



DEPARTMENT OF THE NAVY

COMMANDER TRAINING AIR WING SIX
390 SAN CARLOS ROAD SUITE C
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 3710.22

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4 Mar 15

COMMANDER, TRAINING AIR WING SIX INSTRUCTION 3710.22

From: Commander, Training Air Wing SIX

Subj: LOCAL AREA IFR AND VISUAL ROUTE FLIGHT PROCEDURES

Ref: (a) OPNAVINST 3710.7U - General Flight & Operating Inst
(b) NASPCLAINST 3722.1X - NASP Air Operations Manual

1. Purpose. To issue Standard Operating Procedures (SOP) for flight operations under the cognizance of Commander, Training Air Wing SIX (CTW-6) in order to improve flight standardization and safety.

2. Scope. This instruction encompasses detailed requirements for the safe and efficient operations of all Training Air Wing SIX (TW-6) aircraft flown by both military and contract aircrew while accomplishing the TW-6 mission. This instruction supplements references (a) and (b) and applies to instances where there are no governing directives. Should a conflict exist between this SOP and other directives, governing directives shall apply.

3. Action

a. All personnel involved with the operation of TW-6 aircraft shall be thoroughly familiar with the contents of this instruction, and comply with the directives and policies stated herein.

b. All TW-6 activities and associate instructors affected by the contents of this instruction are charged with the responsibility of submitting recommendations, additions, corrections, or constructive suggestions to ensure continual improvement of the standardization process.

4. Local Area Instrument and Visual Route (IR/VR) Scheduling Procedures

a. TW-6 operates an electronic scheduling system accessible via station LAN. This scheduling system shall be used to

coordinate and deconflict TW-6 and any other aircraft utilizing IR/VR routes, Military Operating Areas (MOA) and Warning areas.

b. Squadrons shall input their aircraft type, call sign, and airspeed in the appropriate time block of the spreadsheet. For example: "(T-6) KATT610 210KTS". When entering at an alternate entry point (for example, Pt H on VR-1024), the route entry time in the Low-Level Route Manager shall be calculated back to an entry time at Pt A or Pt C, which is now an option in the route scheduler, to ensure de-confliction for the entire route.

c. Buffer times are necessary to ensure de-confliction between aircraft flying at different speeds. If a slower aircraft is following a faster one, no buffer block is required. Buffer blocks will be entered as follows:

(1) T-45 (360kts) following a T-6 (210kts): Entry time plus two buffer blocks. For example, a T-6 entering at 1310 could be followed by a T-45 no earlier than 1340. 1320 and 1330 would be labeled as "(T-6) BUFFER".

d. By 1400L on the day prior to the event, NAS Pensacola Sector Control, known as FACSFAC, and Base Operations shall review the inputs and issue the appropriate Notice to Airmen (NOTAM) to cover the next day's requirements.

e. Entry times shall be entered using even time periods using the following allowable entry times: hh+00, hh+10, hh+20, hh+30, hh+40, hh+50 (where hh is the respective hour in local time). There shall be a +/- four minute route entry window for de-confliction purposes. Base operations shall NOTAM the route 30 minutes prior to the first entry time to one hour after the last exit time of the day for each route. Any scheduling changes inside of the two-hour window prior to the NOTAM block start time shall not place the entry or exit time outside the NOTAM window.

f. At 1400L, on the day prior to the events, FACSFAC/Base Operations shall apply a yellow background to the time blocks that require NOTAMS for the next day. Any changes in entry/exit times that fall outside the NOTAM window shall require two-hour prior notification to base operations in order to re-issue a NOTAM to cover the new entry/exit times.

g. Weekend scheduling procedures. IR/VR routes for weekend flights shall be scheduled by close of business Friday per normal weekly scheduling procedures. No add-ons shall be made after the NOTAMs are set, typically 1600L on Friday.

h. FACSFAC shall monitor the rescheduling of route entry times on the day of the event and ensure the new times (if applicable) fall within the NOTAM window.

i. FACSFAC shall schedule non-TW-6 aircraft in the normal manner via telephone or fax. FACSFAC shall then add any non-TW-6 aircraft to the electronic scheduling page.

5. Changes To The Scheduled Entry/Exit Times

a. TW-6 squadrons shall ensure any changes to entry/exit times on the day of the flight are made directly by the CDO as long as the new requested time falls within the NOTAM block for that route. Instructor and/or students shall coordinate all entry time changes with the CDO. If an aircraft cannot make its scheduled entry time with the +/- four minute route entry window, the instructor shall call (via phone or base radio) their respective squadron CDO to reschedule another entry time. The CDO shall enter the flight call sign, type of aircraft and airspeed into an available open slot on the scheduling screen and then inform the instructor that the new entry time has been secured. In addition, the CDO should notify the instructor of the call sign(s) of any other aircraft that are assigned a time immediately preceding or succeeding the new entry time.

6. Jet IR/VR Route Execution Procedures

a. Minimum Altitude for low-level training is 500' AGL. The radar altimeter shall be set at 10% below the briefed minimum altitude. All aircrew will abide by the Low Altitude Training Rules as published in the TW-6 In-flight Guide. Altitudes for IRs will be as published in AP1/B or as assigned by ATC.

b. Weather. Day VMC, 3,000 ft ceiling and 5 SM visibility is required throughout the entire VR low level mission. IRs are completed under IFR control, thus OPNAV and SOP limitations apply.

c. Instructors shall brief the LL training rules during the brief as well as the VR/IR route entry time and any potential conflicts, i.e. any other flight that is scheduled before or after them on the route.

d. If either the BAM or AHAS forecast indicates severe bird activity, aircrew will check the AHAS within one hour of route entry (or radio the squadron CDO) to get an updated AHAS assessment based on observed activity (NEXRAD). If the AHAS radar observation indicates severe activity on the route or route segments, aircrew should fly the affected route segment no lower than 1,500' AGL. The decision to break off from the affected route will be at the discretion of the instructors if they deem continued operations on the route to be unsafe.

e. Instructors are solely responsible for ensuring they meet their scheduled entry time (+/- four minutes) or coordinating a schedule change through the CDO.

f. No re-attacks or 180° aborts are permitted within the route structure. If an abort due to weather or other circumstance is required, the aircraft shall exit the route structure and comply with all FAR/AIM procedures.

g. The primary method of de-confliction on a VR route is "see and avoid."

7. Low Level Communication Procedures

a. Entry point: The student or instructor shall make a call to the closest Flight Service Station (FSS) on 255.4 within five minutes of the entry point. This call will give other aircraft approaching the same point as much situational awareness as possible. Aircrew shall use the following format for the FSS call: "FSS radio, call sign, type of aircraft, entering VRXXXX Point XX, time in hours and minutes (Zulu), exiting Point XX, time in hours and minutes (Zulu), XXX feet (altitude in AGL), XXX Knots." Unless otherwise directed by AP-1B or other restrictions, all TW-6 aircraft shall monitor 255.4 while on low level routes.

b. Mandatory calls. All aircraft utilizing published VR routes shall make a call on 255.4 UHF:

(1) Prior to entering the route.

(2) Exiting the route.

(3) Aircrews should not report intermediate points along their route unless for de-confliction purposes and safety of flight.

c. Due to the proximity of Pascagoula/Trent Lott Class D airspace, all TW-6 aircraft flying VR1021, VR1022, VR1023 or VR1024 will notify Trent Lott Tower on 118.575 when entering the LL with the following information: Callsign, type aircraft, position from the airfield, and VR route. When clear to the north, aircraft will notify Trent Lott Tower accordingly.

8. Point of Contact. TRAWING SIX point of contact is TRAWING SIX Operations Officer (OPSO), DSN 459-3577 or commercial (850) 452-3577



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