



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

Canc frp: May 13
IN REPLY REFER TO
COMTRAWINGFIVENOTE 3710
N00
25 Apr 12

COMTRAWING FIVE NOTICE 3710

From: Commander, Training Air Wing FIVE
To: Primary Squadron Commanders

Subj: OLF SATURATION MITIGATION PLAN

1. Purpose. To promulgate guidance on OLF usage for primary squadrons in Training Air Wing (TRAWING) FIVE. Specifically, my intent is to provide a method in which TRAWING FIVE can mitigate the risk of a mid-air collision at or in the vicinity of one of our primary Outlying Fields (OLFs), or in the Pensacola North MOA or PELICAN working area (formerly Area 2).

2. Background. The high volume of VFR training aircraft in A-292 is becoming unworkable. With our limited T-6B capable OLFs and our congested airspace, we have continued to increase risk without providing an institutional means of mitigation. The result is an unacceptable amount of risk that we are expecting our individual instructor pilots to assume on a daily basis in order to successfully complete their assigned mission. Our success in mitigating this hazard is not solely dependent on the implementation of these procedures; instead it will be a combination of these procedures and the continued expansion and use of our entire local flying area and the use of both additional Navy and civilian air fields.

Facts:

- With three DEDICATED OLFs (Brewton, Evergreen, and Barin) capable of handling T-6Bs on a regular basis for student training, there is potential for only 18 T-6Bs to conduct landing training at any given time.
- TRAWING FIVE is issued seven aircraft every 15 minutes (nine aircraft at 0700 and 1100), for a total of 28 T-6B aircraft per hour (30 aircraft per hour on the 0700 and 1100 hours).
- Pensacola North MOA and PELICAN areas have 21 designated working areas to conduct contact and formation training in during daylight hours.
- Pensacola South MOA usage is available to all the primary squadrons and should be scheduled on a daily basis with TRAWING SIX.

- OLF/VFR airspace requirements fluctuate with a particular squadron's load, the weather, simulator availability, schedule progress (success) the day prior, or squadron priority on any given day.
- Only two OLFs, Brewton and Evergreen, are capable of handling T-6B student solos due to runway length.

Assumptions:

- Future plans may include solo operations at NAS Pensacola and Choctaw.
- Monroe County will continue to have limitations due to winds (single runway), runway width, and civilian traffic. Based on runway width it will not be used for solo operations.
- Limited "high work" will be able to be accomplished in Area 1 below the Pensacola South MOA due to altitude and airspace restrictions:
 - o 6000 to 8500 ft limit precludes student PA maneuvers and severely limits stall training.
- Pensacola South MOA access will be considerably limited compared to the Pensacola North MOA, due to TRAWING SIX constraints.
- Safety will remain our foremost concern, with quality training and production
- Typical contact flight profile:
 - o NSE to NMOA 10 mins
 - o High Work 15 mins
 - o NMOA/PELCN to OLF 5 mins
 - o OLF Ops 45 mins*
 - o OLF -> NSE via CR 15-20 mins
 - Total: 1:30 - 1:35 (with no delays)
 - * 45 minute time cycle at the OLF is the key planning factor

Current Planning Figures (based off of the above typical contact profile and fact #2 above):

- OLFs: Brewton (6 aircraft), Evergreen (6 aircraft) and Barin (6 aircraft)

<u>Launch Time</u>	<u># A/C</u>	<u>OLF Arrival</u>
0700*	7 A/C	0730
0715	7 A/C	0745
0730	7 A/C	0800
0745	7 A/C	0815**
0800	7 A/C	0830
0815	7 A/C	0845

0830	7 A/C	0900
0845	7 A/C	0915
1000	7 A/C	1030***

* For planning factors, the 0700 launch block will only account for 7 aircraft vice the normal 9 issues per fact #2.

** By 0815 potentially 28 aircraft could be competing for 18 OLF spots. It can be assumed that every 15 minutes, as seven aircraft depart OLFs, seven aircraft will enter OLFs using the above planning figures.

*** By 1030 TRAWING FIVE could potentially have launched 91 aircraft on flights that required OLF use (worst case).

3. The way ahead.

Alternative Plan:

Only one of two aircraft allocated to squadrons every 15 minutes will be available as a contact sortie (4 of 7). In other words, every 15 minutes, each squadron will be able to schedule one contact sortie.

<u>Launch Time</u>	<u># A/C</u>	<u>OLF Arrival</u>
0700	4 A/C	0730
0715	4 A/C	0745
0730	4 A/C	0800
0745	4 A/C	0815*
0800	4 A/C	0830
0815	4 A/C	0845
0830	4 A/C	0900
0845	4 A/C	0915
1000	4 A/C	1030**

* By 0815 potentially 16 aircraft could be competing for 18 OLF spots. It can be assumed that every 15 minutes, as four aircraft depart OLFs, four aircraft will enter OLFs using the above planning figures.

** By 1030 TRAWING FIVE could potentially have launched 54 aircraft on flights that required OLF use (again, worst case).

Alternative Plan Assumptions:

- Form 4101-4103 flights do not have to be counted as a contact sortie.
- Contact sortie blocks can be traded among squadrons like we currently do with simulators.
- Solo events are counted as contact events.

4. Action. Starting on 30 April 2012, each primary squadron will schedule according to the Alternative plan above. During each T-6B ESC meeting we will reevaluate this plan and look for potential improvements.

5. Cancellation contingency. This note shall remain in effect until further notice.


J. D. GRACE

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List II (a-c, h, p-s)