been met.

3.6 TACTICAL OPERATIONS

1. "Tactical operations" are defined as external load, confined area landings, pinnacle operations, high speed approaches, quickstop, 360° overhead, 180° offset, 90° offset approaches, and NVD flight.
2. Tactical 360° overhead, 180° offset, and 90° offset approaches shall not over-fly buildings.
3. Aircraft with an external load attached shall remain within the field boundary, and shall not fly over other aircraft, buildings, vehicles, or people.
4. A Naval Aircrewman shall be embarked for external load, confined area, and pinnacle operations.
5. A power check shall be completed prior to commencing external load, confined area, or pinnacle operations.

3.7 FORMATION SYLLABUS FLIGHT PROCEDURES

1. Formation flights involving more than two (2) aircraft shall not be conducted without CTW-5 approval.
2. Formation flights shall utilize the Eastern Formation Area or the Western Formation Area.
3. Formation syllabus event F4101 shall be planned and flown on the PURPLE LLNAV route at 200 feet AGL and 100 knots ground speed. All other events/maneuvers shall be flown no lower than 500 feet AGL.
4. Formation flights shall terminate to the runway in use.
5. Formation flights shall request the break no later than the field entry point (Points IGOR, BELL, or CYPRESS).
6. Break Procedures:
 - a. Position flight in appropriate echelon to facilitate a break away from tower prior to the pattern entry point.
 - b. Proceed down duty runway at 500 feet AGL and 100 KIAS.
 - c. Break as directed by South Tower.

3.8 RADAR ALTIMETER INDEXER SETTINGS

1. The radar altimeter indexer shall be set no lower than:
 - a. 300 feet AGL during enroute portions of all VFR night flights.
 - b. 150 feet AGL during day low-level navigation routes.

3.9 NIGHT OPERATIONS

1. Night Practice Autorotations:
 - a. Full autorotations are prohibited.
 - b. Night practice autorotations are limited to Power Recovery 90° or straight in maneuvers.
 - c. Night practice autorotations shall be conducted to a lighted runway with a DOD crash crew on duty.
2. Simulated engine failures are prohibited at night.
3. The searchlight shall be on by 200 feet AGL for unaided descents.
4. Pensacola Regional (KPNS) shall not be used after 2100L due to noise abatement (instrument approaches are excluded). Refer to Chapter 7 for further restrictions regarding the use of authorized night NOLFs. No other restrictions exist regarding night pattern work at other local airfields.
5. The minimum altitude while performing any night BI maneuver is 1500 feet MSL, excluding transitions to and from the working areas and approaches.
6. To be considered night current, the PIC shall comply with Night Contact requirements of COMDRAWINGFIVEINST 3740.5 series.

3.10 NVD OPERATIONS

1. Students shall not be double scheduled on events V4001 or V4002. The V4001 shall not brief in aircraft.
2. NVD events should be planned to launch no earlier than End of Evening Nautical Twilight (EENT).
3. NVD instructors may be scheduled for day into night events. An NVD Instructor may be scheduled for a non-NVD flight, to land at or near sunset, and up to two NVD flights following this event. The V4001 student shall be briefed and NVD gear issue shall be demonstrated by a NVD IP prior to the execution of the V4001. Barring crew day issues, the NVD student may be used as an observer for the daytime flight.
4. NVD aircraft operating in the Eastern Operating Area shall comply with the requirements of section 8.4.1 regarding Eglin Mission.

3.10.1 Conduct Criteria

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

2. Students shall bring a set of NVDs, their helmets, and their NATOPS Jackets to the NITE Lab. Students shall bring a set of NVDs and their helmets to the V3001 and V4001 brief. Upon completion of the V4001 brief, the NVD IP and student shall go to Flight Gear Issue and review the proper mounting and adjustment of their goggles.

3. The NVD IP shall determine when and where goggling or de-goggling will take place, based on ambient illumination considerations.

a. Goggling: Aircrew shall have their goggles donned and activated for use prior to taxiing from their spot/crew change.

b. De-goggling: Aircrew shall de-goggle after landing when the twist grip is at flight idle in a designated crew change area or spot.

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

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

b. Students shall prepare their route using the JOGAIR or Sectional Aeronautical Chart for the specific area in which the route is to be flown. The Pensacola Area Training Chart may be used for orientation purposes only. The Hospital Route shall not be utilized on V4001 or V4002. The only published LLNAV route authorized for NVD flight is the GREEN route. The route and/or any check points on the route shall be flown in (forward) order. The LLNAV briefing format shall be utilized when briefing NVD navigation routes incorporating applicable NVD considerations from the NATOPS NVD briefing guide.

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

3.10.2 Safety of Flight/NVD Emergencies

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

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

3. NVD malfunctions:

a. If the malfunction affects the PAC, conduct a positive transfer of controls to the PNAC stating, "I have a goggle failure, you have the controls," while shifting to an instrument scan.

b. If the PAC has a goggle failure on takeoff, he shall state, "I have a goggle failure, you have the controls (simultaneously shifting to an instrument scan and transitioning to an ITO profile)."

c. If the PAC has a goggle failure on final, he shall state, "I have a goggle failure, you have the controls (simultaneously shifting to an instrument scan and initiating a wave-off)."

d. If the PAC has a goggle failure en route/at altitude, he shall state, "I have a goggle failure you have the controls." If the NVD malfunction cannot be corrected, the syllabus event shall be terminated and the aircraft shall return to South Whiting unaided. Flights shall not be conducted with one pilot aided and the other pilot unaided.

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

3.10.3 Crew Coordination

1. The PNAC

During the terminal phase (in the pattern), should call airspeeds, altitude, and abeam.

3.10.4 Miscellaneous

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

2. Aircraft shall not be preflighted or postflighted with NVDs on your helmet.

3.11 HOT SEATING PROCEDURES

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

2. Hot seats to or from contact solos shall be accomplished in the line area only. Solos are prohibited from hot seating to other solos.

3. A designated helicopter pilot or C4001 complete SNA shall hold the flight controls whenever the rotor blades are turning. Only IPs or IUTs are authorized to assist contact solos changing seats.

3.12 SQUADRON ODO/FDO CHECK-OUT PROCEDURES

1. All pilots shall check out with the ODO/FDO prior to accepting an aircraft from Aircraft Issue. The PIC shall verify the aircraft side number, its readiness for flight, location, recheck the weather, and any current local NOTAMs on the squadron status board.
2. Prior to taxi, all aircraft shall check-out with the squadron ODO/FDO via radio with side number, SNA name, and destination.
3. Formation flight leaders shall report side numbers for each aircraft in the flight.
4. All Navigation, Night Contact, and NVD Navigation flights shall ensure the ODO/FDO has a copy of the route, estimated time en-route, and operating area.

3.13 FLIGHT FOLLOWING FOR MAINTENANCE CHASE FLIGHTS

1. Squadron/HITU Duty Offices are responsible for flight following for their respective maintenance chase flights. The chase flight shall make the appropriate outbound radio call with the respective duty office providing call sign, PIC's name, number of souls on board, destination and time-in-route.
2. The maintenance PIC is responsible for updating the respective duty office of any changes to the time-in-route or destination as soon as practical. If the flight requires multiple legs, the maintenance PIC shall make "safe on deck" calls at each stop and provide an estimated takeoff time for next the leg, updating as necessary.
3. In the event the maintenance aircraft is overdue or is involved in a mishap, the designated duty office shall contact the TRAWINGFIVE CDO and initiate the appropriate procedures until relieved by the TRAWINGFIVE CDO. The wing CDO has ultimate responsibility for carrying out these procedures for maintenance flights.
4. In the event that the respective duty office is unmanned (e.g., a cross-country recovery during the weekend), the maintenance pilot shall coordinate with the respective squadron Flight Duty Officer to ensure the squadron is flight following each leg.

CHAPTER 4 - SOLO RESTRICTIONS**4.1 GENERAL**

1. Maximum crew day for solos is 10 hours. SNA solo crew day commences when the SNA arrives for his/her first event (i.e., flight, class, brief, etc.), including briefing and flight planning. SNAs shall have 1 hour between the conclusion and debrief of the C4390 and the brief for the solo sortie (C4401). SNA solos may exceed the 10 hour crew day with Squadron CO approval.
2. Solo flights shall not operate before sunrise or after sunset.
3. Solos shall not accept an aircraft that has any current engine or transmission chips.
4. Solo aircraft shall append the word "SOLO" after their call sign on every radio transmission. Additionally, on the flight plan the callsign should have "SOLO" included.
5. Solos shall have the positions lights on STEADY BRIGHT for the duration of the flight.
6. Navigation solos shall utilize military/civilian airfields (with sufficient security) that they or their observer have previously traveled to in a TH-57 for their final destination. Any intermediate stop must be to a military or a civilian field with a control tower.
7. Any deviation from a planned route shall be relayed to the FSS and Squadron ODO/FDO.
8. Hot seats to or from contact solos shall be accomplished in the line area only. Solos are prohibited from hot seating to other solos.
9. Solos shall not have mixed OLF crews. Both the Observer and the Solo shall have completed their solo checkride at the same OLF.
10. Solos at Spencer OLF shall not split for the apex.
11. Solos at Spencer OLF should depart from the southeast corner.
12. Contact solos shall not taxi into or out of the hot refuel or crew change areas at KNDZ.
13. Only IPs or IUTs may assist contact solo SNAs in hot seating.
14. Wingers observing a solo flight shall have flown as pilot-at-the-controls in the model aircraft in which the solo is to be flown within the previous 13 days and/or as directed by squadron SOP.
15. Solo aircraft shall not request a short approach, but may execute a short approach if directed by South Whiting Tower.

16. Solos shall only taxi into a spot in the line area under the positive control of a taxi director. If the line area is secured upon returning to NDZ, solos shall taxi in the line area, until abeam the furthest unoccupied spot, turn into the wind, and land on the taxiway.

17. Following a successful I4690 Instrument Check, and in order to maintain training continuity while OPNAV 3710/2 instrument rating paperwork is pending, an SNA will be considered as possessing a valid standard instrument rating for the purposes of the Instrument Airways Solo only.

4.2 SOLO WEATHER MINIMUMS

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

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

VFR Solo Operations	Ceiling-Vis.
- Contact Solos	1000-3
- Navigation Solo Flights (NOTE 1)	1500-3
NOTE 1: VFR Navigation Solos shall ensure 1500-3 exists upon departure and at all times en-route, and is forecast for the destination plus/minus one hour of the planned arrival time.	

Figure 4-1
Solo VFR Flight Minimums

CHAPTER 5 - SOUTH WHITING FIELD OPERATIONS

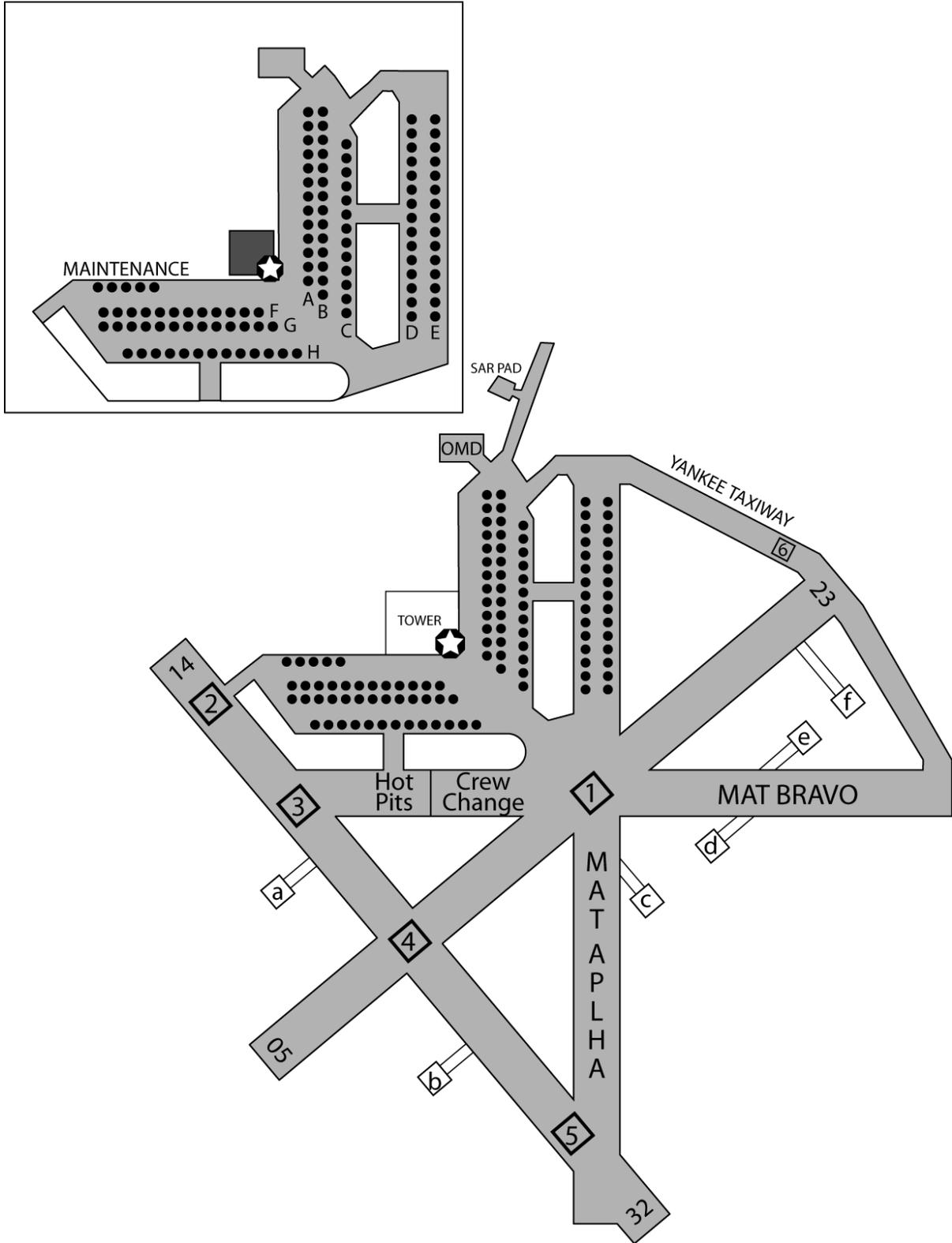


Figure 5-1
South Whiting Field

5.1 GENERAL

1. The elevation at South Whiting Field is 177 feet MSL.
2. South Whiting Field's hours of operation are published in the IFR Supplement. Operations outside of those hours, unless approved by the Commanding Officer, NASWF and CTW-5, are not authorized.
3. South Whiting Tower is manned and operating at all times when the field is open. Clearance is required from South Whiting Ground for taxi, and from South Whiting Tower for takeoff and landing operations. South Whiting Tower has three control stations: South Clearance Delivery, South Ground, and South Tower. In addition to the primary UHF frequency (348.675), Tower also monitors the VHF frequency 121.4, as well as VHF and UHF GUARD. It is equipped with an ALDIS lamp for communicating with aircraft experiencing radio failure.
4. South Whiting Field and North Whiting Field are the primary airports for the northern Class C airspace of the Pensacola Terminal Radar Control Area. The South Whiting Field Tower Surface Area (TSA) consists of the airspace within 5 NM from the center of the Class C Surface Area, extending from the surface up to and including 1200 feet AGL. Additionally, that airspace 2 NM horizontal radius from the center of the Class C Surface Area up to and including 2500 feet MSL (excluding that airspace north of Langley Rd.).

5.2 WEATHER SERVICES

1. Weather briefs can be obtained from Fleet Weather Center Aviation Component Whiting Field by utilizing the Naval Flight Weather Briefer (FWB) at <https://fwb.metoc.navy.mil/>. Forecasters are on duty during field hours, and can be contacted by calling 1-800-295-7824. DD-175-1 briefings outside of open field hours should still be requested via FWB online, but they will be provided from FLEWEACEN Norfolk, VA.
2. The Automated Surface Observation System (ASOS) may be accessed by telephone at (850) 623-7210 for South Whiting Field and (850) 623-7241 for North Whiting Field. "Pilot-to-Metro Service" (PMSV) is available on UHF frequency 316.95.
3. Flight Weather Briefer services are also available from Norfolk, commercial (757) 444-2594 or 1-888-PILOTWX. If FWB services are not available, any OPNAV 3710.7 series approved weather briefing may be substituted.
4. The "ON TOP" Canned Route Weather Brief may be used for filing both pre-filed and DD-175 IFR flight plans to the airports listed on the brief. This brief is prepared by FLEWEACEN Norfolk and the Whiting Field Forecast Duty Officer. The first brief of the day should be ready a minimum of two and a half hours prior to field opening. "ON TOP" briefs cannot be updated or extended via the PMSV or telephone due to the extent of the brief. PICs retain the

prerogative to request a full weather briefing when filing using a DD-175.

5.3 NASWF OPERATIONS DUTY OFFICER (ODO)

1. The NASWF ODO's office is located on the second deck of the North Whiting Field Hangar, Building 1424. The NASWF ODO is available on the UHF frequency 233.7, callsign "Base OPS."

2. The NASWF ODO is responsible for:

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

b. Keeping the NASWF Commanding Officer and Operations Officer advised of potential interruptions to air operations and reductions in operational capabilities.

5.4 SURFACE OPERATIONS

5.4.1 Airfield Description

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

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

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

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

d. Fuel Pits - There are two painted spots adjacent to Spot 3 that are used for hot refueling aircraft.

e. Fox-Golf Line - Fox 1,2 and Golf 1,2 (closest to the tower) used by TH-57B aircraft needing maintenance assistance while still turning and by Contact Stage Solos for hot seating their aircraft.

f. 10-18 Line - A 1,2 and B 1,2 (closest to the tower) used by TH-57C aircraft needing maintenance assistance while still turning.

g. Flight Line - General term referring to the ramp or tarmac where the aircraft are parked on painted and numbered spots. It is frequently referred to as "the line" or "line area." The lines are labeled Alpha through Hotel, and the spots are numbered out from the Hub. TH-57C aircraft are normally parked on Alpha through Echo and

TH-57B aircraft are normally parked on Foxtrot through Hotel. There is also a maintenance line next to the Foxtrot line.

h. Mat Alpha - is the paved area between Spot 1 and Spot 5. It can be used for practice low work.

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

j. Pad - There are five lighted pads (Alpha through Echo), and one unlighted pad (Foxtrot). The lighted pads are used for night approaches to a spot and low work. Pads may be utilized for practice multiple ITOs IAW section 5.12.3.

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

5.4.2 General Surface Operating Procedures

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

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

NOTE: This clearance distance is an exception to section 3.2, paragraph 3.

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

4. Minimum clearance between taxiing aircraft is 100 feet, unless under the guidance of a taxi director or taxiing as a formation. If unable to maintain 100 ft, the pilot in command is to use best judgment (based on other traffic, ground obstacles, rotor wash effect, power available, etc.) to safely perform ground operations.

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

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

7. In the flight line, hub, hot pits, and crew change areas, aircraft shall only slide during the day and when under the positive control of

a lineman or plane captain, unless excessive winds prevent direct hover taxi.

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

5.5 OUTBOUND PROCEDURES

5.5.1 General

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

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

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

5.5.2 Radio Communications for Local VFR Flights

1. Aircraft intending local VFR flight that have not filed a pre-filed flight plan or a VFR flight plan shall contact South Ground for taxi clearance in the following manner:

a. The radio call to South Ground shall be made as follows:

(1) Call sign (i.e., "Factoryhand 123").

(2) The phrase "taxi VFR."

(3) Working area or airfield. (i.e., "to the East")

(4) Duration of the flight in the format of hours plus minutes. (i.e., "two plus three zero" for two hours and thirty minutes of planned flight time).

(5) Number of persons aboard the aircraft and the word "souls". (i.e., "three souls").

(6) Current location on the airport. (i.e., "from the crew change").

(7) The alphabetic code of the ATIS broadcast received. (i.e., "with information Alfa").

SAMPLE radio call to Ground: "South Ground, Factoryhand 123, taxi VFR to Santa Rosa, two plus three zero, three souls, from Alpha Six, with information Zulu."

5.5.3 Radio Communications for VFR Flight Plans

1. Aircraft that have filed VFR flight plans by transmitting a DD-175 to Base Operations shall contact Clearance Delivery to receive their clearance and departure instructions prior to contacting South Ground for taxi clearance.

a. The radio call to Clearance Delivery shall be made as follows:

- (1) Call sign. (i.e., "Navy 1E123").
- (2) Type of clearance and destination. (i.e., "VFR to Mobile Downtown").
- (3) Number of persons aboard the aircraft and the word "souls". (i.e., "three souls").
- (4) The phrase: "clearance on request."

Sample radio call to Clearance Delivery: "South Whiting Clearance Delivery, Navy 4E123, VFR to Mobile Downtown, three souls, clearance on request."

b. The radio call to South Ground shall be made as follows:

- (1) Call sign, (i.e., "Navy 8E123").
- (2) The phrase: "taxi with clearance."
- (3) Current location on the airport. (i.e., "from Golf Four").
- (4) The alphabetic code of the ATIS broadcast received. (i.e., "with information Alfa").

Sample radio call to Ground: "South Ground, Factoryhand 123, taxi with clearance, from Alpha Six, with information Foxtrot."

5.5.4 Radio Communications for Pre-filed or IFR Flight Plans

1. Aircraft on a pre-filed or IFR flight plan shall contact Clearance Delivery to receive their clearance and departure instructions prior to contacting South Ground for taxi clearance.

a. The radio call to Clearance Delivery shall be made as follows:

- (1) Call sign. (i.e., "Navy 1E123").
- (2) Type of clearance and destination. (i.e., "IFR to Mobile Downtown", or "NDZ407").

(3) Number of persons aboard the aircraft and the word "souls". (i.e., "three souls").

(4) The phrase: "clearance on request."

Sample radio call to Clearance Delivery: "South Whiting Clearance Delivery, Navy 4E123, NDZ 407, three souls, clearance on request."

b. The radio call to South Ground shall be made as follows:

(1) Call sign. (i.e., "Navy 8E123").

(2) The phrase: "taxi with clearance."

(3) Current location on the airport. (i.e., "from Golf Four").

(4) The alphabetic code of the ATIS broadcast received. (i.e., "with information Alfa").

Sample radio call to Ground: "South Ground, Navy 8E123, taxi with clearance, from Alpha Six, with information Foxtrot."

5.6 INBOUND PROCEDURES

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

Sample radio calls to South Ground:

a. *"Eightball 142, clear of Spot Two, taxi to my line."*

b. *After being cleared to land Runway 23: "Factoryhand 181, off at Spot Four, taxi to the fuel pits."*

2. Upon reaching the flight line, aircraft shall wait to be signaled by a lineman or plane captain prior to taxiing into the flight line. A moveable white arrow, located in the grass between the Charlie and Delta lines, indicates if TH-57C aircraft are being parked on the A-C lines or the D-E lines.

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

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

5.7 MINOR MAINTENANCE OR TROUBLESHOOTING

1. Aircraft requiring minor maintenance or troubleshooting by maintenance personnel shall signal their lineman by turning on the searchlight during the day and flashing navigation lights at night, and inform South Ground of their intent to taxi to the:

- a. Fox-Golf Line for the TH-57B. (Utilize F1, F2, G1, G2.)
- b. 10-18 line for the TH-57C. (Utilize A1, A2, B1, B2.)

NOTE: *The name "10-18" originated from police radio code for "equipment exchange."*

5.8 HOT REFUELING AREA (FUEL PITS)

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

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

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

c. Aircraft desiring to taxi to the Fuel Pits from the flight lines or hub area must request clearance from South Ground to taxi Runway 14/32 to the fuel pits, but shall hold short until specific clearance onto Runway 14/32 is received from South Ground or South Tower if 14/32 is active.

d. Aircraft taxiing into or through the fuel pits shall wait for a taxi director's signal to proceed past the hold point marking before the pits. The fuel pits are located on the northern side of the taxiway labeled East and West pit. The East pit is the primary pit with the West pit being open during peak operations. Aircraft waiting to taxi into the fuel pits shall ensure they provide adequate spacing by staggering their aircraft on the North and South side of the taxi line. This spacing will prevent aircraft from holding unnecessarily on runway 14/32. When the number one aircraft resumes taxi for the fuel pits, the new number one aircraft shall reposition to the holding point. The remainder of the holding aircraft shall then move forward maintaining safe distance from other aircraft.

e. Aircraft desiring to taxi through the fuel pits without refueling shall turn on their searchlight during the day or flash it at night to signal that intent to the refueling crews.

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

g. Students shall not taxi the TH-57B into or out of the fuel pits, until C4401 (Contact Solo) complete.

h. Only pressure refueling is authorized for turning aircraft.

i. The twist grip shall be in the flight idle position and the NATOPS Hot Refuel Checklist shall be completed prior to refueling.

5.9 CREW CHANGE AREA

1. All crew change parking spots can be utilized day or night except for immediately adjacent an active fuel pit. Aircraft shall not utilize the grass area for hot-seating. The telephone and fax number to the Crew Change Shack (Building 3054) is 850-665-6630.

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

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

5.10 TAKEOFF AND LANDING

5.10.1 Day

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

Location	Duty Runway	Takeoff Spot
TH-57C Line (A-E) and Crew Change Area	5, 14, 23	Spot 1
	32	Spot 4
TH-57B Line (F-H)	5, 14	Spot 1
	23, 32	Spot 2

Figure 5-2
Day Takeoff Location

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

Destination	Duty Runway	Landing Spot
TH-57C Line (A-E)	5, 23, 32	Spot 1
	14	Spot 4
TH-57B Line (F-H)	5, 14	Spot 2
	23, 32	Spot 1
Hot Refuel and Crew Change Areas	5, 14, 32	Spot 3

	23	Spot 4
--	----	--------

Figure 5-3
Day Landing Location

3. Takeoffs and landings made from a spot not on the duty runway shall be made using the duty runway heading.

5.10.2 Night

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

5.11 TRAFFIC PATTERNS

5.11.1 General

1. The South Whiting Field traffic pattern altitude is 500 feet AGL, and the pattern airspeed is 70 KIAS. Aircraft performing practice autorotations may use a pattern altitude of 600 feet AGL.

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

3. All aircraft operating at South Whiting Field shall remain south of Langley Rd. at all times. All turns across the approach end of runway 32 shall be made over the perimeter road.

4. Short Approach. A short approach is any approach that turns to final inside the normal traffic pattern or does not cross the runway threshold. South Tower must specifically approve a short approach. Solo aircraft may not request a short approach. South Tower may, however, clear solo aircraft for a short approach if required for traffic spacing. Short approaches are authorized only on a not-to-interfere-basis with maintenance traffic.

5. Wave-off. In the event an unsafe condition develops while making an approach to land at South Whiting Field, a wave-off shall be executed away from the tower and the fuel pits, in accordance with the following guidelines:

a. Make a climbing left turn waving off Spot 2 or 3 when runway 5 is active.

b. Make a climbing right turn waving off Spot 1 when runway 32 is active.

c. To wave-off from a runway, begin a climb and contact South Tower. When cleared, turn downwind away from the tower and avoid the Maintenance Pattern.

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

5.11.2 Normal Day Traffic Pattern

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



RUNWAY 14-32

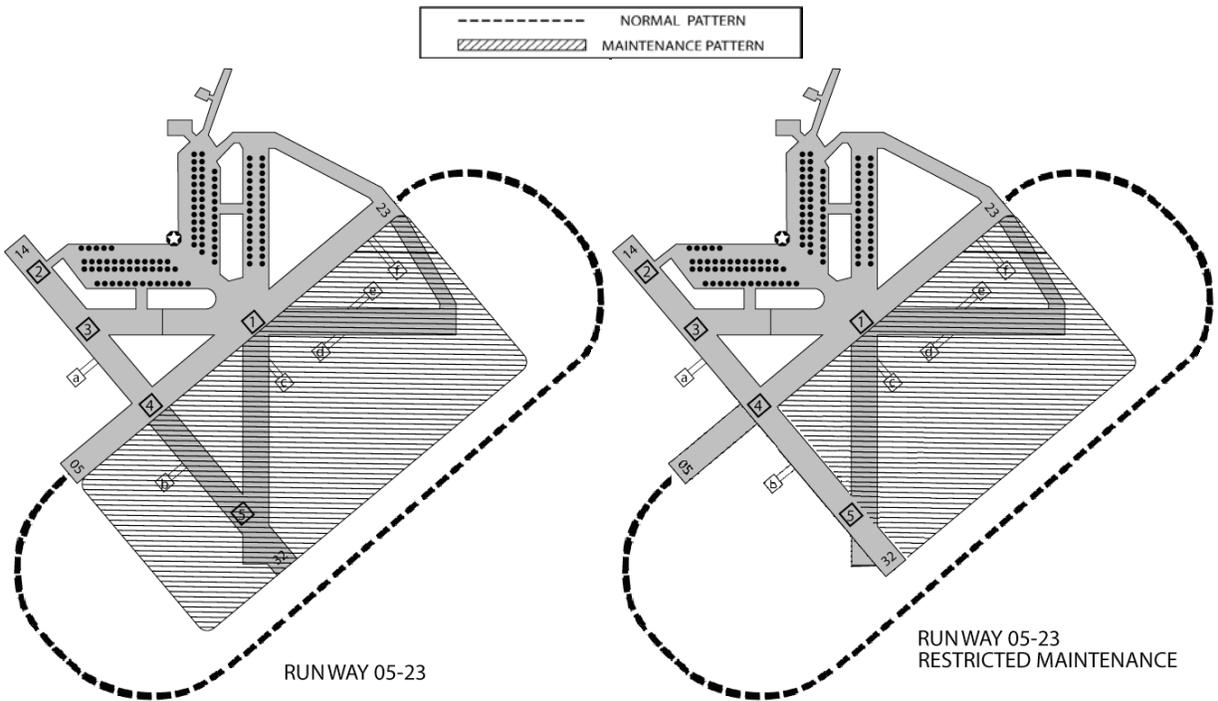


Figure 5-4
South Whiting Normal and Maintenance Patterns

5.11.3 Maintenance Traffic Pattern

1. The South Whiting Field normal maintenance traffic pattern is a day only racetrack pattern. It is aligned with the duty runway, inboard of the normal traffic pattern, and extends to the ends of the duty runway. When runway 5/23 is in use, the pattern extends out to the approach end of runway 32. When runway 14/32 is in use, the pattern extends out to the southern treeline of the cutout for the approach end of runway 5. Maintenance Pattern airspace extends from the surface to 2500 feet MSL. Clearance is required from South Tower to enter the Maintenance Pattern.
2. The PIC is responsible for separation from other aircraft in the Maintenance Pattern and shall avoid normal pattern airspace/traffic.
3. When runway 5/23 is in use and instrument approaches are in progress to runway 32, tower may clear maintenance aircraft for the Restricted Maintenance Pattern. When in the Restricted Maintenance Pattern, aircraft shall remain northeast of runway 32 (Figure 5-4).
4. If altitude greater than 2500 feet MSL is required, the pilot may request clearance for High Maintenance from South Tower. Upon approval, High Maintenance traffic is authorized up to 5000 feet MSL. If a higher altitude is required, it must be specifically requested, and approval for frequency change to Pensacola Approach will be required. Pilots shall request "descent to normal maintenance" with the appropriate ATC facility prior to descent.
5. When maintenance aircraft need to shut down inside the Maintenance Pattern (i.e., to adjust trim tabs), pilots shall advise South Tower of any needed assistance. If no transmission is received, tower will assume an emergency and initiate appropriate procedures.
6. Practice Instrument Takeoffs and low work are the only syllabus maneuvers normally authorized in the Maintenance Pattern. Requests for other operations in the Maintenance Pattern shall be coordinated with South Tower on a not-to-interfere-basis with maintenance traffic.

5.11.4 Night Traffic Pattern

1. The night pattern is the same for the duty runway and the lighted pads in use.
2. Tower clearance is required for takeoff, turn to downwind, and landing. Aircraft shall inform South Tower when they are abeam of their intended landing point, unless cleared for closed pattern. *Sample radio call to Tower: "South Tower, Factoryhand 123, abeam for Pad Delta."*
3. When aircraft report "abeam" for the duty runway, South Tower normally issues clearance for a touch-and-go. If a full stop, stop-and-go, or autorotation is desired, it must be specifically requested.

Sample radio call to Tower: "South Tower, Eightball 086, abeam for practice auto, full stop."

4. When reporting inbound from Points IGOR, BELL, or CYPRESS, or on initial contact after an instrument approach, request either a "full stop" or "pattern entry" from South Tower.

Sample radio call to Tower: "South Tower, Factoryhand 131, CYPRESS for pattern entry."

5.12 NIGHT OPERATIONS

1. All aircraft shall place position lights on flashing bright during start and shutdown to signify Nr below flight idle.

2. In the interest of safety and in order not to adversely affect ground operations, anti-collision lights shall be secured when in the line environment (flight line, hot refueling area, crew change area, or hub). They shall be turned on just prior to contacting tower for departure, and turned off just after taxiing clear of the duty runway.

3. Flash the landing light to clear personnel under the rotor arc.

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

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

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

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

CHAPTER 6 - COURSE RULES**6.1 GENERAL**

1. All TW-5 helicopters operating under VFR shall normally adhere to these course rules for arrival and departure unless executing a VFR instrument arrival or departure. Deviations are permitted for safety of flight, and should be approved by Pensacola TRACON or South Tower, as appropriate.
2. All course rules shall be flown at 100 KIAS, except when in holding. Holding shall be flown at 80 KIAS.
3. Overtaking another aircraft on course rules is prohibited. Airspeed shall be adjusted to maintain appropriate interval.
4. Section aircraft shall abide by single ship course rules, unless specifically addressed herein. Once inside a South Whiting pattern entry point, sections have right-of-way over single aircraft.
5. Aircraft shall always join an established course rules channel from a perpendicular heading on the course rules altitude and airspeed. Joining aircraft shall give right of way to traffic already established in the channel. If there is a conflict, the aircraft joining course rules shall turn to a heading that is parallel to, but in the opposite direction of, the course rules; allow the established aircraft to pass clear, and then turn to join course rules from a perpendicular heading.
6. Under a Letter of Agreement (LOA) with the Pensacola Terminal Radar Control facility (TRACON), TW-5 helicopters are not required to contact Pensacola Approach prior to entering Class C airspace, provided that they are adhering to prescribed course rules, squawking the appropriate code, and have contacted South Whiting Tower.
7. Prior to entering Class C surface area, contact the squadron, obtain ATIS, squawk 0400 on the transponder, and contact South Whiting Tower.

6.2 SIMULATED EMERGENCIES ON COURSE RULES

1. Simulated emergencies and engine failures are authorized on course rules when outside of Point POND or Point FISH for outbound aircraft or prior to Point WHISKEY, Point SNAKE, or Point JUNIPER for inbound aircraft. Emergencies that do not cause deviation from course rules heading, altitude, or airspeed may be initiated at any time, commensurate with safety.
2. Simulated emergencies are prohibited between NOLF Spencer and the Pond Creek Bridge whether inbound to or outbound from NOLF Spencer, and between NOLF Santa Rosa and Points ECHO and VERTOL whether departing from NOLF Santa Rosa or transiting in the vicinity.

3. Aircraft engaged in simulated emergencies shall not impede traffic flow on course rules. If a simulated emergency required a deviation from course rules altitude or airspeed, the aircraft shall turn away from the channel before returning to course rules altitude/airspeed. Aircraft shall rejoin course rules after the conclusion of a simulated emergency by performing a climbing turn, perpendicular to the channel. Once safe lateral separation is attained, turn parallel to, but in the opposite direction of the channel. When specific channel altitude and airspeed is attained, and the aircraft is clear of any channel traffic, aircraft may rejoin course rules on a perpendicular heading.

NOTE: *When waving off a simulated emergency to a field, a direction away from a course rules channel is generally preferable as it facilitates predictable and orderly traffic flow. However, winds and final course to the selected field may dictate a waveoff path that initially crosses underneath the course rules channel. In such a case, the aircraft that is waving off shall give due consideration to traffic established in the course rules channel; it may be necessary for the aircraft waving off to delay its climb to ensure sufficient separation is maintained.*

NOTE: *Simulated emergencies on course rules are prohibited when the ceiling is below 1200'AGL as VFR cloud clearances cannot be maintained when operating at proper course rules altitude around practice emergency fields (700'AGL in the Channel, Tree Field, Hwy 191, and Last Change Field).*

6.3 SPECIAL VFR (SVFR) COURSE RULES

6.3.1 General

1. In accordance with FAR 91.157, OPNAV 3710.7 paragraph 5.2.4, RWOP paragraph 1.2, and local Letters of Agreement, TH-57B and TH-57C are authorized to conduct special VFR operations within the Whiting Field Class C airspace when weather conditions dictate.
2. ATC shall have positive control of all SVFR traffic within the Class C airspace.
3. All SVFR aircraft within the Whiting Field Class C airspace shall remain clear of clouds, south of Langley Rd., and climb no higher than 500 feet AGL.
4. All takeoffs and landings shall utilize the duty runway.

6.3.2 Departures

1. All communications shall include "Special VFR".

Sample radio call to Ground: "South Ground, Factoryhand 157, taxi, Special VFR to Pace, 2+00, two souls, from Golf Seven, with information Bravo."

Sample radio call to Tower: "South Tower, Factoryhand 157, holding short Spot Two, request Special VFR Baker Departure."

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

3. To enhance detection, the searchlight shall be on with position lights on steady bright when operating SVFR in Class C airspace.

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

6.3.3 Arrivals

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

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

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

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

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

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

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

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

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

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

6.4 VFR COURSE RULES

6.4.1 Departures

1. Unless requested, and specifically authorized by South Tower, all aircraft shall depart South Whiting Field via one of the following procedures:

- a. Point ABLE for VFR/SVFR course rules to the east.
- b. Point BAKER for VFR/SVFR course rules to the west.
BAWDI
- c. ~~Baldy~~ Departure for VFR instrument training to the east.
- d. ~~Monte~~ Departure for VFR instrument training to the west.
NAVIE
- e. IFR departure procedures.

Ch-1

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

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

4. All aircraft outbound VFR to the east shall proceed from South Whiting Field to Point ABLE (the water tower located approximately one nautical mile southeast of South Whiting Field). Cross Point ABLE at 900 feet MSL and 100 KIAS and fly approximately 110 direct to Point FISH (the intersection of the Coldwater Creek and Blackwater River).

a. At Point FISH, automatically change the UHF radio to the applicable frequency for the intended operating area or NOLF, and squawk the appropriate transponder code.

5. All aircraft outbound VFR to the west shall proceed from South Whiting Field to Point BAKER (the northernmost water tower that is west of South Whiting Field). The water tower is painted with the name "Point Baker", lies just west of the intersection of HWYs 87 and 89, and is just north of a group of lighted cellular towers. Cross Point BAKER at 900 feet MSL and 100 KIAS and proceed on course rules.

a. From Point BAKER, maintain 900 feet MSL and 100 KIAS and fly approximately 290 (paralleling HWY 89) direct to Point POND (the pond southwest of the first bend in HWY 89). At Point POND, automatically change the UHF radio to the applicable frequency for the intended operating area or NOLF, and squawk the appropriate transponder code.

BAWDI NAVIE

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

Ch-1

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

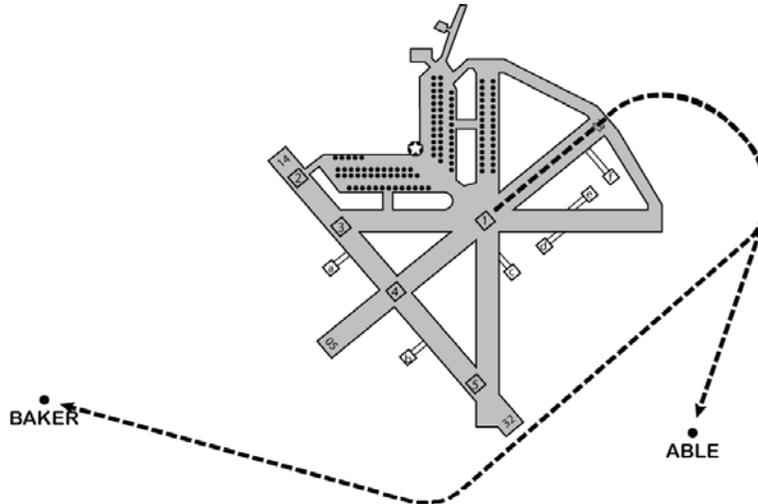


Figure 6-1
RWY 5 Departures

Runway 5 Departures:

Point ABLE - Right turn direct.

Point BAKER - At departure end of RWY 5, climbing right turn to fly downwind, cross the approach end extended centerline of RWY 32, then direct.

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

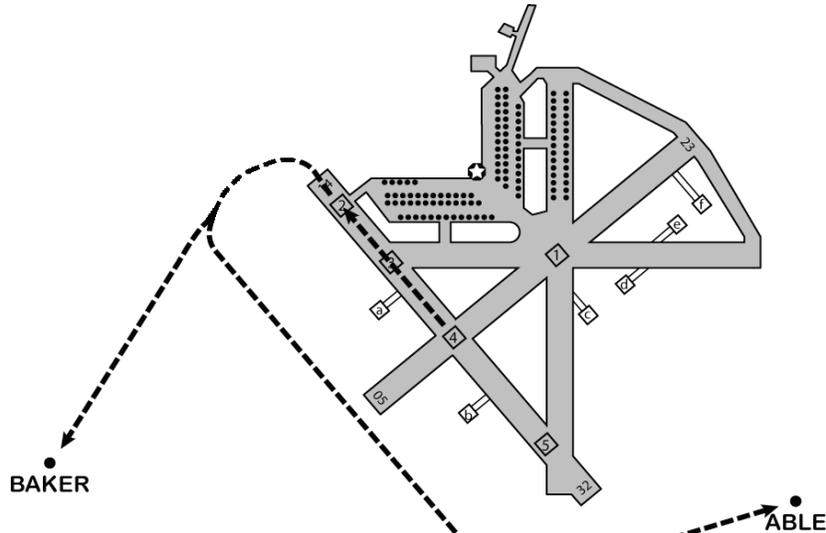


Figure 6-4
 RWY 32 Departures

Runway 32 Departures:

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

6.4.2 Arrivals

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

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

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

3. Prior to the inbound reporting point, aircraft SHALL contact the squadron/HITU, obtain ATIS, change transponder code to 0400, and switch the UHF radio to South Whiting Tower.

6.4.2.1 WHISKEY Arrival to South Whiting Field

1. At Point WHISKEY (the intersection of HWY 90 and Avalon Blvd), report, "Point Whiskey" with the current ATIS information code to South Whiting Tower and remain directly over HWY 90 and follow it to Point HUGHES (the intersection of HWY 90 and HWY 89). Maintain 900 feet MSL and 100kts.

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

2. At Point HUGHES, turn north to follow HWY 89 to Point IGOR (the intersection of HWY 87, HWY 89, and the power lines).

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

6.4.2.2 SNAKE Arrival to South Whiting Field

1. At Point SNAKE (the intersection of HWY 197A and the power lines), report "Point SNAKE" with the current ATIS information code to South Whiting Tower, turn left to follow the power lines, and descend to 700 feet MSL.

NOTE: Aircraft returning from NOLF Spencer intercept the power lines from the south abeam NOLF Spencer at 700 feet MSL. Aircraft established on the power lines have the right of way.

2. Follow the power lines to Point FOG (abeam the large estate with a lake that lies just south of the power lines).

3. Continue to follow the power lines to Point IGOR (the intersection of HWY 87, HWY 89 and the power lines).

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

6.4.2.3 ECHO Arrival to South Whiting Field

1. At Point ECHO (the intersection of I-10 and HWY 89, the first overpass east of the Blackwater River) report, "Point Echo" with the current ATIS code. Turn to approximately 300 direct to Point HUGHES (the intersection of HWY 89 and HWY 90). Maintain 900 feet MSL and 100kts.

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

NOTE: Peter Prince (Milton) Airport is approximately two miles north of Point ECHO. A high volume of general aviation traffic uses Peter Prince Airport and transits north and south near Point ECHO.

2. At Point HUGHES, turn north to follow HWY 89 to Point IGOR (the intersection of HWY 87, HWY 89, and the power lines).

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

6.4.2.4 VERTOL Arrival to South Whiting Field

NOTE: Aircraft returning via VERTOL from NOLF Santa Rosa will omit obtaining ATIS.

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

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

1. Approaching Point VERTOL (the intersection of HWY 87 and I-10) request, "South Tower, (callsign), accepting VERTOL? With negative information." Maintain 700 feet MSL and 100kts. Turn right to follow HWY 87 to the power lines and proceed direct to Point BELL (the intersection of the power lines and the Blackwater River just north of the prison complex).

6.4.2.5 JUNIPER Arrival to South Whiting Field

1. At Point JUNIPER (the bridge oriented east/west over the Big Juniper Creek) report, "Point JUNIPER" with the current ATIS code.

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

2. At Point JUNIPER (the bridge oriented east/west over the Big Juniper Creek), report "Point JUNIPER" with the current ATIS information code to South Whiting Tower. Turn to an approximate

heading of 245° and follow the road to Point CYPRESS (the intersection of the Jeep trail and the Coldwater Creek).

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

6.4.3 South Whiting Field Pattern Entry

1. Report arrival at Point IGOR, BELL or CYPRESS to South Tower with landing location request. (Example: "South Tower, Factoryhand 141, Point IGOR for Spot Two.")

2. Descend (if necessary) to 700 feet MSL, and complete the landing checklist. Maintain 100 KIAS until entering the traffic pattern.

3. Enter the traffic pattern for the runway in use as directed by South Tower and Figures 6-5 through 6-8.

4. For aircraft returning via an instrument procedure, on initial contact report location and make landing location request. (Example: "South Tower, Navy 1E121, GCA handoff for Spot One.") Enter the traffic pattern as directed by South Tower.

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

NOTE: *Remain clear of the Maintenance Pattern.*

6.5 MARGINAL WEATHER COURSE RULES

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

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

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

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

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

6.6 CHANGE OF WORKING AREA

6.6.1 Aircraft Transiting South Whiting Tower Surface Area

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

Sample radio call to South Tower: "South Tower, Eightball 123, Point IGOR for an ABLE transition, change working area to Santa Rosa, no extension required" (or "request 30 minute extension").

6.6.2 Aircraft NOT Transiting South Whiting Tower Surface Area

1. Contact South Whiting Ground and request necessary changes.

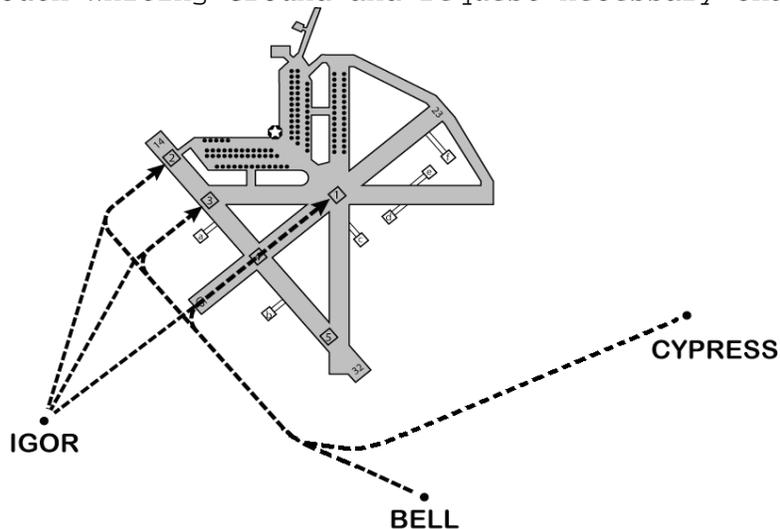


Figure 6-5
RWY 5 Arrivals

Runway 5 Arrivals:

Point IGOR - Direct to line up on Spot 1, 2, or 3.

Point BELL - Direct to enter a right base for Spot 1, 2, or 3.

Point CYPRESS - Direct to cross the approach end extended centerline of RWY 32, then enter a right base for Spot 1, 2, or 3.

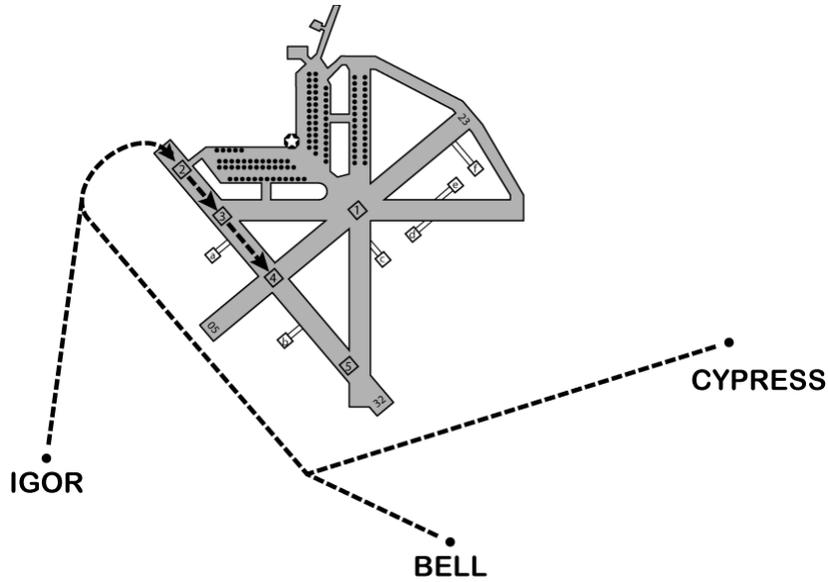


Figure 6-6
RWY 14 Arrivals

Runway 14 Arrivals:

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

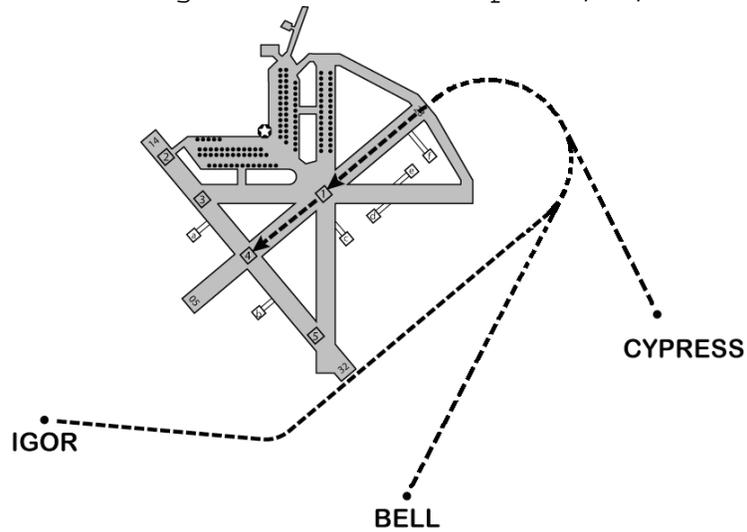


Figure 6-7
RWY 23 Arrivals

Runway 23 Arrivals:

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

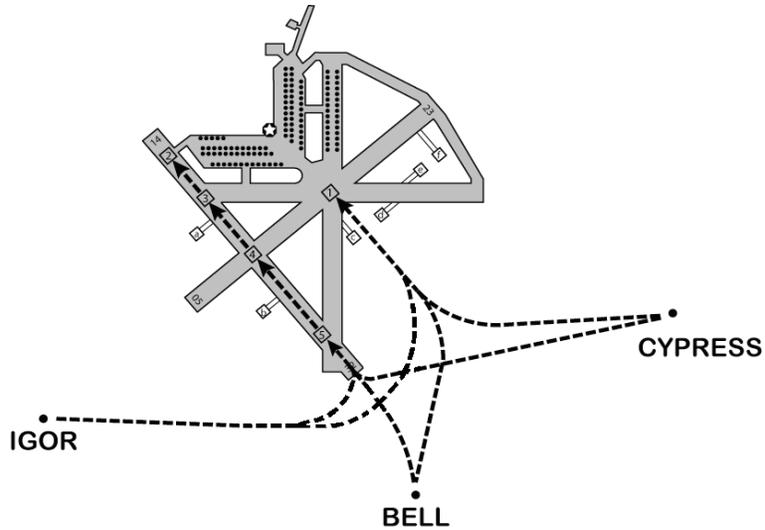


Figure 6-8
RWY 32 Arrivals

Runway 32 Arrivals:

Point IGOR - Direct to enter left base for RWY 32, or cross the approach end extended centerline of RWY 32 to enter on left base for Spot 1 as directed.

Point BELL - Direct for RWY 32 or Spot 1 as directed.

Point CYPRESS - Direct to enter right base RWY 32 or Spot 1 as directed.

CHAPTER 7 - OUTLYING FIELDS

7.1 GENERAL

1. This section describes procedures and rules that are standard for every Navy Outlying Field (NOLF) except NOLF Choctaw and Duke Field (Eglin AFB Auxiliary Field 3). NOLF Choctaw and Duke Field are authorized for use by TW-5 rotary-wing aircraft, but unlike the other NOLFs, they have a control tower and are also used by fixed-wing aircraft. Consult section 7.2 for NOLF Choctaw/section 7.8 for Duke Field operating procedures and course rules.
2. Procedures/rules in this section are superseded at a particular NOLF by any exceptions or additions in the section for that NOLF.
3. NOLF Spencer and NOLF Pace are the primary Contact "B" fields. Squadron Operations Departments shall ensure Contact "B" students are evenly distributed between NOLF Spencer and NOLF Pace when they check-in to the squadron. Students shall operate at the same NOLF until Solo complete; subsequent Contact "B" events may be flown at any NOLF. The only exception to this is Pace students. Instructors should take their Pace on-wings to NOLF Site 8 or NOLF Santa Rosa for C4001-C4004. On-wings may take C4001 -C4004 flight to NOLF Site 8 regardless of assigned NOLF.

CAUTION: *All OLFs have a high degree of bird and animal activity. Review current Read and Initial boards for specific site hazards.*

7.1.1 Crash Crew and Airfield Operations Duty Officer (AODO)

1. The NOLF crash crew and AODO shall be in position and ready for duty prior to commencing flight operations.
2. If a crash crew and AODO are not on station, aircraft may operate in the NOLF pattern with no intent to perform landings. In this situation, simulated emergency procedures and autorotations are prohibited. If a crash crew or AODO needs to temporarily vacate his station while aircraft are operating, the aircraft shall land and hold position until the crash crew or AODO returns to the station.
3. The NOLF crash crew and AODO are not aircraft controllers. Their radio calls are advisory only. The Pilot in Command is responsible for safely operating at the NOLF. This includes making sound judgment calls concerning wind direction and velocity based on the windsock and the AODO's advisory wind calls.

7.1.2 Maximum Aircraft

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

- a. Individual aircraft for determining the total number of aircraft at the field.
 - b. One aircraft for determining the number of aircraft per side.
2. If the NOLF already has reached the maximum number of aircraft permitted to operate at the field, aircraft are permitted to proceed inbound and split. They then shall either: depart the pattern, or land by crash shack or in the crew change area and wait for an aircraft to depart.
 3. Aircraft that are shut down at an NOLF do not count towards the number of aircraft operating at the field or on a side.
 4. If an aircraft that has priority (i.e., a solo at NOLF Pace or NOLF Spencer, or a tactics flight at NOLF Harold) arrives when the pattern is full, the last aircraft to have arrived prior to the priority aircraft shall either: depart the pattern, or land by crash shack or in the crew change area and wait for an aircraft to depart.

7.1.3 Traffic Pattern

1. The course in use is determined by the prevailing winds and shall be oriented into the prevailing winds to the maximum extent possible. Any IP can execute a course change to more closely align the course with the winds. See section 7.1.7, paragraph 6 for course change procedures.
2. The pattern altitude at all NOLFs is 500 feet AGL.
3. The pattern airspeed at all NOLFs is 70 KIAS. Different airspeeds may be flown in the pattern if they are required for the maneuver by the applicable FTI or to maintain proper interval. Overtaking another aircraft in the pattern is prohibited. Aircraft shall adjust airspeed as necessary to maintain proper interval.
4. Each NOLF has two patterns (or sides) in use simultaneously, one on the right side of the field and one on the left side of the field, divided by a visual landmark aligned with the course in use.
5. Aircraft operating on one side of a field are prohibited from crossing the line separating the sides for any purpose, except in an emergency or to avoid a collision.
6. Aircraft shall only change sides by re-splitting the field or by taxiing from one side to the other. See section 7.1.7, paragraph 2 for applicable communications.
 - a. Re-splitting is accomplished by turning from the downwind leg of the pattern to a base leg, downwind of the field boundary, at 700 feet MSL and 70 KIAS, then turning upwind to fly directly over the splitting landmark on a heading aligned with the course in use.

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

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

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

9. Aircraft shall not angle or S-turn during takeoff or approach.

7.1.4 Pattern Entry

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

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

3. Crossing the downwind field boundary, report "splitting," intentions, and event number to the AODO.

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

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

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

7.1.5 Pattern Departure

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

2. At the departure corner, the aircraft shall be at pattern altitude and 70 KIAS, and shall report "departing" and the departure direction (if there is more than one departure corner) to the AODO.

7.1.6 Surface Operations

1. A clearing turn shall be performed prior to transitioning to forward flight after landing or hovering, and when exiting crew change areas.
2. When winds exceed 15 knots, clearing turns shall be made 45° to the left and right of the course line, vice the standard 360° turn.
3. Aircraft shall taxi in a straight line on a cardinal heading when over grass. Taxiing is allowed in other directions only when following gravel or paved surfaces at NOLF Spencer, NOLF Site 8, and NOLF Santa Rosa, using the painted centerline, if applicable.
4. Taxiing aircraft shall yield right of way to, and ensure that they do not interfere with, aircraft transitioning to forward flight and aircraft on final.

7.1.7 Communications

1. Radio communications on the NOLF frequency shall be kept to the minimum required for safe and efficient flight. Crash shall respond to those radio calls that are addressed to them. **EXAMPLE:** "Spencer Crash..." The AODO shall respond to all calls directed to the NOLF name. **EXAMPLE:** "Spencer..." The only calls to the NOLF are "inbound," "splitting," "departing," and interrogatives. **EXAMPLE:** "Site 8, say winds." All other calls shall be made to Traffic. **EXAMPLE:** "Spencer traffic, Eightball 124, resplitting for the left."

NOTE: Calls to "traffic" should be clear, concise, and **brief**. To minimize radio traffic, pilots may abbreviate their full callsign and/or the OLF name from traffic calls. **EXAMPLE:** "Traffic, 124, waveoff, spot 1, right side."

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

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

2. Situations that require a radio transmission are:

a. Prior to executing emergency procedures at fields en route to an NOLF or transiting a designated emergency practice area, a radio call on the NOLF frequency is required. Ex: at Point Bend, call "Pace, Eightball 123, working Tree Field/North of Tree Field." Or at Point Pond, call "Spencer, FactoryHand 123, working the channel/North

of the channel/transiting the channel." The AODO at the NOLF shall annotate side number and time of traffic call in the logbook, and acknowledge the radio call with the aircraft call sign, side number and number of aircraft working the area. If the aircraft has not called inbound, reported clear of the channel/field, or reported "ops normal" within 15 minutes from the time of the initial call, the AODO shall initiate radio contact with that aircraft by transmitting "confirm ops normal."

b. Inbound at the appropriate point. An aircraft inbound to an NOLF shall report "inbound" to the AODO. **EXAMPLE:** "Spencer, Eightball 124, Pond Creek Bridge inbound." AODO shall respond with the course in use, winds, and the number of aircraft in the pattern.

c. Splitting. Crossing the downwind field boundary report "splitting," intentions and event number to the AODO. **EXAMPLE:** "Pace, Factoryhand 142, splitting for the right, Contact 4203." AODO shall respond with the total number of aircraft at the field.

d. Re-splitting. Aircraft shall announce "re-splitting" and intentions to traffic prior to crossing the downwind field boundary. **EXAMPLE:** "Spencer traffic, Eightball 123, re-splitting for the left."

e. Taxi Re-splitting. Prior to crossing the boundary between the sides, aircraft intending to taxi to the other side shall announce "taxiing from" and "to" relative positions on the field. **EXAMPLE:** "Santa Rosa Traffic, Factoryhand 124, taxiing from low work to the tactics."

f. Waving Off. Aircraft executing a wave-off shall announce "waving off" and their location to traffic as soon as possible. **EXAMPLE:** "Spencer traffic, Eightball 085, waving off, spot two, right side."

g. Winds Check. Aircraft may request AODO to announce current winds as necessary. **EXAMPLE:** "Pace, say winds." AODO shall respond with the current wind observation.

h. Departing. Aircraft shall report "departing" and the departure direction (if non-standard) to the AODO at the departure corner when departing the pattern. **EXAMPLE:** "Spencer, Factoryhand 169 departing to the north." AODO shall acknowledge the departure call.

3. Radio calls for maneuvers that require them shall be made in the crosswind or prior to commencing the maneuver (for maneuvers that begin from a hover) to traffic, and shall include the type of maneuver and to where it will be conducted. **EXAMPLE:** "Santa Rosa traffic, Factoryhand 113, simulated boost-off to the duty."

4. The following maneuvers require a radio call:

- a. Simulated Engine Failure on Takeoff Demonstration
- b. High Speed Low Level Autorotation Demonstration
- c. Simulated Stuck Pedals at Altitude
- d. Quick Stop (not Quick Stop from a Hover)
- e. High Speed Approach
- f. Boost-off Approaches

5. Tactical operations

a. Prior to conducting any tactical operations, the aircraft involved shall announce the type of operations, location, and duration of operations to traffic. **EXAMPLE:** "Harold traffic, Factoryhand 122 will be conducting TLAs in the southwest corner for the next twenty minutes." When complete, the aircraft shall announce "complete" to traffic. **EXAMPLE:** "Harold traffic, Factoryhand 122 is complete with TLAs in the southwest corner."

b. Aircraft shall announce "lifting" and the zone name to traffic prior to taking off from any confined area landing zone. **EXAMPLE:** "Harold traffic, Factoryhand 085, lifting CAL Zone One."

6. Course Changes. If it becomes necessary to change the course in use, any IP shall transmit:

a. "All aircraft operating at (name of NOLF, land, and hold position. Standby for a course change to (new course)."

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

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

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

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

7.1.8 Emergency Operations

1. If mishap is observed by an aircraft, the AODO, or by the crash crew, they shall announce "Crash, crash, crash" and any other pertinent information such as the type of mishap, location, and side number of the aircraft involved over the NOLF frequency. All other

aircraft shall land and hold position until the crash crew has responded to the mishap. No transmissions unrelated to the emergency shall be made over the NOLF frequency, unless required for safety of flight. Once it is safe to do so, the AODO shall advise the uninvolved aircraft to depart or resume normal operations.

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

7.1.9 Contact Solo Operations

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

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

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

7.2 NOLF CHOCTAW

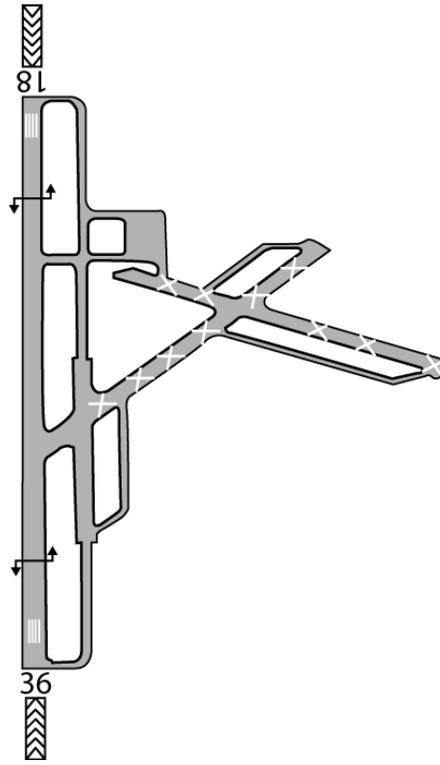


Figure 7.2-1
NOLF Choctaw Field Layout

7.2.1 General

1. The NOLF Choctaw elevation is 111 feet MSL.
2. NOLF Choctaw has an 8000 x 150 foot runway oriented 360-180 degrees, and an 8000 x 75 foot parallel taxiway.

7.2.2 Tower Controlled Operations

1. The Tower controls Class D airspace only. The Tower provides initial advisories to East Bay traffic regarding the number of aircraft in the area. Remain clear of Class C airspace unless in radio contact with the appropriate ATC. Class D airspace is depicted on the current New Orleans VFR sectional.
2. A maximum of six (6) aircraft may operate at NOLF Choctaw. There is no priority for type of aircraft or event.
3. Traffic pattern entry shall be made from the north or south in accordance with Tower's direction.
4. All aircraft operating at NOLF Choctaw shall be under positive control of the tower when the tower is operating.

5. The normal helicopter pattern may be flown to the duty runway or the parallel taxiway.
6. Autorotations are prohibited during closed field operations.
7. The normal helicopter downwind pattern is flown east of the runway at 500 feet AGL and 70 KIAS. A west pattern may be flown, regardless of runway, if there are no fixed-wing aircraft operating.
8. The fixed-wing downwind shall be flown west of the runway, regardless of the runway in use at 1000 feet AGL.



Figure 7.2-2
NOLF Choctaw NVD Spot Diagram

7.2.3 Closed Field Operations

1. When Choctaw Tower secures from normal operations, NOLF Choctaw may remain open for NVD operations. The Choctaw AODO will be stationed in an RDO cart and the Crash crew positioned nearby. Contact Base Operations for field status updates (hours of operation, unique events, etc).

2. Aircraft shall enter the pattern using the normal entry procedures and split the field over No-Man's Land as depicted in figure 7.2-2. The OLF frequency for the AODO is 259.25. The departure corner for NVD Closed Field operations is the Northeast corner.

3. A total of four (4) aircraft may operate in the pattern simultaneously. For courses 18/36, two (2) aircraft on the runway utilizing the downwind spots with a westward downwind and two (2) aircraft on the parallel taxiway utilizing the downwind spots with an eastward downwind. For course 09/27, two (2) aircraft spots on the runway north of No-Man's Land with northern downwinds, and two (2) aircraft spots on the runway south of No-Man's Land with southern downwinds (figure 7.2-2).

4. All runway and taxiway lights will be secured. Aircraft lighting shall be in accordance with section 3.1.2.

5. Practice autorotations are prohibited.

6. Incursions into No Man's Land are prohibited except in cases of emergency.

7.2.4 Arrivals



Figure 7.2-3
NOLF Choctaw Course Rules

7.2.4.1 Course Rules from Whiting Field

1. From Point FISH, turn right to intercept the northeast corner of Tower 438 field.
2. When abeam Tower 438, report "Tower 438 for the East Bay" to Santa Rosa AODO.
3. From Tower 438, turn right to follow I-10 to Point ECHO, remain at 900 feet MSL.

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

4. Upon reaching Point ECHO, call clear with Santa Rosa AODO. Change the UHF to manual 259.25 for Choctaw Tower (AODO for NVD Ops), and report "Five miles to the north, inbound." Complete the landing

checklist, remaining at 900 feet MSL, and proceed as depicted in figure 7.2-3.

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

7.2.4.2 Course Rules from Santa Rosa

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

NOTE: *A high volume of aviation traffic transits along HWY 90/I-10.*

2. At Point ECHO, call clear with Santa Rosa AODO. Change the UHF to manual 259.25 for Choctaw Tower (AODO for NVD Ops), and report "Five miles to the north, inbound." Complete the landing checklist, remaining at 900 feet MSL, and proceed as depicted in figure 7.2-3.

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

7.2.4.3 Course Rules from the East Bay

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

2. Proceed east along the Yellow River until intercepting course rules depicted in figure 7.2-3 at 700 ft MSL.

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

7.2.4.4 Course Rules from the South (Day only)

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

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

3. Remain at 900 feet MSL until pattern entry.

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

7.2.4.5 Course Rules from the Eastern Operating Area/Duke Field

1. Aircraft inbound to NOLF Choctaw shall join course rules at Point RACETRACK (the field approximately 4 NM northeast of NOLF Harold, on the power lines, abeam the 485-foot tower).

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

b. At night, aircraft shall transit westbound from Point RACETRACK north of HWY 90 at 1100 feet MSL and 100 KIAS.

2. When NOLF Harold is conducting flight operations, switch the UHF radio to NOLF Harold, report "Point RACETRACK inbound for Choctaw" to the Harold AODO, and change the squawk to 1200.
3. Approaching NOLF Harold, turn to the southwest to remain clear of the NOLF Harold traffic pattern, and fly directly over the northern edge of HWY 90 to avoid Restricted Area 2915A.
4. Once clear of Harold's traffic pattern, switch the UHF radio to NOLF Santa Rosa and report "transiting to the west" to the AODO.

NOTE: *A high volume of aviation traffic transits along HWY 90/I-10.*

5. Abeam Point HOTEL, aircraft shall turn to intercept I-10 westbound toward Point ECHO, descending/climbing to 900 feet MSL, then follow the procedures specified in section 7.2.4.1, paragraphs 4 and 5.

7.2.5 Departures

1. All departing aircraft shall report "departing", maintain 700 feet MSL, and proceed on heading 360 as depicted in figure 7.2-3; report clear of Class D airspace.
2. (NVD Only) When departing the field, aircraft shall include the lighting configuration in the departing call. **EXAMPLE:** "Choctaw, Lucky 124, departing, anti-collision lights on, position lights steady bright."
3. Departures to the south (**Day Only**) shall proceed straight out from RWY 18 or from the downwind from RWY 36.

7.2.5.1 Point ECHO Arrival to South Whiting Field

1. Maintain 700 feet MSL and proceed as depicted in figure 7.2-3 direct to Point ECHO, at Point Echo climb to 900 feet MSL and continue inbound following the procedures specified in section 6.4.2.3.

7.2.5.2 Point VERTOL Arrival to South Whiting Field

1. Point VERTOL arrivals are not authorized.

7.3 NOLF HAROLD

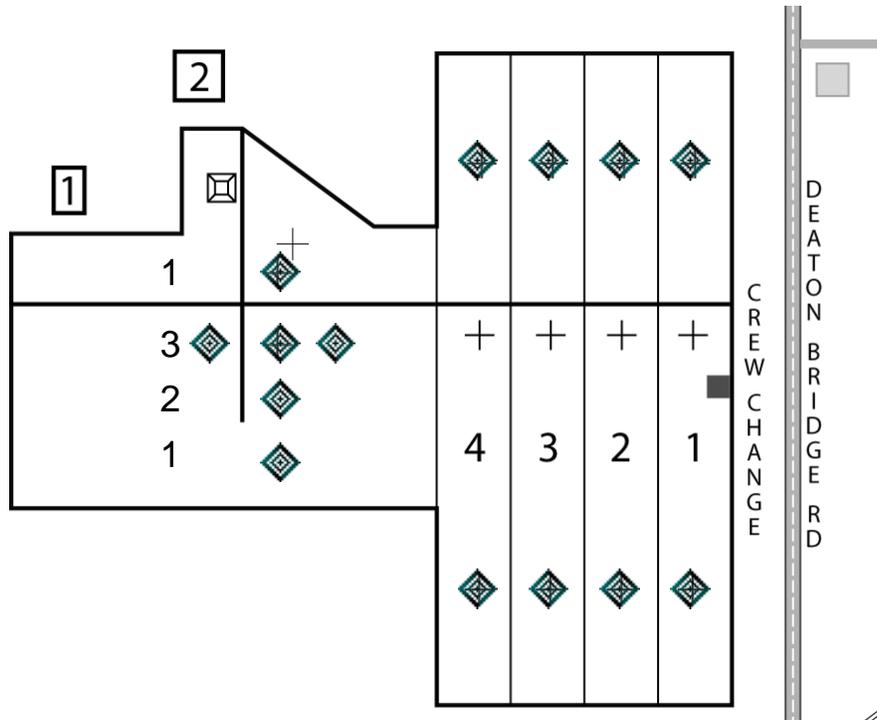


Figure 7.3-1
NOLF Harold

7.3.1 General

1. The NOLF Harold field elevation is 159 feet MSL.
2. Confined area, external load, and pinnacle operations have priority at NOLF Harold. Other tactical and formation flights have secondary priority.
3. Aircraft shall continue to utilize the same lane, to remain predictable. Make appropriate radio call if lane change is necessary.
4. The crash shack is located on the east side of the field.

7.3.2 Day Operations

1. A maximum of eleven (11) individual aircraft may operate at NOLF Harold. A combination of individual and sections may not exceed four (4) per side. No more than three (3) sections may operate at NOLF Harold simultaneously. Formations are counted as per 7.1.2. When confined area, external load, or pinnacle operations are being conducted, that side is limited to two (2) aircraft, and both aircraft must be conducting those operations.
2. Traffic pattern entry shall be made by splitting the field for:
 - a. Course 360 or 180: Between the base and the top of the "T."
 - b. Course 090 or 270: Over the white gravel centerline.

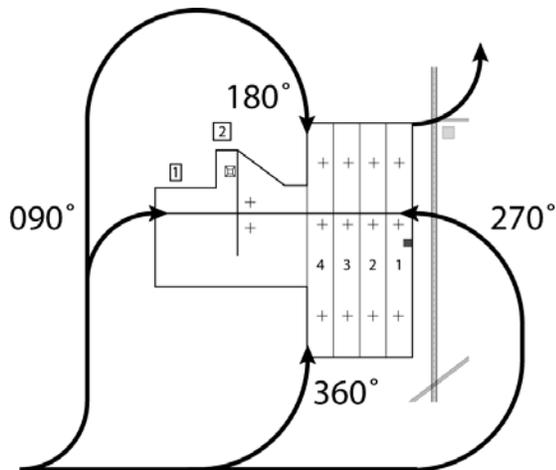


Figure 7.3-2
Point HOTEL Pattern Entry

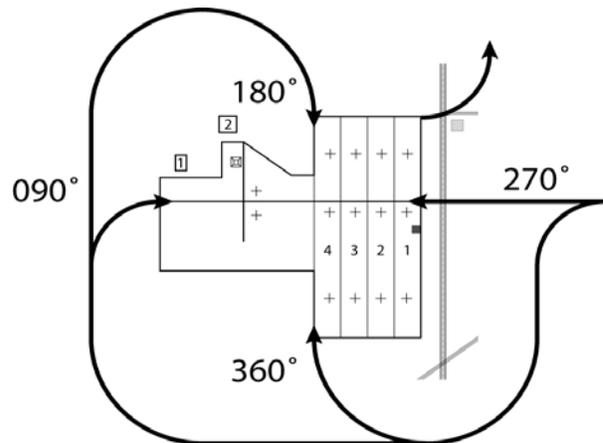


Figure 7.3-3
Point RACETRACK Pattern Entry

3. The field is divided into two sides, depending on course in use:

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

b. Courses 090 or 270: The field is divided by the white gravel centerline. Confined area, external load, and pinnacle operations shall be conducted on the northern side. Autorotations, high-speed approaches, and quick-stops shall be conducted to a numbered lane parallel the centerline as depicted in figure 7.3-1. All other operations may use either side.

4. Two confined area landing zones and a pinnacle are located in the northwest quadrant of the field.

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

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

7. If only one aircraft is operating at NOLF Harold, the crash crew shall be repositioned to the confined area section of the field prior to the aircraft conducting confined area operations.

2. At Point HOTEL, switch the UHF radio to Harold and report "Point HOTEL inbound". Descend to 700 feet MSL, and complete the landing checklist.

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

7.3.4.2 Course Rules from the Eastern Operating Area

1. Join course rules at Point RACETRACK (the field approximately 4 NM northeast of NOLF Harold on the power lines abeam the 485 foot tower) at 700 feet MSL and 100 KIAS.

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

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

7.3.5 Departures

1. Aircraft shall depart from the northeast corner of the field to return to South Whiting via course rules, and for transitions to the Eastern Operating Area. At the northeast corner of the field, report "departing" to the AODO and proceed north direct to Deaton Bridge (the bridge oriented north/south over the Blackwater River). Climb to 700 feet MSL, and accelerate to 100 KIAS.

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

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

7.3.5.1 Course Rules to South Whiting Field

1. At Deaton Bridge, turn to a heading of approximately 340° to proceed direct to Point JUNIPER (the bridge oriented east/west over the Big Juniper Creek), and continue inbound following the procedures specified in section 6.4.2.5.

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

7.3.5.2 Course Rules to the Eastern Operating Area

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

7.3.5.3 Course Rules to NOLF Santa Rosa

1. Once clear of Harold's traffic pattern, switch the UHF radio to NOLF Santa Rosa and report "Harold inbound" to the AODO.

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

2. Abeam Point HOTEL, aircraft shall descend to 700 feet MSL, turn as necessary to intercept the appropriate entry procedures for NOLF Santa Rosa (Figure 7.5-4), and complete the landing checklist.

7.3.5.4 Course Rules to NOLF Choctaw/East Bay

1. Once clear of Harold's traffic pattern, switch the UHF radio to NOLF Santa Rosa and report "transiting to the west" to the AODO.

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

2. Abeam Point HOTEL, aircraft shall turn to intercept I-10 westbound, maintaining 900 feet.

3. Upon reaching Point ECHO, call "clear" with Santa Rosa AODO. Change the UHF to manual 259.25 for Choctaw Tower and report "Five miles to the north to work East Bay". Aircraft desiring to operate at NOLF Choctaw refer to section 7.2.4.1, paragraphs 4 and 5, for NOLF Choctaw entry procedures from Point ECHO.

7.4 NOLF PACE

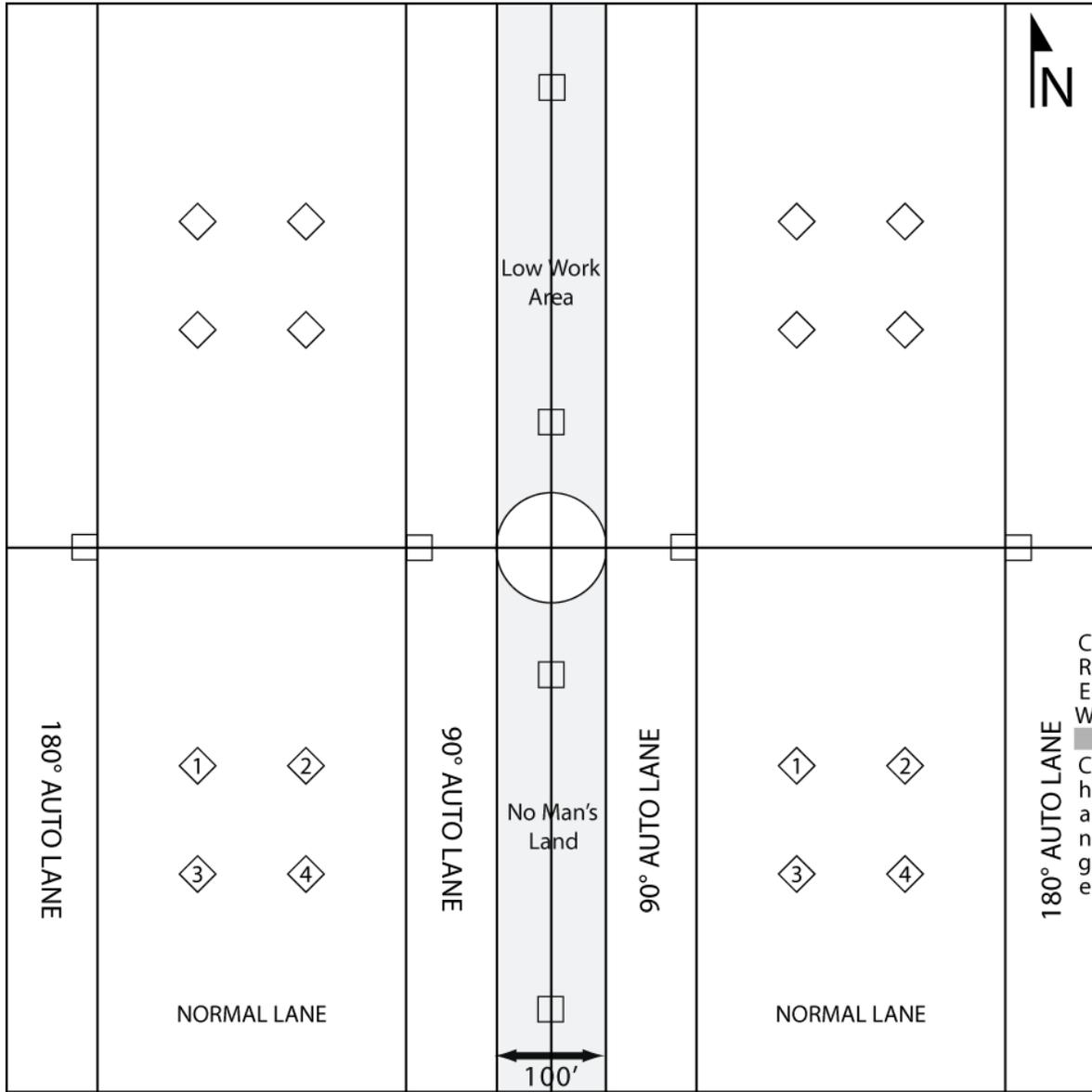


Figure 7.4-1
NOLF Pace

7.4.1 General

1. The NOLF Pace field elevation is 204 feet MSL.
2. A maximum of eight (8) aircraft may operate at NOLF Pace. Four (4) aircraft are allowed per side.
3. Solos have priority at NOLF Pace.
4. Tactical operations may be performed on a not-to-interfere basis.

7.4.2 Pattern Entry

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

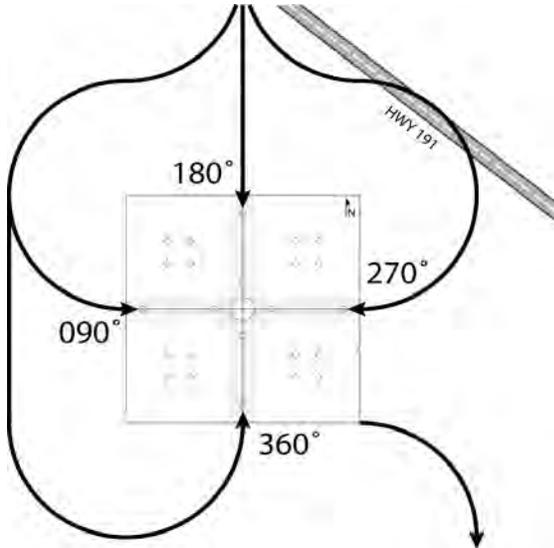


Figure 7.4-2
Tree Field Entry

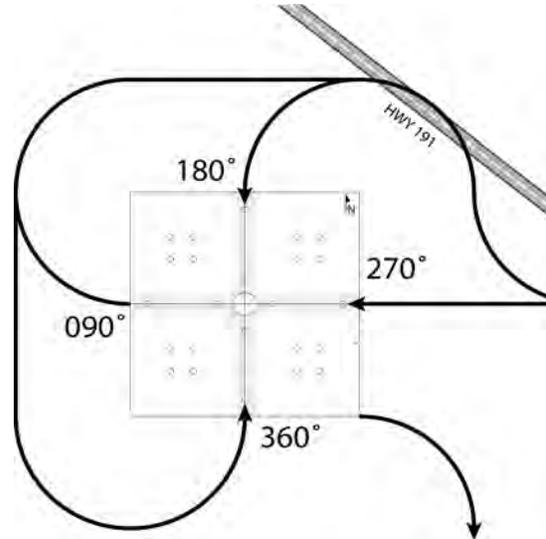


Figure 7.4-3
Pond Creek Bridge Entry

7.4.3 Field Layout and Operations

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

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

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

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

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

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

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

NOTE: *Solos shall contact Site Watch prior to conducting low work.*

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

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

6. In all "Lanes," aircraft shall:

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

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

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

7.4.4 Arrivals

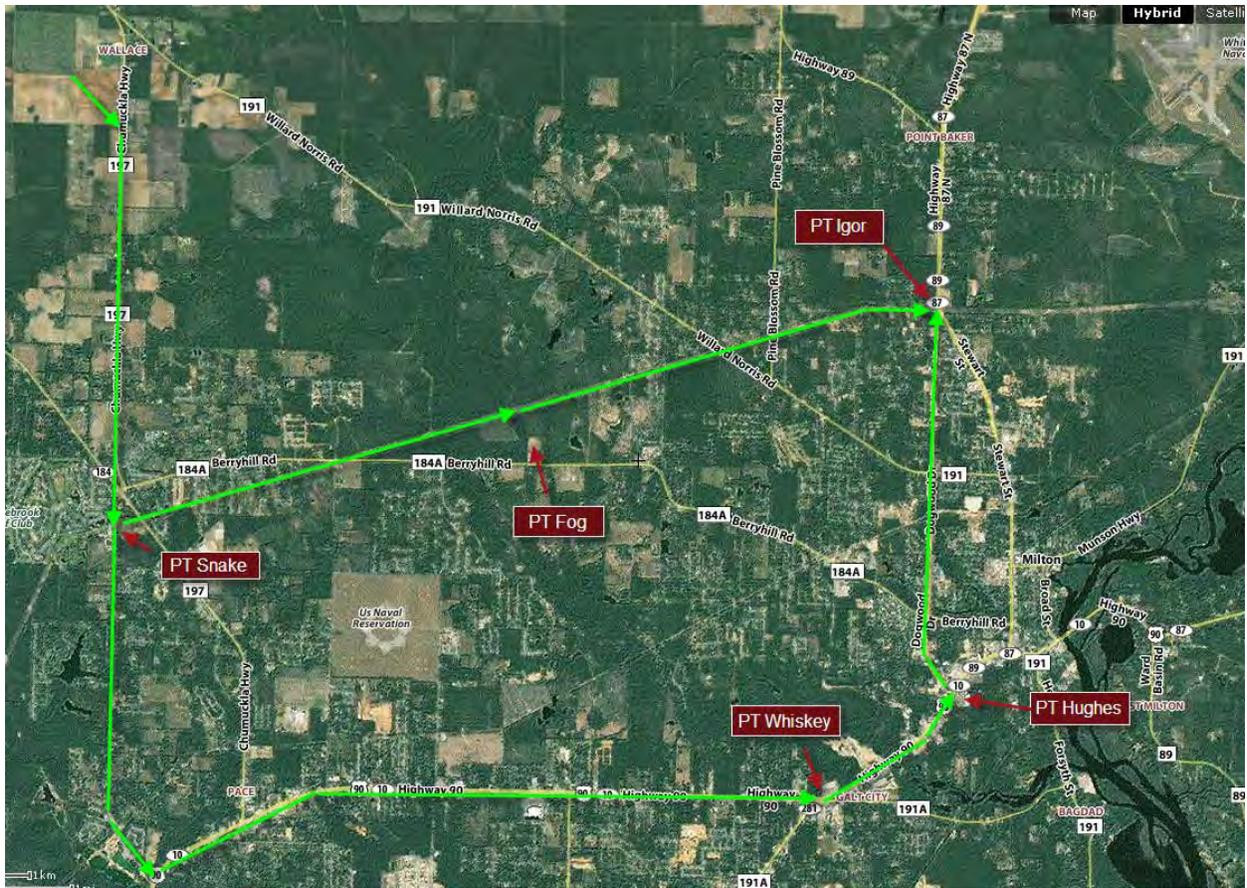
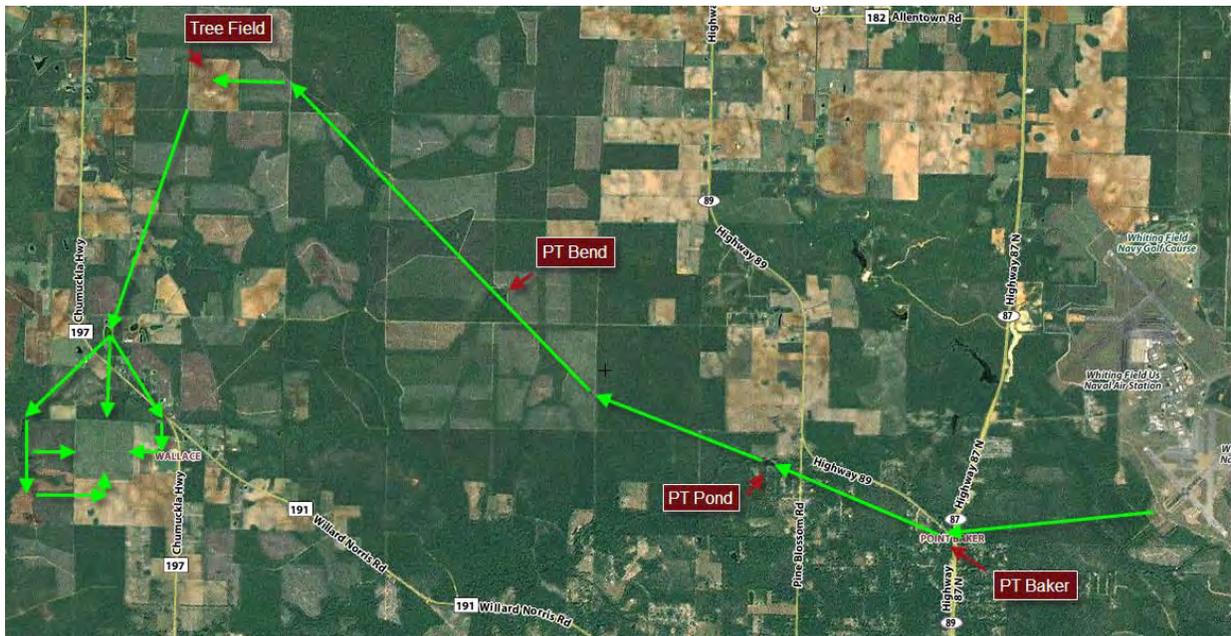


Figure 7.4-4
Pace Course Rules

7.4.4.1 Course Rules from South Whiting Field

1. From Point POND, continue on the approximate heading of 290° to intercept the unimproved road that heads approximately 315°.
2. Follow the unimproved road to Point Bend, which is the first bend in the unimproved road, and is just north of the road intersection. At Point Bend, report "working Tree Field" or "working North of Tree Field" to the Pace AODO if intending to practice emergencies.
3. Continue along the unimproved road until abeam Tree Field and turn to a heading of 270° to over fly Tree Field.
4. After flying across the western boundary of Tree Field, turn direct to NOLF Pace, report "Tree Field inbound" to the AODO, descend to 700 feet MSL, and complete the landing checklist.

NOTE: *Wave-offs at Tree Field after Simulated Emergencies at Altitude shall be executed to the west and/or north as appropriate for the wave-off direction. Once safe lateral separation has been attained, turn to parallel channel but heading in the opposite direction. All aircraft shall fly east until they reach the power lines east of Tree Field before turning south to re-intercept course rules across Tree Field at 900 feet MSL.*

NOTE: *All aircraft utilizing fields north of Tree Field shall reenter course rules along the power lines east of Tree Field. Aircraft shall advise other Tree Field traffic that they are working north of Tree Field and approximate location.*

NOTE: *All aircraft shall avoid J-22 private airstrip.*

5. Aircraft shall circle to split as depicted in Figure 7.4-2.

7.4.4.2 Course Rules from NOLF Spencer

1. Aircraft returning from NOLF Spencer shall report "departing to the North to work the channel/for high work" to the Spencer AODO, climb to 1100 feet MSL, accelerate to 100 KIAS and proceed to the Pond Creek Bridge.

7.4.4.2.1 NOLF Spencer to POND CREEK BRIDGE Entry

1. At Pond Creek Bridge, turn left to follow HWY 191 to the northwest, descend to 900 feet MSL, change the UHF radio to NOLF Pace, and report "Pond Creek Bridge inbound" to the Pace AODO.
2. Abeam the Radio Tower, descend to 700 feet MSL and complete the landing checklist.
3. Aircraft shall split as depicted in Figure 7.4-3.

7.4.4.2.2 NOLF Spencer Field to TREE FIELD Entry

1. At Pond Creek Bridge, descend to 900 feet MSL, change the UHF radio to NOLF Pace, and continue north to intercept the unimproved road described in section 7.4.4.1, paragraph 1, then follow the procedures specified in the remaining paragraphs of that section.

NOTE: *All aircraft shall avoid J-22 private airstrip.*

2. Aircraft shall circle to split as depicted in Figure 7.4-2.

7.4.5 Departures

1. Aircraft shall depart from the southeast corner of the field.

2. Aircraft shall report "departing" to Pace AODO, turn southeast to intercept HWY 197, climb to 900 feet MSL, and accelerate to 100 KIAS.

3. Follow HWY 197 south to HWY 197A and then to Point Snake (the intersection of HWY 197A and the power lines).

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

7.4.5.1 SNAKE Arrival to South Whiting Field

1. At Point SNAKE, continue inbound following the procedures specified in section 6.4.2.2.

7.4.5.2 WHISKEY Arrival to South Whiting Field

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

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

2. At HWY 90, turn left to follow HWY 90 to the east to Point WHISKEY (the intersection of HWY 90 and Avalon Blvd) and continue inbound following the procedures specified in section 6.4.2.1.

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

7.4.5.3 Course Rules to NOLF Spencer

1. Aircraft arriving via Point SNAKE shall report "Point SNAKE inbound" to Spencer AODO.
2. Maintain 700 feet MSL, perform the landing checklist, and adjust course to set up to split the field for the course in use as depicted in Figure 7.7-5. Do not cross the southeastern departure corner.

7.4.5.4 Course Rules to the Western Operating Area

1. Aircraft shall follow the procedures in section 8.3.1.4.

7.4.5.5 Course Rules to NOLF Site 8

1. On departure, aircraft shall climb to 1100 feet MSL, accelerate to 100 KIAS, and follow the applicable elements of section 7.6.4.1.

7.5 NOLF SANTA ROSA

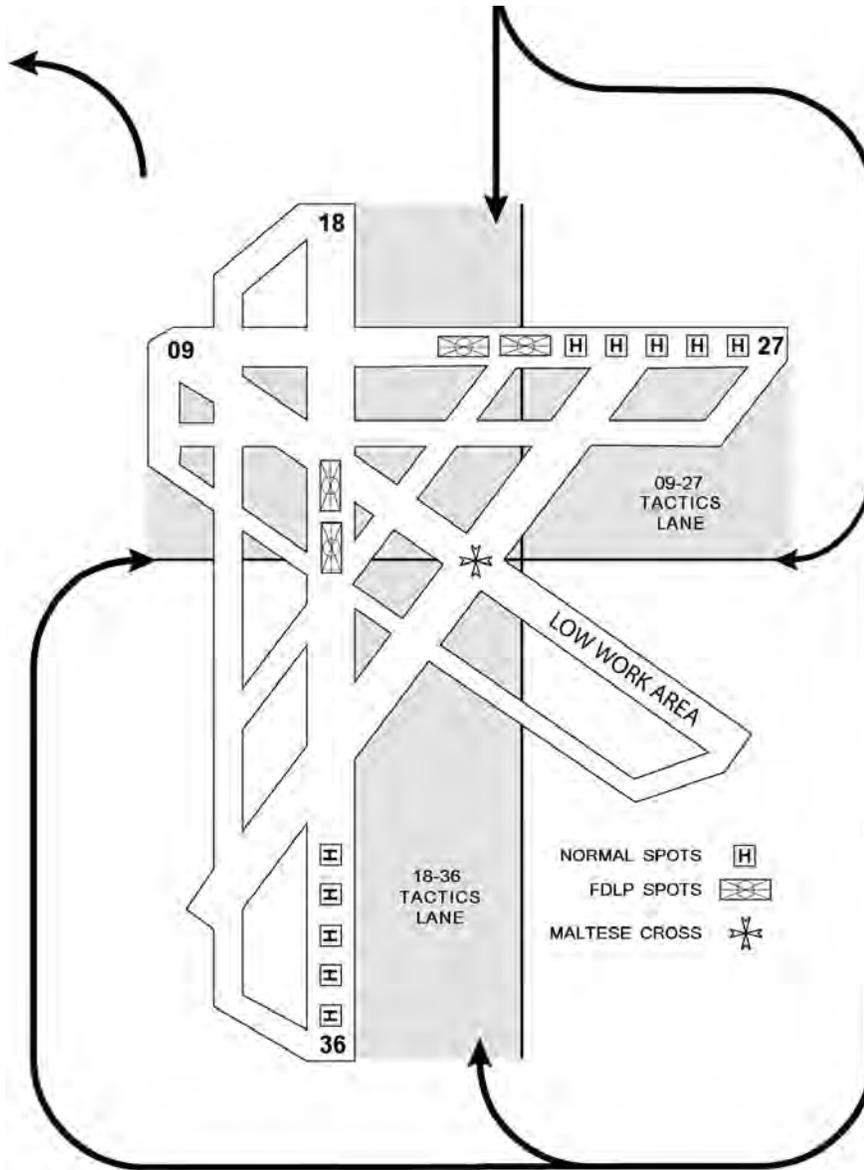


Figure 7.5-1
NOLF Santa Rosa (Day Operations)

7.5.1 General

1. The NOLF Santa Rosa field elevation is 150 feet MSL.
2. At night, NVD aircraft have priority over unaided aircraft.
3. Inbound traffic shall not conduct Simulated Engine Failures at Altitude south of Tower 438 field with the exception of engine failures while splitting the field.
4. The crash crew is located on the west side of the field.

7.5.2 Day Operations

1. A maximum of twelve (12) aircraft may operate at NOLF Santa Rosa during the day, eight (8) aircraft in the normal approach side, and four (4) aircraft in the autorotation side. The eight (8) normal side aircraft may be comprised of any combination of up to a maximum of three (3) aircraft in the Low Work Area and a maximum of five (5) aircraft on the landing spots.
2. The field is divided by a line, depicted by Figure 7.5-1, aligned with the course in use into two sides, a normal approach side and an autorotation side.
3. Pattern entry shall be made by splitting the field directly over the Maltese Cross for the course in use (Figure 7.5-1).
4. The low work area is located in the southeast quadrant of the field for all courses. All low work shall be performed in this area.
5. The normal approach side consists of a normal landing area containing five white numbered landing spots numbered outboard to inboard. It extends from the centerline to the field boundary on the eastern side of the field for courses 360 and 180 and the southern side for courses 090 and 270.
 - a. Normal, steep approaches, and sliding landings are performed in this area. Quick stops from a hover may be performed in this area.
 - b. Aircraft established as working a spot have priority to that spot until they vacate.
 - c. Aircraft taxiing through the normal approach area shall avoid conflicting with aircraft on approach to the spots.
 - d. NVD spots are to be utilized for NVD operations only. Day and Night unaided approaches and landings to NVD spots are not authorized.
 - e. Trees near the normal spots on courses 360 and 180 may make it difficult to achieve normal takeoff airspeed/altitude checkpoints. Adjust the takeoff accordingly.
6. The autorotation side contains the duty runway and the "Tactics Lane," as well as the area for autorotations. It extends from the centerline to the field boundary on the western side of the field for courses 360 and 180, and the northern side for courses 090 and 270.
 - a. Autorotations may be conducted to any safe location on the autorotation side of the field except the northwestern quadrant due to uneven terrain. The Northwestern quadrant is defined as that area west of RWY 18/36 and north of RWY 09/27.

b. For course 090/270: Downwind for 180° autorotations may be flown inside the field boundary, provided the aircraft remains north of the tree line.

c. The duty runway shall be used for boost off approaches and simulated stuck pedal approaches.

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

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

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

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

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

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

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

9. Touchdown maneuvers other than Vertical Landings are prohibited on taxiways and closed runways. Runways 09/27 and 18/36 may be used for all touchdown maneuvers.

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

7.5.3 Night Operations

7.5.3.1 Unaided Night Operations

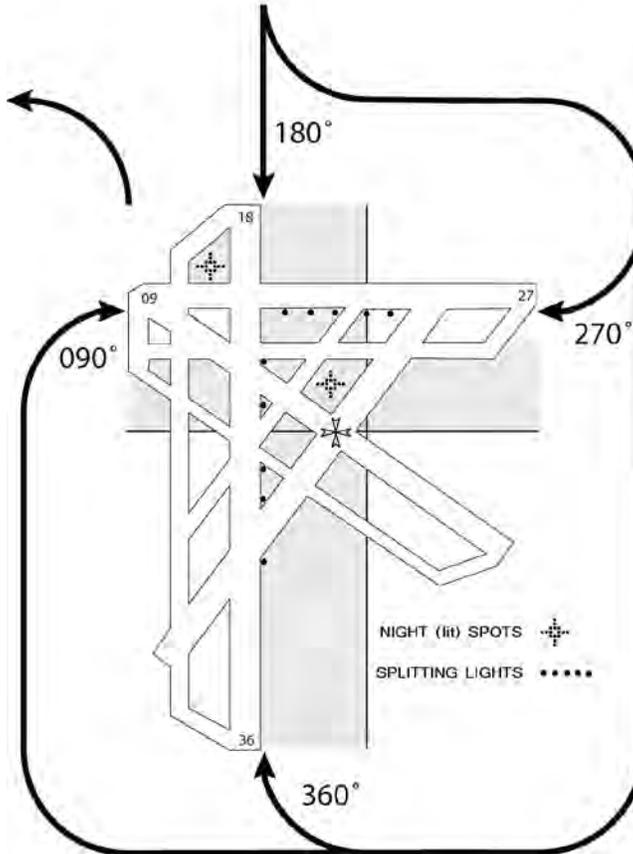


Figure 7.5-3
NOLF Santa Rosa Night Unaided Operations

1. Unaided aircraft may operate at Santa Rosa on a not-to-interfere basis with NVD aircraft. Mixed pattern operations (NVD and unaided aircraft) are prohibited. Unaided aircraft shall depart without delay when an NVD aircraft reports "inbound".
2. Six (6) aircraft may operate at NOLF Santa Rosa, three (3) per side.
3. The field has two lighted landing spots for use at night. One lighted spot is located in the grassy area just northwest of the intersection of runways 09/27 and 18/36. The second lighted spot is located in the grassy area just north of the Maltese Cross/ intersection of closed runways 5/23 and 14/32 (Figure 7.5-3).
4. Unaided aircraft shall not taxi off of the lighted landings spots.
5. Pattern entry is made by splitting the field over the lighted lineup line located along the runway aligned with the course in use.

7.5.3.2 NVD Operations

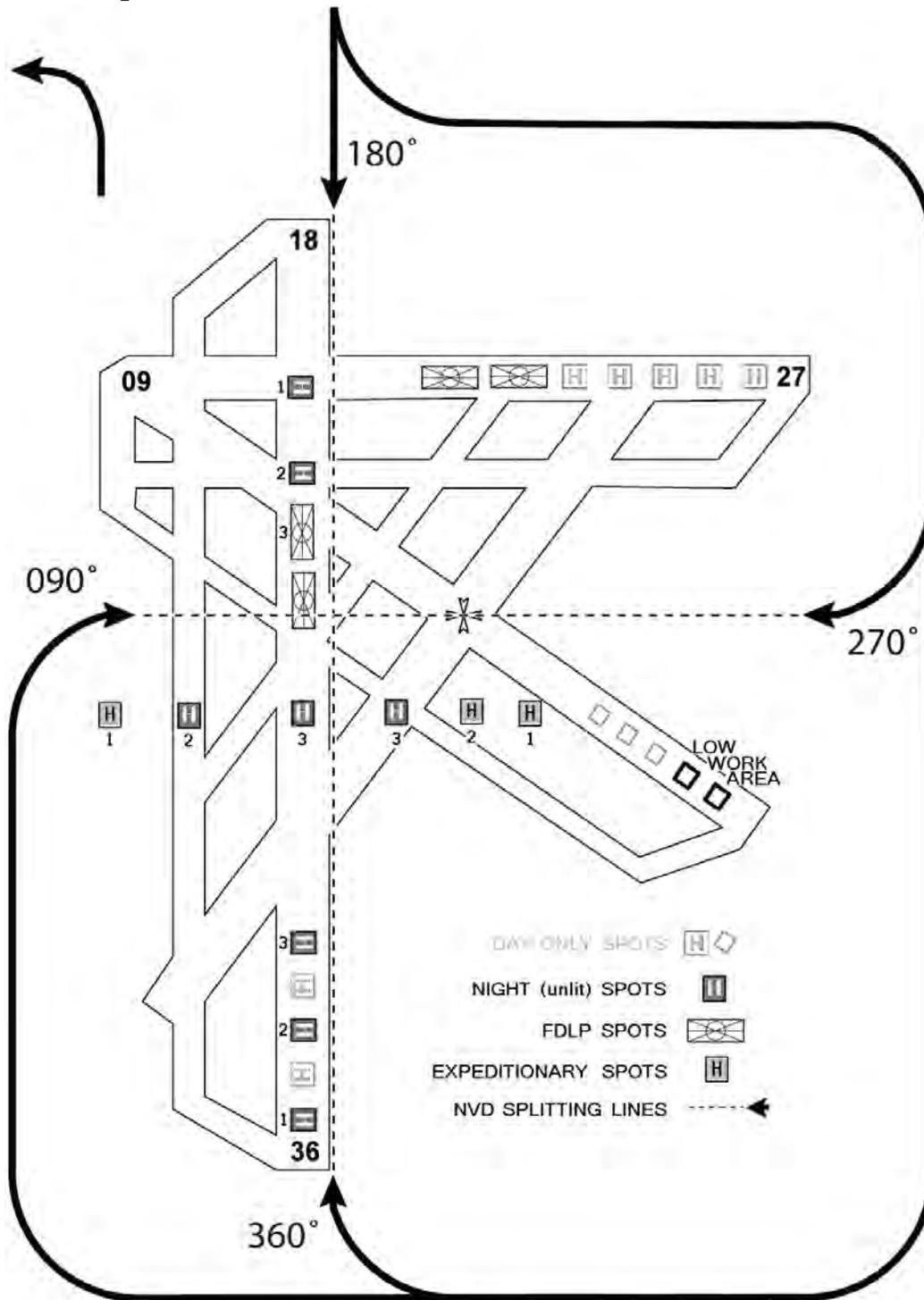


Figure 7.5-4
NOLF Santa Rosa Night Aided Operations

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

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

3. Pattern entry shall be made by splitting the field directly over the Maltese Cross for course 090/270 or over the eastern edge of runway 18/36 for course 180/360 (Figure 7.5-4).

4. The NVD low work area is defined as the two easternmost spots in the normal low work area. Taxiing to and from the low work area shall be accomplished on cardinal headings and/or via the taxiways.

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

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

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

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

9. When departing the field, aircraft shall include the lighting configuration in the departing call. **EXAMPLE:** "Santa Rosa, Lucky 124, departing, anti-collision lights on, position lights steady bright."

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

7.5.4 Arrivals

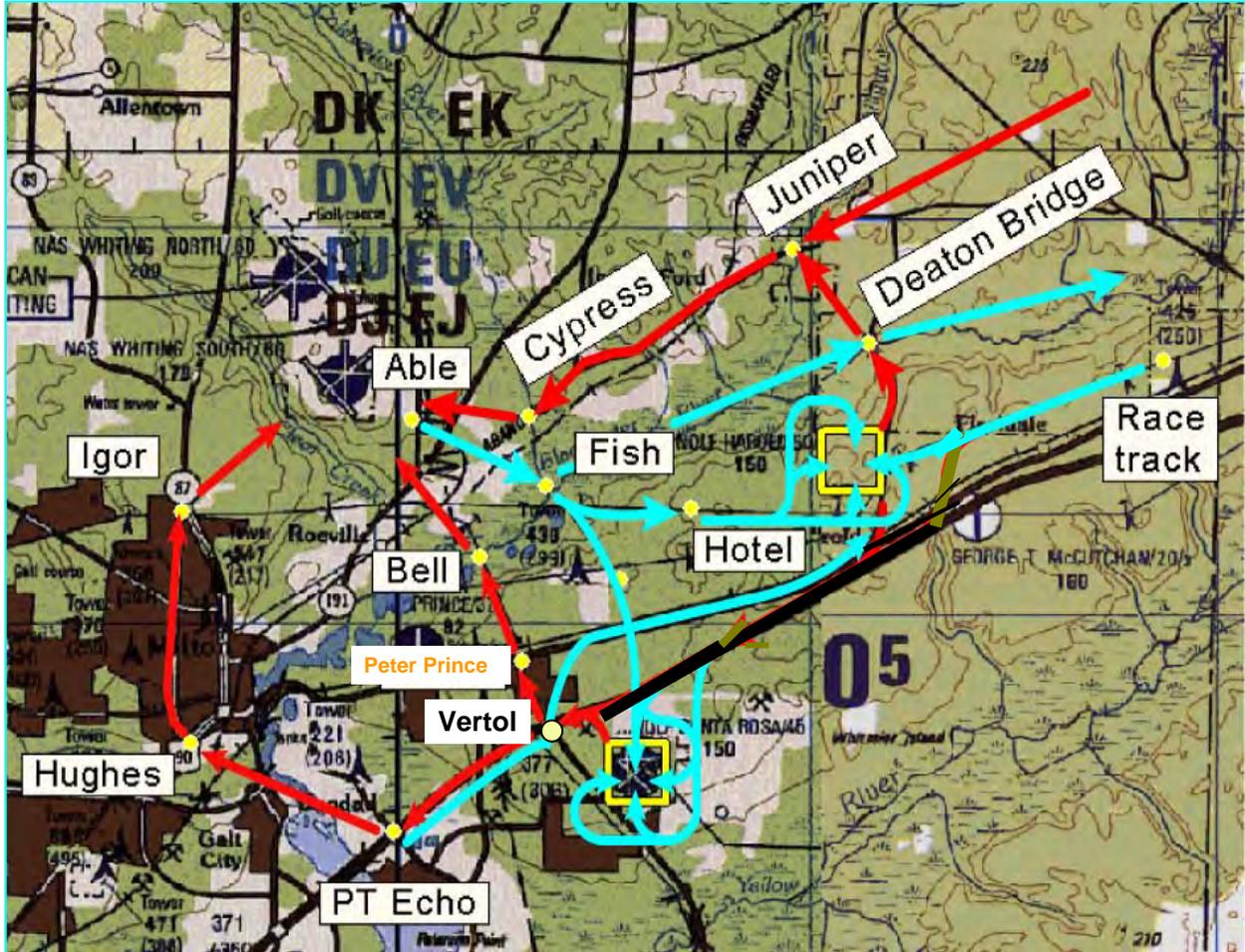


Figure 7.5-5
Course Rules Diagram

7.5.4.1 Course Rules from South Whiting Field

1. From Point FISH, turn right to intercept the northeast corner of Tower 438 field.
2. Abeam Tower 438, report "Tower 438 inbound" to Santa Rosa AODO, and adjust course as necessary to set up to split the field for the course in use. (See Figures 7.5-1, 7.5-3, and 7.5-4)

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

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

NOTE: *Restricted Area 2915A is approximately one mile east of NOLF Santa Rosa.*

7.5.4.2 Course Rules from the Eastern Operating Area/Duke Field

1. Aircraft inbound to NOLF Santa Rosa from the east shall join course rules at Point RACETRACK (the field approximately 4 NM northeast of NOLF Harold, on the power lines, abeam the 485-foot tower).

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

b. At night, aircraft shall transit westbound from Point RACETRACK north of HWY 90 at 1100 feet MSL and 100 KIAS.

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

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

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

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

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

7.5.4.3 Course Rules from the East Bay and NOLF Choctaw

1. Proceed at 700 feet MSL and 100 KIAS to Yellow River Bridge (the long HWY 87 bridge over Yellow River, northeast of NOLF Choctaw).

NOTE: *Restricted Area 2915A is just east of the Yellow River Bridge.*

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

7.5.5 Departures

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

NOTE: *Aircraft departing NOLF Santa Rosa shall not conduct simulated engine failures en-route to Points ECHO or VERTOL.*

7.5.5.1 Course Rules to NOLF Harold

1. At the departure corner, immediately turn toward HWY 90, and climb to 900 feet MSL, remaining south of HWY 90 and north of I-10.

CAUTION: *Aircraft inbound to NOLF Santa Rosa from Tower 438 descend from 900 feet MSL to 700 feet MSL when crossing HWY 90. Additional traffic may be approaching from the east at 700 feet MSL. A high volume of general aviation traffic transits along HWY 90 and I-10.*

2. Abeam Point HOTEL, switch the UHF radio to NOLF Harold, report "Santa Rosa inbound for Harold" to the Harold AODO, and complete the landing checklist.

3. Maneuver as necessary to split as depicted in Figure 7.3-2.

7.5.5.2 Course Rules to the Eastern Operating Area/Duke Field

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

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

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

CAUTION: *Aircraft inbound to NOLF Santa Rosa from Tower 438 descend from 900 feet MSL to 700 feet MSL when crossing HWY 90. Additional traffic may be approaching from the east at 700 feet MSL. A high volume of general aviation traffic transits along HWY 90 and I-10.*

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

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

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

7.5.5.3 Course Rules to the East Bay/NOLF Choctaw

1. Departures for NOLF Choctaw shall comply with section 7.2.4.2.
2. Departures for the East Bay shall comply with section 8.2.2.2.

7.5.5.4 VERTOL Arrival to South Whiting Field

1. At the departure corner, climb to 700 feet MSL and turn to follow I-10 westbound to HWY 87 (the first I-10 interchange west of NOLF Santa Rosa). Contact South Whiting Tower: "South Tower, (callsign), accepting VERTOL? With negative information."

a. If South Whiting Tower is accepting VERTOL arrivals, Tower will respond with "(callsign), report Bell, landing XX, alt XX.XX" Execute the procedures specified in section 6.4.2.4 unless otherwise directed by Tower.

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

7.5.5.5 ECHO Arrival to South Whiting Field

1. At the departure corner, climb to 900 feet MSL and turn to follow I-10 westbound to Point ECHO (the intersection of I-10 and HWY 89, the first overpass east of the Blackwater River).
2. At Point ECHO, continue inbound following the procedures specified in section 6.4.2.3.

7.6 NOLF SITE 8

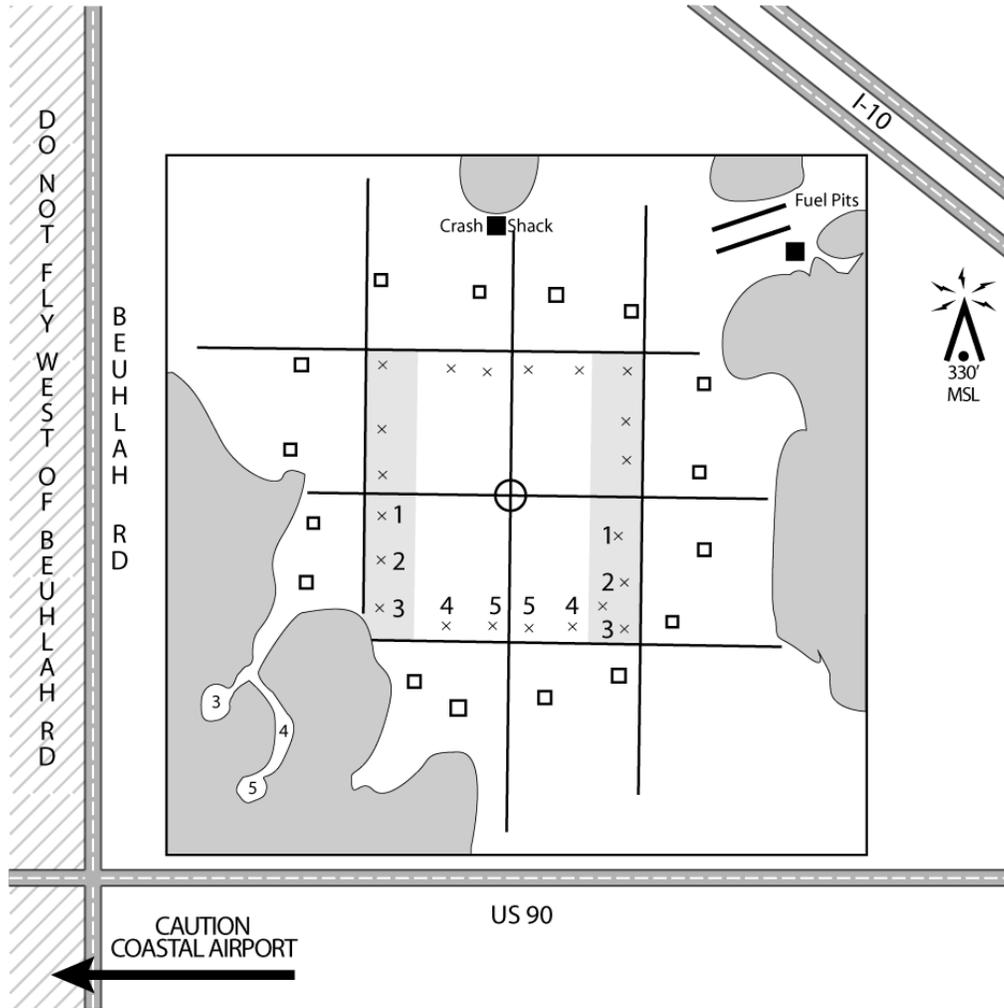


Figure 7.6-1
NOLF Site 8

7.6.1 General

1. The NOLF Site 8 field elevation is 159 feet MSL.
2. A maximum of twelve (12) aircraft may operate at NOLF Site 8, six (6) per side. Only two (2) aircraft are allowed on a side where Confined Area Landings (CALs) are being conducted. Aircraft operating in the low work area are included in the total for the field, but not in the total for the side. Aircraft in the refueling or crew change areas do not count towards the site or side maximums.
3. CALs, pinnacle approaches, and external load operations have priority at NOLF Site 8. When confined area, external load, or pinnacle operations are being conducted, that side is limited to two (2) aircraft, and both aircraft must be conducting those operations.

4. Over flight of the fuel pits is prohibited.

7.6.2 Pattern Entry

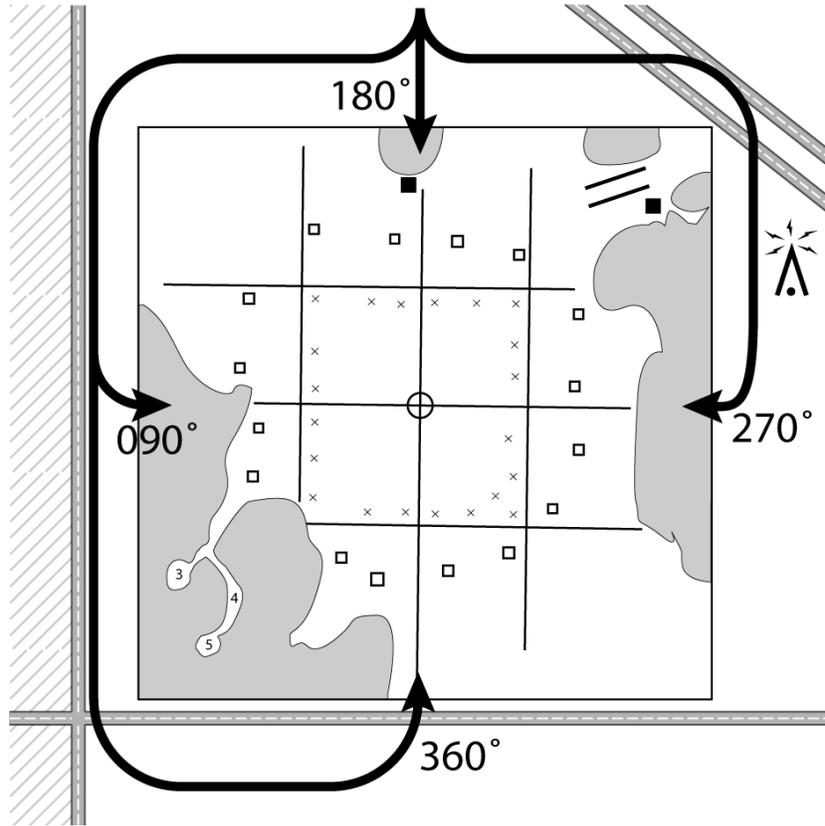


Figure 7.6-2
NOLF Site 8 Pattern Entry

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

7.6.3 Field Layout and Operations

7.6.3.1 General

1. The field is divided by a centerline aligned with the course in use into left and right sides. Other lines divide the field into segments and lanes. Each side contains two (2) normal approach and three (3) tactics spots, and is divided into three lanes:

a. For any given course, the active spots are the five spots on either side of the downwind half of the field. The spots are marked with a white gravel "X" and numbered from upwind to downwind, then from outboard to inboard. Spots 1, 2, and 3 are in a line in the tactics lane, and spots 4 and 5 are abeam each other in the normal approach lane.

b. The normal approach lane extends from the centerline to half way between spots 3 and 4.

c. The tactics lane extends from halfway between spots 3 and 4, to the white gravel line aligned with the course line that bisects the side. It contains spots 1, 2, and 3, numbered from upwind to downwind.

d. The autorotation lane extends from the white gravel line along the tactics lane to the outside field boundary.

2. The low work area is the two center upwind segments of the field.

3. The confined area landing zones are located in the southwestern corner of the field. The CAL pattern is contained on the west side for courses 360 and 180 and the south side for courses 090 and 270.

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

5. The fuel pits and crew change area are located in the northeastern corner of the field. There are four pads numbered from the northeast to the southwest and two gravel taxi lines.

6. Normal and steep approaches and sliding landings shall be made to spots 4 and 5, and shall terminate in the normal approach area.

7. Quick stops, high speed approaches, boost off approaches, high speed low level autorotations, and section approaches shall be completed to the tactics lane.

8. All autorotations shall be completed to the autorotation lane, and should terminate in the upwind half of the field when practicable.

9. Tactical 360° overhead, 180° offset, and 90° offset approaches are authorized in the autorotation lanes, and should remain within the field boundaries to the maximum extent possible.

10. If only one aircraft is operating at NOLF Site 8, the crash crew shall be repositioned to the confined area section of the field prior to the aircraft conducting confined area operations.

11. The pinnacle is located in the southwestern corner of the field. The pinnacle pattern is contained on the west side for courses 360 and 180 and the south side for courses 090 and 270.

12. The external load operations pattern is contained on the west side for courses 360 and 180 and the south side for courses 090 and 270. For courses 360 and 180, the external load pic and drop is to the gravel square west of and adjacent to the windsock in the center of the field. For courses 090 and 270 pics and drops are to the gravel square south of the windsock.

3. Approaching HWY 184, turn right to parallel and remain just north of HWY 184 and continue west to the Triangle Factory, at the intersection of HWY 184 and HWY 85A.

4. From the Triangle Factory, turn to an approximate heading of 205 direct to the baseball complex, which is a grouping of four baseball fields, and descend to 700 feet MSL.

5. At the baseball complex, turn to an approximate heading of 190 direct to the northwest corner of Kings Field and switch the UHF radio to NOLF Site 8.

NOTE: *Do not over fly Ransom Middle School.*

6. Abeam the northwest corner of Kings Field, report "Kings Field inbound" to the Site 8 AODO, complete the landing checklist, and continue south to NOLF Site 8.

NOTE: *Aircraft inbound to Site 8 from the welcome station transit along I-10 at 700 feet MSL. Kings Field traffic has the right of way.*

7. Aircraft shall split as depicted in Figure 7.6-2, and shall not cross the southeast departure corner. Remain east of Beulah Road.

WARNING: *Numerous aircraft, including gliders and ultra lights, operate out of Coastal Airport, a grass strip just west of Beulah Rd.*

7.6.4.2 Course Rules from the Western Operating Area

1. Inbound aircraft may either join either the normal inbound course rules at Triangle Factory, or may execute a welcome station entry.

2. For the welcome station entry, aircraft shall head east on the north side of I-10 at 700 feet MSL and 100 KIAS.

3. At the Alabama Welcome Station west of the landfill, switch the UHF radio to NOLF Site 8, report "Welcome Station inbound" to the Site 8 AODO, change the squawk to 1200, and complete the landing checklist.

WARNING: *Large quantities of birds are in the vicinity of the landfill. A severe BASH condition exists.*

4. After passing Beulah Road, aircraft shall split as depicted in Figure 7.6-2, remaining east of Beulah Road at all times.

7.6.5 Departures

1. Aircraft shall depart from the southeast corner of the field to return to South Whiting via course rules. At the southeast corner, report "departing" to the AODO, turn to an approximate heading of 060, and proceed toward the two white geodesic domes just south of the Solutia chemical plant. Climb to 900 feet MSL and accelerate to 100

KIAS. After crossing US 29, turn to an approximate heading of 080, contact the squadron, obtain ATIS, change the squawk to 0400, and switch the UHF radio to South Whiting Tower. Remain south of the Solutia Chemical Plant and north of the Gulf Power Plant. Aircraft may intercept the power lines for a Point SNAKE arrival or maintain course and intercept HWY 90 for a WHISKEY Arrival.

2. Aircraft departing for the Site 8 One Departure (from the Student Approach Plates) or for the Western Operating Area shall depart from the northeast corner for courses 360, 180, and 090 and the northwest corner for course 270. On departure, aircraft shall report "departing to the north" to the Site 8 AODO, turn to the north, climb to 900 feet MSL, and accelerate to 100 KIAS. Once clear of the Site 8 traffic pattern, change the squawk to 4777, switch the UHF radio to Western Common, and proceed on course or with the departure procedures.

NOTE: *Site 8 One Departure aircraft have the right of way over King's Field traffic.*

7.6.5.1 SNAKE Arrival to South Whiting Field

1. Intercept the power lines on a northeast heading and descend to 700 feet MSL. Follow the power lines to Point SNAKE (the intersection of HWY 197A and the power lines).

2. At Point SNAKE, continue inbound following the procedures specified in section 6.4.2.2.

7.6.5.2 WHISKEY Arrival to South Whiting Field

1. Intercept and follow HWY 90 eastbound to Point WHISKEY (the intersection of HWY 90 and Avalon Blvd), then continue inbound following the procedures specified in section 6.4.2.1.

7.7 NOLF SPENCER

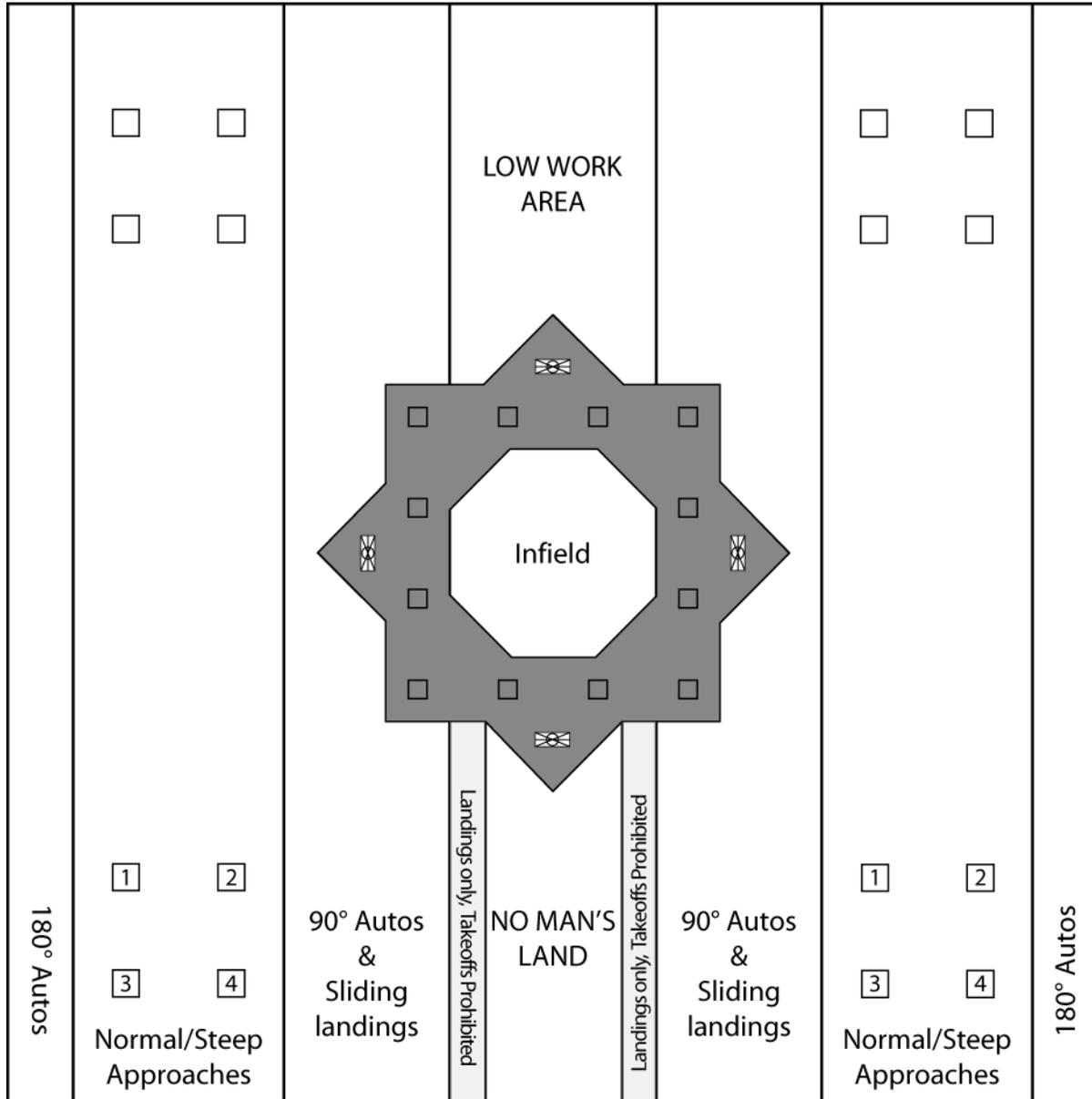


Figure 7.7-1
NOLF Spencer

7.7.1 General

1. The NOLF Spencer Field elevation is 151 feet MSL.
2. A maximum of fourteen (14) aircraft are allowed to operate at NOLF Spencer, five (5) in the left pattern, five (5) in the right, and four (4) additional aircraft may operate in the low work area of either pattern. These restrictions do not include aircraft refueling or aircraft entering the patterns to depart.

7.7.2 Pattern Entry

1. Traffic pattern entry shall be made by over-flying the centerline of the field in the direction of the course in use. (Figure 7.7-2). Fly downwind outside the field boundary. Regardless of assigned course, the field is divided into left and right patterns referencing the field centerline. Adjust pattern, if necessary, to avoid flying over Pace High School.

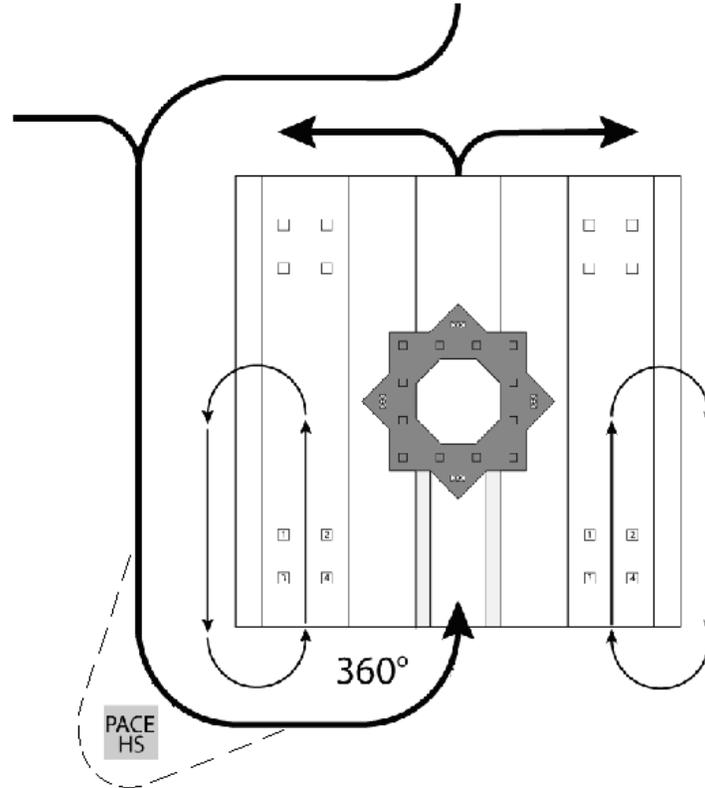


Figure 7.7-2
Spencer Traffic Pattern

7.7.3 Field Layout and Operations

7.7.3.1 General

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

a. The "Normal Lanes" are the area the width of the four landing spots. These lanes are used for normal and steep approaches. They contain four spots numbered left to right, upwind to downwind in the downwind half of the field. Upon initial arrival to the Normal Lanes, aircraft should select the lowest numbered spot available. Aircraft should continue to work this lane until complete with normal/steep approaches. **No requirement exists to change lanes to move to a lower**

numbered spot should it be vacated. Aircraft may coordinate with any newly arriving traffic to ensure confusion does not exist as to which spots are being used.

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

b. The "90 Auto Lane" extends from No Man's Land to the Normal Lanes and includes the duty runway. This lane can be used for all maneuvers except: normal approaches to a hover and steep approaches. Hydraulic Boost Off approaches are authorized to the 90 auto lane but shall not be taken to a touchdown.

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

CAUTION: *Aircraft shall avoid landing on the access road leading to the infield/crew shack area.*

2. The "Infield" is the grass area surrounded by the asphalt runways (Figures 7.7-1 and 7.7-3). The crash crew and student staging area (known as "the Alamo") are located in its center. Low work operations are allowed, but not encouraged in this area due to obstacles and numerous taxiing aircraft. Aircraft may hover taxi in any direction while in the infield.

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

NOTE: *Solos shall not split to the apex.*

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

WARNING: *Uncut trees and scrub extend into the south and southwest portions of the field, and a marshy area exists near the western field boundary, just south of midfield; avoid these areas when conducting maneuvers.*

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

6. In all "Lanes," aircraft shall:

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

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

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

8. Aircraft are not authorized to operate or land outside the edge lines on the runway when utilizing the runway.

7.7.3.3 Refueling and Crew Change Area

1. Two fuel pads are available at NOLF Spencer (Figure 7.7-3). Aircraft must be under the direction of a plane captain in order to taxi into either spot. When course 090 or 180 is in use, utilize the North Pad. Taxi on course, straight into the pad. When course 270 or 360 is in use, utilize the South Pad. Approach the pad from the south to remain clear of the crew change area. Follow the directions of the plane captain to exit the fuel pits. When using the South Pad, aircraft in the crew change area shall remain a minimum of 150 feet away from the refueling pad and the approach path to the refueling pad. Aircraft waiting to refuel shall ensure adequate space is available to allow other aircraft to taxi safely into and out of the fuel pits.

2. Crew swaps are not allowed on the North side of the Alamo. Alert the crash crew via the radio of your intentions when taxiing into the infield for refueling or crew change.

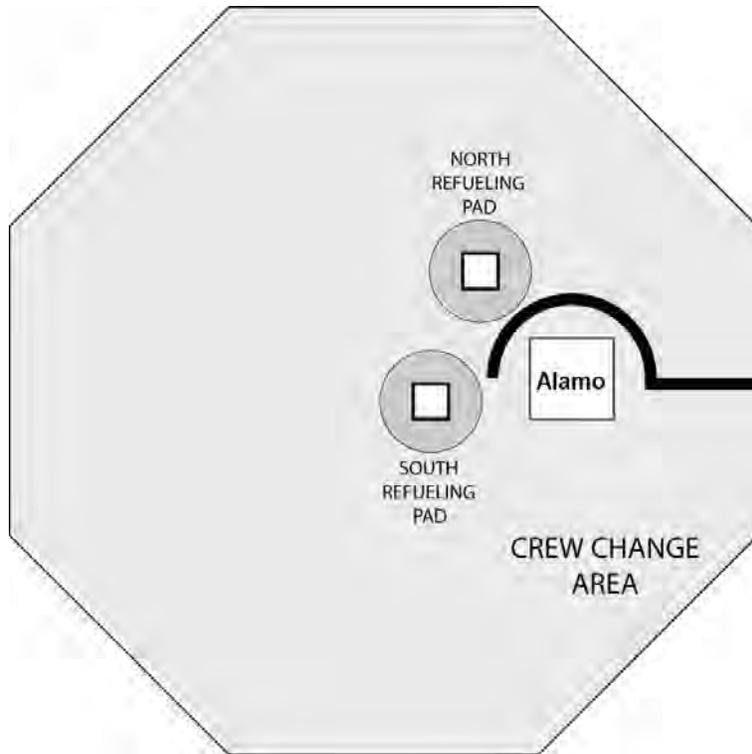


Figure 7.7-3
Spencer Infield

7.7.4 Arrivals

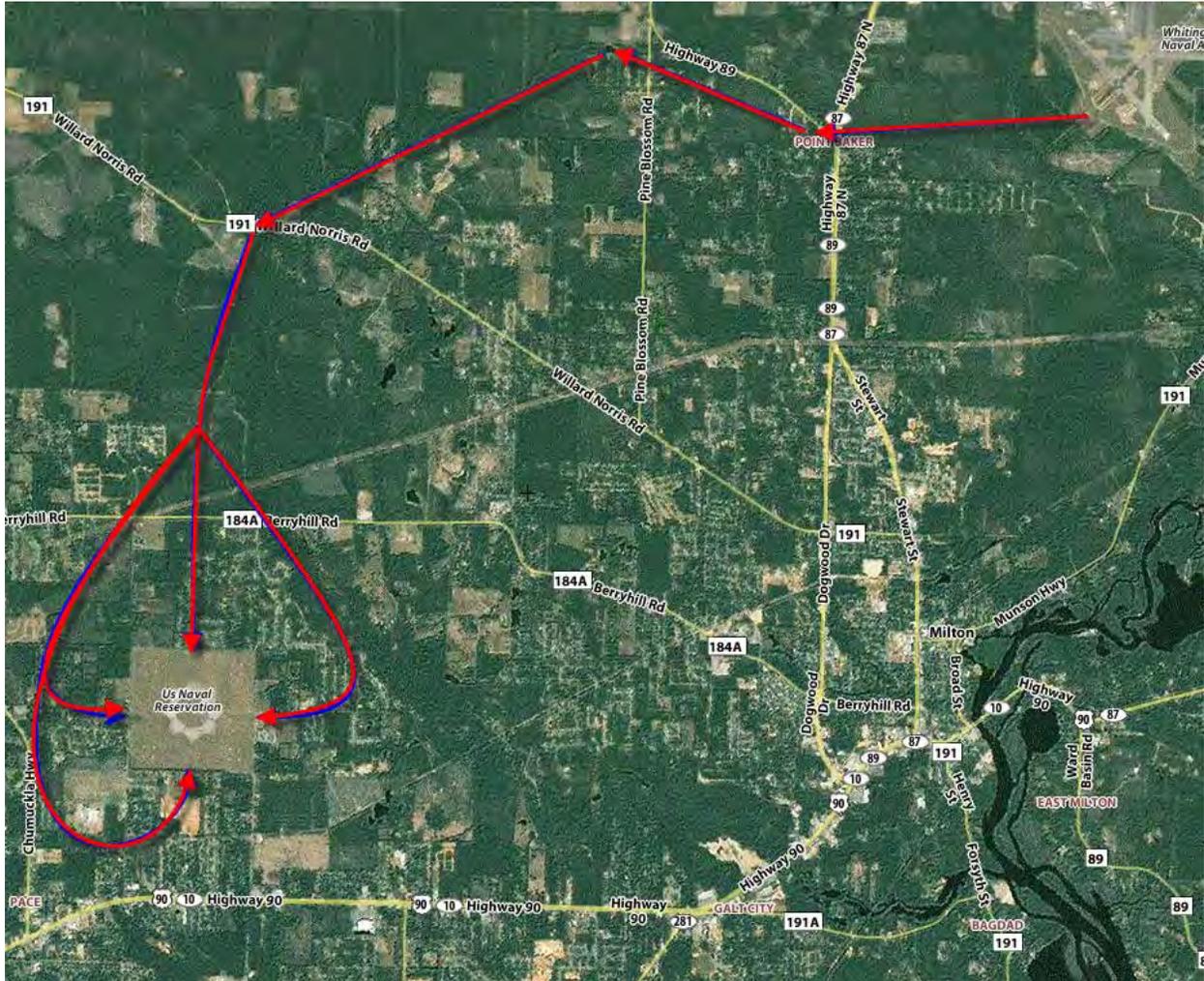


Figure 7.7-4 Spencer Course Rules

Spencer Course Rules

7.7.4.1 Course Rules from South Whiting Field

1. From Point POND, turn to the approximate heading of 250 direct to the Pond Creek Bridge (the HWY 191 bridge over Pond Creek). At Point Pond report "working the channel" or "transiting the channel" as applicable to the Spencer AODO.
2. Report "Pond Creek Bridge inbound" to Spencer AODO and turn southbound. Descend to 700 feet MSL after crossing the power lines and complete the landing checklist.
3. Aircraft shall split as depicted in Figure 7.7-5, and shall not cross the southeastern departure corner.

7.7.4.2 Point SNAKE Entry

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

NOTE: The entry track for a course of 360 circles west of NOLF Spencer. Avoid over-flight of Pace High School. (Figure 7.7-2)

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

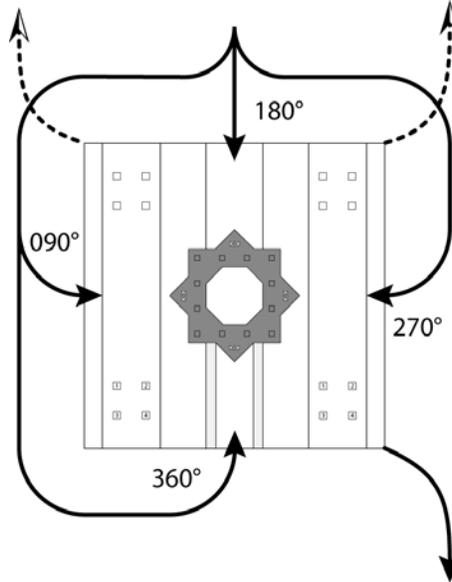


Figure 7.7-5
Spencer Split Diagram

7.7.5 Departures

7.7.5.1 Course Rules to South Whiting Field

1. Aircraft normally depart from the southeast corner of the field.

NOTE: *Solos should depart from the southeast corner of the field.*

a. At the southeast corner, aircraft shall report "departing" to the Spencer AODO, turn south to intercept HWY 90 on a perpendicular course, climb to 900 feet MSL, and accelerate to 100 KIAS.

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

b. At Point WHISKEY, continue inbound following the procedures specified in section 6.4.2.1.

2. Aircraft may depart NOLF Spencer to the north using the northeast corner for courses 360°, 180°, and 090° and northwest corner for course 270° (to avoid inbound traffic, see Figure 7.7-5)

a. At the appropriate northern departure corner, aircraft shall report "departing to the north" to the Spencer AODO, turn north to intercept the power lines on a perpendicular course, climb to 700 feet MSL, and accelerate to 100 KIAS.

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

b. Prior to Point FOG (abeam the large estate with a lake south of the power lines), contact base, obtain ATIS, change the squawk to 0400, and switch the UHF radio to South Whiting Tower.

c. At Point FOG, report "Point FOG inbound" with the current ATIS information code and continue to Point IGOR (the intersection of HWY 87, HWY 89, and the power lines).

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

7.7.5.2 North Departures for Dual Instruction

NOTE: *Dual flights proceeding to the north, west, NOLF Site 8, or NOLF Pace, shall depart from the appropriate northern corner.*

NOTE: *When departing to the north, simulated engine failures/emergencies shall not be initiated south of Pond Creek Bridge.*

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

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

a. At Pond Creek Bridge:

(1) For NOLF Pace: follow the procedures in section 7.4.4.2.1. Return from NOLF Pace using the procedures in section 7.4.5.3.

(2) For Contact work to the north: at Pond Creek Bridge, turn to 360 and maintain 1100 feet MSL until north of Tree Field to avoid NOLF Pace course rules. Monitor NOLF Pace frequency north of Tree Field and announce approximate position and intentions to Pace AODO and other Tree Field aircraft. Once north of Tree Field, aircraft may work from 700 - 1200 feet MSL.

(3) For the Western Operating Area: follow the procedures in section 8.3.1.4.

(4) For NOLF SITE 8: follow the procedures in section 7.6.4.1.

2. When departing to the north to work the channel for Emergency procedures: depart from the appropriate northern corner, and call "Spencer TRAFFIC, Factoryhand 123, departing to the north to work the channel for ## minutes." Climb to 1100 feet MSL, accelerate to 100 KIAS and fly heading 360 until approximately one mile south of Pond Creek Bridge. Remaining south of the channel, turn right to 070 and parallel the channel. Once clear to the east of Pond Creek Bridge, descend to 900 feet MSL and rejoin the channel between Square-in-Square field and Point Pond.

7.7.6 North Working Area Boundaries

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

7.8 DUKE FIELD/EGLIN AIR FORCE BASE

7.8.1 General

1. Eglin Air Force Auxiliary Field 3 (Duke Field, Elevation 193 feet MSL), Figure 7.8-1) is located in the Eglin AFB north-south corridor, approximately 5 NM south-southeast of the town of Crestview. RWY 18/36 is 8,000 feet long, 150 feet wide and has a 550-foot overrun at each end. The normal traffic pattern is flown on the west side of the runway. Airfield lighting consists of non-standard ALSF-1, SFL (RWY 18 only), non-standard HIRL, PAPI, and standard taxiway lights. RWY 36 has no approach lights. Normal field operating hours are 1500Z-0600Z daily, except holidays. The number and type of aircraft allowed in the pattern, including the East Transition Area, will be determined by the control tower, as the situation dictates. Additional information is listed in the FLIP En-route Supplement and Eglin Air Force Base Instruction (EAFBI) 11-201.

2. The helicopter traffic pattern downwind is 700 feet MSL, 70 KIAS, traffic permitting.

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

7.8.2 Field Operations

1. Helicopter day-VFR training is authorized in the East Transition Area at Duke Field on a limited basis (Figure 7.8-1). VFR training missions (including external cargo sling) are authorized in the southeast corner of the East Transition Area at Duke Field except during ALZ operations. This area is bordered by the ALZ on the west, TWY F (East) on the north, the tree line on the east and the south on the airport boundary. The area north of TWY F (East) includes the engine test area and effluent spray field and is not included in the East Transition Area. Traffic patterns shall not be flown within 600 ft east of the ALZ without authorization from ATC.

2. Helicopter pilots shall contact the Duke Tower for clearance if requesting the East Transition Area. Tower frequency (133.2/290.45) shall be monitored during all operations. Up to four (4) helicopters may use the East Transition Area at a time. Pilots are required to maintain their own separation. Clearances for successive approaches are not required in this area.

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

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

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

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

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

5. In the event of an emergency, helicopter traffic may be directed to enter a racetrack pattern west of the field to facilitate emergency aircraft recoveries.

6. In the event of radio failure in VMC, helicopters shall approach the field with landing lights on. Remain clear of observed conventional and jet aircraft patterns and watch for Tower Light Gun signals.

7. Duke Control Tower shall:

a. Provide initial clearance to/from the East Transition Area.

b. Advise of any missions that would cancel helicopter operations.

c. Alert the crash station of helicopter operations.

d. Advise changes in weather, wind and altimeter, vehicles or personnel in the landing area, and tower closing.

8. Night helicopter operations may be conducted to the lighted runway.

9. Practice autorotations shall be conducted in the East Transition Area (day only) or to the active runway with tower approval (day or night operations). Tower clearance is required prior to climbing above normal traffic pattern altitude.

10. Communication at Duke Field:

a. Aircraft shall request clearance for downwind.

b. At the abeam position, aircraft shall report "base leg with the gear." If "with the gear" is not added, Air Force regulations require a mandatory Tower response of "Check wheels down".

c. Aircraft may request short approach.

d. Aircraft shall request clearance for practice autorotations.

11. Mixed TH-57/ T-6 operations are authorized at Duke Field. The number of aircraft will normally be restricted to 5 when one or more

is a T-6. Helicopters must be at least 6000 feet down the runway or turning crosswind prior to a T-6 crossing the landing threshold.

12. Hover operations, when approved by Tower, normally use taxiway A or that portion of the parallel taxiway north of taxiway D.

13. VFR departures should advise tower of last pattern (**EXAMPLE:** "Eightball 123 turning base last pattern"). Depart the traffic pattern to the northwest at 700 feet MSL, 100 KIAS to join HWY 85 located 1.5 NM west of the field.

7.8.3 Arrivals

7.8.3.1 Course Rules from South Whiting Field

1. From Point FISH, fly heading 130 toward HWY 90. During the day, maintain 900 feet MSL, 100 KIAS, and follow the Blackwater River to Deaton Bridge. At night, climb to 1300 feet MSL, 100 KIAS, and proceed east. Once clear of the Class C airspace, switch the UHF radio to NOLF Harold, switch the VHF radio to Eglin Approach (124.05), and change the squawk to 1200. Remain north of HWY 90 eastbound to remain clear of R-2915A, and proceed toward the community of Harold.

2. Approaching Harold, report "Harold, inbound to Duke" to Eglin Approach. After crossing the CEW R-180 (old lumber mill), proceed direct to Point ROCK (the intersection of HWY 85 and I-10). If Eglin Approach has not already directed a switch to Duke Tower, inbound aircraft shall request the frequency change and report, "Point ROCK inbound" to Duke Tower. Descend to pattern altitude and complete the landing checklist. Adjust to pattern airspeed just prior to pattern entry.

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

4. Do not over fly the sewer plant, test cell facility or the ammo load area.

CAUTION: *Remain well clear of R-2915A and McCutchan Airport.*

7.8.3.2 Course Rules from other than South Whiting Field

1. Contact Eglin Approach (124.05) and state position and intentions. Unless directed to proceed otherwise, join the course rules specified in section 7.8.3.1 where appropriate from a perpendicular heading.

7.8.4 Departures

1. Proceed north along HWY 85 to the Shoal River Bridge. Turn 320° and report, "Shoal River Bridge Clear." Turn on the searchlight, climb to 1100 feet MSL, and proceed northwest of I-10 (Figure 7.8-1). Contact Eglin Approach on 124.05/393.0 and state intentions.

7.8.4.1 Course Rules to South Whiting Field

1. Aircraft returning to South Whiting shall continue northwest, until reaching HWY 90, then turn westbound to fly north of HWY 90 until reaching Point RACETRACK.
2. At Point RACETRACK, descend to 700 feet MSL during the day and maintain 1100 feet MSL at night. Contact Harold AODO with intentions.
3. Abeam Point HOTEL, aircraft shall turn to intercept I-10 westbound, advise Santa Rosa AODO of intentions, then continue for a VERTOL or ECHO arrival.
4. Alternatively, aircraft may track the CEW 240 radial to Point Juniper (CEW 240/12.5 DME). Proceed to Point JUNIPER at 900 feet MSL and 100 KIAS, then follow the procedures specified in section 6.4.2.5

7.8.4.2 Course Rules to other than South Whiting Field

1. After contacting Eglin Approach, proceed on course or as directed.

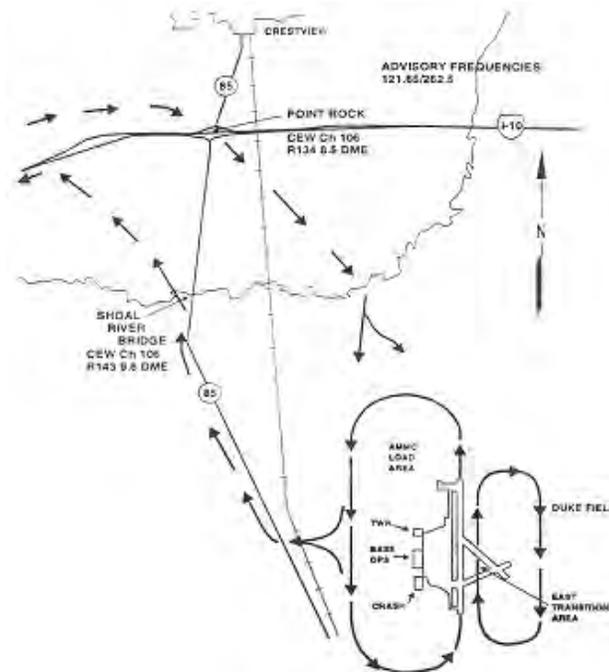


Figure 7.8-1
Duke Field Pattern Entry

CHAPTER 8 - GENERAL OPERATING AREA PROCEDURES

8.1 GENERAL

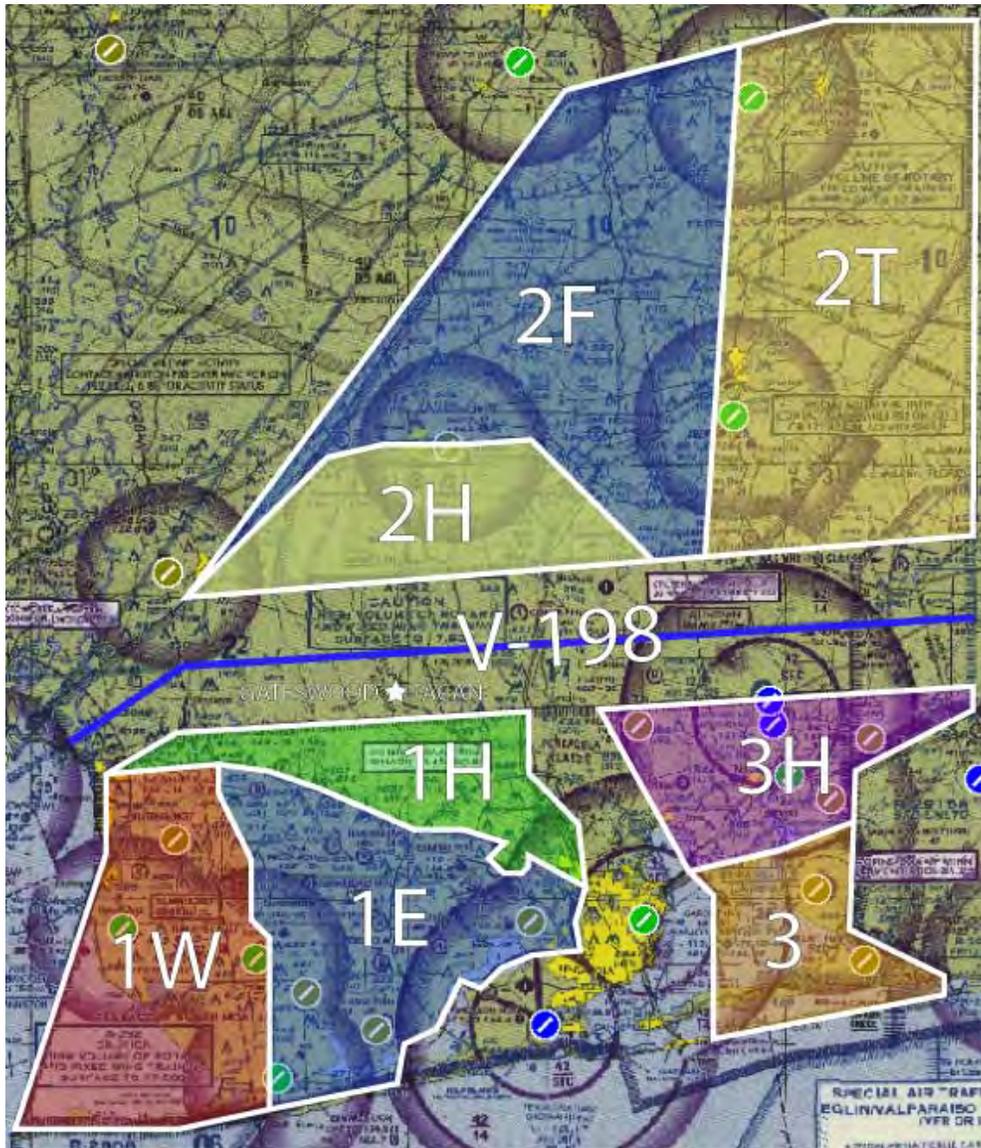


Figure 8-1
Alert Area 292

1. Alert Area 292 (Figure 8-1) is divided into areas 1W, 1E, 1H, 2T, 2F, 2H, 3, 3H, and V-198/241. All altitudes herein are considered above mean sea level (MSL), unless otherwise specified. Coordinate altitudes with Pensacola TRACON whenever operating within Pensacola Class C Airspace. VFR cloud clearances apply.

CAUTION: High volume of light general aviation aircraft in all sectors. TW-5 fixed-wing aircraft transit area 1H from just west of NOLF Site 8 to Molino at 1700 feet to 3500 feet. There is heavy volume of military aircraft east of NASWF.

AREA	DAY	NIGHT
1W/E	Prohibited (Note 1)	Surface-7500 feet (Note 2)
1H	Surface-5000 feet	Surface-7500 feet
2T (Note 3)	Surface-4000 feet	Southern area of 2T
2H	Surface-3000 feet	Surface-5000 feet
3 (Note 4)	Surface-1399 feet	Surface-1399 feet
3H	Surface-3000 feet	Surface-3000 feet
V-198/241 (Note 5)	Surface-3000 feet	Surface-3000 feet
NOTES:		
1	Rotary wing aircraft are authorized to transit areas 1E and 1W only with appropriate ATC flight following, or for HURREVAC Operations. CAUTION: High density fixed-wing training. Remain well clear of traffic patterns at the numerous airfields.	
2	Night operations shall remain well clear of traffic patterns at NOLF's Saufley & Barin.	
3	BI training is authorized day or night in 2T east of HWY 191 (Munson) and south of the Conecuh River up to 4000 feet.	
4	Helicopter traffic in the East Bay Operating Area should stay below 500 feet AGL whenever practicable. Always maintain a minimum of 500 feet slant range to all dwellings. Operations shall remain clear of Pensacola Class C & D airspace at NOLF Choctaw unless coordinated with appropriate ATC.	
5	Holding in the vicinity of the Gateswood (NBJ) TACAN is prohibited above 2500 feet AGL due to the close proximity of V-198/241.	

Figure 8-2
Alert Area 292 Altitudes

2. Area 1 is bounded on the north by V-198 (CEW R-263), on the east from HWY 29 east of Molino Crossroads, south to I-10, then south to the south end of Crescent Lake. The southern boundary is from the Bayou Marcus Creek to Perdido Bay, along the east shore of Perdido Bay, across the Lillian Highway Bridge, west along the north side of the Intra-coastal Waterway to Jack Edwards Field, then southwest to Mobile Point. The western boundary continues along the Mobile Point to Fairhope, where it conforms to the contour of Mobile Bay.

- a. Area 1W - West of HWY 59, surface to 9000' MSL.
- b. Area 1E - East of HWY 59, surface to 9000' MSL.

NOTE: On weekdays, during daylight hours, VFR TH-57 operations are prohibited in Area 1E and 1W, unless under positive control of Pensacola Approach. On weekends, flights in Area 1E may be conducted.

WARNING: Horak Airport, approximately located on the NUN 268 radial at 11 NM conducts parachute drops daily from 0700L until sunset below 14,000 feet, most frequently on Saturday and Sunday. There is no Unicom/CTAF frequency for this private grass strip. Remain outside a 3 NM radius of Horak Airport.

c. Area 1H - North of I-10 and within 1.5 NM of NOLF Site 8, surface to 5,000 feet, allocated to helicopter operations. TW-5 fixed-wing aircraft are prohibited to transit or perform maneuvers in this area, except when returning to North Whiting Field via course rules under positive control, or on a filed flight plan.

NOTE: TW-5 fixed-wing aircraft are prohibited from performing simulated emergencies (HAPL/LAPLs) north of I-10 in Area 1 and shall (whenever possible) remain at or above 4,500 feet north of I-10 due to helicopter instrument training.

3. Area 2 is defined from Bay Minette northeast through Huxford and Vocation, to a point halfway between Frisco City and Repton, then to Owassa. The eastern boundary is a north/south line running through Brooklyn. The southern boundary is V-198.

a. Area 2H - South of HWY 31 and west of Santa Rosa TACAN (NGS) R-320, surface to 3,000 feet, allocated for helicopter operations.

b. Area Fox (known previously as 2F) - West to Brewton and Evergreen, surface to 10,000 feet, allocated for T-6 formation operations and TW-6 navigation training.

c. Area 2T - Just east of Brewton and Evergreen, surface to 10,000 feet, allocated for T-6 FAM operations and TH-57 operations east of HWY 191 and south of the Conecuh River.

4. Area 3 is bounded on the north by the centerline of V-198 (CEW R-263). The western boundary is a line from V-198 southeast through Pace to the east of the I-10 Escambia Bay Bridge, following the west shore of Garcon Point, then south to the south shore of Santa Rosa Island. The eastern boundary is R-2915A and north from Holt to V-198. Area 3 is allocated for T-6 FAM operations, surface to 9,500 feet exclusive of Area 3H and East Bay below 500 feet AGL.

a. Area 3H - The portion of Area 3 north of a line from the northern end of the Yellow River Bridge extending west through the mouth of the Yellow River, then along I-10 to Escambia Bay, excluding Pensacola Regional Class C surface area. Area 3H is allocated to helicopter operations, surface to 3000 feet. TW-5 fixed-wing aircraft shall not transit or perform maneuvers in this area, unless they are under appropriate ATC control.

NOTE: When the Blue Angels practice at NOLF Choctaw, Area 3 will be closed by NOTAM.

CAUTION: Be alert for a high volume of fixed-wing traffic when NOLF Choctaw is open.

8.2 EAST BAY OPERATING AREA



Figure 8-3
East Bay Course Rules/Controlled Airspace

8.2.1. General

1. East Bay Operating Area - The portion of Area 3 extending from the surface up to the base of the overlying Class C airspace and clear of Choctaw Class D airspace. It is defined by a line originating at I-10/Blackwater River south along the contour of the eastern side of the Bagdad Peninsula and south to Gulf Breeze. The eastern boundary follows the opposite shore to Navarre. Helicopters are permitted to operate in the East Bay clear of Class C and D airspace, below 500 feet AGL, no closer than 500 feet slant range from any dwelling after check-in with Choctaw tower. (Figure 8-3)

2. A maximum of three aircraft may operate in the East Bay area at any time. Aircraft transiting East Bay are not included in this maximum number.

3. Aircraft should remain at or below 500 feet AGL while conducting operations in the East Bay.

CAUTION: *Civilian aircraft based from Pensacola Regional Airport may be conducting training in all quadrants.*

4. Remain clear of Class C and D airspace, unless coordinated with appropriate ATC.

5. Aircraft shall not fly lower than 150' AGL while operating in the East Bay or over any body of water for shipboard or SAR training unless executing the ELVA approach or the windline rescue pattern. Aircraft executing the ELVA or windline rescue pattern may continue to no lower than 50' AGL. Aircraft shall maintain 40 KIAS or above while executing either approach.

8.2.2 Arrivals

8.2.2.1. Course Rules from South Whiting

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

2. Abeam Tower 438, report "Tower 438 for the East Bay" to the Santa Rosa AODO.

3. From Tower 438, turn right to follow I-10 towards Point ECHO, remaining at 900 feet.

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

4. Approaching Point ECHO, call clear with Santa Rosa AODO. Change the UHF to manual 259.25 for Choctaw Tower, report "entering East Bay at (location), for transition (direction), (_+_) hours, (number of souls)," and descend to 500 feet AGL.

5. Proceed south along the Blackwater River to the East Bay operating area along the western shore of Bagdad Peninsula. Remain at least 500 feet slant range away from dwellings at all times. Remain clear of the Pensacola Regional Class C Surface Area unless two-way communications are established with Pensacola Approach (Figure 8-3).

NOTE: *Aircraft shall use 277.0 as a working frequency in the East Bay.*

8.2.2.2 Course Rules from other than South Whiting Field

1. Aircraft shall comply with the course rules specified for Choctaw arrivals (section 7.2.4) until reaching Point ECHO. At Point ECHO, aircraft shall comply with section 8.2.2.1, paragraphs 4 and 5.

8.2.3 Departures

1. All departing aircraft shall report departing and "clear of Class D airspace". Once clear of the Class D, climb to 900 feet MSL.

8.2.3.1 ECHO Arrival to South Whiting Field

1. Climb to 900 feet MSL and make a perpendicular entry to Point ECHO.

2. At Point ECHO, continue inbound following the procedures specified in section 6.4.2.3.

8.2.3.2 VERTOL Arrival to South Whiting Field

1. Point VERTOL arrivals are not authorized.

8.2.3.3 Course Rules to Santa Rosa

1. Departures to NOLF Santa Rosa shall follow the procedures in section 7.5.4.3.

8.2.3.4 Departure to the South

1. Aircraft departing to the South will report "clear to the south" to Choctaw Tower (when open) at the Garcon Point Bridge or Navarre, and proceed as necessary once clear of the Class D airspace.

8.3 WESTERN OPERATING AREA

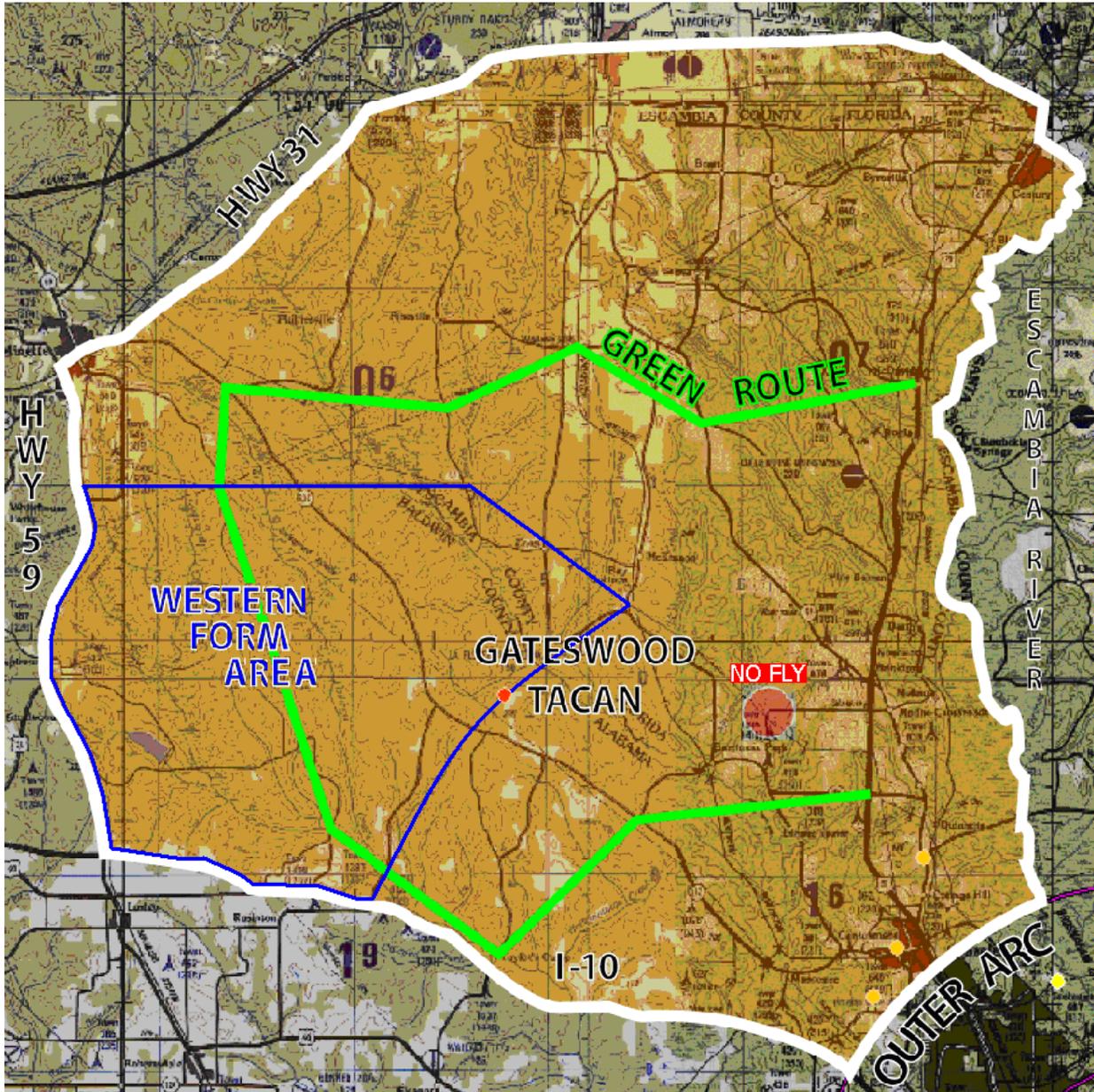


Figure 8-4
Western Operating Area

NOTE: Remain outside of Pensacola Class "C" airspace.

NOTE: Avoid the No Fly Zone (Alpaca Farm) located at 30 43.06 N / 087 24.09 W by a minimum of 1 NM.

NOTE: Aircraft conducting BI or formation maneuvers in the Western Operating Area shall remain east of Steelwood Lake community if below 2000' AGL. Aircraft shall remain above 2000' AGL if conducting BI or formation maneuvers over the top of Steelwood Lake community. Any TH-

57 aircraft transiting over the Steelwood Lake community, such as a VFR navigation sortie, shall transit over the community above 1000' AGL.

8.3.1 General

1. Western Operating Area - Bounded by HWY 31 to the north, the Escambia River to the east, I-10 to the south, and HWY 59 to the west. This area includes spaces for instrument training, formation training events, and low-level navigation routes (Figure 8-4).

2. Western Formation Area - Bounded on the north by a powerline slash running east-west from just south of Bay Minette to just south of Bay Springs where it intersects a north-northwest by south-southeast running railroad track; bounded on the east by 25 NM (GPS) arc from Pensacola Regional (PNS); bounded on the south by I-10; bounded on the west by Hwy 59 (Figure 8-4).

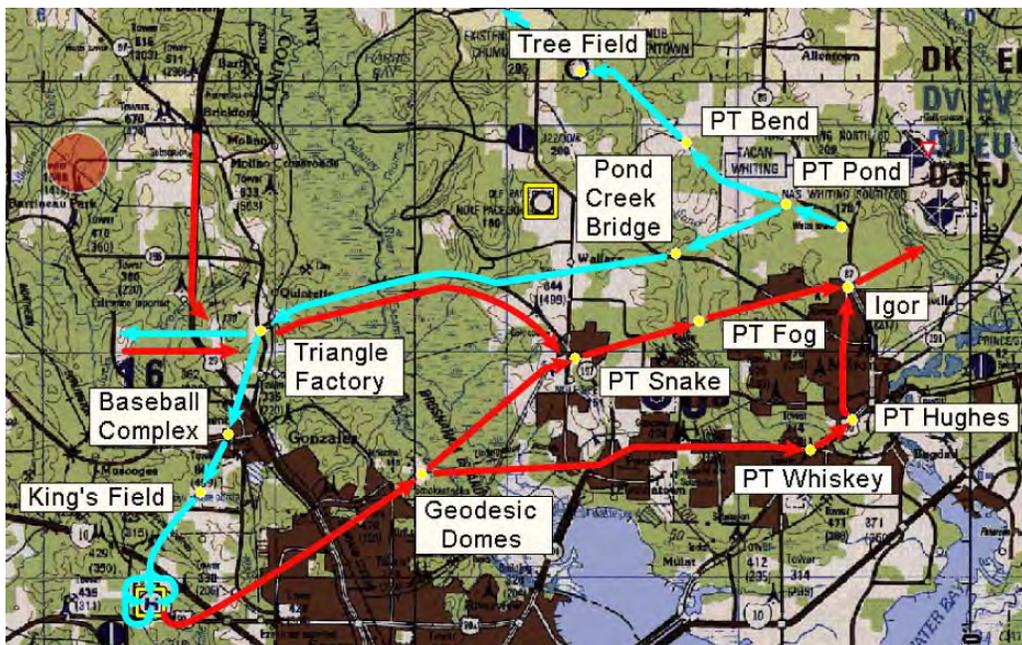


Figure 8-5
Western Operating Area Course Rules

8.3.2 Arrivals

8.3.2.1 Triangle Factory Entry

1. From Point POND, turn to the approximate heading of 250 direct to the Pond Creek Bridge (the HWY 191 bridge over Pond Creek). At Point Pond report "transiting the channel" to the Spencer AODO.

2. At the Pond Creek Bridge, climb to 1100 feet MSL and turn to an approximate heading of 260 to intercept HWY 184. Report "clear to the west" to the Spencer AODO.

3. Approaching HWY 184, turn right to parallel and remain just north of HWY 184 and continue west to the Triangle Factory, at the intersection of HWY 184 and HWY 85A.
4. At Triangle Factory, inform Western Traffic of position and intentions, and proceed on course.

8.3.2.2 Chumuckla Springs Entry

1. From Point POND, continue on the approximate heading of 290° to intercept the unimproved road that heads approximately 315°.
2. Follow the unimproved road to Point BEND, which is the first bend in the unimproved road, and is just north of the road intersection. Report "transiting Tree Field" to the Pace AODO.
3. Continue along the unimproved road until abeam Tree Field, then proceed approximately 340 degrees direct to Chumuckla Springs. Report "clear of Tree Field" to the Pace AODO.
4. At Chumuckla Springs, inform Western Traffic of position and intentions, and proceed on course.

NAVIE

8.3.2.3 ~~MONTE~~ ONE Departure

NAVIE

1. Aircraft executing the ~~MONTE~~ ONE Departure shall comply with section 9.1.4, paragraph 1.

8.3.2.4 Course Rules from NOLF Spencer, NOLF Pace and NOLF Site 8

1. Aircraft departing from NOLF Spencer shall intercept the course rules specified in section 8.3.2.1 at Pond Creek Bridge.
2. Aircraft departing from NOLF Pace shall execute a normal departure. Once clear of the traffic pattern, climb to 1100 feet MSL, change the squawk to 4777, switch the UHF radio to Western Common, and intercept the segment of the course rules specified in section 8.3.1.1 between Pond Creek Bridge and HWY 184.
3. Aircraft departing from NOLF Site 8 shall follow the procedures specified in section 7.6.5.

8.3.3 Departures

1. Aircraft returning to South Whiting Field shall remain south of the Triangle Factory and follow the south side of HWY 184 until intercepting HWY 197A. Aircraft may intercept course rules at Point SNAKE, or continue south to HWY 90 for a Point WHISKEY arrival.
2. Aircraft inbound to Site 8 shall follow the procedures specified in section 7.6.4.2.

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3. Aircraft desiring an instrument approach to South Whiting shall obtain current South Whiting ATIS, proceed toward ~~MONTE~~ at 1200 feet MSL, and contact Pensacola Approach on 118.6 stating, "NAVIE 1200, (ATIS information), with request". Aircraft shall remain clear of the Class C airspace until under positive control of Pensacola Approach. If necessary, aircraft shall establish an orbit west of ~~MONTE~~ to remain clear of the Class C airspace at 1200 feet.

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8.3.4 Western Formation Area

8.3.4.1 Arrivals

1. Arrivals from South Whiting shall follow the procedures specified in section 8.3.1.2. Upon reaching Chumuckla Springs, aircraft shall climb to 1000 feet MSL and turn to a heading of 260. Sections shall maintain 260 and 1000 feet MSL until in the Form Area, but may slow to 80 KIAS in transit.

NOTE: The crossover is the only maneuver authorized to be performed outside of the Formation Area.

2. Arrivals from Site 8 shall depart to the north using the procedures in section 7.6.5, then climb to 1500 feet MSL and proceed westbound along the north side of I-10 until in the Form Area.

8.3.4.2 Departures

1. Departures for Site 8 shall proceed to southernmost part of the Form Area and transit along the north side of I-10. Westbound aircraft shall transit at 1500 feet MSL; eastbound traffic shall transit at 1000 feet MSL. Aircraft shall not descend below 1000 feet MSL until the reaching the Welcome Station. At the Welcome Station, comply with the procedures specified in section 7.6.4.2.

2. Departures for South Whiting shall comply with the course rules specified for the Western Operating Area in section 8.3.3.

WARNING: Use caution when transiting within 30 NM of PNS due to a high volume of aircraft as well as tall radio towers.

8.4 EASTERN OPERATING AREA

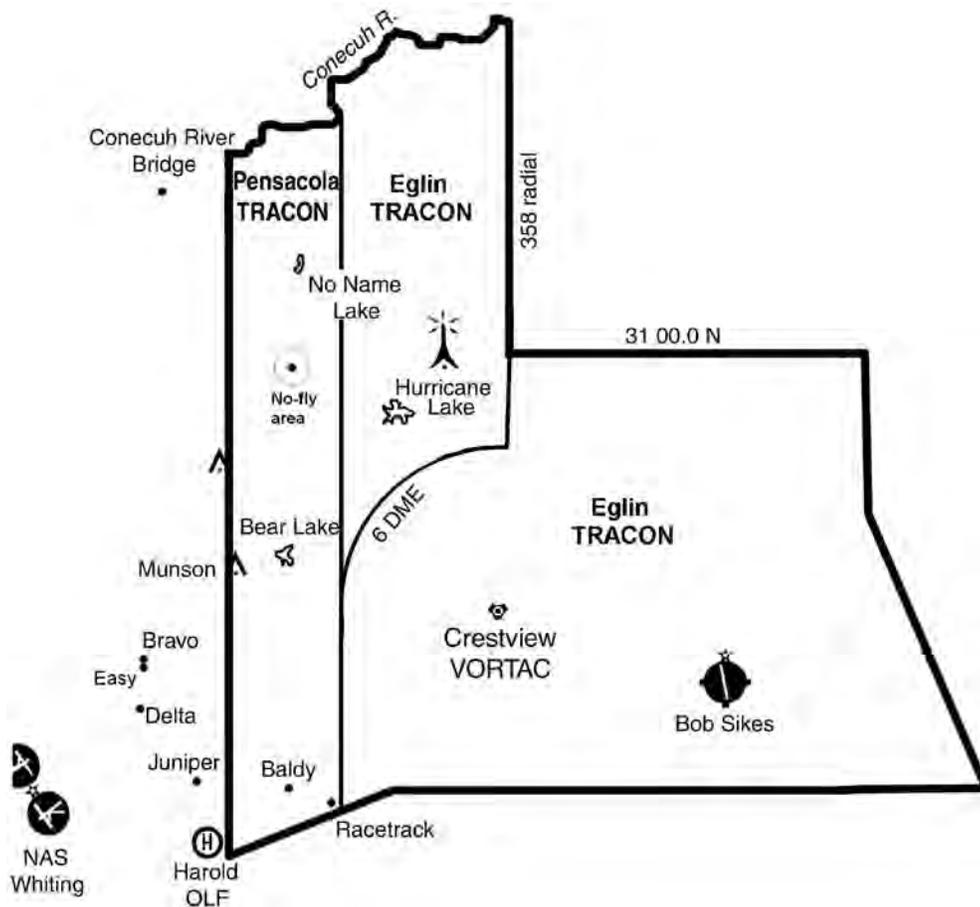


Figure 8-6
Eastern Operating Area

8.4.1 C-130 Operations

1. C-130s routinely operate in the Eastern Operating Area on a training route. The first route section starts at the CEW VORTAC, proceeds to North Carolina, and finishes near Bear Lake. The C-130s then conduct the "Sontay Mission" which runs from Bear Lake to Field 6 in Restricted Area 2915A on a course of 165, passing near Point RACETRACK. After the drop at Field 6, the C-130s proceed back to the CEW VORTAC. Altitudes vary from 200' AGL to 10,000', but the aircraft are generally operated at low levels. The route is primarily conducted at night. In a night formation flight, the last aircraft will have full lights, but the lead aircraft will only have NVG strobes, no leading edge lights, and other lights dim overt.

2. C-130s operating in the Eastern Operating Area will use 121.95 as a common advisory frequency and will make frequent positional radio calls. Unless using the VHF radio for an ATC or CTAF frequency, TH-57s shall monitor 121.95 in the Eastern Operating Area in order to coordinate with the C-130s.

8.4.2 General

1. Eastern Operating Area - North of R-2915A from Harold, due north to the Conecuh River, then east to the CEW R-358, due south to the Florida/Alabama border, then east again to Eglin MOA-A. This area includes spaces for instrument training, formation training events, and low-level navigation routes (Figure 8-6).

CAUTION: Avoid TW-5 T-6 traffic following course rules southbound along HWY 191 at 2200 feet just north of Munson near Point "EASY." A high volume of T-6 traffic may be present when North Whiting Field is landing RWY 23.

NOTE: Avoid the noise abatement area centered around N 30°58.71 W 86° 50.78, NSE 032°/17.6, CEW 314°/12.6) (approximately two miles south of "No Name Lake" and approximately one mile south of "Checkerboard Field" by a minimum of 1nm.

NOTE: The Eastern Operating Area straddles the boundary between Pensacola TRACON and Eglin TRACON. Each agency is not legally permitted to provide radar coverage to aircraft operating in the other's airspace.

2. Eastern Formation Area - The western boundary is north/south line from the town of Harold to HWY 4 at Munson. The northern boundary follows HWY 4 eastbound to where it intercepts the CEW R-270, then follows the CEW R-270 to the Crestview VORTAC. The eastern boundary is CEW R-180 to HWY 90. The southern boundary is HWY 90. Only Class C airspace and R-2915A are considered hard boundaries (Figure 8-7). The Section Leader shall squawk 4677.

NOTE: The Eastern Formation area overlaps the Eastern Instrument Operating Area (Figure 8-6). Aircraft transiting the Eastern Form Area 1000' MSL or above should notify the Form Traffic on the Eastern Form Common frequency. Transit to and from the purple route should be below 1000' MSL. It is not necessary for BI and RI traffic to call on Form common as Lakes Monitor should give advisory calls to those aircraft.

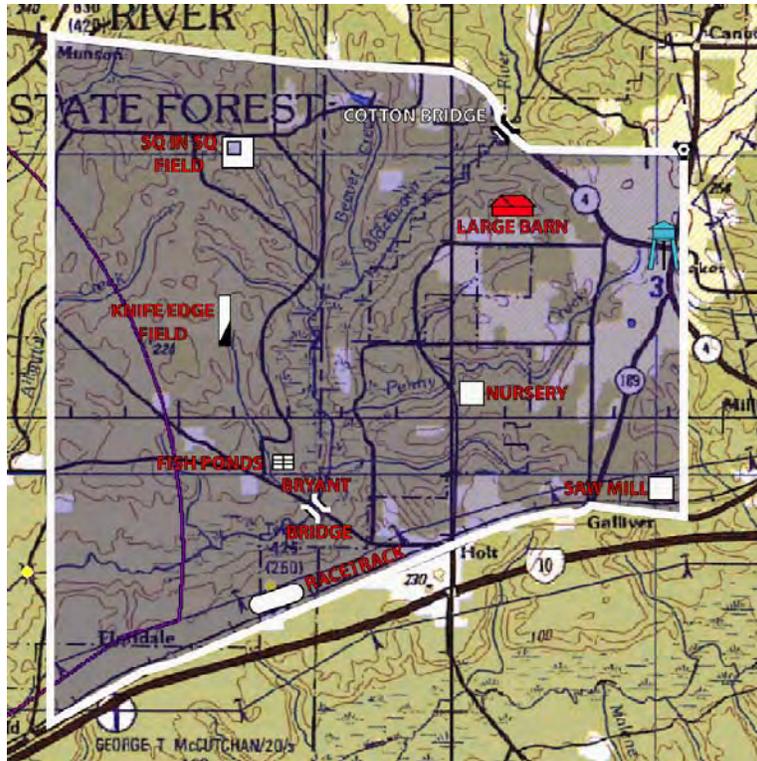


Figure 8-7 Eastern Formation Area

CAUTION: High speed low level aircraft utilize MTRs 1082 and 1085 in the eastern operating area. The routes are flown from 100-1500' AGL. MTR 1082 intersects the Purple route near checkpoints 5,6, and 7 and also extend west of Florala. Aircrew are advised that they should call the scheduling activity, Range Control at (850) 882-5800 or Gainesville FSS for MTR advisories during preflight planning.

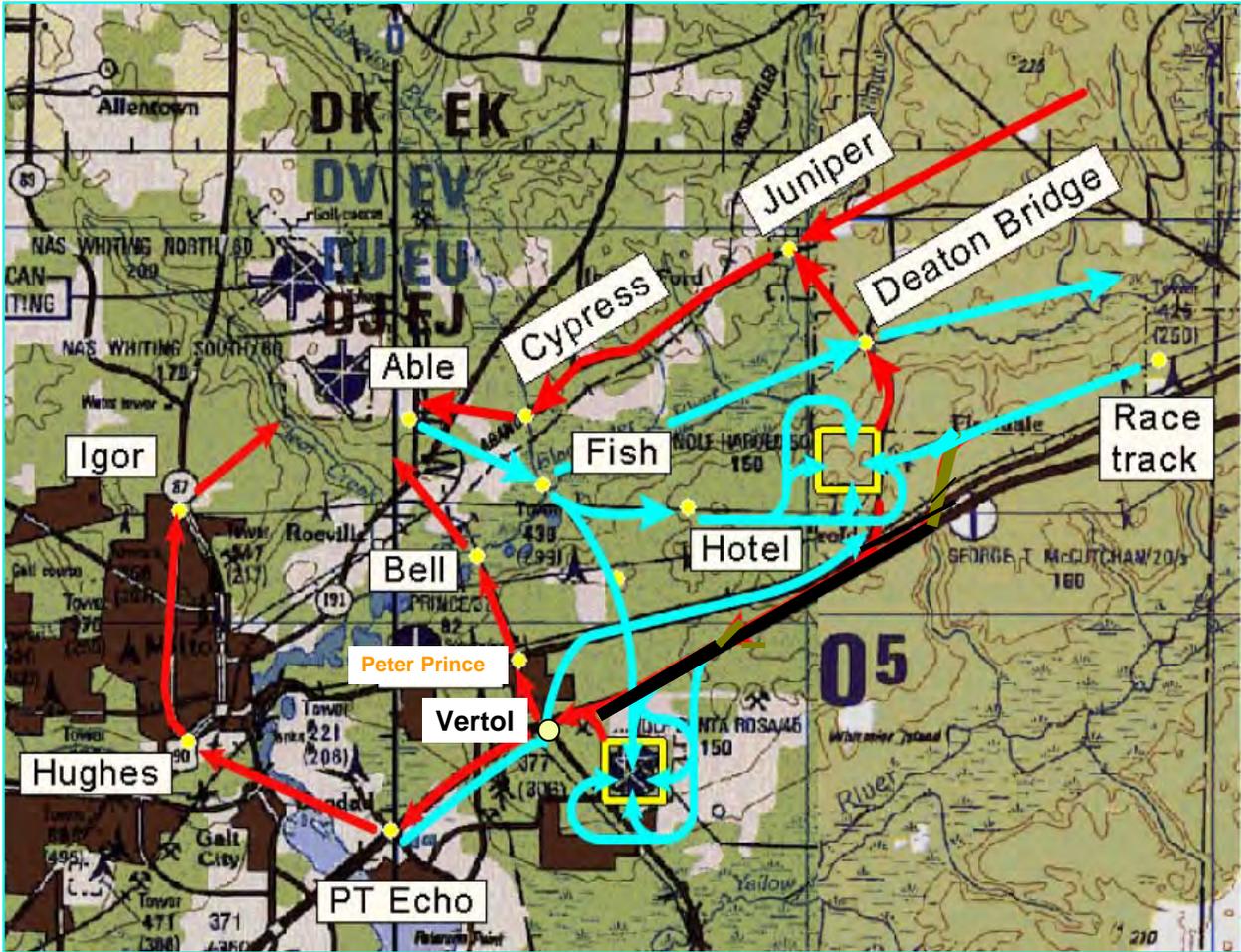


Figure 8-8
Eastern Operating Area Course Rules

8.4.3 Arrivals

8.4.3.1 Course Rules from South Whiting Field

1. From Point FISH, automatically switch to the appropriate UHF frequency, change the squawk to 4677 and proceed eastbound along the south side of the Blackwater River at 900 feet MSL and 100 KIAS to Deaton Bridge. If proceeding to the Orange or Purple Route, descend to 500 feet AGL and continue along the Blackwater River. Make appropriate call on UHF radio to Orange Route traffic.

NOTE: Aircraft departing NOLF Harold to the north cross Deaton Bridge at 700 feet MSL.

NOTE: Aircraft intending to operate at Duke Field shall follow the procedures listed in section 7.8.3.

8.4.3.2 Course Rules from NOLF Santa Rosa

1. Aircraft departing NOLF Santa Rosa for the Eastern Operating Area shall follow the procedures in section 7.5.5.2.

8.4.3.3 Course Rules from NOLF Harold

1. Aircraft departing NOLF Harold for the Eastern Operating Area shall follow the procedures in section 7.3.5.2.

8.4.4 Departures

1. Aircraft departing the Eastern Operating Area shall check out with Eastern Common and the controlling agency, if applicable.

8.4.4.1 Point JUNIPER Arrival to South Whiting Field

1. Proceed to Point JUNIPER at 900 feet MSL and 100 KIAS, then follow the procedures specified in section 6.4.2.5.

8.4.4.2 Course Rules to NOLF Harold/Santa Rosa/Choctaw and East Bay

CAUTION: *Be alert for aircraft inbound to NOLFs Santa Rosa and Harold from Point FISH, and traffic departing NOLF Santa Rosa to the east.*

1. Aircraft transiting to NOLF Harold shall follow the procedures listed in section 7.3.4.2.

2. Aircraft transiting to NOLF Santa Rosa shall follow the procedures listed in section 7.5.4.2.

3. Aircraft transiting to NOLF Choctaw shall follow the procedures listed in section 7.2.4.5.

4. Aircraft transiting to the East Bay shall follow the procedures for NOLF Choctaw (section 7.2.4.5) toward Point ECHO, then comply with section 8.2.2.1, paragraphs 4 and 5.

8.4.4.3 Instrument Approach Return to South Whiting Field

1. Aircraft desiring an instrument approach to South Whiting shall obtain current South Whiting ATIS, proceed toward the community of Harold at 1200 feet MSL, and contact Pensacola Approach on 124.85 stating, "Harold, 1200,(ATIS information), with request". Aircraft shall remain clear of the Class C airspace until under positive control of Pensacola Approach. If necessary, aircraft shall establish an orbit northeast of the community of Harold to remain clear of the Class C airspace, Harold traffic pattern, and Restricted Area 2915A.

CHAPTER 9 - INSTRUMENT TRAINING**9.1 PRE-FILED FLIGHT PLANS****9.1.1 General**

1. Aircraft may operate on an NDZ pre-filed flight plan clearance in the local area. No departure message is sent for any NDZ round-robin pre-filed flight plan. Any aircraft operating on an NDZ round-robin pre-filed flight plan that lands at any location other than NDZ shall ensure their flight plan is closed out with the South Whiting Field ODO (623-7597) to preclude SAR activation. NDZ stopover flight plans shall be closed out with the appropriate FSS.
2. NDZ pre-filed flight plans filed with South Whiting Field Base Operations do not require a separate DD-175. A valid Naval Weather Briefing (Form DD-175-1, or "On-top Weather Brief") shall be carried in the aircraft and one additional copy shall be filed with the squadron ODO/FDO prior to departure. For IFR planning purposes, pilots shall estimate fuel requirements per OPNAV 3710 series and SOP.
3. Changes to the pre-filed flight plans are not authorized.
4. Pilots should utilize NDZ pre-filed flight plans for flights originating from South Whiting Field whenever feasible to reduce ATC workload. (See Appendix A)
 - a. 100-Series NDZ flight plans are for IFR flights remaining within Alert Area 292.
 - b. 200-Series NDZ flight plans are for VFR flights remaining within Alert Area 292.
 - c. 300-Series NDZ flight plans are for IFR round-robin flights in and out of Alert Area 292.
 - d. 400-Series NDZ flight plans are for VFR round-robin flights in and out of Alert Area 292.
 - e. 500-Series NDZ flight plans are for IFR stopover flight plans.
 - f. 600-Series NDZ flight plans are for VFR stopover flight plans.
5. All pre-filed flight plans shall be filed using call signs listed in Figure 9-1.

	WRITTEN CALL SIGN	SPOKEN CALL SIGN
HT-18	VV 1E(XXX)	Navy One Echo (XXX)
HT-28	VV 7E(XXX)	Navy Seven Echo (XXX)
HT-8	VV 8E(XXX)	Navy Eight Echo (XXX)
HITU	VV 4E(XXX)	Navy Four Echo (XXX)
Note: (XXX) is the aircraft MODEX (side number).		

Figure 9-1
Pre-filed Flight Plan Call Signs

NOTE: Pilots executing a practice approach to NDZ RWY 32 may be requested to cancel IFR prior to the IAF due to separation issues. If unable, advise ATC.

9.1.2 Weather Minimums

1. Takeoff. Takeoff weather minimums for VFR NDZ pre-filed flight plans are IAW Fig 2-1, Day VFR Flight Minimums. IFR NDZ pre-filed flight plans shall utilize OPNAV series weather minimums.
2. Maximum cloud tops - 3500 feet AGL for NDZ-on-top only.

9.1.3 Alternates

1. When filing an IFR stereotype flight plan (100, 300, 500 series), the flight crew shall provide Base Operations with a planned alternate when destination weather is forecast to be less than 3000/3. In such a situation, the "On Top" DD 175-1 may be used to determine best alternate. Suitable alternate airfields are listed in Figure 9-2.

Alternate Airfields	Distance
Crestview/Bob Sikes (KCEW)	26
Eglin AFB (KVPS)	32
Hurlburt AFB (KHRT)	29
Mobile/Regional (KMOB)	63
Pensacola Regional (KPNS)	17
Sherman NAS (KNPA)	28

Figure 9-2
Flight Plan Alternate Airfields

9.1.4 Procedures

1. VFR pilots may execute the "~~MONTE~~-ONE" departure (Figure 9-3) to the Western Operating Area.

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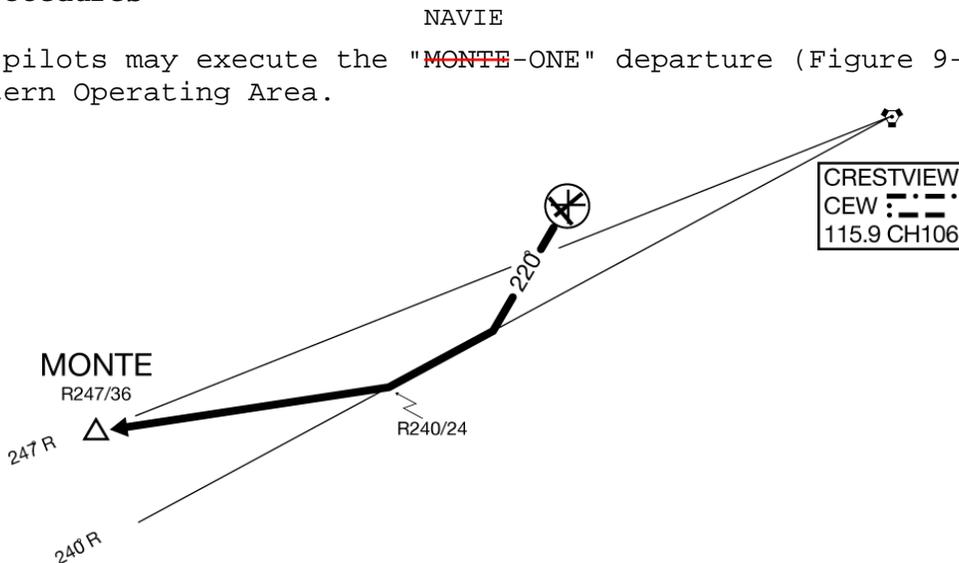


Figure 9-3
~~MONTE~~-ONE Departure
NAVIE

Ch-1

a. Fly runway heading through 200 feet AGL, and turn in the shortest direction to a heading of 220 to intercept the CEW R-240. Proceed outbound on the CEW R-240 to 24 DME at your assigned altitude, and then proceed direct to ~~MONTE~~ (International Paper Mill - CEW R-247 to 36 DME).
NAVIE

NOTE: All aircraft shall depart clear of the maintenance pattern.

NAVIE

b. Report, "(call sign), ~~MONTE~~, clear to the west," when over the International Paper Mill. TRACON should respond with "frequency change approved, squawk appropriate code." Squawk 4777 in the working area.

NAVIE

c. Switch to Western Area Common (UHF 311.4) at ~~MONTE~~ and check in using squadron call sign and intentions.

NOTE: TRACON will not issue advisories in the west unless requested by the pilot; however, the 4777 squawk will identify TW-5 helicopters as opposed to general aviation traffic working the same airspace. This is especially true in the vicinity of the PNS RWY 17 approach corridor, near the Gulf Power Plant.

d. All entries to Class C Airspace shall first establish 2-way communications with TRACON as published on the VFR sectional.

BAWDI

2. VFR pilots may execute the "~~BALDY~~-ONE" departure to the east (Figure 9-4).

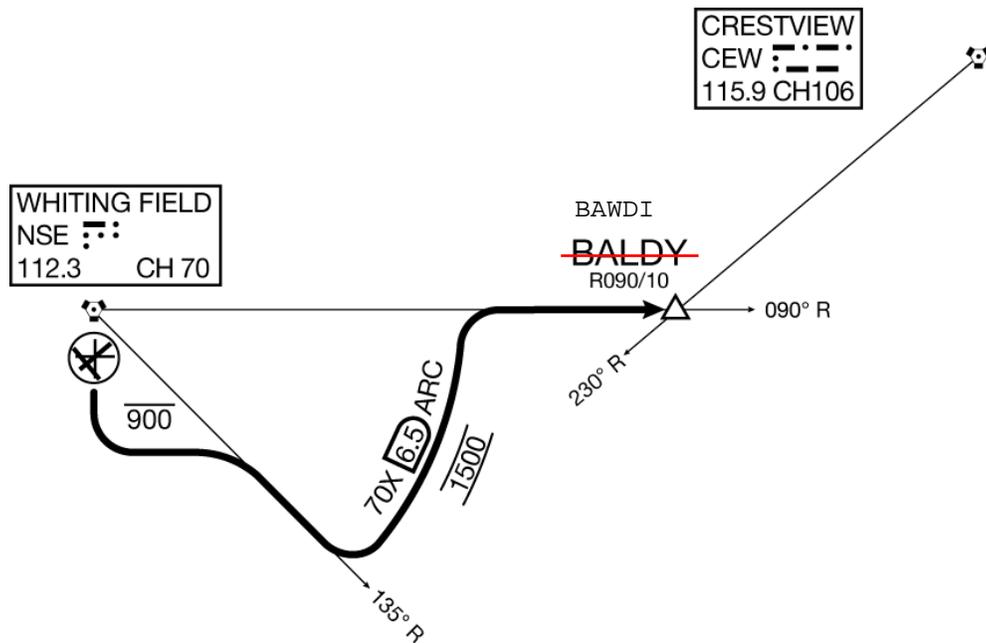


Figure 9-4
BALDY-ONE Departure

Ch-1

Ch-1

a. Depart runway heading through 200 feet AGL, then turn to 090. (RWY 32 departures shall first turn left to 140 until clear of pattern traffic prior to turning 090). Continue climb to 900 feet MSL, 100 KIAS. Intercept the NSE R-135 and track it outbound. Turn left to intercept the 6.5 DME climbing to 1500 feet MSL and track the arc until intercepting the NSE R-090 outbound to ~~BALDY~~.

BAWDI

BAWDI

NOTE: The 6.5 DME arc crosses course rules to Harold. Aircraft executing the ~~BALDY~~-ONE Departure must be alert for traffic working Tower 438 field and transiting to Harold.

Ch-1

b. Include "for the Lakes" (BI traffic) or "for the VORTAC" (low stage RI traffic) in the takeoff report.

BAWDI

BAWDI

c. Upon reaching ~~BALDY~~, if a frequency change has not already been directed by Departure, aircraft shall report, "~~BALDY~~ clear to the East." Aircraft shall switch to Eastern Area Common and the appropriate VHF monitor frequency.

Ch-1

BAWDI

(1) BI traffic shall switch to Lakes Monitor on 135.15 and report "~~BALDY~~ for the Lakes." Refer to figure 8-6 for the area that is serviced by Lakes Monitor.

(2) BI or Low-stage RI traffic working outside of Pensacola TRACON or Eglin Range Control Facility boundaries (Figure 8-6) shall call clear to the East with Pensacola and squawk 4677. Aircraft working within the boundaries will remain on an ATC frequency and squawk a discreet code. Eglin Approach will make traffic advisory calls of any aircraft not squawking 4677 on UHF 389.1 (Eastern Common).

d. Aircraft shall check-in with Eastern Area Traffic to determine the number and location of aircraft working in the area.

Sample radio call to Eastern Traffic: "Eastern Traffic, Eightball 080, ~~BALDY~~ for the Lakes (or VORTAC)."

BAWDI

e. Aircraft established in the applicable working area (Lakes or VORTAC) shall report their position(s).

Ch-1

Sample radio call to entering aircraft: "Factoryhand 118, Hurricane", "Bladerunner 105, Bear"; or "Factoryhand 118, VOR 9L", "Bladerunner 105, holding at MADEN 200 feet."

NOTE: Pensacola TRACON (Lakes Monitor) will deconflict participating TH-57s with other aircraft west of Hurricane Lake. TH-57s will use UHF 389.1 (Eastern Common) to deconflict internally. Pensacola TRACON is not authorized to deconflict aircraft from approximately Hurricane Lake and farther east. That airspace belongs to Eglin TRACON. Additionally, aircraft working north of "No Name Lake" may experience intermittent radar and voice contact with Pensacola TRACON.

f. Aircraft departing the Eastern Instrument Area shall:

(1) BI traffic shall check out with Lakes Monitor on 135.15 departing course rules or to the east.

(2) Low-stage RI traffic shall contact Eglin approach to report departing the area or coordinate a published approach, as required.

(3) BI/low-stage RI traffic departing the training area to the northeast shall check out with the appropriate controller and squawk VFR. Check in with the appropriate ATC upon return.

3. Additional VFR (simulated IFR) departure procedures for Site 8 and Florala are published in the SNA approach plates.

9.1.5 Departure Communication Procedures

1. Pilots may request a pre-filed flight plan by contacting Base OPS via phone (623-7598) or radio (233.7). State: "(Call sign), request NDZ (pre-filed flight plan number), (proposed Zulu departure time)." Pre-filed flight plan requests from the aircraft are easiest if made through the squadron via a phone call to Base OPS.

2. Make appropriate "outbound" calls to squadron, obtain ATIS information, and then contact Clearance Delivery prior to contacting Ground and report number of souls on board.

Sample radio call to Clearance Delivery: "Clearance Delivery, Navy 8E123, NDZ 109, 3 souls, clearance on request."

3. Clearance Delivery will issue your clearance limit, altitude assignment, departure frequency, and transponder code.

Sample replies from Clearance Delivery:

a. "NAVY1E069, South Whiting Clearance Delivery, cleared ~~BALDY~~-ONE to ~~BALDY~~, maintain VFR, departure frequency 124.85, squawk 0767." BAWDI

b. "NAVY8E118, South Whiting Clearance Delivery, cleared to ~~MONTE~~ as filed, climb and maintain 1700 feet, expect 2200 feet 5 minutes after departure, maintain VFR, departure frequency 124.85, squawk 5525." NAVIE

4. Contact South Ground for taxi clearance and instructions.

Sample radio calls from Ground: "South Ground, Navy1E123, request taxi, NDZ 105 from spot Bravo Two, with information Delta."

5. Approaching the hold short line, contact Tower and request an ITO, as necessary. Tower will issue departure heading for all IFR flight plans.

Ch-1

9.2 NDZ VFR-ON-TOP PROCEDURES

1. NDZ VFR-ON-TOP procedures are designed to provide IFR departure services to aircraft requesting VFR-ON-TOP to the Eastern or Western Operating Area.

2. All NDZ VFR-ON-TOP flight plans return to NDZ via IVORY. Report "VFR-ON-TOP" or "level 1700" to departure, whichever occurs first. After reporting VFR-ON-TOP, you should be cleared to "proceed on course, maintain VFR." You may then proceed to the appropriate operating area. Once VFR-ON-TOP, the pilot may elect to level off at any altitude within the limitations listed in Chapter 8 of this manual. All normal IFR services are available with the exception of traffic separation in the operating areas. Report departing the operating area prior to return.

CAUTION: *When proceeding to or from the Western Operating Area VFR, maintain a minimum of 500 feet vertical separation from 1700 feet MSL to ensure adequate separation from the Pensacola Regional RWY 17 final approach traffic.*

3. If not VFR-ON-TOP at 1700 feet MSL, maintain 1700 feet and advise Departure Control of your intentions. You may request to "continue my flight plan, request climb to 5000 feet" or request vectors for an instrument approach to KNDZ. In the event you are not VFR-ON-TOP by 5000 feet MSL, request vectors to IVORY for an approach in use at South Whiting Field.

4. NDZ VFR-ON-TOP Recoveries, shall request a *published IFR approach to NDZ.*

9.3 INSTRUMENT ARRIVAL PROCEDURES

1. Pilots executing multiple approaches should expect climb-out at two miles. Requests for a full approach to a low approach or stop-and-go may be approved, traffic permitting.
2. When R-2915A is active, and if you cannot cancel IFR, request the NDZ Copter TACAN or GPS 004 approach or proceed to your alternate.
3. South Whiting GCA is available during normal field operating hours, with the exception of Monday, 0700L-1200L when GCA maintenance is performed. However, if weather is below (or expected to decrease below) TACAN minimums, GCA maintenance will not be performed and South Whiting GCA approaches will be available.
4. The use of R-2915A airspace by TW-5 aircraft is the responsibility of the NDZ Tower personnel and shall be coordinated by GCA.
5. Although other GCA approaches exist, only the NDZ RWY 32 PAR/ASR will normally be available due to conflicting airspace when North Whiting Field is open.

NOTE: *The KNDZ ILS-32 approach may still be executed when tower reports "not monitored."*

NOTE: *Practice PAR Runway 23 approaches are not authorized when North Whiting Field VFR recoveries from Point Easy and/or South Whiting Field VFR recoveries from Point Juniper are in use.*

6. Pattern Entry for NDZ Instrument Approaches:

a. Direct from South Whiting Field: File an NDZ 103. Aircraft will be handed off to Departure Control on 385.4/124.85 and vectored to the GCA pattern (Figure 9-5).

b. Random pickups will contact approach control from outside Class C Airspace and report call sign, VFR position, and current ATIS, with request. Maintain VFR outside Class C Airspace and clear of R-2915A until cleared otherwise.

Sample radio call for instrument approach pickup: "Pensacola Approach, Navy8E056, Harold, 1000 feet, information Charlie, with request."

c. Pilots shall cancel IFR as soon as practical to expedite the flow of traffic in Class C airspace.

(1) When Class C Airspace is VFR, pilots shall cancel IFR as soon as practicable and maintain VMC. Pilots shall inform TRACON if unable to maintain VFR cloud clearances in the pattern.

NOTE: *T-6s may be conducting approaches simultaneously with South Whiting Field.*

(2) When Class C Airspace is VFR, but VFR cloud clearance cannot be maintained in the pattern:

(a) Pilots shall keep their instrument clearance and standard IFR separation will be provided.

(b) ATC shall request pilots advise cancellation of IFR (runway in sight) prior to 2 miles from the runway (I-NDZ 3.2 DME). Pilots shall advise ATC if still IMC at 2 miles from the runway.

NOTE: *TACAN approaches to North Whiting Field may be conducted simultaneously.*

(3) When Class C airspace is IFR:

(a) Standard IFR separation shall be provided.

NOTE: *NSE TACAN (T-6) approaches to North Whiting Field may not be conducted simultaneously unless a General Weather recall is in effect (see section 2.9).*

(b) Multiple practice instrument operations may be conducted. Expect climb out at 2 miles, except for full stops.

7. Multiple practice instrument approaches to NDZ shall cease when advised by ATC due to aircraft operating under Special VFR.

8. VFR climb out: at 2 miles, maintain VFR, ensure traffic separation, and begin a climbing left turn to 220 and 1700 feet MSL, unless cleared otherwise.

NOTE: *All TW-5 aircraft are considered as having a waiver requested from the FAA Handbook 7110.65 series requirement to intercept the FAC at least 2 miles outside the approach gate. Aircraft will be given vectors to intercept the FAC inside the approach gate, but no closer than the final approach fix.*

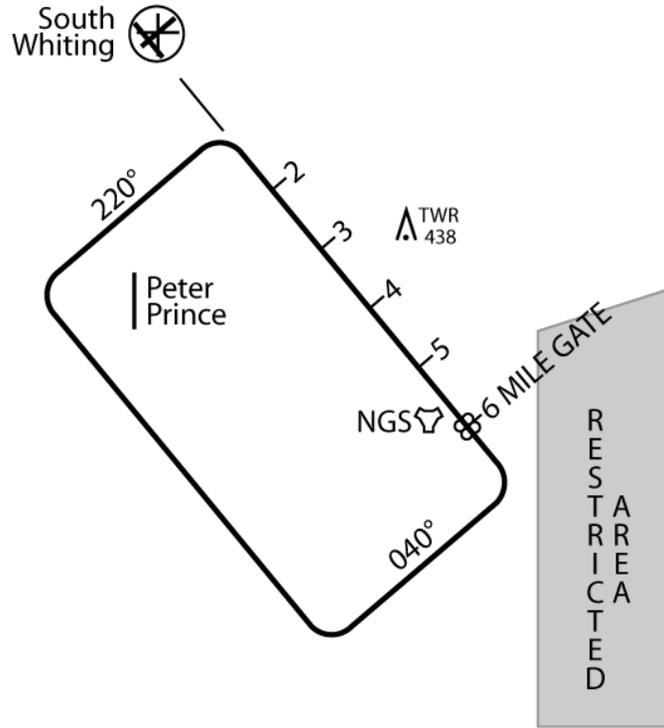


Figure 9-5
NDZ GCA pattern

9.4 USE OF SEARCHLIGHT ON INSTRUMENT APPROACHES

1. The searchlight shall be turned on no later than the FAF on all instrument approaches (practice or actual) and remain on until missed approach or landing rollout. This requirement does not apply to failed card approaches.

CHAPTER 10 - EMERGENCY PROCEDURES**10.1 PRECAUTIONARY EMERGENCY LANDING (PEL) PROCEDURES**

1. See A-13.

10.2 MAINTENANCE INCIDENT REPORT

1. A Maintenance Incident Report (available in the squadron safety office and Aircraft Issue) shall be completed and turned into maintenance as soon as possible whenever a PEL, engine malfunction, or incident terminates a flight.

10.3 CLOSING OF SOUTH WHITING FIELD

1. If South Whiting Field is forced to close during normal operations or for an on-going emergency, helicopters on the ground or at an NOLF shall remain at their respective locations until further advised. The Tower shall broadcast the closing of South Whiting Field to all aircraft on Guard frequency.

2. Aircraft inbound to Point IGOR shall enter holding at IGOR until cleared to continue by Tower. Aircraft that have departed Point IGOR inbound shall return to Point IGOR holding pattern until cleared to continue by the control tower. Maintain VFR at channel altitude (weather permitting) and at 80 KIAS.

10.4 SOUTH WHITING FIELD LOST COMMUNICATIONS PROCEDURES**10.4.1 VFR Lost Communications Procedures**

1. In the event of lost communications with the Tower, all aircraft inside the course rules entry points inbound to South Whiting shall approach the field making all calls in the blind, squawking 7600, with the searchlight on and the position lights on flashing bright.
2. Lost comm traffic shall then fly up the duty runway at 700 feet MSL and 70 KIAS, turn downwind when traffic permits, and look for Tower ALDIS lamp signals for landing clearance.
3. After executing this procedure, a landing may be made to the normal landing spots for the appropriate runway in use. Rock the rotor only to signal acknowledgment of Tower ALDIS lamp signals.

10.4.2 Pre-filed/IFR Flight Plan Lost Communications Procedures

1. When VMC, maintain VMC and join course rules to either South Whiting Field (by LOA) or an appropriate NOLF and land. Close out your flight plan by the most expeditious means.
2. When IMC or unable to maintain VMC:

a. Proceed by the route assigned in the last ATC clearance received. If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance. In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance, or in the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in your flight plan.

NOTE: *IVORY is the last fix on all NDZ IFR series pre-filed flight plans. Commence descent for the ILS, TACAN or GPS 32 approach as close as possible to the expected further clearance time, or if one has not been received, as close as possible to the Estimated Time of Arrival as calculated from the filed (or amended with ATC) estimated time en-route.*

NOTE: *Pilots are reminded that the NDZ VFR-ON-TOP clearance is an IFR clearance. In the event of lost communications on departure, pilots are required to climb to and maintain 1700 feet MSL, unless TRACON has issued a specific clearance prior to lost communications.*

b. If being vectored for an approach, execute that approach.

c. If being vectored to a South Whiting GCA, proceed to the IVORY IAF for an ILS RWY 32 approach.

d. While in the GCA pattern, attempt radio contact with South Whiting Tower, proceed VFR if able and intercept course rules. If unable, maintain 1700 feet MSL direct to IVORY and execute an ILS RWY 32 approach.

3. South Whiting GCA final. If no transmissions are received by 15 seconds on the ASR or 5 seconds on the PAR RWY 32 final approach, or by 3 DME, attempt radio contact with South Whiting Tower and proceed VFR if able. If unable to proceed VFR:

a. At or above 1700 feet MSL, maintain 1700 feet MSL until the final approach fix (FAF) and proceed with final portion of an NDZ ILS RWY 32.

b. Below 1700 feet MSL, execute missed approach by making a climbing left turn to 220 and 1700 feet MSL, and proceed direct to IVORY. If unable to regain communications, proceed with an ILS RWY 32, TACAN RWY 32, or GPS RWY 32 approach.

4. Radar/Tower shall immediately notify TRACON in the event of lost communications.

5. Be alert for Tower ALDIS lamp signals.

NOTE: *Pilots are reminded that when you experience total radio failure, you must squawk 7600 and make all calls in the blind, as necessary.*

10.5 LOST PLANE PROCEDURES

1. When in doubt of position, a pilot should not hesitate to request assistance. The primary requirements when lost are defined in the emergency procedures section of the NATOPS Flight Manual and IFR Supplement.
2. Remain VFR and attempt radio communications on appropriate common, approach control, or tower frequency. Climb, if possible, for better radio and radar reception.
3. As a last resort, attempt communicating on Guard while squawking IFF Emergency (7700). If necessary, land at the first available landing area, with a minimum of 30 minutes of fuel on board.

CAUTION: DO NOT COMPOUND YOUR EMERGENCY BY RUNNING OUT OF FUEL.

10.6 CRASH PROCEDURES AND SIGNALS

1. When a crash or forced landing occurs at South Whiting Field or at an Outlying Field, it is most important that information regarding the crash reach South Whiting Tower as soon as possible. A pilot observing a crash shall immediately call Tower or crash crew at outlying site and transmit, "CRASH, CRASH, CRASH," over the radio, followed by amplifying information such as exact location, damage to aircraft, injury to personnel, etc. The pilot shall then circle the crash area, transmitting information as it becomes available and await instructions from the tower. The pilot shall land only if there is a possibility he can assist injured personnel or to prevent further injury. Other aircraft shall remain well clear of the crash area.
2. The field at which a crash occurs (including South Whiting Field) is automatically closed to training operations. Only appropriate authority shall reopen the field.
3. If the crash occurs somewhere other than South Whiting Field or at an NOLF, the pilot observing the crash shall be prepared to assist crash equipment and personnel in reaching the scene. Utilize the signals listed in Figure 10-1 when two-way radio communication with the crash crew cannot be established.

HELICOPTER SIGNAL	INTERPRETATION
Low pass at crash equipment toward direction from which they came; repeat	Return to assigned station.
Short dives and zooms	This is the way.
Turn to the right	Turn right next road.
Turn to the left	Turn left next road.
Circling	Here is your stop.
Fishtailing	Turn back, you are wrong.
Hovering alongside crash equipment	Stop, go by foot.
Hovering	I am over the crashed aircraft.

Figure 10-1
SAR signals

NOTE: *Past experience has proven that significant logistics and communication difficulties can occur at off-airport crash sites, especially ground vehicle access, personnel access, radio reception, and cell phone reception.*

10.7 TW-5 ON-SCENE COMMANDER (OSC) RESPONSIBILITIES

1. If a TW-5 aircraft observes another aircraft in distress or is the first on the scene of a crash, the pilot of that aircraft shall immediately assume responsibility as the OSC. The initial responsibilities include alerting the SAR assets, assessing the status of the crew and aircraft, and directing the search and rescue effort until a better-qualified relief appears on scene or fuel state dictates a return to home field. The OSC checklist, in the appendix, outlines the procedures to be followed by the OSC. The appendix also lists all SAR assets and the frequencies on which they can be reached, as well as the frequencies for all NOLFs used by TW-5 aircraft.
2. The OSC checklist, and SAR frequency list shall be carried by all TW-5 IPs and shall also be carried in the aircraft for all solo events.

10.8 INADVERTENT IMC GUIDANCE

1. When weather conditions encountered en route preclude compliance with visual flight rules, the Pilot-in-Command shall take one of the following actions, as appropriate:
 - a. Alter route of flight in order to continue under VFR conditions,

b. Remain in VFR conditions until a change of flight plan is filed and IFR clearance obtained,

c. Remain in VFR conditions and land at a suitable safe alternate.

WARNING: Any aircraft that cannot continue VFR flight in VMC conditions and simultaneously is unable to contact ATC for IFR clearance is considered in distress and outside of OPNAV 3710 and TRAWINGFIVEINST 3710 VFR guidelines. If below Maximum Elevation Figure (MEF), aircraft in this situation shall squawk 7700 and climb above MEF while calling ATC on guard. If above MEF, aircraft shall squawk 7700 while calling ATC on guard.

CHAPTER 11 - SPECIAL PROCEDURES**11.1 CROSS COUNTRY FLIGHTS****11.1.1 General**

1. Squadron Commanding Officers are responsible for ensuring the flight will accomplish all training goals and will be conducted safely
2. A cross-country flight is a flight operating outside the local flying area or one involving remaining overnight (RON) at an en-route or destination airfield outside the Whiting complex. Pre-positioned aircraft at KNPA are excluded from this definition.
3. Cross-country flying is considered an integral and essential part of training and it is considered reasonable that aircraft RON. However, the primary mission performed by Naval Air Training Command - training SNAs - shall not suffer through the use of aircraft and personnel for non-mission essential cross-country flights. Ensure cross-country flights fulfill a syllabus or OPNAV series minimum requirement or have specific CTW-5 approval. Refer to CNATRINST 3710.2 series for further guidance.
4. Squadron Commanding Officers may schedule aircraft to remain away from NASWF for one night on weekdays and three nights on weekends. This limitation applies to SNA curriculum flights, flights in support of static display commitments, and flights to meet individual OPNAV minimums. Flights exceeding these guidelines require CTW-5 approval.
5. Safe conduct of a flight shall be placed above all other considerations. No operational commitment necessitates that pilots exceed their or the aircraft's capabilities. Judicious selection of routes and destinations with special consideration given to weather are paramount.
6. CNATRA approval is required for all flights outside the continental United States. Squadrons shall forward all requests to TW-5 Operations at least 35 days prior to the proposed departure date.
7. International SNAs are required to comply with specific planning and current approval procedures and ensure compliance with all local directives. Two International SNAs cannot be flown together on the same cross-country.
8. Flights into the Washington, DC ADIZ shall be IFR or be familiar with the current FAA requirements identified on WWW.FAASAFETY.GOV, have obtained a discreet squawk and require squadron Commanding Officer approval.
9. CNATRA requires that all pilots on cross country flights contact the local recruiters at the final destination and donate 1 hour of their time to the recruiting cause. Show the aircraft (in accordance

with ref (a)), visit a school, or talk to potential recruits, all while in flight suits.

11.1.2 Conduct Criteria

1. At no point shall a TW-5 cross-county aircraft travel below the minimum altitude of 500 feet AGL, unless:
 - a. In the terminal phase of flight.
 - b. When directed to by ATC or other controlling agency.
 - c. On FAA published helicopter routes with altitudes below 500 feet.
 - d. Deviating for weather.
2. Flights shall not deviate from the planned itinerary without approval of the Commanding Officer or his designated representative, unless flight conditions along planned route jeopardize safety.
3. Pilots shall ensure that cross-country flight packets include sufficient current FLIP and aeronautical charts to cover the entire route, including alternates. Duplicating charts is encouraged.
4. Except in emergency situations, flights shall not be planned to require the purchase of fuel/oil from other than contract or military sources. Deviation requires a written statement to be submitted to the Commanding Officer via the Operations Officer explaining the circumstances.
5. When commercial jet fuel is used, it is preferred that it contain anti-ice/fungicide (commercial name PRIST). This must be "premixed" with the fuel. Adding PRIST by individual aerosol cans is prohibited.
6. Under no circumstances shall JP-8 +100 be used in USN/USMC aircraft. If JP-8 +100 is inadvertently introduced into an aircraft, maintenance must be notified immediately.
7. All aircrew on cross country flights shall have floatation vests.

11.1.3 Aircraft Requirements

1. All installed aircraft communication, navigation, and IFF equipment required for flight shall be functioning prior to departure from home field.

11.1.4 Daily/Turnaround Requirements

1. Maintenance provides authorization for PIC to sign safe for flight certification for a maximum of 72 hours when away from home base without conducting a DAILY or TURNAROUND inspection(s). Should the

flight be delayed and/or exceed the 72 hour restriction, contact the squadron to coordinate follow on maintenance assistance. Refer to COMTRAWINGFIVEINST 4790.3 for specific maintenance procedures while on a cross county.

11.1.5 AEROSHELL Turbine Oil 555 Procedures

1. Both the main transmission and the tail rotor gearbox will operate with Aeroshell Turbine Oil 555 in Blue Can/Stickers. The engine will operate with Aeroshell Turbine Oil 560 in Red Can/Stickers. Both of these oils are DOD-85734 Series oils. Until further notice, all suspected oil transfers and/or pilot servicing while on cross countries will require the IP to place a call back to the squadron prior to continuing flight or servicing the aircraft. Cross-country procedures for suspected transfers and gearbox servicing are as follows:

a. On preflight, check the transmission oil sight gauge for normal indications. If low, check engine oil reservoir and make sure it is not overflowing, which would suggest a transfer.

b. Check the sight gauge to make sure it is not foggy or cloudy.

(1) If the gauge is foggy or cloudy, then there is definite contamination in the transmission and/or engine oil and the aircraft transmission and/or engine must be drained and flushed by Maintenance personnel.

2. If on post-flight/pre-flight the engine oil reservoir overflows upon removing the reservoir cap, do not start the aircraft. Call back to the squadron and inform them of the situation.

3. Do not perform, or have performed, any maintenance on the aircraft without specific authorization from the Wing Maintenance Officer. If they cannot be reached directly, the Maintenance, Assistant Maintenance, and Operations Officers will coordinate through the squadron.

4. These procedures are for cross-country flights only. For NOLF operations or local area ops, a troubleshooter will be flown out to inspect your aircraft.

5. The IP shall initiate an appropriate MAF for all occurrences of suspected transfer immediately upon return to South Whiting Field.

11.1.6 Weather Requirements

1. Briefing Requirements. The PIC is responsible for receiving a weather brief from a weather forecaster for the entire route of flight prior to departure from point of origin. Naval Oceanography Command (NOC) services shall be utilized from a local source on the route of flight. NOC services are also available from Norfolk, Commercial

(757) 444-2594, Jacksonville (904) 542-2535, or Oceanography Command Detachment (NTMOD) by utilizing the Naval Flight Weather Briefer at <https://nfwb-jax.navo.navy.mil/nfwb50/default.aspx>. If NOC services are not available, any OPNAV 3710.7 series approved weather briefing may be substituted. Updates should be obtained en-route.

2. Filing Minima

a. In addition to the requirements set forth in reference (a), flights shall not be filed into areas covered by Aviation Severe Weather Watch Bulletins (WW), or CNATRA Aviation Weather Warnings (CAWW). Filing requirements for Convective Sigmets shall be in accordance with section 2.8.

b. Flights shall not be filed into areas of forecast atmospheric icing. Icing may occur at temperatures of less than 4 degrees (OAT) with visible moisture.

c. Flights shall not be filed into airfields with existing or forecast snow- or ice-covered runways.

NOTE: *Non-CNATRA based military weather forecasters may not be familiar with CAWW and SIGMET limitations on CNATRA aircraft. Pilots should ask specifically about these weather warnings along their route of flight. For CAWW updates, call NAS Whiting or NAS Pensacola Weather (5.2 Weather Services)*

11.1.7 Final Destination Procedures

1. The pilot is responsible to ensure each leg of the flight plan has been activated and closed out.

a. Pilots must activate and close each leg of a flight at non-military installations through FSS by any means of communication available. This may include collect calls or, when no phone lines exist at the point of intended landing, the pilot may cancel in the air with a predicted landing time within 5 minutes of that landing.

NOTE: *Cancellation of an instrument flight plan does not meet the requirements for closing out a flight plan with FSS.*

2. Any RON airfield must be military, have a military tenant, or a manned FBO with adequate ramp security. The pilot is responsible to ensure adequate security for the aircraft and all flight gear and that contract or military fuel is available, if fuel purchase is required.

3. Thorough preflight, post-flight, and/or DAILY inspection shall be performed to ensure maintenance status of cross-country aircraft. IPs and RON SOLO SNAs must be certified to perform TURNAROUND inspection. If maintenance is required, notify home field immediately with the nature of the problem and available facilities for correction of the discrepancy.

4. The aircraft should be refueled upon arrival at final destination to minimize fuel contamination.

11.2 OFFICIAL BUSINESS AND LOGISTIC FLIGHTS

1. Flights considered in the direct interest of the U.S. Government may be authorized to RON by the Commanding Officer.

2. Authorization shall be granted only when a more economical mode of transportation is impractical or when a specific TW-5 requirement is satisfied.

3. Flights shall be assigned to accomplish curriculum or individual training, whenever practical.

4. Requests for administrative transportation flights or special logistic flights (2M2) shall be submitted to CTW-5 for approval if their purpose is other than:

a. Ferry flight.

b. Transporting parts or maintenance personnel to down aircraft away from home base.

c. Official business commitments.

d. FAA examination flights (ATP).

5. Requests for administrative transportation flights will generally not be approved if the passenger is not assigned to TW-5 or if the purpose of the flight is not in the best interest of TW-5. Non-essential flights include:

a. Routine business nature for which commercial or other military transportation could more economically be substituted.

b. Transportation of any officer or group of officers, the sole purpose of which is for the convenience and/or prestige of the officers and not pursuant to the performance of official duties or the accomplishment of bona fide training.

c. Repeated flights to the hometown area of flight personnel concerned.

d. Flights coinciding with major sports or civic events.

6. All passengers shall be thoroughly briefed prior to the flight on appropriate procedures for emergency egress and the use of available survival equipment.

11.3 VIP/ORIENTATION FLIGHTS

11.3.1 General

1. The IP shall conduct an observer/passenger brief accordingly. Special emphasis shall be placed on egress procedures prior to start-up.
2. On all VIP/ORIENTATION flights, the following maneuvers SHALL NOT be conducted: simulated emergencies and practice autorotations.
3. Over water flights should be avoided.

11.3.2 South Whiting Field VIP Pad Operations

1. Aircraft carrying VIPs shall advise South Whiting Tower as soon as possible of their estimated time of arrival so that appropriate base personnel can be advised. The VIP pad is located at the OMD Hangar. Coordinate with South Whiting Tower for priority handling. The Yankee Taxiway may be used for "present position departures" as necessary (Figure 5-1). The 10/18 or F/G spots may also be used on a case-by-case basis. Inform South Whiting Field of your intentions.
2. Runway 5 Inbound:
 - a. Aircraft inbound from Point CYPRESS shall enter crosswind for Runway 5, then land turning into the wind at Spot 6.
 - b. Aircraft inbound from Point IGOR or BELL shall follow normal course rules and land at the departure numbers of RWY 5 for taxi to the quarterdeck.
3. Runway 5 Departure. Depart Spot 6 heading approximately 050. Once clear of tree line, join the normal outbound channel.
4. Runway 14 Inbound. Aircraft shall fly inbound RWY 5 VIP course rules. If wind makes RWY 5 landing impractical, aircraft are permitted to turn into the wind by flying inboard RWY 5 past Spot 1, then turn to land at Spot 6 heading 140.
5. Runway 14 Departure. Depart Spot 6 heading 140, then join normal course rules.
6. Runway 23 Inbound. Aircraft shall follow normal course rules to the approach end of RWY 23 and turn off at Spot 6.
7. Runway 23 Departure. Depart RWY 23 at approach end and follow normal course rules.

8. Runway 32 Inbound

a. Aircraft inbound from Point IGOR or BELL shall enter left base, continue past Spot 1, and set up for an approximate $\frac{3}{4}$ mile final, landing at Spot 6 heading approximately 320.

b. Aircraft inbound from Point CYPRESS shall set up for a straight-in landing at Spot 6 heading approximately 320.

9. Runway 32 Departure

a. To the West: Depart Spot 6, fly up the Yankee Taxiway northwest until airborne, and make a right turn to the south. When clear of the field, turn west and join the normal outbound channel. Remain south of Langley Rd.

b. To the East: Depart Spot 6, fly up the Yankee Taxiway until airborne, and turn southeast to Point ABLE. Remain south of Langley Rd.

11.4 NAS PENSACOLA (SHERMAN FIELD) COURSE RULES**11.4.1 General**

1. The following procedures are encouraged for arrivals and departures from NAS Pensacola (NPA). You may alternately file an NDZ 207 to go direct.

2. Proceed to Point ECHO utilizing normal course rules, then request an East Bay transition to Pensacola Beach.

3. All flights shall be conducted under positive control. Comply with Class C airspace requirements.

4. Maintain at or below 500 feet AGL within 10 NM of NPA and at or below 300 feet AGL when within the NPA traffic pattern.

NOTE: *Avoid the Gulf Islands National Seashore Wildlife Refuge Areas along the beach as depicted on the VFR Sectional.*

NOTE: *The NPA fixed-wing traffic pattern altitude is 800'MSL with the break and inbound to the break at 1500'. NPA traffic pattern procedures mandate VFR helicopter traffic at or below 300'MSL in order to maintain 500' vertical separation to minimize traffic conflicts.*

5. Contact tower for clearance to cross any runway centerline within the TSA.

6. Launch and recovery will normally be to one of the runways (not necessarily the duty runway) or one of the designated helicopter pads located near Base Operations.

7. Pilots desiring pattern work shall normally request and expect to be approved for "Preventive Control" at or below 300 feet by Sherman Tower. Pilots desiring practice autorotations shall state altitude request and report when complete with autorotation.

NOTE: Preventive Control differs from other airport traffic control in that repetitious, routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing. (Reference: FAA Handbook 7110.65 series)

NOTE: Representatives from NAS Pensacola ATC, working with TW-5 personnel, have repeatedly emphasized the importance of helicopter pattern altitude 300' or below and the importance of coordinating with Sherman Tower prior to crossing any runway centerline. These two points more than any of the other NAS Pensacola-specific procedures are in place to facilitate safe helicopter traffic flow.

NOTE: Traffic volume at NAS Pensacola is typically greatest during the afternoon between approximately 1200-1600L. TW-5 helicopters should generally avoid planning both IFR and VFR operations during these times.

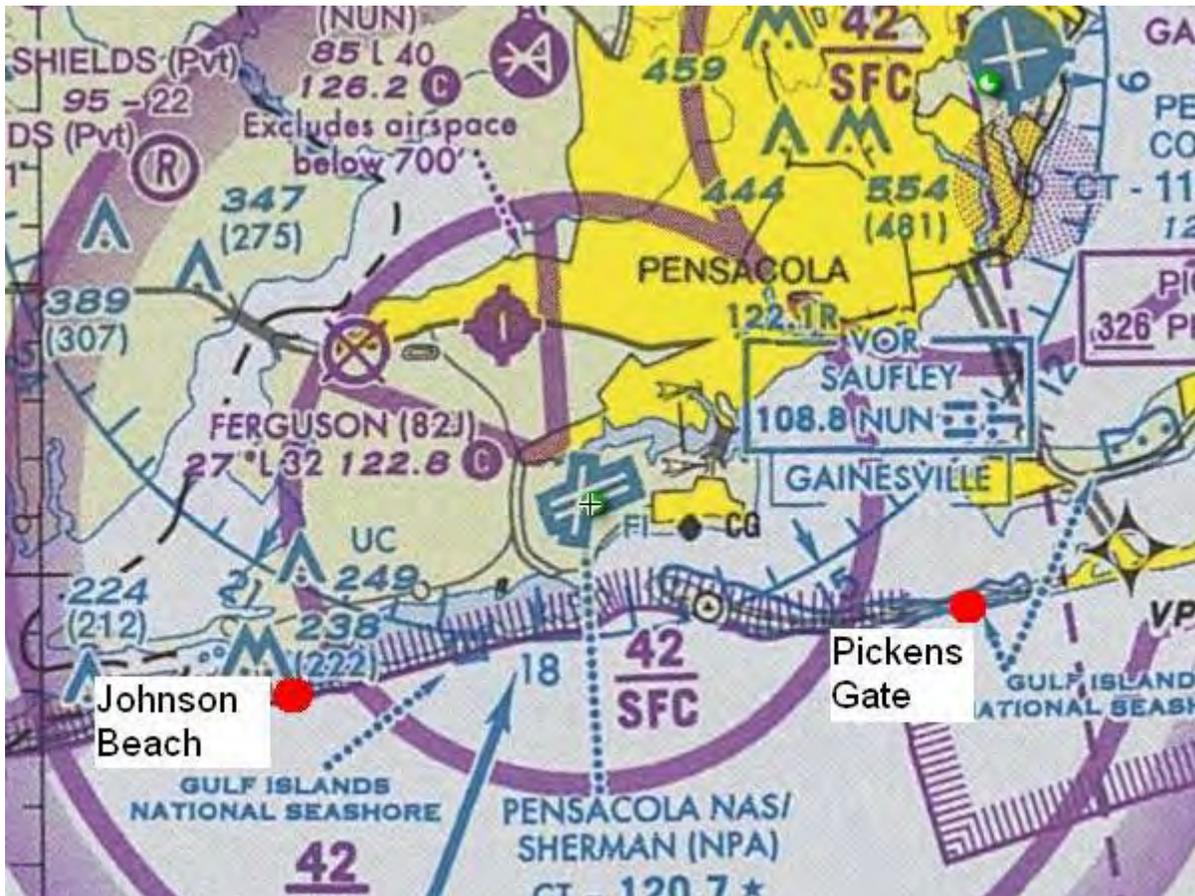


Figure 11-1
NAS Pensacola Arrivals

11.4.2 VFR Procedures

11.4.2.1 Arrival

1. From the east, contact Sherman Tower and request "Pickens Gate Arrival" (NPA 104/7DME). When cleared, proceed westbound from Fort Pickens on the bay side of Santa Rosa Island and then north to the airfield.
2. From the west, contact Sherman Tower and request "Johnson Beach Arrival" (NPA 231/6DME, abeam the Johnson Beach pavilion, underneath fixed-wing course rules "Point X-ray"). When cleared, proceed east from Johnson Beach to the fuel pier (along the Intracoastal Waterway and approximately 1nm southwest of the runways), then direct to the airfield.
3. From the northeast, contact Sherman Tower with your position. When cleared, proceed southbound but remain north of the parallel runways and their extended centerlines until instructed by Tower.
4. Expect to be cleared for "preventive control" on a section of either the duty runway or an off-duty runway by Sherman Tower.

11.4.2.2 Departure

1. Departure procedures are generally the reverse of arrival procedures.
2. When departing from preventive control, expect to report the total number of operations to Sherman Tower.

11.4.3 SVFR Procedures

11.4.3.1 General

1. Helicopters desiring SVFR operations in the Class C Surface Area shall remain at or below 500 feet AGL within the Class C Airspace. Only one aircraft may operate SVFR within the NAS Pensacola Class C Airspace.

NOTE: Multiple SVFR aircraft are permitted to operate within Whiting Class C Airspace only due to a letter of agreement with Pensacola TRACON. This agreement does not include NAS Pensacola Airspace. Be prepared for delays when traffic volume is high.

11.4.3.2 Arrivals

1. Contact Pensacola Approach and request Special VFR entry. Remain at or below 500'AGL and clear of clouds. VFR course rules ground

checkpoints and routing may be used to ease navigation, although this is not a Sherman Tower or NAS Pensacola ATC requirement.

11.4.3.3 Departures

1. Request Special VFR departure from Sherman Tower or Sherman Ground as applicable. Remain at or below 500'AGL and clear of clouds. VFR course rules ground checkpoints and routing may be used, although this is not a NAS Pensacola ATC requirement.

NOTE: *These procedures are used for all helicopter traffic, whether general or VIP.*

APPENDIX A**1. AIRCRAFT FREQUENCY CHANNELIZATION**

a. Preset channels for all rotary-wing aircraft assigned to TW-5 are as follows:

UHF PRESETS		
CH	FREQ	FACILITY
1	273.575	South Whiting Field ATIS
2	355.6	Clearance Delivery
3	346.8	South Whiting Field Ground
4	348.675	South Whiting Field Tower
5	303.6	HT-8 (Eightball)
6	255.1	HT-18 (Factoryhand)
7	365.7	HT-28 (Lucky)
8	253.1	HITU (Bladerunner)
9	250.0	NOLF Pace
10	358.8	NOLF Spencer
11	361.1	NOLF Santa Rosa
12	237.9	NOLF Harold
13	251.3	NOLF Site 8
14	384.3	Green Route
15	262.7	Orange Route
16	377.1	Purple Route
17	380.4	Eastern Formation Common
18	277.0	East Bay Common/Secondary Formation Common
19	311.4	Western Area/Western Formation Common
20	389.1	Eastern Area Common
VHF PRESETS		
1	121.95	Instructor Common
2	121.4	South Whiting Field Tower
3	124.85	Pensacola Approach (NDZ)
4	135.15	PNS TRACON Lakes Monitor
5	124.05	Eglin Approach
6	119.0	Pensacola Approach East (PNS)
7	118.6	Pensacola Approach West (PNS)
8	119.9	Pensacola Regional Tower (PNS)
9	122.0	Flight Watch

b. Other commonly used frequencies that require manual setting in the UHF or VHF Radio are:

NAS WHITING FIELD	
Operations Duty Officer	233.7
Metro (PMSV)	316.95
South Whiting Maintenance	279.2
PENSACOLA AIR TRAFFIC CONTROL (TRACON)	
North Sector	263.125
South Sector	269.375, 385.4, 118.6
Western Arrival Radar	118.6, 351.825
Sherman GCA	278.8, 285.625, 289.8, 318.8
CENTERS	
Atlanta	351.9, 118.55
Jacksonville	251.1, 350.2, 120.2, 134.15
MOA Entry	338.3
NAS PENSACOLA (SHERMAN)	
Sherman Tower	340.2, 120.7
ATIS	267.6
METRO	359.6
NAS NORTH WHITING FIELD	
Tower	306.925 121.4
Ground	251.15
Metro	316.95
EGLIN - DUKE FIELD	
Tower	290.425, 133.2
Ground	251.125
NOLF CHOCTAW	
Tower	259.25, 315.6, 121.4
Ground	336.4, 121.7
ATIS	282.0
EGLIN - HURLBURT FIELD	
Tower	291.1, 126.5
BOB SIKES CTAF / PENSACOLA AIR CENTER / MOBILE DOWNTOWN AIR CENTER	
VHF	122.95
PETER PRINCE (MILTON T)	
VHF	122.975

c. Local area agencies

SAR ASSETS	
Whiting ODO	233.7
Life Flight (via ODO or ATC) (call sign LIFEGUARD-1)	122.75
55th ARRS, Eglin (C-130 or H-60 - call sign HAWK)	252.8
Ft. Rucker/Cairns SAR (call sign FLATIRON)	OPS 347.5/127.95 ATC 237.5/234.4,
Dannelly ANG	OPS 286.5 TWR 360.85/119.7
USCG, Mobile (call sign COAST GUARD RESCUE)	345.0
T-6 OPERATIONS	
North Whiting Tower (Button 1)	306.925/121.4
North Whiting Ground (Button 2)	251.15
Pensacola Departure (Button 3)	127.35
Pensacola Approach (Southeast) (Button 4)	119.0
Pensacola Approach (North) (Button 5)	291.625
Formation Common (Button 6)	341.85
Area 1 Common (Button 7)	303.15
Area 2 Common (Button 8)	254.9
Area 3 Common (Button 9)	299.5
North Whiting Clearance Delivery (Button 11)	257.775
Brewton RDO (Button 12)	257.975/122.725
Choctaw RDO/Tower (Button 13)	259.25
Holley RDO (Button 14)	264.2
Evergreen RDO (Button 15)	257.675/122.7
Saufley RDO (Button 16)	321.8
Summerdale RDO (Button 17)	254.325
Silverhill RDO (Button 18)	269.425
Monroeville	123.0/345.2
Barin RDO (Button 19)	238.0
North Whiting ATIS (Button 20)	290.325/124.35
Wolf RDO	345.2
Night/RI (West) Common	274.7
RI (East) Common	307.375

2. NAVIGATION FACILITIES (NAVAIDS)

a. The following is a list of the commonly used navigation facilities and associated frequencies:

LOCATION	IDENT	NDB (LOM)	TACAN	VOR	ILS
NAS North Whiting	NSE	---	70X	---	---
NAS South Whiting	NDZ	---	70X	---	110.55
NAS Pensacola	NPA	---	119X	108.8	109.3
Pensacola Regional	PNS	326	---	108.8	111.1
Crestview/Bob Sikes	CEW	201	106X	115.9	111.9
Mobile Downtown	BFM	---	75X	112.8	108.5
Eglin AFB	VPS	---	2X	---	110.3/109.1
NOLF Santa Rosa	NEC	---	63X	---	---
NOLF Saufley	NUN	---	---	108.8	---
Eglin AF AUX # 3 Duke	EGI	---	2X	---	111.7
VFR ONLY NAVAIDS					
Gateswood	NBJ	---	60X*	---	---
Crestview (AM radio)	WAAB	1050*	---	---	---
Floralda (0J4)	FLZ	374*	---	---	---

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

3. TABLE OF NAVIGATION POINTS

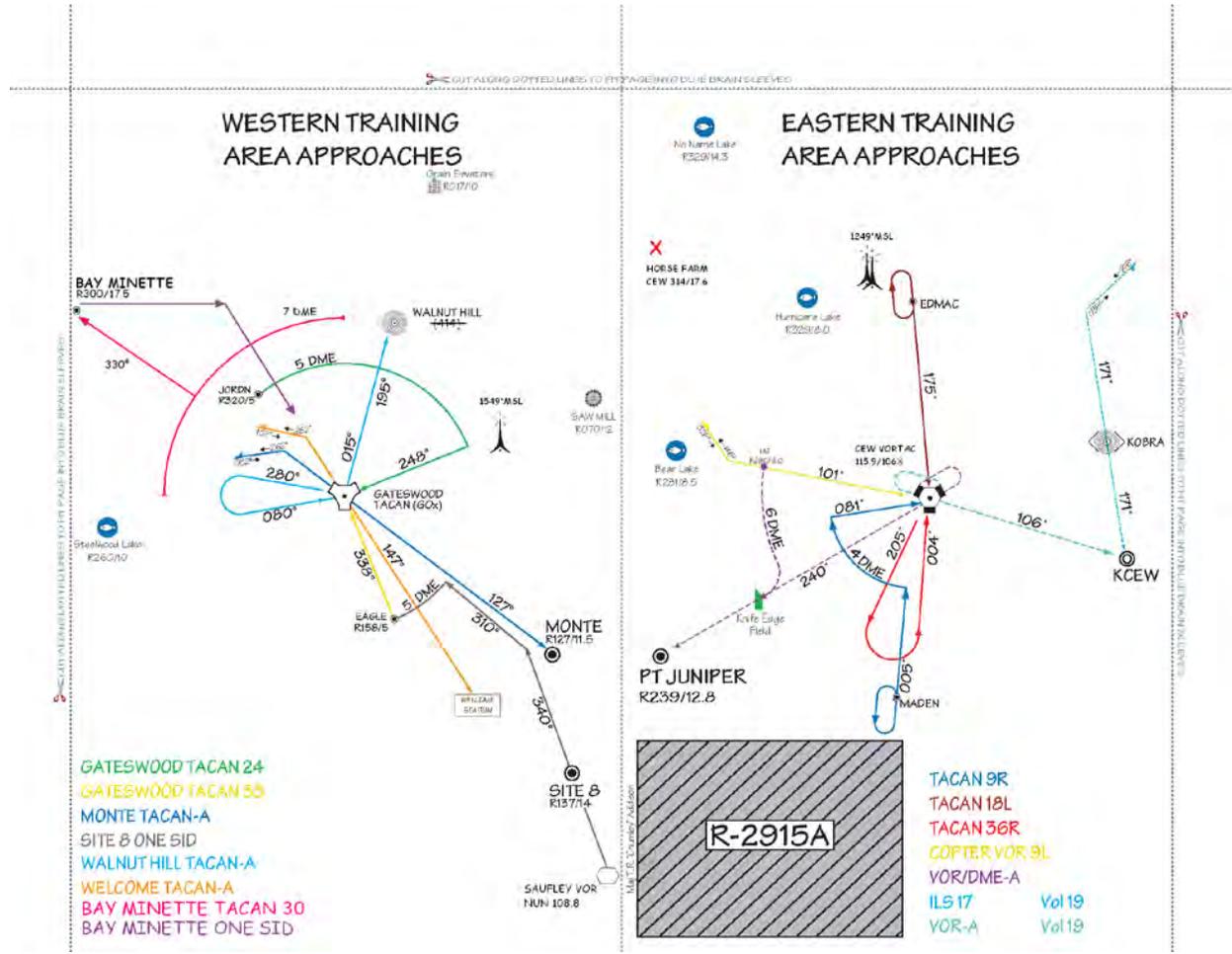
a. The following is a list of the commonly used navigation points and associated Radial/DME and/or Lat/Long:

DME CUTS/LAT LONGS

LOCATION	70X (NSE)	106X (CEW)	60X (NBJ)	N LAT / W LONG
PT ABLE (TWR)	150	2.5	240	18.3 - - 30°41.29 / 86°59.72
PT BAKER	224	2.8	245	21.0 - - 30°41.49 / 87°03.36
TWR 438	142	5.5	230	17.7 - - 30°41.29 / 86°59.72
POND CREEK BRIDGE	247	6.4	247	24.9 - - 30°41.00 / 87°08.00
PT BEND	274	6.2	254	24.3 - - 30°43.95 / 87°08.23
PT HOTEL	129	6.2	229	16.3 - - 30°39.44 / 86°55.56
DEATON BRIDGE	98	7.1	232	12.7 - - 30°42.28 / 86°52.89
PT ECHO	174	9.9	223	23.0 - - 30°33.63 / 87°00.03
PT WHISKEY	200	7.8	234	24.3 - - 30°36.14 / 87°04.35
PT HUGHES	194	6.8	234	23.0 - - 30°36.87 / 87°03.12
PT IGOR	208	3.9	241	21.6 - - 30°40.04 / 87°03.26
PT BELL	208	3.9	241	21.6 - - 30°40.04 / 87°03.26
PT VERTOL	157	7.0	229	19.2 - - 30°37.13 / 86°57.77
PT JUNIPER	087	6.1	239	12.8 - - 30°43.63 / 86°53.98
PT CYPRESS	121	3.3	239	16.7 - - 30°41.68 / 86°57.86
PT FISH	135	4.2	235	17.2 - - 30°40.38 / 86°57.70
NOLF SANTA ROSA	148	7.9	223	18.7 - - 30°36.65 / 86°56.40
NOLF SPENCER	226	8.6	240	26.6 - - 30°37.52 / 87°08.40
NOLF SITE 8	238	21.1	242	39.4 - - 30°32.57 / 87°22.07
NOLF HAROLD	110	7.2	228	13.8 - - 30°40.84 / 86°53.23
BEAR LAKE	048	12.8	284	8.2 - - 30°51.89 / 86°49.85
NO NAME LAKE	028	20.6	325	14.2 - - 31°01.51 / 86°49.61
HURRICANE LAKE	046	19.0	329	7.8 - - 30°56.46 / 86°44.98
TRIANGLE FACTORY	254	16.1	250	34.6 - - 30°39.16 / 87°19.10
MOLINO X-ROADS	268	16.6	256	34.6 - - 30°43.07 / 87°20.34
HOBOE	181	9.0	227	23.4 - - 30°34.43 / 87°01.45
GRAIN ELEVATOR	292	26.0	273	41.6 017 10 30°53.50 / 87°29.00
BALDY BAWDI	086	10.6	228	8.9 - - 30°43.94 / 86°48.78
YELLOW RVR BRDG	151	10.7	216	20.0 - - 30°34.00 / 86°55.26
STEELWOOD LAKE -	267	36.9	259	54.9 260 10.0 30°42.00 / 87°44.00
MONTE NAVIE	237	14.3	242	32.6 127 11.5 30°35.76 / 87°15.13
WHITE POINT	117	34.9	146	26.2 - - 30°27.05 / 86°25.25
SACRED HEART HOSPITAL	213	18.0	230	34.6 - - 30°28.51 / 87°12.71
WEST FL HOSPITAL	218	16.3	233	33.5 - - 30°30.85 / 87°13.09
GULF BREEZE HOSPITAL	197	23.1	218	37.3 - - 30°21.52 / 87°09.37
PT POND	247	3.7	247	22.2 - - 30°42.05 / 87°05.06
PT FOG	232	7.9	243	26.2 - - 30°38.73 / 87°08.48
PT SNAKE	237	9.6	244	28.0 - - 30°38.30/87°11.00
NOLF PACE	260	9.3	251	27.7 - - 30°41.98 / 87°11.74
OSTRICH FARM	271	21.4	259	39.2 - - 30°44.01 / 87°25.94
CHUMUCKLA SPRINGS	259	14.4	252	32.8 - - 30°40.94 / 87°17.53
TACAN GATESWOOD	269	27.1	259	45.0 - - 30°43.50 / 87°32.60
HORSE FARM	032	17.6	314	12.6 - - 30°58.71/ 86°50.78
BAPTIST HOSPITAL	211	20.8	227	37.1 - - 30°25.72 / 87°13.72
SANDY POINT	180	13.1	220	26.1 - - 30°30.30 / 87°01.26
TREE FIELD	281	8.2	257	25.8 - - 30°45.15 / 87°10.38
EAST BI TOWERS	043	22.0	345	9.8 - - 30°59.18 / 86°43.15
EGLIN FIELD 2	105	30.6	139	19.0 - - 30°34.72 / 86°27.05

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4. EASTERN/WESTERN STUDENT APPROACH OVERLAY



5. LOW-LEVEL NAVIGATION ROUTES

a. Hospital Route

(1) Maps required: Pensacola Training Area Chart (Radial/DME cut and Lat/Long approximate)

(2) Route shall be flown at 500 feet AGL. Pensacola Tower may direct a lower altitude for traffic separation, but in no case shall aircraft be operated below 300 feet AGL.

CP	GRID	DESCRIPTION	NSE (70X)	LATITUDE	LONGITUDE
1	J5	WEST FLORIDA	237 / 19	N30 31.9	W087 13.1
2	J4	SACRED HEART	212 / 21	N30 28.7	W087 12.8
3	J4	BAPTIST	209 / 24.5	N30 25.8	W087 13.8
4	J3	GULF BREEZE	197 / 27	N30 21.7	W087 9.4

b. Orange Route

(1) Maps required: Munson/Harold 1:50,000

(2) Avoid Noise sensitive grid (122214) by 200m.

CP	GRID	DESCRIPTION	NSE (70X)	LATITUDE	LONGITUDE
1	134977	RIVER BEND	095/ 8.5	N30 42.8	W086 51.7
2	146027	ROAD JUNCTION	080/ 9.1	N30 45.5	W086 50.9
3	136067	ROAD/STREAM JUNCTION	067/ 9.2	N30 47.6	W086 51.5
4	142135	BRIDGE	050/11.6	N30 51.3	W086 51.1
5	169183	BRIDGE	048/13.9	N30 53.9	W086 49.4
6	154228	POND	036/15.8	N30 56.3	W086 50.3
7	180276	ROAD BEND	038/18.5	N30 58.9	W086 48.7
8	212253	CEMETERY	042/19.0	N30 57.7	W086 46.7
9	195186	ROAD JUNCTION	054/14.2	N30 54.0	W086 47.7
10	180139	ROAD JUNCTION	064/13.3	N30 51.5	W086 48.7
11	169075	ROAD BEND	072/12.6	N30 48.1	W086 49.4
12	199991	BRYANT BRIDGE	092/11.7	N30 43.4	W086 47.5

c. Purple Route

(1) Maps required: Crestview/Dixie 1:50,000

CP	GRID	DESCRIPTION	CEW (106X)	LATITUDE	LONGITUDE
1	254112	COTTON BRIDGE	273/ 2.9	N30 50.0	W086 44.0
2	269158	ROAD JUNCTION	321/ 3.6	N30 52.5	W086 43.1
3	261226	POND	336/ 7.0	N30 56.2	W086 43.7
4	274273	CEMETERY	346/ 9.3	N30 58.7	W086 42.7
5	274348	CEMETERY	349/13.3	N31 02.8	W086 42.7
6	289373	POND	352/14.6	N31 04.2	W086 41.8
7	332376	POND	002/15.0	N31 04.4	W086 39.2
8	307252	POND	357/ 8.2	N30 57.5	W086 40.8
9	327190	SAND PIT	006/ 4.9	N30 54.3	W086 39.4
10	370144	BRIDGE	054/ 4.3	N30 51.7	W086 36.8

d. Green Route

(1) Map required: Pensacola JOG-AIR 1:250,000

CP	GRID	DESCRIPTION	NBJ (60X)	LATITUDE	LONGITUDE
1	692150	MCDAVID INTERSECTION	54/14.3	N30 52.10	W087 19.39
2	581130	ROAD JUNCTION	38/9.3	N30 50.99	W087 26.20
3	517171	RAILROAD/ROAD JUNCTION	13/9.9	N30 53.15	W087 30.32
4	487098	PIPELINE/ROAD JUNCTION	010/10.0	N30 51.50	W087 34.57
5	337149	ROAD JUNCTION	319/11.5	N30 52.02	W087 41.67
6	333098	PIPELINE JUNCTION	307/9.8	N30 49.21	W087 41.88
7	338924	BRIDGE	235/6.1	N30 39.83	W087 38.37
8	443988	BRIDGE	265/2.0	N30 36.33	W087 32.83
9	569905	ROAD JUNCTION	130/4.9	N30 40.10	W087 28.30
10	666941	HWY 29/196 JUNCTION	106/10.4	N30 40.78	W087 20.94

6. NDZ PRE-FILED FLIGHT PLANS

a. Type Aircraft B06 (TH-57), TAS 100

VFR/IFR A292

ROUTE	TYPE	ALT	NAVIE NAVIE FLIGHT PLAN	DESCRIPTION	ETE
NDZ101	OTP	17	NDZ MONTE1 MONTE VFR NBJ/D1+20 IVORY NDZ Remarks: OTP/FF IFR RTB	OTP TO NDZ VIA GATESWOOD DELAY: WEST OP AREA	0+40
NDZ102	IFR	17	NDZ PENSI PNS/D1+40 IVORY NDZ	IFR TO NDZ VIA PNS DELAY: PNS	0+30
NDZ103	IFR	17	NDZ IVORY/D2+00 NDZ	IFR TO NDZ DELAY: NDZ	0+15
NDZ204	VFR	NAVIE 22	NDZ MONTE1 MONTE VFR NBJ/D1+30 NPI NBJ/D1+30 MONTE NDZ NAVIE Remarks: 2DLYS WEST	NAVIE VFR TO NDZ VIA GATESWOOD, SITE 8, GATESWOOD	4+10
NDZ205	VFR	22	NDZ PNS/D1+30 NDZ	VFR TO NDZ VIA PNS	2+00
NDZ206	VFR	22	NDZ NUN/D1+30 NDZ	VFR TO NDZ VIA NUN	2+00
NDZ207	VFR	22	NDZ NPA/D1+30 NDZ	VFR TO NDZ VIA NPA	2+00
NDZ208	VFR	22	NDZ PNS	VFR TO PNS FULLSTOP	0+20
NDZ209	VFR	22	NDZ NSE180002 VFR PNS Remarks:(working area base ops info only, not on FP)	VFR TO PNS VIA AREA__	2+00
NDZ210	VFR	10	NDZ 2R4	NDZ TO 2R4 FULLSTOP	0+10

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VFR/IFR TERMINAL AREA DELAY FLIGHT PLANS (ROUND ROBIN)

ROUTE	TYPE	ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ301	IFR	40	NDZ PENSI V241 SJI MOB Remarks: D1+00 MOB NDZ	IFR TO MOB TERM DELAY: MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ302	IFR	30	NGS VARRE TUFER VPS Remarks: D1+00 VPS NDZ	IFR TO VPS TERM DELAY: VPS	0+30
	IFR	30	VPS DESTN VARRE IVORY NDZ	IFR: FROM VPS TO NDZ	0+30
NDZ303	IFR	17	NDZ CEW Remarks: D1+30 CEW NDZ	IFR TO CEW TERM DELAY: CEW	0+15
	IFR	17	CEW CEW240015 IVORY NDZ	IFR FROM CEW TO NDZ	0+15
NDZ304	IFR	40	NDZ PNS/D0+30 LOXLY V241 SJI MOB Remarks: D1+00 MOB NDZ	IFR TO MOB TERM DELAY: PNS MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ305	IFR	40	NDZ BRENT PNS Remarks: D0+15 PNS MOB	IFR TO MOB TREM DELAY: PNS 5R4 MOB	0+15
	IFR	40	PNS RUPQE Remarks: D0+15 5R4 MOB	TERM DELAY 5R4	0+15
	IFR	40	5R4 SQWID MOB Remarks: D0+15 MOB MOB	TERM DELAY MOB	0+20
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ406	VFR	22	NAVIE NAVIE NDZ MONTE1 MONTE VFR NBJ/D1+30 MONTE NDZ	VFR TO NDZ VIA DELAY GATESWOOD	2+00
NDZ407	VFR	15	BAWDI NAVIE BAWDI NDZ BALDY1 BALDY /D1+30	VFR TO NDZ VIA DELAY LAKES	2+00
			BAKOS VFR CEW240012 NDZ Remarks: DLY LAKES/JUNIPER	E AREA (BI)	
NDZ408	VFR	15	BAWDI BAWDI NDZ BALDY1 BALDY CEW/D1+30 CEW240012 NDZ Remarks: VORTAC	VFR TO NDZ VIA DELAY CEW JUNIPER RETURN E AREA (LOW RI)	2+00

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VFR/IFR STOPOVER FLIGHT PLANS

ROUTE		ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ501	IFR	40	NDZ PENSI V241 SJI MOB Remarks: D1+00 MOB MOB	IFR TO MOB STOPOVER MOB	0+45
	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB TO NDZ	0+45
NDZ502	IFR	30	NDZ CEW Remarks: D1+30 CEW 0J4	IFR TO CEW TERM DELAY CEW	0+15
	IFR	30	CEW OGITE 0J4	IFR FROM CEW TO 0J4	0+15
NDZ502R	IFR	40	0J4 CEW Remarks: D1+30 CEW NDZ	IFR FROM 0J4 TO CEW TERM DELAY CEW	0+15
	IFR	40	CEW CEW240015 IVORY NDZ	IFR FROM CEW TO NDZ	0+15
NDZ503	IFR	40	NDZ PNS Remarks: D1+00 PNS MOB	IFR MOB VIA PNS	0+15
			PNS LOXLY V241 SJI MOB		0+30
NDZ503R	IFR	30	MOB LOXLY V241 PENSI IVORY NDZ	IFR FROM MOB	0+45
NDZ504	IFR	40	NDZ PENSI V198 LOXLY BFM Remarks: D1+00 BFM BFM	IFR TO BFM	0+45
			BFM LOXLY V198 PENSI IVORY NDZ		
NDZ505	IFR	030	NDZ BAKOS V241 CEW/D0+30 GALON UIA 79J	IFR TO 79J STOPOVER 79J	0+45
NDZ505R	IFR	040	79J UIA GALON V241 CEW/D0+30 CEW 240015 IVORY NDZ	IFR FROM 79J	0+45
NDZ506	IFR	40	NDZ PENSI V241 LOXLY RERME 1R8 REMARKS: D1+00 1R8	IFR TO 1R8 STOPOVER 1R8	0+45
NDZ506R	IFR	30	1R8 BRATT V241 PENSI IVORY NDZ	IFR FROM 1R8	0+45
NDZ602	VFR	15	NDZ BALDY1 BALDY BAKOS/D1+30 0J4 BAWDI BAWDI Remarks: DLY LAKES/JUNIPER	VFR TO 0J4 VIA LAKES BI/RI STAGE	2+00
NDZ602R	VFR	15	0J4 NDZ BAWDI BAWDI	VFR FROM 0J4 TO NDZ VIA JUNIPER	2+00
NDZ603	VFR	15	NDZ BALDY1 BALDY CEW/D1+30 0J4 Remarks: VORTAC TERM DELAY CEW	VFR TO 0J4 VIA CEW	2+00

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ROUTE		ALT	FLIGHT PLAN	DESCRIPTION	ETE
NDZ603R	VFR	15	0J4 NDZ	VFR FROM 0J4 TO NDZ	2+00
NZD604	VFR	15	NDZ MOB Remarks: working area	VFR TO MOB	2+00
NDZ604R	VFR	15	MOB NDZ Remarks: working area	VFR FROM MOB	2+00
NDZ605	VFR	22	NAVIE NAVIE NDZ MONTE1 MONTE VFR NBJ/D1+30 BFM Remarks: DLY Gateswood	VFR TO BFM Via Gateswood RI/BI Stage	2+00
NDZ605R	VFR	15	BFM NBJ NDZ Remarks: DLY Gateswood	VFR From BFM Via Gateswood	2+00
NDZ606	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 MVC NAVIE NAVIE Remarks: DLY Gateswood	VFR TO MVC Via Gateswood	2+00
NDZ606R	VFR	22	MVC NBJ NDZ Remarks: DLY Gateswood	VFR FROM MVC Via Gateswood	2+00
NDZ607	VFR	22	NDZ MONTE1 MONTE VFR NBJ/D1+30 1R8 NAVIE NAVIE Remarks: DLY Gateswood	VFR TO 1R8 Via Gateswood	2+00
NDZ607R	VFR	22	1R8 NBJ NDZ Remarks: DLY Gateswood	VFR FROM 1R8 Via Gateswood	2+00
NDZ608	VFR	10	NDZ CEW 79J	VFR TO 79J	1+00
NDZ608R	VFR	10	79J CEW NDZ	VFR FROM 79J	1+00
NDZ609	VFR	10	NDZ 0J4	VFR TO 0J4	2+00
NDZ609R	VFR	10	0J4 NDZ	VFR FROM 0J4	2+00

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LEGEND:

- | | |
|-------------------------|-------------------------------|
| 0J4 - FLORALA | NGS - SANTA ROSA |
| 1R8 - BAY MINETTE | NPA - NAS PCOLA (SHERMAN) |
| 2R4 - PETER PRINCE | NPI - SITE 8 |
| 79J - ANDALUSIA | OTP - VFR ON-TOP CLEARANCE |
| BFM - MOBILE DOWNTOWN | PLA - PRACTICE LOW APPROACHES |
| CEW - CRESTVIEW | PNS - PENSACOLA REGIONAL |
| IFR - INST FLIGHT RULES | PNSN- NORTH MOA |
| MOB - MOBILE RGL | SJI - SEMMES |
| MVC - MONROEVILLE | VFR - VISUAL FLIGHT RULES |
| NBJ - GATESWOOD | VPS - EGLIN AFB |

7. CHECKLISTS

a. Suspected Hard Landing, Tail Strike checklist, and Carbon Lock checklists purposefully omitted. Refer to appropriate maintenance action procedures.

b. TW-5 On-Scene Commander Checklist:

1. Set Bingo Fuel
2. Record pertinent information:
 - a. Fire
 - b. Survivors seen
 - c. Assistance currently at scene
 - d. Access to zone via aircraft and ground vehicles
 - e. Determine GPS coordinates
3. Notify NASWF ODO - UHF 233.7 - Relay information, including GPS Coordinates. If ODO unavailable, relay information to either Whiting Tower.
4. Contact approach control agency for that sector and declare emergency. Relay information. Inform them you will be on UHF 282.8 and monitoring VHF and UHF guard frequencies.
5. Switch to UHF 282.8 - SAR Common Frequency to coordinate as On Scene Commander. NASWF ODO, crash crews, and other rescue ground and air assets will all monitor this frequency.
6. Assign aircraft to assist / lead Crash Crew to scene as necessary.
7. Control traffic in and around the scene.
8. OSC designates and briefs his relief.

c. Precautionary Emergency Landing (PEL)/Bird Strike Checklist:

PRECAUTIONARY EMERGENCY LANDING

A PEL SHALL TERMINATE A FLIGHT UNTIL APPROPRIATE MAINTENANCE ACTION IS PERFORMED OR APPROVAL IS GIVEN TO RESUME FLIGHT.

In the event of a suspected hard landing, stinger strike, or aircraft impact with other objects (birds, deer, trees, etc.), the PIC shall land as soon as possible and inspect the aircraft. Contact the squadron's FDO/ODO for follow-on action and directions.

BIRD STRIKE CHECKLIST:

1. Note any unusual vibrations
2. Land as soon as possible

AFTER LANDING:

1. Note any unusual instrument indications or control malfunction

AFTER SHUTDOWN:

1. Inspect the point of impact (if known)
2. Inspect all the following areas:
 - a. All external surfaces for any visible dents, distortions, scratches, nicks, or debris.
 - b. All exposed flight controls, particularly the MRB and TRB pitch change links.
 - c. Engine inlet for FOD or other damage.
 - d. Horizontal, vertical stabilizers and the tail boom for cracks, looseness, etc.
 - e. Main and tail rotor blades.
3. Perform normal start with particular attention to the flight controls.
4. Perform a 5 minute 100% Nr ground run, noting vibrations and normal engine operations. If any visible damage or unusual vibrations are detected, the aircraft shall be recovered by maintenance. If no damage or vibrations are noted, the aircraft may be flown back to South Whiting Field for further maintenance inspection.

NOTE: This checklist does not supersede or replace applicable NATOPS and SOP requirements.

8. CONTACT "B" STAGE NATOPS BRIEFING GUIDEConduct of Flight

1. We have aircraft _____ on spot _____.
2. Our mission is the safe completion of a _____.
3. Which student will go first, second, third etc.
4. We will be operating at (OLF, Area, etc.), refueling at (Home field, OLF), and hot seating at...
5. Applicable preset frequencies: UHF Button 1-ATIS, 2-CLEARANCE, 3-GROUND, 4-TOWER, 5-HT-8 BASE, 6-HT-18 SKEDS, 7-HT-28 SKEDS, 9-PACE, 10-SPENCER, 11-SANTA ROSA, 12-HAROLD and 13-SITE 8. Manual frequencies: VHF 124.85-Pensacola Approach, 121.95-Instructor Common, 121.4-TOWER Backup.
6. Navigation aids will be primary ground reference, with 108.8 and 110.55 as backup.
7. We will call outbound for ____ hours.
8. We will depart home field with ____ gallons or enough fuel to complete the flight and 20 minutes reserve. Depart the OLF with no less than 20 gallons or a steady low fuel light, whichever occurs first (25 gallons from Site 8). Be on deck with no less than 10 gal. With fuel boost pump light on, be on deck with no less than 20 gal.
9. Weight and Balance have been completed, for the most forward CG and the heaviest A/C (in regards to weight limits) or our assigned aircraft and is within limits; we will drop it off with the Duty Officer.
10. Required publications are the NATOPS Pocket Checklist (PCL), New Orleans VFR Sectional, TW-5 On-Scene Commander Checklist, PEL checklist, ORM Briefing Guide, VOL 19 Approach Plate, and VOL L-21/22 IFR Low Level Chart.

Weather

1. As briefed with ORM or read time of observation and WX directly from weight and balance form. "Current WX observed at _____, ..."
2. Read valid period and forecast WX directly from weight and balance form.

Emergencies

1. System failures are not immediate in nature. Pilot at the Controls (PAC): continue to fly the aircraft. Pilot not at the Controls (PNAC): break out the PCL and make sure all steps are completed. Dual concurrence before any system is secured. No fast hands in the cockpit, with the exception of the Hydraulic Power Cylinder Malfunction (Hard over). Both pilots shall race for the switch to secure.

2. Aircraft emergencies are immediate in nature. PAC--execute all memory items requiring flight control input. PNAC--execute all memory items not requiring flight control input. Both pilots call for "Lock, Talk, and Squawk."

a. Treat all emergencies as actual, unless the word "Simulated" is announced.

b. All simulated emergencies will be announced as "Simulated" once the conditions are recognized.

3. IMC will be avoided to the extent of landing in a field. If we encounter IMC, the PAC will establish an instrument scan, level the wings, level the nose, center the ball, and the crew shall consider appropriate maneuvers to regain VMC. If we do not regain VMC, we will begin a 500 fpm wings level climb to 1200 feet MSL (which is 500 feet below MVA) and turn away from any known hazards. The PNAC will dial up Pensacola Approach on 124.85, squawk 7700, declare an emergency, and request a PAR approach to South Whiting Field. If VMC is regained, we will remain VMC.

4. Ditching will be executed per NATOPS procedures. Emergency landing: If we have to do an emergency landing, put all checklists away by 200 feet AGL and both pilots will call out all obstacles to landing.

5. Emergency Egress per NATOPS procedures. We will meet at the 12 o'clock position of the aircraft or upwind of any smoke or flames at a safe distance from the aircraft. Using the hand-held emergency radio, we will activate the emergency beacon and declare an emergency.

Special Instructions

1. Do not apply. **Except on CAL/external flights**

Cockpit Crew Coordination

1. The PAC will aviate, navigate, and communicate, in that order.
2. The PNAC will assist the flying pilot to include: monitoring instruments, copying clearances, tuning avionics, and other tasks requested by the flying pilot. The completion of a task will be indicated by a thumbs-up or verbal response.
3. Control changes will be accomplished by a three-way positive change of controls. If there is any doubt who has the controls, both pilots come on the controls and sort it out verbally. Control inputs by the instructor do not constitute a control change.
4. Call all traffic using the standard clock method, high/level/low, factor/no factor, type (if known). Call a bird a bird and an aircraft an aircraft. Anything not called is assumed not seen. The PNAC may come on the controls to avoid a collision.
5. Training Time Out Policy is in effect for the flight.

Are there any questions?

RIP

RWOP IMPROVEMENT PROCESS

From: (Rank/Name) (Optional)	Unit	DSN Phone	Date Submitted
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To: TW-5 TH-57 Standardization Officer

Via: _____
 Squadron Standardization Officer Date

1. RWOP recommendation (include affected page and paragraph).

Action: