



DEPARTMENT OF THE NAVY

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

IN REPLY REFER TO:

3710

Ser N3/085

29 Jan 16

From: Commander, Training Air Wing FIVE
To: Commanding Officer, Helicopter Training Squadron EIGHT
Commanding Officer, Helicopter Training Squadron EIGHTEEN
Commanding Officer, Helicopter Training Squadron TWENTY-EIGHT
Officer in Charge, Helicopter Instructor Training Unit
Contract Flight Operations Manager, L-3 Communications

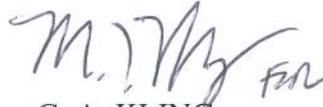
Subj: READ AND INITIAL 16-04: NAS WHITING FIELD SOUTH (KNDZ) RUNWAY
CONSTRUCTION (PHASE 2) MAINTENANCE PATTERN PROCEDURES AND
RESTRICTIONS

Encl: (1) Maintenance Pattern Depiction

1. Effective: 29 January 2016.
2. Expiration: Completion KNDZ Phase 2 Runway Construction project.
3. With the exception of the Maintenance (Mx) Pattern Operating Zone depicted in enclosure (1), no aircraft shall operate in the maintenance pattern below 500 feet AGL except when required for takeoff, landing, or low approach. Operations below 500 feet AGL in the maintenance pattern for the purpose of conducting takeoff, landing, or low approach operations shall terminate within the Mx Pattern Operating Zone and remain 250 feet laterally separated from or 500 feet above men, equipment, and runways under construction (including the approach end of runway 05 west of runway 14/32). As depicted in enclosure (1), landings in Zone A (inclusive to the Mx Pattern Operating Zone) is restricted to pavement only due to uneven terrain.
4. When requested by the pilot, Tower may authorize operations northeast of the maintenance pattern remaining south of Langley Road; this area is designated as the "extended maintenance pattern". Preventive control is not authorized for operations in the extended maintenance pattern.
5. The maintenance pattern is reserved for contractor maintenance flights and functional check flight training only. Syllabus events shall not be flown in the maintenance pattern.
6. Aircraft departing from the "old fuel pits" should expect delayed takeoff clearance pending maintenance flight operations in the extended maintenance pattern.

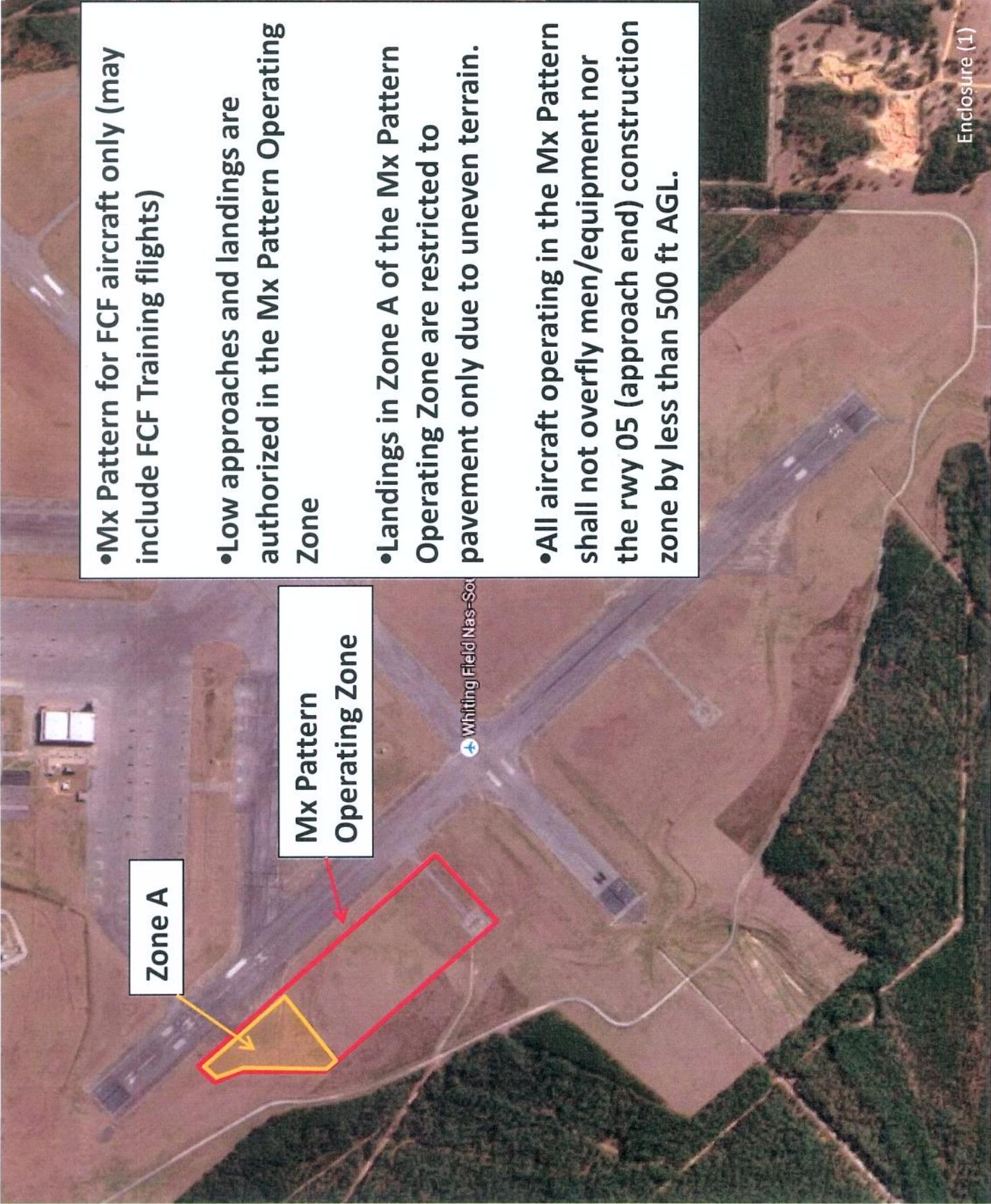
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CONSTRUCTION (PHASE 2) MAINTENANCE PATTERN PROCEDURES AND
RESTRICTIONS

7. The primary point of contact for this read and initial is the TW-5 Rotary-Wing Operations Officer,
LCDR Ricke Harris at 850-623-7640 or ricke.harris@navy.mil.



G. A. KLING

Copy to:
TW-5 OPS
NASWF CO
NASWF N3
ATC
L-3



- Mx Pattern for FCF aircraft only (may include FCF Training flights)
- Low approaches and landings are authorized in the Mx Pattern Operating Zone
- Landings in Zone A of the Mx Pattern Operating Zone are restricted to pavement only due to uneven terrain.
- All aircraft operating in the Mx Pattern shall not overfly men/equipment nor the rwy 05 (approach end) construction zone by less than 500 ft AGL.

•Landing, low work, and low approaches authorized to Zone A

•Mx Pattern Operating Zone will be marked with cones providing required minimum separation from construction areas, haul routes, etc. The Mx Pattern Operating Zone is bounded on the north by a line parallel to the northern edge of taxiway X-ray, on the northwest by a line following descending terrain to abeam the old fuel pits, on the west by a line from abeam the old fuels pits to the western side of pad A, on the south by the southern side of Pad A, and on the east by a line parallel to and 250 ft from RWY 14/32





Mx Pattern Entry from X-ray Taxiway (returns to X-ray authorized with Tower Clearance)

Old Fuel Pits Departure

Normal Maintenance Pattern

Extended Maintenance Pattern

- Mx Pattern for FCF aircraft only (may include FCF Training flights)
- Extended Mx Pattern authorized, with Tower clearance, from the north end of the Normal Mx Pattern to Langley Rd.
- Tower may direct departures from the “Old Fuel Pits” to hold position until FCF traffic is clear of the Extended Mx Pattern.