



DEPARTMENT OF THE NAVY
TRAINING SQUADRON TEN
250 SAN CARLOS ROAD SUITE H
PENSACOLA, FLORIDA 32508-5502

TRARONTENINST 3710.1X
02 March 2015

TRAINING SQUADRON TEN INSTRUCTION 3710.1X

Subj: STANDARD OPERATING PROCEDURES (SOP)

Ref: (a) OPNAVINST 3710.7U
(b) CNATRAININST 3710.2U
(c) CNATRAININST 3710.13G
(d) COMTRAWINGSIXINST 3710.1P (CH-3)
(e) CNATRAININST 3710.17B
(f) COMTRAWING SIX Low Level Training Rules
(g) COMTRAWINGSIXINST 3740.2R
(h) CNAF ASAP Waiver for CNATRA Aircraft
(i) COMNAVAIRSYSCOM 202008Z AUG 13

Encl: (1) Standard Operating Procedures Change Request
(2) T-6A Qualifications Flow Chart
(3) T-6A Instructor Currency Requirements
(4) VT-10 Airsickness Flow Sheet
(5) T-6A Strange Field Towing Procedures

1. Purpose. To promulgate Standard Operating Procedures (SOP) for flight operations within Training Squadron TEN (VT-10).

2. Cancellation. TRARONTENINST 3710.1W

3. General. This instruction is intended to supplement references (a) through (i) and provides guidance in the event that no other governing directive applies. Should conflict exist between this instruction and any other publication, the more restrictive directive will govern.

4. Action. All personnel involved with the operation of VT-10 aircraft shall be thoroughly familiar with the contents of this instruction and comply with the directives and policies stated herein, and shall maintain a copy of this instruction with their NATOPS manual.

A handwritten signature in black ink, appearing to read "M. E. YATES", is written over the typed name below it.

M. E. YATES

TRARONTENINST 3710.1X
02 March 2015

Distribution:

(TRARONTENINST 5216.2AC)
All Officers
CDO/SDO Binder
Operations Department (4)
Stan/Training Department (4)
COMTRAWING SIX Operations (4)
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CHAPTER 1

GENERAL

100. OBJECTIVE. The objective of this instruction is to ensure the standardization of all flight operations within Training Squadron TEN (VT-10). This SOP instruction supplements references (a) through (i) providing all aircrew operating VT-10 aircraft with uniform procedures for flight operations and training.

101. SCOPE. This instruction is applicable to all flight operations involving VT-10 aircrew. This instruction does not contain information already covered in COMTRAWINGSIXINST 3710.1P (CTW-6 SOP), but is intended to supplement or provide additional information. It is not intended to restrict sound judgment where safety of flight is concerned.

102. REQUIRED ITEMS

a. All aircrew members shall be familiar with this instruction prior to flying VT-10 missions. Additionally, aircrews shall keep current with the latest changes to the squadron's SOP and policies. In order to ensure currency, a VT-10 Read File shall be maintained in the Squadron Duty Office. The VT-10 Read File shall consist of timely training, operational, and safety of flight issues only. All Read File items shall be routed through the Standardization Officer and Executive Officer with final approval and signature by the Commanding Officer.

b. Aircrew shall ensure they have read the VT-10 Read File items prior to launch and annotate the item number along with their initials and date on their read file card. Additionally, aircrew shall complete an Ops Limits/Bold Face Exam and annotate it on their read file card prior to their first flight in each quarter (i.e. January, April, July, October).

c. Aircrew shall ensure they are properly briefed in accordance with (IAW) NATOPS, SOP, and all relevant updates to include weather, Temporary Flight Restrictions (TFRs), and any other pertinent information from the SDO before launching.

103. AIRCRAFT LIMITS EXCEEDANCE. All incidents involving aircraft exceeding any aircraft limit, including acceleration limits and gear or flap over-speeds, shall be reported immediately to the Squadron Duty Officer. The Squadron Duty Officer will immediately inform the Operations Officer and the Safety Officer. The report shall include the date, time, call sign, instructor, student, event and the type of maneuver being performed.

104. CHANGE PROCEDURES. Recommended changes to these Standard Operating Procedures (SOP) shall be submitted using Enclosure (1), and will be reviewed by the Safety Officer, Standardization Officer, Operations Officer, and the Executive Officer. Final approving authority for changes is the Squadron Commanding Officer. The Standardization Officer will promulgate approved changes.

105. REVIEW. This instruction shall be reviewed at least annually via the annual change review board chaired by the VT-10 Operations Officer. Read File items will either be incorporated into the SOP change or cancelled upon SOP rewrite.

106. WAIVERS. Only the Commanding Officer or his representative may approve deviations from this instruction. If the Commanding Officer is not available, the direct representative will be the Executive Officer, or in his absence, the Operations Officer/Senior Pilot. Any other representative must be designated in writing. Where such deviations are authorized, they will be brought to the attention of the Commanding Officer as soon as possible.

CHAPTER 2

AIRCREW TRAINING

200. GENERAL. All squadron and associate aircrew shall maintain the highest possible level of proficiency so that the mission of training Undergraduate Military Flight Officers (UMFO) can be accomplished safely and efficiently. It remains the individual's responsibility to maintain currencies in all aircraft, physiology, and standardization qualifications.

201. DESIGNATIONS AND QUALIFICATIONS

a. General. Initial instructor designation and all stage qualifications are conducted in accordance with the CNATRINST 1542 (series) Instructor Under Training Master Curriculum Guide (MCG).

b. Stage Qualifications

(1) All Standardization ground events/tests shall be completed prior to any check flight.

(2) Operations **will not** schedule an instructor to fly in that stage until IP is designated on the VT-10 Qualification Matrix.

(3) Initial qualifications expire after one year. A standardization check shall be completed for each stage of instructor qualification by the end of the qualification month.

202. ASSOCIATE INSTRUCTOR PROGRAM. In addition to the CTW-6 SOP guidance, associates should be scheduled to fly and attend meetings per reference (g).

203. CREW REST POLICY. Aircrews shall be familiar with the policies outlined in the CTW-6 SOP. Breaches in crew rest by a student shall result in a Ready Room Unsat (RRU).

204. AIRCREW CURRENCY REQUIREMENTS. While Operations and the STAN/Training Department track aircrew stage and airframe currencies, annual NATOPS, Instrument, and STAN check requirements, Squadron Duty Officer's (SDO's) shall verify the VT-10 Qualification Matrix, flight currency and VT-10 Read Files are up-to-date before making changes to the flight schedule. Instructor Pilots must fly one flight every 14 calendar days to

remain current. Additionally, all aircrews shall reference enclosure (3) for applicable currency requirements.

205. PHYSIOLOGICAL EPISODES. In the event any aircrew has G-Induced Loss of Consciousness (G-LOC), the instructor shall discontinue training and the aircraft returned to base by the most direct route. Aircrew who experience physiological episodes shall be referred to the Flight Surgeon and Safety Officer. Student incidents shall be properly documented on the Aviation Training Form (ATF). An Incident Report shall be generated.

206. AIRSICKNESS EPISODES. Should a Student experience airsickness the following procedures shall be accomplished:

a. Instructor Responsibilities. The Instructor shall document the airsickness episode in the comments section of the Aviation Training Form (ATF), specifying the nature of the episode as "active" or "passive". Subsequently, the IP will adhere to any follow-on airsickness procedures outlined in enclosure (4).

b. Student Responsibilities. Immediately after experiencing an airsickness episode, students shall adhere to the Airsickness Management Program (AMP) procedures and contact the Flight Surgeon before conducting their next event.

c. Flight Schedules Responsibilities. Ensure that Students who have experienced severe symptoms (i.e., incapacitation, incomplete sortie due to airsickness) are not scheduled until seen and cleared by a Flight Surgeon as annotated on the completed Airsickness Notification Form.

207. STAGE STANDARDIZATION CURRENCY. Instructors shall complete a sortie of at least one hour in duration (in each stage qualified) every 90 days to maintain currency. If currency expires in a particular stage, instructors may not instruct in that stage until currency is re-established by completing a stage standardization exam and a standardization check flight.

CHAPTER 3

AIRCRAFT OPERATIONS GENERAL

300. BRIEFING CRITERIA

a. The following universal items shall be briefed during all applicable flights. Briefs shall be conducted by the Student Naval Flight Officer (SNFO) as directed by the applicable Master Curriculum Guide.

(1). Applicable NATOPS/Safety, CRM, Operational Risk Management (ORM), IMSAFE Checklist (Illness, Medication, Stress, Alcohol, Fatigue, Eat) and Bird Avoidance shall be conducted prior to each flight.

(2). In accordance with the Commanding Officer's IMSAFE policy, the flight portion of the event shall not be conducted if the student indicates they are not safe for flight. At the instructor's discretion; however, the brief portion of the event should be conducted and graded accordingly on the ATF. At the conclusion of the brief, students shall proceed to medical and consult with the Flight Surgeon.

(3). Bird Avoidance. All aircrew shall comply with reference (d) and utilize <http://www.usahas.com> prior to all events.

301. WEATHER CRITERIA

a. Special Visual Flight Rules (VFR) flights are not authorized.

b. Ground operations on snow or ice covered runways are prohibited. Cross-country flights shall not be planned to destinations where snow is forecasted within 24 hours of arrival.

c. Turbulence. Aircraft shall not file or fly in areas where severe turbulence is forecast or experienced.

302. SDO NOTIFICATION

a. Aircrew are required to make taxiing outbound, going flying, and safe on deck calls to the Duty Officer for all flights.

b. When off station, aircrew shall make a phone call to the Duty Officer and Base Operations after securing their aircraft following landing and prior to walking to their aircraft before flight. Upon reaching the final destination of a cross country, Cross Country Officers in Charge and/or Pilots in Command shall ensure that the VT-10 SDO receives aircraft status, recall numbers for all aircrew, and any other appropriate details.

303. AVIATION SAFETY AWARENESS PROGRAM (ASAP). Per references (a) and (g), a minimum of one ASAP entry per mission is required for each crew member (staff and student). A mission is defined as a local sortie (to include local weekend Ops such as Pensacola International), an out-and-in sortie, or a cross country. ASAP is to be incorporated into normal post-flight duties and utilized as safety of flight issues dictate. The SDO shall be notified immediately if the squadron ASAP account is locked out.

304. COCKPIT COMMUNICATIONS. Aircrew shall be on hot MIC for all critical phases of flight. Aircrew may be on cold MIC per MCG.

305. SIMULATED IN FLIGHT EMERGENCY PROCEDURES (EP) TRAINING. During EP training in flight, the Instructor shall preface any scenario with the word "simulated" repeated three times.

306. PRACTICE PRE-FLIGHTS/STATIC DISPLAYS. The following procedures will be used when conducting practice pre-flights on aircraft.

a. T-6A aircraft parked on the west side of the hangar will be available for exterior pre-flight ONLY. Interior pre-flights may be practiced in the Unit Training Device (UTD) (T-6A simulator) during normal working hours.

Note: The T-6A canopy and both Canopy Fracture System (CFS) external access doors will be locked. If the canopy and/or CFS external access doors are found unlocked, remain clear of the aircraft and immediately notify maintenance.

b. Aircraft in the hangar are NOT available for pre-flight/static display unless the SDO has coordinated with maintenance for clearance.

c. Guest Escort Requirements and Squadron Duty Officer (SDO)/Assistant Squadron Duty Officer (ASDO) Check-In. The squadron member will ensure any guests, civilian or military, are escorted at all times. Members and their guests will check in with the SDO/ASDO for permission to view the aircraft. Members must be in the proper uniform. The SDO/ASDO is solely responsible for granting clearance and will notify Maintenance Control (452-9925).

d. Safety. The member will follow all basic safety procedures and exercise common sense. Every effort will be made to ensure no Foreign Object Debris (FOD) is left in or around aircraft.

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CHAPTER 4

GENERAL POLICIES AND PROCEDURES

400. SAFETY. Safe, effective student training is the goal of this squadron. Without vigorous, active safety and standardization programs, that goal cannot be met. If any squadron member has any question regarding safety, it is their responsibility to stop the evolution until the situation is resolved. Instructors and students should walk to and from their aircraft together. This increases opportunities for enhanced student learning and provides a "BUDDY SYSTEM" on the flight line.

401. CROSS-COUNTRY PLANNING AND PROCEDURES. In addition to CTW-6 SOP guidance, VT-10 requests for weekend cross-country flights will be submitted with all applicable documentation (PPRs, Risk Assessment Worksheet and Weather Forecast) to the VT-10 Operations Officer Not Later Than (NLT) 1200 each Tuesday. Out of CONUS cross-country requests shall be submitted 45 days prior to departure.

a. Authorized Airfields. Airfields must comply with restrictions set forth in reference (d). Changes to approved intermediate stops due to unforeseen events (i.e. weather) must be approved by the CO, XO or OPSO prior to departure.

b. Aircraft Security. Instructor Pilots (IP) shall ensure aircraft are properly secured (wheels chocked, all safety covers and plugs, tie-downs secure, control locks installed) and will provide the appropriate destination base operations/Fixed Base Operator (FBO) personnel with a local recall phone number. Aircraft will be locked, to include both CFS external access doors, baggage compartment door, and canopy, when left unattended and at all times, including static displays and air shows.

c. Flight Unsat. In the event a student's performance on any leg of a cross-country qualifies for an Initial Progress Check (IPC), the Instructor shall discontinue training and return to base by the most direct route unless there is another student available. If an immediate return to base is not possible or feasible due to aircrew limitations, weather, etc., the Instructor shall contact the SDO to obtain guidance by the CO, XO or OPSO.

d. Instructors shall ensure that flight records, MAFs and all minimum requirements for grade sheets are completed and turned in the same day the flight returns. If there are crew day issues or cross country returns that will require extended time to complete grade sheet "comments" then the grade sheet can be completed the next business day, but not later than the student's next event.

e. SDO Responsibilities. The SDO shall be available in the squadron whenever aircraft are airborne within 100NM of Pensacola NAS. This is to include one hour prior to the first launch. The SDO shall be available via his/her personal cell phone for all cross-country flights, with SDO binder, on a 30 minute recall for all cross-country flights.

f. Deviation from Approved Request. Deviations from the approved routing, such as addition or deletion of a flight leg, change to Estimated Time of Departure (ETD)/Estimated Time of Arrival (ETA), or change of destination, other than for safety of flight reasons require approval from the Operations Officer. Any deviations shall be reported to the SDO immediately.

402. LOCAL AREA LOW LEVEL (LL) FLIGHT PROCEDURES. T-6A Low Altitude Training Rules shall be briefed prior to all VNAV, Section VNAV and any other unscheduled LL sorties.

403. AIRCRAFT INCIDENT REPORTING. After experiencing an aircraft incident, such as Near Midair Collision (NMAC), Bird and Animal Strike Hazard (BASH), Things Falling Off Aircraft (TFOA), Physiological episode such as G-Induced Loss of Consciousness (GLOC), or an in-flight or ground emergency of any kind not requiring activation of the Pre-Mishap Plan, the PIC shall debrief the SDO.

404. DAILY FLIGHT SCHEDULE/CHANGES TO FLIGHT SCHEDULE. Adherence to the flight schedule is mandatory. Aircrews are responsible for compliance with its contents. Changes to the flight schedule will be made as follows:

a. The SDO is delegated authority to swap or schedule substitute qualified flight instructors and students. Only students whose names already appear on the flight schedule or standby list may be substituted.

b. CO, XO or OPSO approval is required to add any event to the flight schedule.

c. The SDO shall ensure instructor qualifications IAW the VT-10 Qualification Matrix, flight currency, and VT-10 read files are up-to-date before making changes to the flight schedule. If there is a question, contact the Standardization Officer or respective Stage Manager.

d. When in doubt concerning student priority, the SDO will contact OPS.

e. Student Standby Procedures

(1) Students shall be prepared and available to fly their scheduled standby event during the entire assigned period.

(2) Students on standby are on a 15 minute recall status and shall keep the SDO informed of their location. No-shows or late recalls will be considered un-officer-like conduct.

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CHAPTER 5

T-6A OPERATIONS

500. AIRCRAFT OPERATIONS

a. In addition to guidance delineated in reference (d), the following apply:

b. Qualified to Ride.

(1) Life Support/Physiology. Any crew member riding in the T-6A must have current NASTP CLASS 1 Aircraft Training and T-6A ground egress annotated in his/her NATOPS jacket. In addition, a brief conducted by a Flight Physiologist discussing the aero-medical effects of ejection is required annually in accordance with reference (a).

(2) Training. Complete and document a cockpit familiarization (FAM-0) brief from a qualified T-6A pilot per the MCG.

(3) For flights from the front cockpit, personnel must also complete and document C2001-3 prior to flight.

501. PERSONAL ELECTRONIC DEVICES (PEDs). Authorized PEDs Shall be in compliance with CTW-6 SOP and CNATRA INSTRUCTION 3710.38B. IAW ref (i), IPAD usage is approved for in-flight use with the following restrictions:

a. Instructor Pilot's ONLY.

b. Device must be under positive control at all times (i.e. stowed in helmet bag, in hands, secured to leg with authorized leg strap IAW ref (i)).

c. Device SHALL be in "Airplane mode" only. Use of Wi-Fi, "3G" and "4G" transmit capability is not authorized.

d. Altitude restriction of use IAW ref (i) are as follows:

(1) Minimum during night events without an authorized night vision filter installed is 3,000 FT AGL.

(2) Maximum cabin altitude is 10,000 FT.

e. Device is not authorized for primary or sole means of air navigation of Instrument flight in controlled airspace. Utilized only as an aid in Visual navigation.

f. Device is not authorized as a substitution for safety of flight documents (i.e. NATOPS, PCL, FLIGHT PUBS). Paper copies of materials required for the safe operation of the aircraft SHALL be carried.

g. IAW ref (i), prior to ejection/emergency egress, secure to leg with authorized leg strap if time permits. Otherwise, discard to side of seat prior to ejection/emergency egress, if situation permits.

502. PROHIBITED MANEUVERS. In addition to the maneuvers specifically prohibited by NATOPS ,the following are prohibited:

a. Intentional "G" loading greater than +5 Gs is prohibited. If this limit exceeded the squadron operations officer shall be notified.

b. Night Formation.

c. Night Aerobatics.

d. Low transition takeoffs.

e. In accordance with local airfield instructions but in no case lower than 800ft AGL Break and 600ft AGL downwind for tower authorized "Low approach to downwind" visual approaches.

f. Un-briefed formation flight except in emergency situations.

g. Pulling of circuit breakers unless necessary for safety of flight or specifically called for in the Pocket Checklist (PCL) during Emergency Procedures.

h. Out of Control Flight (OCF) maneuvers, to include the spin, conducted without the ability to maintain Visual Meteorological Conditions (VMC) on a Precautionary Emergency Landing (PEL)/Forced Landing profile to a suitable landing site.

i. Any maneuver not strictly related to the completion of an event per the appropriate Master Curriculum Guide, unless thoroughly briefed and performed for IP proficiency, in accordance with the applicable Flight Training Instruction (FTI).

503. INITIAL SQUADRON INDOCTRINATION

a. Upon completion of T-6A FITU training, IPs shall report to VT-10 STAN for initial squadron indoctrination.

b. The IP reporting from the FITU shall conduct a "Welcome Aboard" event with the CO, XO or CO designated Squadron staff IP.

c. The first three T-6A sorties should be scheduled as day I4003 (or later) events to the maximum extent practicable.

504. CROSS-COUNTRY REQUIREMENTS. Pilots should complete 20 Xs as Pilot in Command (PIC) and at least 2 "out and in" sorties to be eligible for single-aircraft cross-country flights.

505. INSTRUCTOR PROFICIENCY FLIGHTS. Instructors are encouraged to request proficiency flights when, in their judgment, the flight is needed to either practice emergency procedures or to improve instructional techniques. Instructor proficiency flights should be flown with STAN Instructors to the maximum extent possible and will be authorized on a case-by-case basis.

506. GROUND OPERATIONS

a. To minimize damage and preserve the quality of canopy transparencies, aircrew shall not place any items (other than gloves) on the canopy transparency.

b. All aircrew and maintenance personnel shall ensure ejection seat shoulder harness/SEAWARS units are properly stowed on the seat head box, or properly attached to the torso harness, before opening or closing the canopy.

c. Instructor Pilots shall ensure the baggage compartment door is properly secured and locked with the key prior to flight.

d. PMU-off starts are not authorized for TW-6 aircraft, except for a qualified T-6A FCF pilot with prior coordination with T-6A Maintenance Control.

e. Instructor pilots shall reference the KLN-900 when determining taxi speed. Taxi no faster than 7 KTS in any parking area or 15 KTS on any taxiway.

507. STRANGE FIELD TOWING PROCEDURES. Aircraft towing away from home field is not recommended and shall be minimized to the max extent possible. When aircraft repositioning is required due to the needs of the local Fixed Base Operator, aircrew shall refer to Enclosure (5) prior to conducting towing operations and shall be present during any aircraft movement.

508. FUEL REQUIREMENTS

a. Minimum fuel shall be declared whenever the estimated usable fuel at the point of landing will be 200 lbs or less.

b. Emergency fuel shall be declared whenever usable fuel at the point of landing will be 120 lbs or less. The aircrew shall declare an emergency and report the fuel remaining in minutes.

509. RUNWAY REQUIREMENTS

a. In accordance with reference (e), the minimum runway length for normal T-6A operations is 4,000 ft.

b. At the discretion of the Aircraft Commander, minimum runway length recommended for emergency field selections is 3,000 ft when operating below 3,500 ft pressure altitude and 4,000 ft when operating above 3,500 ft pressure altitude.

510. MINIMUM ALTITUDES

a. The minimum altitude to begin OCF training or a spin entry is 13,500 ft MSL. All recoveries shall be completed above 10,000 ft MSL.

b. Stalls and slow flight recoveries shall be completed above 6,000 ft AGL.

c. All aerobatic maneuvers, unusual attitudes and formation cruise maneuvering, with the exception of formation tactical turns, target attacks, and wing dips to see low level points, shall be performed above 6,000 ft AGL.

511. FORMATION FLIGHTS

a. Formation flights are limited to one section unless specifically approved by CTW-6 and published on the squadron flight schedule.

b. Section takeoffs are authorized. No turns shall be initiated below 140 KTS or 400 ft AGL. Maximum crosswind for section takeoff is 10 KTS (5 KTS if runway is wet). Section takeoffs shall not be performed when standing water, ice, or snow is on the runway.

512. T-6A EJECTION SEAT SAFETY

a. In the event that an aircrew member drops their ejection seat safety pin prior to taxiing the aircraft, the aircrew in the aft cockpit will verify the ISS Mode selector to SOLO, the aircrew that has dropped the ejection seat safety pin SHALL keep their hands above the canopy rail, then the aircrew shall continue with one of the following options:

(1) Notify base/maintenance to have another ejection seat safety pin brought to the aircraft. The aircraft SHALL NOT be parked under a flight line apron. The unaffected aircrew shall safe their seat. Once the ejection seat safety pin has arrived, the aircraft will be shutdown and the canopy will be opened to safe (with new pin) the affected seat, prior to obtaining the dropped safety pin.

(2) If maintenance is unavailable to deliver an ejection seat safety pin then the aircrew shall shutdown aircraft. Once the unaffected aircrew has un-strapped and exited the aircraft they will remove their ejection seat safety pin and hand it to affected aircrew to pin their seat. After seat is pinned, the affected aircrew may disconnect the KOCH fittings and attempt to retrieve the ejection seat safety pin. The dropped ejection seat safety pin shall then be retrieved and both ejection seat safety pins shall be installed.

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Standard Operating Procedures
Change Request

Date _____

Person/Department or Organization Submitting:

POC and Phone number: _____

Category: URGENT _____ ROUTINE _____

Agenda item/recommendation (be specific):

Specific incident (if any) prompting the agenda item (time/date/justification, etc):

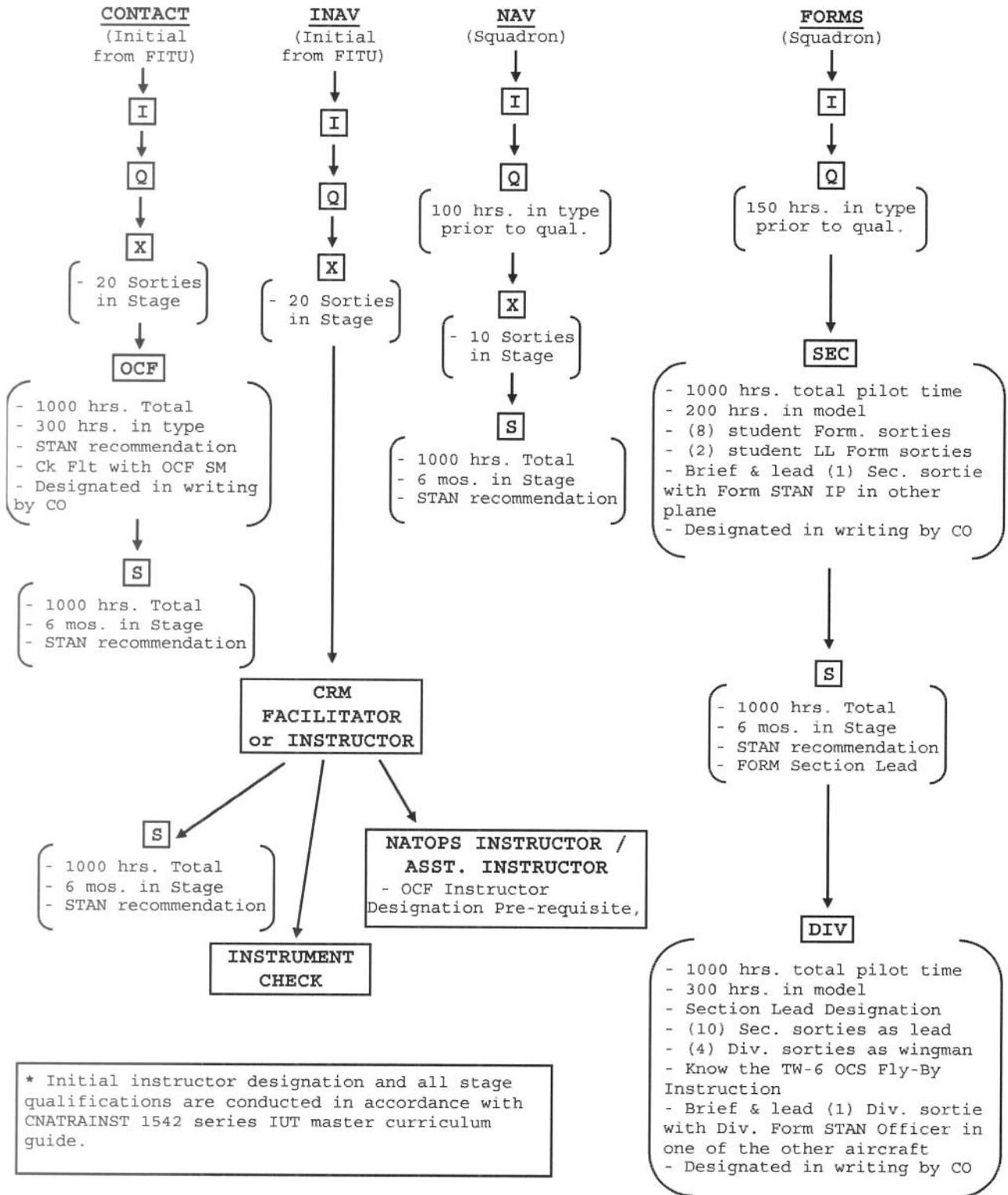
SIGNATURE: _____ RANK: _____

TITLE: _____

ACTION TAKEN:

Note: Attach additional sheets as necessary.

T-6A Qualifications* Flow Chart



T-6A INSTRUCTOR CURRENCY REQUIREMENTS

1. Instructor Pilots shall complete quarterly emergency procedures examinations, an annual course rules examination, and an annual SOP examination. An emergency procedures test accomplished to satisfy an annual NATOPS check flight may count as a quarterly exam as well.

2. The ultimate responsibility of remaining within the guidelines listed in this instruction is with the individual.

3. The following currency requirements shall be met based on the date of the last flight:

Days since last sortie	T-6A Pilot Requirement(s)
15-20 days (CAT VII)	(1) Bold Face Emergency Procedures Exam.
21-30 days (CAT VI)	(1) Bold Face Emergency Procedures Exam. (2) Emergency Procedures Trainer or Warm-up flight to include two instrument approaches.
31-60 days (CAT V)	(1) Bold Face Emergency Procedures Exam. (2) Emergency Procedures Trainer. (3) NATOPS Warm-up flight (Notes 1,2) with a qualified pilot.
61-90 days (CAT IV)	(1) Bold Face Emergency Procedures Exam. (2) NATOPS Open and Closed Book Exams. (3) Emergency Procedures Trainer. (4) NATOPS warm-up flight (Note 2) with a NATOPS Instructor.
91-180 days (CAT III)	(1) Bold Face Emergency Procedures Exam. (2) NATOPS Open and Closed Book Exams. (3) Instrument and Contact Standardization Exams. (4) Emergency Procedures Trainer. (5) NATOPS warm-up flight (Note 2) with an OCF Standardization Instructor Pilot. (6) NATOPS check Flight. (7) Contact Stage Standardization Check Flight. (8) Instrument Stage Standardization Check Flight.
181-365 days (CAT II)	(1) Bold Face Emergency Procedures Exam. (2) NATOPS Open and Closed Book Exams. (3) Instrument and Contact Standardization Exams. (4) Emergency Procedures Trainer. (5) NATOPS syllabus flights (per MCG). (6) NATOPS check Flight. (7) Contact Stage warm-up flight.

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	(8) Contact Stage Standardization Check Flight. (9) Instrument Stage warm-up flight. (10) Instrument Stage Standardization Check Flight. (11) NATOPS Instrument Check.
>365 days (CAT I)	(1) Normal IUT Syllabus (Note 3). (2) FITU OIC may advance the IUT to the End of Block based on IP's past flying experience and demonstrated proficiency. (3) IP shall be designated in writing by CTW-6.

NOTE 1: The Emergency Procedures Trainer and the warm-up flight may be combined into one flight if flown with a NATOPS Instructor.

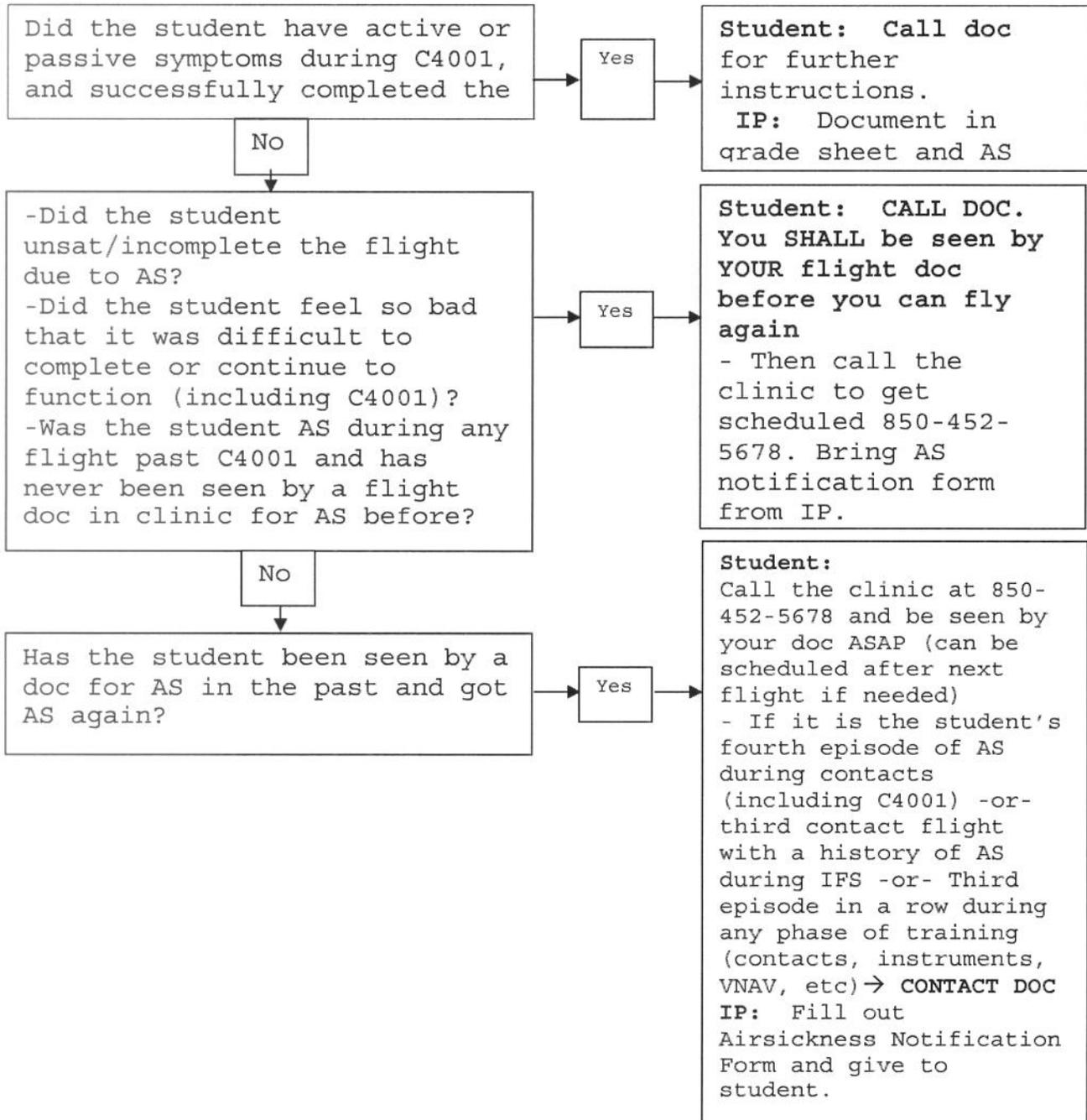
NOTE 2: A NATOPS warm up flight is to include two instrument approaches, five landings and a PPEL. Must have accomplished two (2) full stop landings in the last 90 calendar days.

NOTE 3: Greater than 365 days or Initial qualification (CAT 1 Syllabus): Normal IUT Syllabus in accordance with the CNATRA MCG. FITU OIC may accelerate IUT syllabus based on IP's past flying experience and demonstrated proficiency. IP shall be designated in writing by CTW-6.

AIRSICKNESS (AS) FLOW SHEET

Symptoms can include: sudden fatigue, sweating, salivating, hot flashes, nausea, dizziness, burping, dry heaving and/or actually vomiting.

If IP marks or mention AS on the grade sheet, the student needs to contact and/or be seen by doc (see below).



T-6A STRANGE FIELD TOWING PROCEDURES

1. EXHAUST COVERS/PROP RESTRAINTS - INSTALL
2. TOWING EQUIPMENT - CONNECT
3. BRAKE RIDER (FRONT COCKPIT) - POSITION
4. GEAR HANDLE - DOWN
5. PARKING BRAKE - RELEASE
6. BRAKES - CHECK
7. CHOCKS - REMOVE
8. GUST LOCK - RELEASE
9. TOW AIRCRAFT - COMPLETE
10. PARKING BRAKE - SET
11. GUST LOCK - ENGAGE
12. CHOCKS - INSTALL
13. TOWING EQUIPMENT - DISCONNECT

(Hawker Beechcraft Corp. Model 3000 Maintenance Manual, Ch. 9
Towing and Taxiing)

TRARONTENINST 3710.1X
02 March 2015

Enclosure (5)