



DEPARTMENT OF THE NAVY

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

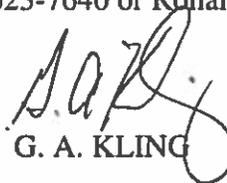
IN REPLY REFER TO
3710
Ser N3/234
2 Mar 16

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

Subj: READ AND INITIAL 16-06: PROHIBITION OF TH-57 OPERATIONS AT
OUTLYING FIELDS BREWTON AND EVERGREEN

Ref: (a) Letter of Agreement, NAS Whiting Field, Training Air Wing Five and City of
Evergreen, Alabama 14 JUL 1997
(b) Letter of Agreement, NAS Whiting Field, Training Air Wing Five and City of
Brewton, Alabama 14 JUL 1997

1. Effective: Immediately.
2. Background: Outlying Fields (OLFs) Brewton and Evergreen are used for daytime T-6B training IAW references (a) & (b). TH-57 aircraft have been periodically conducting nighttime operations in vicinity of OLFs Brewton and Evergreen.
3. Action: TH-57 aircraft are prohibited from conducting operations at OLFs Brewton and Evergreen, except in an emergency. TH-57 aircraft shall avoid the traffic pattern during all operations.
4. The primary point of contact for this read and initial is the TW-5 Assistant Operations Officer (Rotary-Wing), Major Ronald Chino at 850-623-7640 or Ronald.Chino@navy.mil.


G. A. KLING

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

CITY OF BREWTON, ALABAMA, NAS WHITING FIELD,
AND TRAINING AIR WING FIVE

LETTER OF AGREEMENT

EFFECTIVE: July 14, 1997

SUBJECT: OPERATING PROCEDURES - BREWTON MUNICIPAL AIRPORT

1. **PURPOSE:** This agreement establishes operating procedures, including communications, as conducted at Brewton Municipal Airport by Navy and civilian aircraft.
2. **SCOPE:** Agreement procedures provide standardized methods of operations for Navy and civilian aircraft, communications procedures, and certain other airfield operations at Brewton Municipal Airport.
3. **RESPONSIBILITIES:**
 - a. The City of Brewton, Alabama, Commander, Training Air Wing FIVE, and Commanding Officer, Naval Air Station Whiting Field are responsible for ensuring the compliance of participating units with the procedures established herein.
 - b. A continuous evaluation of these procedures will be made by both parties to ensure that necessary changes and modifications to the Letter of Agreement are made in a timely manner. All changes must be mutually agreed upon in writing and may be offered by either party.
 - c. A meeting, at least quarterly, shall be held between a representative of the Airport Committee, City of Brewton and a representative of Naval Air Station Whiting Field to discuss operations at Brewton Municipal Airport and resolve any associated problems.
 - d. The Airport Manager shall ensure that these procedures are given widest dissemination to all civilian pilots using Brewton Municipal Airport and will stress that the use of two-way radio communications is essential to flight safety.
 - e. The Aviation/Community Planner or the Operations Officer, Naval Air Station Whiting Field, will be the Military Liaison Officer.
4. **PROCEDURES:**
 - a. Of primary concern in all operations at Brewton Municipal Airport is the safety of all aircraft, both military and civilian, in the air and on the ground.

b. Brewton Municipal Airport will be available for use by Training Air Wing FIVE aircraft on a joint use basis from sunrise to one half-hour prior to sunset, Monday through Friday, and noon to sunset on Saturday. Training Air Wing FIVE aircraft may conduct Practice Precautionary Emergency Landings (PPEL's) and touch-and-go landings simultaneously (Dual only).

c. A Runway Duty Officer (RDO), a Naval Aviator, will be on station for all Training Air Wing FIVE traffic pattern operations. The RDO shall be provided with UHF and VHF (123.0) transceivers. Should the UHF or VHF radio fail to operate properly or if the RDO is not on the field, the airport shall be closed to all Training Air Wing FIVE operations, except for emergencies.

d. All Training Air Wing FIVE aircraft must establish satisfactory two-way radio communications with the RDO prior to entering the pattern.

e. All Training Air Wing FIVE aircraft will give way to any civilian aircraft in the pattern, unless a Training Air Wing FIVE aircraft has declared an emergency.

f. All Training Air Wing FIVE aircraft not entering, departing or established in the pattern shall remain outside of a five-mile radius of Brewton Municipal Airport if below 3000'.

g. All aircraft, both military and civilian, shall use the duty runway at all times. Exceptions to this will be made based on individual notifications from civilian aircraft to the RDO. When individual notifications are received, the RDO shall clear the pattern of Training Air Wing FIVE aircraft and, when cleared, so inform the civilian aircraft.

h. The RDO shall at all times ensure that the duty runway is that runway closest to "into the wind" conditions. He shall, however, be responsive to requests by the Airport Manager to change the duty runway to meet unusual circumstances.

i. The RDO and/or Airport Manager shall have the authority to close any or all runways to all aircraft, both Navy and civilian, in the event of an emergency or other conditions affecting safety of flight.

j. All vehicles, other than crash trucks, are restricted from operating on the airport except those specifically authorized by either the Airport Manager or the Military Site Petty Officer. Authorized vehicles operating on the field, except crash trucks, shall display an orange and white checkered flag. In all instances the RDO shall be immediately informed of any vehicular traffic authorized to

operate on the airfield.

k. No Training Air Wing FIVE aircraft run-ups shall be conducted in the vicinity of the civilian parking ramp. Run-ups shall be conducted at the extreme north, south or western portion of the airport.

1. When contacted by an inbound or outbound civilian aircraft, the RDO shall ensure that the pattern is sufficiently cleared to allow expeditious landing or takeoff by civilian aircraft and shall so inform the civilian aircraft when the pattern is cleared.

(1) All Training Air Wing FIVE aircraft shall report to the RDO at a three-mile initial for pattern entry.

(2) Training Air Wing FIVE aircraft departing Brewton Airport shall inform the RDO when departing the pattern.

(3) The 1400' MSL left-hand race track DELTA pattern is mandatory for Training Air Wing FIVE aircraft to clear the area for arriving or departing civilian traffic.

* m. Upon initial contact by an inbound or outbound civilian aircraft, the RDO shall broadcast simultaneously on both UHF and VHF until the civilian aircraft has landed or taken off. The RDO will issue only traffic advisory information on UNICOM (VHF 123.0). *UHF freq*

n. Radio terminology to be used by the RDO shall be as follows:

(1) Arriving Aircraft (Military)

(a) Establish aircraft position and estimated time of arrival.

(b) Provide traffic information, number of Navy aircraft in pattern (Example: "Brewton, presently operating five Navy T-34's").

(c) Give the duty runway in use and wind conditions (if known).

(2) Arriving Aircraft (Civil)

(a) When a civilian aircraft contacts Brewton Municipal Airport requesting landing information, and the Navy crash crew is on the field, the RDO will answer that request in the following manner:

"Aircraft calling Brewton UNICOM, Brewton is landing on

runway _____. We currently have (number) military aircraft in the pattern. Please state your ETA to Brewton."

(b) The civilian will acknowledge and inform current status. The RDO will put all Military aircraft in the 1400' MSL DELTA pattern when the civilian aircraft is approximately five miles out. The RDO will inform the civilian aircraft that all military aircraft are in a 1400' holding pattern.

(c) In the event no contact is established with the RDO, civilian aircraft shall comply with FAA regulations as outlined in the Airman's Information Manual.

(3) Departing Aircraft (Military and Civilian)

(a) All transmissions on VHF will be made as "Brewton UNICOM."

(b) Give the duty runway in use and wind conditions (if known).

(c) Provide traffic information as done for arriving aircraft.

(d) Advise civilian aircraft, "Navy aircraft will be holding at 1400' MSL upon your departure."

Note: Civilian requests for landing or takeoff clearance will be acknowledged by the RDO only by stating the present traffic condition. Clearances may not be given by the RDO.

(4) Practice landings, takeoffs, and approaches by civilian aircraft should be kept to a minimum during periods of Navy use. Individual aircraft may depart and arrive using the aforementioned procedures. *MM*

(5) If a conflict develops, such as delays in clearing the pattern, between civilian and Navy aircraft, the RDO shall immediately advise any arriving or departing aircraft.

X (o) Administrative queries on UNICOM will be answered by the Airport Manager. In the event that the Airport Manager does not answer up, the RDO shall reply stating that the Airport Manager is not presently available to respond to administrative queries.

(p) The RDO shall maintain a log listing problems encountered, discrepancies, violations, etc. All entries shall be specific. The

Aviation Community Planner or the Operations Officer, Naval Air Station Whiting Field and the Airport Manager shall, upon mutual agreement, periodically review this log taking corrective action as necessary.

review?

q. The Military Site Petty Officer shall be a Petty Officer First Class and have the responsibility for direct supervision of the Crash Crew and the authority to direct actions of any military maintenance personnel (except in the actual performance of their work) and military security personnel.

r. NAS Whiting Field shall provide a tow vehicle at the airport at all times for emergency towing of downed Navy aircraft.

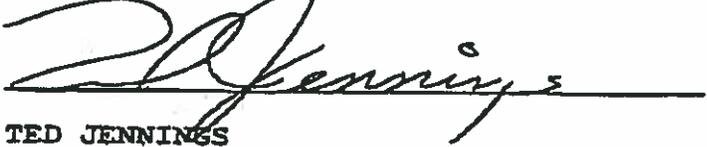
s. Detailed "housekeeping" shall be a matter of mutual agreement between the Military Site Petty Officer and the Airport Manager.



R. L. DICK, CAPT, USN
COMMANDING OFFICER, NAS WHITING FIELD



C. D. HALE, CAPT, USN
COMMANDER, TRAINING AIR WING FIVE



TED JENNINGS
MAYOR,
CITY OF BREWTON, ALABAMA

CITY OF EVERGREEN, ALABAMA, NAS WHITING FIELD
AND
TRAINING AIR WING FIVE

LETTER OF AGREEMENT

EFFECTIVE: July 14, 1997

SUBJECT: OPERATING PROCEDURES - MIDDLETON FIELD AIRPORT

1. PURPOSE: This agreement establishes operating procedures, including communications, as conducted at Middleton Field Airport by Navy and civilian aircraft.

2. SCOPE: Agreement procedures provide standardized methods of operations for Navy and civilian aircraft, communications procedures, and certain other airfield operations at Middleton Field Airport.

3. RESPONSIBILITIES:

a. The City of Evergreen, Alabama, Commander, Training Air Wing FIVE, and Commanding Officer, Naval Air Station Whiting Field are responsible for ensuring the compliance of participating units with the procedures established herein.

b. A continuous evaluation of these procedures will be made by both parties to ensure that necessary changes and modifications to the Letter of Agreement are made in a timely manner. All changes must be mutually agreed upon in writing and may be offered by either party.

c. A meeting, at least quarterly, shall be held between a representative of the City of Evergreen and a representative of Naval Air Station Whiting Field to discuss operations at Middleton Field Airport and resolve any associated problems.

d. The Airport Manager shall ensure that these procedures are given widest dissemination to all civilian pilots using Middleton Field Airport and will stress that the use of two-way radio communications is essential to flight safety.

e. The Aviation/Community Planner or the Operations Officer, Naval Air Station Whiting Field, will be the Military Liaison Officer.

4. PROCEDURES:

a. Of primary concern in all operations at Middleton Field Airport is the safety of all aircraft, both military and

civilian, in the air and on the ground.

b. Middleton Field Airport will be available for use by Training Air Wing FIVE aircraft on a joint use basis from sunrise to 7:00 P.M. Monday through Friday, however, should operational commitments require, usage may be extended to sunset on weekdays and from 10:00 A.M. to sunset on Sundays with one week's notice. Saturday usage hours are from sunrise to noon. Training Air Wing FIVE aircraft may conduct Practice Precautionary Emergency Landings (PPELs) and touch-and-go landings simultaneously (Dual only).

c. A Runway Duty Officer (RDO), a Naval Aviator, will be on station for all Training Air Wing FIVE traffic pattern operations. The RDO shall be provided with UHF and VHF (122.7) transceivers. Should the UHF radio fail to operate properly or if the RDO is not on the field, the airport shall be closed to all Training Air Wing FIVE operations, except for emergencies. Should the VHF UNICOM in the RDO cart become inoperative, operations may continue providing a member of the Crash Crew, equipped with FM capability, monitors the UNICOM in the airport office and relays essential information to the RDO.

d. All Training Air Wing FIVE aircraft must establish satisfactory two-way radio communications with the RDO prior to entering the pattern.

e. All Training Air Wing FIVE aircraft will give way to any civilian aircraft in the pattern, unless a Training Air Wing FIVE aircraft has declared an emergency.

f. All Training Air Wing FIVE aircraft not entering, departing or established in the pattern shall remain outside of a five-mile radius of Middleton Field Airport if below 3000'.

g. All aircraft, both military and civilian, shall use the duty runway at all times. Exceptions to this will be made based on individual notifications from civilian aircraft to the RDO. When individual notifications are received, the RDO shall clear the pattern of Training Air Wing FIVE aircraft and, when cleared, so inform the civilian aircraft.

h. The RDO shall at all times ensure that the duty runway is that runway closest to "into the wind" conditions. He shall, however, be responsive to requests by the Airport Manager to change the duty runway to meet unusual circumstances. Training Air Wing FIVE aircraft will utilize runway 18/36 when no wind conditions exist.

i. The RDO and/or Airport Manager shall have the authority to close any or all runways to all aircraft, both Navy and civilian, in the event of an emergency or other conditions

affecting safety of flight.

j. All vehicles, other than crash trucks, are restricted from operation on the airport except those specifically authorized by either the Airport Manager or the Military Site Petty Officer. Authorized Vehicles operating on the field, except crash trucks, shall display an orange and white checkered flag. In all instances the RDO shall be immediately informed of any vehicular traffic authorized to operate on the airfield.

k. No Training Air Wing FIVE aircraft turn-ups shall be conducted in the vicinity of the civilian parking ramp. Turn-ups shall be conducted at the extreme north, south or western portion of the airport.

l. When contacted by an inbound or outbound civilian aircraft, the RDO shall ensure that the pattern is sufficiently cleared to allow expeditious landing or takeoff by civilian aircraft and shall so inform the civilian aircraft when the pattern is cleared.

(1) The traffic pattern for all runways at Middleton Field Airport shall be left-hand at 1100 feet MSL.

(2) All Training Air Wing FIVE aircraft shall report to the RDO at a three-mile initial for pattern entry.

(3) Training Air Wing FIVE aircraft departing Middleton Field Airport shall inform the RDO and maintain runway heading and at or below 1100' MSL until three miles from the airport.

(4) The 1400' MSL left-hand race track DELTA pattern is mandatory for Training Air Wing FIVE aircraft to clear the area for arriving or departing civilian traffic.

m. Upon initial contact by an inbound or outbound civilian aircraft, the RDO shall broadcast simultaneously on both UHF and VHF until the civilian aircraft has landed or taken off. The RDO will issue only traffic advisory information on UNICOM (VHF 122.7) to civilian aircraft.

n. Radio terminology to be used by the RDO shall be as follows:

(1) Arriving Aircraft (Military)

(a) Establish aircraft position and estimated time of arrival.

(b) Provide traffic information, number of Navy aircraft in pattern (Example: "N1234, Middleton UNICOM, presently operating five, Navy T-34 aircraft in a left-hand pattern").

(c) Give the duty runway in use and wind conditions (if known).

(2) Arriving Aircraft (Civil)

(a) When a civilian aircraft contacts Middleton Field Airport requesting landing information, and the Navy crash crew is on the field, the RDO will answer that request in the following manner:

"Aircraft calling Middleton UNICOM, Middleton is landing on runway _____. We currently have (number) military aircraft in the pattern. Please state your ETA to Brewton."

(b) The civilian will acknowledge and inform current status. The RDO will put all Military aircraft in the 1400' MSL DELTA pattern when the civilian aircraft is approximately five miles out. The RDO will inform the civilian aircraft that all military aircraft are in a 1400' holding pattern.

(c) In the event no contact is established with the RDO, civilian aircraft shall comply with FAA regulations as outlined in the Airman's Information Manual.

(3) Departing Aircraft (Military and Civilian)

(a) All transmissions on VHF will be made as "Middleton UNICOM".

(b) Give the duty runway in use and wind conditions (if known).

(c) Provide traffic information as done for arriving aircraft.

(d) Advise civilian aircraft, "Navy aircraft will be holding at 1400' MSL upon your departure".

Note: Civilian requests for landing or takeoff clearance will be acknowledged by the RDO only by stating the present traffic condition. Clearances may not be given by the RDO.

(4) Practice landings, takeoffs, and approaches by civilian aircraft should be kept to a minimum during periods of Navy use. Individual aircraft may depart and arrive using the aforementioned procedures.

(5) If a conflict develops, such as delays in clearing the pattern, between civilian and Navy aircraft, the RDO shall immediately advise any arriving or departing aircraft.

o. Administrative queries on UNICOM will be answered by the Airport Manager. In the event that the Airport Manager does not answer up, the RDO shall reply stating that the Airport Manager is not presently available to respond to administrative queries.

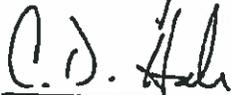
p. The RDO shall maintain a log listing problems encountered, discrepancies, violations, etc. All entries shall be specific. The Aviation/Community Planner or the Operations Officer, Naval Air Station Whiting Field and the Airport Manager shall, upon mutual agreement, periodically review this log taking corrective action as necessary.

q. The Military Site Petty Officer shall be a Petty Officer First Class and have the responsibility for direct supervision of the Crash Crew and the authority to direct actions of any military maintenance personnel (except in the actual performance of their work) and military security personnel.

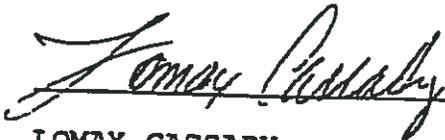
r. Detailed "housekeeping" shall be a matter of mutual agreement between the Military Site Petty Officer and the Airport Manager.



R. L. DICK, CAPT, USN
COMMANDING OFFICER, NAS WHITING FIELD



C. D. HALE, CAPT, USN
COMMANDER, TRAINING AIR WING FIVE



LOMAX CASSADY
MAYOR
CITY OF EVERGREEN, ALABAMA