NAVAL AIR STATION PENSACOLA INSTRUCTION 3722.1Y

From: Commanding Officer, Naval Air Station Pensacola

Subj: NAVAL AIR STATION PENSACOLA AIR OPERATIONS MANUAL

Ref: (a) NAVAIR 00-80R-14
(b) Flight Information Publication IFR Supplement
(c) OPNAVINST 3710.7U
(d) FAA ORDER JO 7110.65V
(e) COMTRAWINGSIXINST 3710.17H
(f) SECNAVINST 3770.1
(g) CNRSEINST 3710.2A
(h) NAVAIR 00-80T-114
(i) NASPCOLAINST 3710.1
(j) NASPCOLAINST 8000.3F
(k) NAVAIR 00-80T-103
(l) NASPCOLAINST 8000.4F
(m) DODINST 2000.12
(n) NAVAIR 51-50AAA-2
(o) Flight Information Handbook
(p) FAR 91, 127-128
(q) NASPCOLAINST 4631.1H
(r) NASPCOLAINST 3180.1Q
(s) NAVAIR 06-5-502
(t) NASPCOLAINST 3750.14M
(u) COMUSFLTFORCOMINST 3120.26
(v) NASPCOLAINST 3120.3E
(w) FAA Order 7610.4

Encl: (1) Naval Air Station Pensacola Air Operations Manual

1. Purpose. To issue the Air Operations Manual for Naval Air Station (NAS) Pensacola, per references (a) through (w).

2. Cancellation. NASPNCLAINST 3722.1X.

3. Scope. This manual is prepared per references (a) through (w) and other directives issued by higher authority. In the absence of specific instructions covering any circumstance, pilots are expected to exercise good judgment.
4. Administration. The Air Operations Officer, NAS Pensacola, is responsible for the administration and enforcement of the provisions of this manual and shall act as the direct representative of the Commanding Officer in all matters pertaining to control and clearance of aircraft.

K. W. HOSKINS

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NTMOF
479th FTG
Naval Air Station Pensacola
Air Operations Manual
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Chapter 1 - General

100. General Prudential Rules

   a. The rules, regulations, and instructions set forth herein govern the operation of aircraft and use of facilities at this station. This document may be temporarily modified by operation advisories issued by the Air Operations Officer. These regulations are not intended to cover every rule of safety and good practice. Pilots are assumed to be indoctrinated in the fundamentals of good airmanship and are expected to exercise good judgment in the operation of their aircraft. Whenever a situation arises other than an emergency wherein deviation from normal procedures may appear desirable, clearance shall be requested from NAS Pensacola Air Traffic Control (ATC) Tower (hereafter referred to as the “Tower”) for each specific instance. Clearance will not be granted when such deviation would constitute a hazard or would cause undue inconvenience to other aircraft. In cases of emergency, deviations without prior permission should be based on judgment and good airmanship.

   b. Intensive student jet and prop training operations are conducted in all areas of the Pensacola complex. Pilots must exercise constant vigilance in order to minimize the risk of collision.

101. Airfield

   a. Location. Naval Air Station Pensacola, Florida, is located at latitude 30 degrees, 21.16"N, longitude 087 degrees, 19.12"W, 7 miles southwest of the city of Pensacola and northwest of the entrance to Pensacola Bay. The field elevation is 28 feet above sea level. The Tower is located in Building 3962.

   b. Hours of Operation. The airfield is open from 0700L-2300L Monday through Friday, 1000L-1730L Saturday, 1300L-2030L Sunday, and other times as approved by the Air Operations Officer. Prior permission is required for transient aircraft except usage of call signs CNATRA-1, AIREVAC, and Naval Air Logistics Office (NALO) missions. Prior Permission Requirements (PPRs) shall be obtained through Base Operations, telephone (850) 452-2431, DSN 459, Monday through Friday, during normal working hours. Changes to hours of operation will be published via Notice to Airmen (NOTAM). In order to maximize airfield operations, transient aircrews should use Plate 1 for taxi.

   c. Airfield Closure. When hazardous conditions exist for the operation of aircraft, the Air Operations Officer or a
designated representative may close the airport temporarily. This decision may be based upon one or more of the following:

(1) Condition of the landing area.

(2) Availability of sufficient crash and rescue facilities per reference (a). Naval Air Station Pensacola is rated as a Category 2 airfield and is capable of responding to aircraft in the 10,000 to 200,000 pound gross weight range with an availability of 2,000 gallons of water and 1,000 gallons per minute pumping capability.

(3) Air Show/Flight Demonstration.

(4) Natural disasters or at any time deemed a hazard to aviation.

d. Runways. The landing area consists of runways oriented as follows:

<table>
<thead>
<tr>
<th>RUNWAYS</th>
<th>LENGTH (FEET)</th>
<th>WIDTH (FEET)</th>
<th>ACTUAL MAGNETIC HEADING</th>
</tr>
</thead>
<tbody>
<tr>
<td>19 / 1</td>
<td>7,137</td>
<td>200</td>
<td>188 / 008</td>
</tr>
<tr>
<td>7R / 25L</td>
<td>8,000</td>
<td>200</td>
<td>070 / 250</td>
</tr>
<tr>
<td>7L / 25R</td>
<td>8,000</td>
<td>200</td>
<td>070 / 250</td>
</tr>
</tbody>
</table>

NOTE: The Runways are separated 500 feet from edge to edge.

e. Helicopter Landing Pads. Forrest Sherman Field has three designated helipads. The locations of the helipads are depicted on Plate 1. Pad 1 is on Bravo taxiway at the intersection of B-2 taxiway. Pad 2 is on Delta taxiway at the intersection of Alpha taxiway. Pad 3 is in the run-up area on the approach end of runway 25L.

f. Wheel Load Capacities. Runways are asphalt surface with granite aggregate seal, except for a 1,000-foot concrete apron at the approach end of each runway. For all runways and taxiways, the maximum gross weight allowance for Twin Delta Tandem aircraft is 850,000 pounds for C-5A and 550,000 pounds for Boeing 747. Maximum allowance wheel load limits in operating areas are listed below:

<table>
<thead>
<tr>
<th>AREA</th>
<th>SINGLE WHEEL</th>
<th>DUAL WHEEL</th>
<th>DUAL TANDEM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>150 PSI</td>
<td>400 PSI</td>
<td>150 PSI</td>
</tr>
<tr>
<td>Runway 7L/25R</td>
<td>113,800</td>
<td>69,500</td>
<td>206,100</td>
</tr>
<tr>
<td>Runway 7R/25L</td>
<td>113,800</td>
<td>69,500</td>
<td>206,100</td>
</tr>
<tr>
<td>Taxiway 7/25</td>
<td>113,800</td>
<td>92,300</td>
<td>206,100</td>
</tr>
</tbody>
</table>
TAXIWAY OPERATIONS
(Apron to Transient)

Apron  218,900  107,400  284,600  426,900
Transient Apron  122,500  98,600  221,100  404,800

TAXIWAY OPERATIONS
(Apron to Training)

Apron  284,200  122,200  369,500  554,200
Training Apron  109,800  87,800  197,600  374,300

g. Arresting Gear

(1) Emergency arresting gear is installed on runways at the locations depicted on Plate 1 and listed below:

<table>
<thead>
<tr>
<th>#</th>
<th>RUNWAY</th>
<th>TYPE OF GEAR</th>
<th>DISTANCE FROM APPROACH END</th>
<th>WEIGHT AND SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>E-28</td>
<td>1,544</td>
<td>78,000lbs/160KTS</td>
</tr>
<tr>
<td>2</td>
<td>19</td>
<td>E-28</td>
<td>1,100</td>
<td>78,000lbs/160KTS</td>
</tr>
<tr>
<td>3</td>
<td>7R</td>
<td>E-28</td>
<td>1,300</td>
<td>78,000lbs/160KTS</td>
</tr>
<tr>
<td>4</td>
<td>25L</td>
<td>E-28</td>
<td>1,450</td>
<td>78,000lbs/160KTS</td>
</tr>
<tr>
<td>5</td>
<td>7L</td>
<td>E-28</td>
<td>1,200</td>
<td>78,000lbs/160KTS</td>
</tr>
<tr>
<td>6</td>
<td>25R</td>
<td>E-28</td>
<td>1,300</td>
<td>78,000lbs/160KTS</td>
</tr>
</tbody>
</table>

(2) International (North Atlantic Treaty Organization (NATO)) yellow disc arresting gear signs mark E-28 bi-directional arresting gear.

(3) The maximum weight, speed, and off-center engagement limits for various aircraft are published in aircraft recovery bulletins.

(4) Arresting Gear status will be broadcast on the Automatic Terminal Information Service (ATIS). In order to accommodate T-1 and T-6 operations, the arresting gear shall be configured as follows:

(a) Dual Runway Operation – Long field arresting gear Runway 7R/25L rigged. No arresting gear rigged Runway 7L/25R. Both long and short field arresting gear rigged Runway 1/19.

(b) Single Runway Operation – No arresting gear rigged Runway 1/19. No arresting gear rigged Runway 7L/25R.
Both long and short field arresting gear rigged Runway 7R/25L. Aircraft desiring short field arrestment can expect an off duty runway arrested landing, winds permitting. Pilot-in-command may request the derigged arresting gear be placed in battery. A 15-minute notice is required per reference (b).

h. Optical Landing Aids. Portable Fresnel Lenses are positioned 750 feet from the approach end of runways, stand 7 feet 2 inches in height, and glide slope set at 3.25 degrees. Fresnel Lenses will be set for night operations 20 minutes before sunset and will be removed prior to Boeing 747, B-52, C-5, and C-17 departures/landings or as requested.

i. Combat Aircraft Loading Area (CALA). Combat Aircraft Loading Area/hazardous cargo area is located east of the approach end of Runway 19. During CALA operations, Runway 1/19 will be closed. Airfield ordnance operations will be conducted per reference (c) (refer to Plate 1).

j. Drag Chute Procedures. Aircraft shall inform the Tower if deploying a drag chute. Drag chutes should be retained by deploying aircraft until reaching the parking line. Caution should be used by aircrew to ensure chutes do not snag runway or taxiway lights. Release of the chute will be at the lineman's direction. In no case should chutes be released on a runway.

102. Hangar and Service Facilities. Naval Air Station Pensacola is designated an Intermediate Maintenance Activity. There are two Denver and two Cantilever-type hangars. Hangar space for transient aircraft is limited. Adequate parking space is normally available. Standard services and facilities are listed in reference (b). Additional services available are:

a. "FOLLOW ME" Vehicles. Transient aircraft shall be escorted by "FOLLOW ME" vehicles.

b. Weather Service. Complete weather advisory service is available Monday through Friday from 0600L to 2300L at the Naval Aviation Forecast Component located in Air Operations, Building 1852. At all other times, weather services are provided by the Naval Aviation Forecast Center Norfolk. Pilot to METRO Service (PMSV) is available on 359.6 MHz. Requests for DD175-1 services can be obtained remotely via Flight Weather Briefer (FWB), https://fwb.metoc.navy.mil, by telephone, (850) 452-3644 (Monday through Friday 0600L-2300L), DSN 459, or 1-888-PILOTWX (745-6899). The Weather Office will be manned with a Duty Observer during scheduled field operating hours seven days a week.
c. Compass Rose. A compass rose is installed northeast of the National Museum of Naval Aviation (refer to Plate 1). Use of the compass rose is on a first come first serve basis and is scheduled through Base Operations, telephone (850) 452-2431/2, DSN 459. Due to pavement width restrictions, use of the tow road connecting the TRAWING SIX and museum ramps is restricted to locally based T-6 aircraft only. All aircraft are authorized to taxi, or be towed, to the compass rose via taxiway Alpha and Alpha 6. Maintenance personnel SHALL perform a FOD check on the access route from taxiway Alpha 6 to the compass rose prior to use. If required, contact Base Operations for a sweeper truck to clean the area.

d. High-Power Turn-Up Areas. The high-power turn-up area and two T-6 trim pads are located on the western end of the south ramp. Hours of operation are Monday through Friday, 0700L and 2200L, Saturday 1000L through 1700L, and Sunday 1300L through 2000L. Schedule these areas through the Air Operations Duty Officer (ODO) at 452-2431 at least 1 hour prior to the requested time. After hours, high-power turn-ups will only be considered in the case of operational necessity and must be approved by the Air Operations Officer.

e. Aircraft Wash Rack. The Wash Racks are located on the southwest end of Hangar 3260 and the east end of Hangar 1853. The Southwest Wash Rack is shared by Air Force, Navy Flight Demonstration Squadron (Blue Angels), and transient aircraft. The East Wash Rack is used by COMTRAWSING SIX and the Blue Angels. To schedule use of the Wash Rack, call 12th Flying Training Wing (FTW) Maintenance Supervisor, telephone (850) 452-0911/0913, DSN 459.

f. Squadron Briefings. A local course rules brief is required for transient aircraft prior to operating locally. Units desiring a local course rules brief should contact the Fleet Liaison Office, telephone (850) 452-4333, DSN 459. Locally based squadrons shall obtain an annual course rules brief so that aircrews maintain currency with course rules.

g. Automatic Terminal Information Service (ATIS)

(1) Automatic Terminal Information Service is provided at NAS Pensacola on 266.8 MHz and 124.35 MHz. This is a voice transmitted service providing weather information, duty runway, arresting gear configuration, airport NOTAM, and other pertinent field information. ATIS is broadcast at all times when the field is open.
(2) Each broadcast will be identified with a phonetic alphabet code word starting daily with “ALPHA.” Information will be updated hourly or as necessary.

(3) Pilots shall obtain ATIS information prior to contacting ground control, approach control, SEABREEZE, or the Tower. On initial contact, pilots should notify the controller that they have received the broadcast by repeating the phonetic alphabet code (i.e., "INFORMATION ALPHA").

h. Pilot-to-Dispatcher (PTD) Service. A PTD Service is available to handle necessary air-to-ground/ground-to-ground administrative traffic; e.g., cargo/passenger on-load/off-load data, fuel/ maintenance requirements, Very Important Person (VIP) information, flight plan/passenger changes after taxiing, etc. is available on 312.1 MHz by calling "Sherman OPS."

i. Electronic Testing/Tuning. The Tower's primary function is to provide ATC services. Therefore, communications with the Tower is limited to necessary ATC information. Testing and tuning of transmitters while on the ground must be held to a minimum and shall cease promptly when directed by the Tower.

j. Transient Line

(1) Services provided include parking, shutdown, fueling, oxygen, nitrogen, hydraulic, engine oil, and start-up of aircraft.

(2) Aircraft shall not be serviced on ramp spaces during Thunderstorm Condition I or any time lightning is reported within 5 miles of the airfield. A broadcast will be made by the Tower on appropriate frequencies announcing that there is lightning with 5 miles of the airport.

(3) Aircraft shall not be started or shut down until a lineman is present.

103. Field Lighting Facilities. Airfield lighting is operated per reference (d).

a. Airport Beacon. A rotating airport beacon is located on top of the water tower 5/8 of a mile southeast of the field. It emits alternating green and dual-peaked white light beams. The beacon operates during field hours from sunset to sunrise and between sunrise and sunset when the reported ceiling or visibility is below basic Visual Flight Rules (VFR) minima.
b. Runway Lighting. Runways are lighted by elevated, variable high intensity lights (type C-1).

c. Taxiway Lighting. Taxiways are lighted by elevated, fixed, medium intensity blue lights (type M-1).

d. Lighted Taxiway Signs. Lighted taxiway signs are located throughout the airfield and are lighted from sunset to field closure.

e. Approach Lighting. A U.S. Standard ALSF-1 approach lighting system is installed at the approach end of Runway 7L. Roll guidance bars are not included with this installation.

f. Runway End Identifier Lights (REILS). These lights are located on each runway and are operated in conjunction with runway lights.

g. Runway Distance Markers. Illuminated signs indicating remaining runway distance are located every 1,000 feet on both sides of runways.

h. Arresting Gear. The location of bi-directional arresting gear is indicated by an international (NATO) yellow disc arresting gear marker at the side of the runway abeam each set of gear.

i. Obstruction Lights. Standard red obstruction lights mark the permanent obstructions on and adjacent to the airfield. These lights are illuminated from sunset to sunrise and during severe weather.

j. Lighted Carrier Deck. A lighted carrier deck is located on the approach end of Runway 7L.

k. Wave-off Lights. Provide visual mandatory wave-off instruction, and are located on runways at 900 feet, 1,700 feet, and 2,500 feet from the threshold. The light clusters are 25 feet outboard from the runway edge.

104. Vehicular Traffic

a. Vehicles routinely operating on airfield runways and taxiways shall have a functioning amber rotating beacon and an operable FM radio to communicate with the Tower. Vehicle painting, marking, and lighting shall be in compliance with governing FAA and military directives. Vehicles not regularly used on the airfield that do not have a beacon shall carry a 3-
foot square flag attached to a staff flying above the vehicle. The flag shall consist of a checkered pattern of international orange and white squares not less than 1 foot on each side. Vehicles not radio-equipped must be escorted by a radio-equipped properly marked vehicle.

b. Light signals shall not be used for controlling vehicles except when the Tower experiences an outage of radio equipment. If a vehicle experiences a radio failure, there is no spot on the airfield which a vehicle is required to enter a runway to exit the airfield.

c. Vehicles entering the airfield shall contact the Tower and report their entrance point and destination. Vehicular traffic shall request permission from the Tower prior to entering runways or taxiways. Vehicular traffic shall not cross runways or taxiways until Tower instructions have been thoroughly understood. Tower instructions shall be acknowledged verbatim. Vehicles shall utilize the perimeter road when the destination is served by one. No vehicle shall be permitted on Forrest Sherman Field with the intent of conducting field maintenance without first contacting the Airfield Manager (AFM).

d. Drivers shall attend an airfield familiarization/re-certification class annually and hold a valid airfield vehicle operator's card. Classes may be scheduled through the ATCFO or his designated representative, telephone (850) 452-4671, DSN 459. Drivers must possess a valid state driver’s license.

(1) The ATCFO shall schedule training for personnel attached to NAS Pensacola and tenant commands and provide instructors for class.

(2) Each department, division, or tenant activity shall develop procedures to ensure personnel attend an indoctrination class and be responsible for ensuring their personnel are recertified annually.

(3) Temporary contract personnel shall attend an indoctrination briefing prior to operating a vehicle on the airfield.

e. Vehicles operating adjacent to the duty runway are expected to remain clear of the duty runway at all times.

f. Vehicles will pull clear of taxiways and stop when meeting or being overtaken by aircraft. Operators need to remain attentive to potential Foreign Object Damage (FOD) hazards when
leaving paved areas. A visual inspection of vehicle tires is required after returning to the taxiway or runway prior to proceeding to destination. Except for fueling and servicing vehicles, no vehicle shall drive underneath any portion of an aircraft.

   g. The following maximum speeds on the airfield shall be observed at all times:

   (1) Towing aircraft......................... 5 MPH
   (2) Within 20 feet of parked aircraft....... 5 MPH
   (3) While on ramps......................... 10 MPH
   (4) Taxiways and runways................. 25 MPH

   h. Drivers who violate rules or regulations for operating on the airfield or operating in an unsafe manner will be referred to the ODO. Determination will be made to suspend airfield driver’s license until retraining is completed, or possible disciplinary action may be taken.

   NOTE: Texting while operating vehicles on the airfield is prohibited.

105. Aircraft Towing. Whenever practical, movement of aircraft from one point on the field to another via taxiways shall be accomplished by taxiing the aircraft with a qualified pilot or qualified taxi pilot at the controls. When qualified pilots or taxi pilots are not available or the condition of the aircraft necessitates towing, the following rules apply:

   a. The activity concerned shall notify Base Operations of the location of the aircraft, destination, and anticipated movement time. Base Operations will coordinate with the Tower prior to authorizing the movement.

   b. Tow vehicle operators must have a valid Airfield Vehicle Operators License.

   c. Aircraft being towed shall have a qualified person in the pilot seat and sufficient ground handling personnel to ensure safe operation.

   d. During hours of darkness, tow vehicles shall operate with headlights on low beam. Aircraft being towed shall have their navigation lights on steady.
e. During an emergency, all towing operations will stop until cleared by the Tower to proceed.

f. Personnel towing aircraft shall be escorted by a radio-equipped vehicle or have two-way communication with the Tower.

106. Reporting Danger to Life or Property. A report shall be made to the Air Operations Officer as soon as possible by pilots who:

a. Jettison stores, lose a piece of the aircraft while in flight, drop a bomb or a tow banner, or fire a gun, rocket, or missile outside the limits of a regularly scheduled target area.

b. Upon return from flight, find that they have inadvertently jettisoned stores; lost a piece of the aircraft; or have bombs, rockets, or missiles which have been unaccountably expended.

c. Consider ordnance they have expended or flight maneuvers completed may have endangered the life or property of another person.

d. Observe an apparently uncontrolled fire.

e. Observe violations of flight regulations or of the general rules of flying.

107. Average Annual Weather Data

a. The Gulf of Mexico presents a moderating effect on the local area resulting in a definite sea breeze during the day time in the summer and tempering the effects of polar outbreaks in the winter. Tropical cyclone disturbances pose a threat to the Pensacola complex during the hurricane season (1 June through 30 November).

b. In general, the major weather problems that affect flying safety are tropical storms, severe thunderstorms, and seasonal fog. Rainfall occurs on an average of nine days per month. The average annual precipitation is 53 inches. Solid precipitation, in the form of snow, pellets, hail, and ice pellets, is rare and occurs on the average of once a year.

c. Ceilings less than 1,000 feet and/or visibility less than 3 miles (IFR conditions) are more frequent during the months of November through April. These conditions occur approximately 16
percent of this time. Ceilings less than 100 feet and/or visibility less than a quarter of a mile occur approximately 3 percent of this time. These conditions occur more frequently between sunset and sunrise.

d. The average monthly temperature is 68 degrees Fahrenheit with the low monthly average during January being 51 degrees, and the high monthly average during July and August is 82 degrees. Extreme minimum temperatures occur during December and January where lows may fall below 10 degrees to an extreme maximum in August of 100 degrees.

e. The prevailing direction of the surface wind is from the north during the months of October through February and generally from the south during March through September.
200. **Flight Authorization.** Naval aircraft shall not be flown by any person unless authorized by the reporting custodian or other commander exercising operational control over the aircraft concerned. Authorization for a flight shall be documented by a published flight schedule or other similar directive signed by appropriate authority.

201. **Flight Planning.** Before commencing a flight, the pilot-in-command shall be familiar with available information appropriate to the intended operation. This information should include, but is not limited to, available weather reports and forecasts, NOTAMs, fuel requirements, alternatives available if the flight cannot be completed as planned, and anticipated traffic delays. Departing transient aircrews shall receive and acknowledge a brief highlighting intensive student flight activity within Alert Area 292 (A-292). Prior to operating locally in the NAS Pensacola area, a local course rules brief is required. Locally based squadrons shall ensure assigned aircrews are briefed concerning A-292 operations. In addition, an approved flight plan form, appropriate for the intended operations, shall be submitted to Base Operations for all flights except flights of urgent military necessity. All IFR flight plans should be filed at least 30 minutes prior to time of departure to allow sufficient time for processing. Obtain ATC clearances by contacting Navy Pensacola Clearance Delivery (268.7 or 134.1) prior to taxi.

a. **Flight Plan Forms.** Forms listed below are used for the submission of flight plans in the circumstances indicated:

   (1) **Military Flight Plan (DD-175).** A DD-175, completed per FLIP General Planning, shall be submitted to Navy Pensacola Base Operations for all flights other than local flights originating at NAS Pensacola. A Flight Weather Briefing Form (DD-175-1, VFR stamp, or a weather number) shall accompany submitted flight plans.

   (2) **Daily Flight Schedules.** NAS Pensacola-based units or squadrons (tenants or detachments) may use Daily Flight Schedules for local VFR/IFR flights per reference (c). Individual squadrons or units shall ensure that:

   (a) At least two copies of the daily flight schedule are submitted to Base Operations prior to 1900L on the day preceding the scheduled flight. Station squadrons may fax schedules to (850)452-8105 or email to npabaseops@navy.mil.
(b) Pilots have been properly briefed on the existing and forecast weather for NAS Pensacola, the area of intended flight, and for alternate airports.

(c) The flight will be conducted within the established NAS Pensacola local flying area or adjacent offshore Operating Areas (OPAREAS). Pre-filed route flight plans, which can be filed on the Daily Flight Schedule, are described in reference (e).

(d) Weight and balance requirements have been fulfilled per existing directives.

(e) Additions or changes to the published daily flight schedule are emailed to Base Operations or by telephone if the aircraft is within 45 minutes of the desired departure time.

(f) Flight Plans are carefully followed, and complete information on overdue aircraft is passed immediately to Base Operations.

(3) Department of Defense (DoD) International Flight Plan (DD-1801). Flights over or destined to foreign territories, excluding U.S. Navy ships, shall file a DD-1801 with Base Operations.

b. Air Defense Identification Zone (ADIZ) Clearance

(1) Aircraft departing NAS Pensacola and penetrating the ADIZ shall file either a Domestic VFR Flight Plan or IFR Flight Plan unless exempted by current instructions.

(2) Pilots shall familiarize themselves with current instructions concerning flight operations within ADIZ prior to filing.

(3) To avoid being intercepted when inbound, aircraft operating with SUPSHIP Sea Trials south of the Warning Areas shall put in remarks “PASS TO AIR DEFENSE RADAR (PADRA).”

202. Weather Minimums

a. Basic VFR minimums for aircraft operating within the Tower’s Area of Responsibility (AOR) are ceiling of 1,000 feet and visibility 3 miles.
b. The ODO, ATCFO, or a designated representative may order the suspension or restriction of local VFR operations when marginal or rapidly changing weather conditions warrant such action.

203. Positive Control of Flight Operations. Per reference (c), Chief of Naval Operations (CNO) has directed that naval flight operations be conducted under positive control to the maximum extent possible consistent with accomplishment of the assigned mission. In compliance with this policy, naval activities engaged in flight operations in and around the Pensacola Naval ATC complex shall ensure flights are in agreement with the requirements of this paragraph. These measures are intended to ensure maximum compliance within present equipment and manpower constraints thereby enhancing flight safety. They are not intended to be all inclusive.

a. Post-maintenance test flights shall be conducted within ATC Assigned Airspace (ATCAA) areas, military OPAREAS (MOAs), or W-155 to the maximum extent possible.

b. All IFR flights shall plan their operations to avoid existing VFR OPAREAS in A-292 to the maximum extent possible. Clearance deviations, which would place an aircraft in the VFR OPAREAS, shall not be requested unless safety of flight dictates.

204. Quiet Hours

a. Activities which plan functions requiring reduced noise levels in the vicinity of Forest Sherman Field shall notify NAS Pensacola Air Operations Officer via memorandum at least 7 days in advance for coordination.

b. Once approved by the Air Operations Officer, the Flight Clearance Supervisor shall transmit appropriate messages.

   (1) Quiet hours restrict taxiing, high power turns, touch-and-goes, low approaches, and departures. Normally the only acceptable operations are straight-in full-stop aircraft and T-6 departures.

   (2) All operations are restricted for presidential movement and heads of state.

   (3) Quiet hours will be issued by NOTAM.

205. Civil Aircraft. Authorization for Civil Aircraft Operations at NAS Pensacola shall be per reference (f).
206. Department of Defense (DoD) Internet NOTAM Service (DINS). A NOTAM is provided for viewing on DINS. A NOTAM shall be sent when there are runway closures, equipment outages, or changes in airfield status or capability. A computer is located in Flight Planning for pilot access. An additional computer is located in Base Operations for ATC Specialists’ use. Each squadron also has access to the DINS System in their squadron briefing rooms. Each morning, the system will be checked by Base Operations personnel to ensure operational capability.
Chapter 3 – Course Rules

300. General

a. Departing aircraft shall contact Clearance Delivery prior to calling Ground Control for taxi. All pilots shall contact Pensacola Approach Control prior to entering the Class “C” Airspace (CCA) for radar services and sequencing over the appropriate VFR entry point. Departure and arrival courses for jets, propeller-driven aircraft, and helicopters are outlined below. Helicopter procedures may be deviated from when traffic permits and pilot desires dictate. (Refer to Plates 2 and 3 for depiction of CCA).

b. The NAS Pensacola Airfield is located in CCA. The CCA is defined as the airspace within a 5 nautical mile radius of the center of the airport extending from the surface up to and including 4,200 feet MSL and from 5 to 10 miles 1,400 feet MSL to 4,200 feet MSL. Within the CCA is the Tower’s AOR. Forrest Sherman Field is located in the center of the AOR. The AOR is that airspace within a 4 nautical mile radius of the airport and extends from the surface to 3,000 feet MSL. The following rules apply:

(1) Aircraft shall not operate within the AOR except for landing at or taking off from an airport within that area unless otherwise authorized by the Tower.

(2) Aircraft operating within the AOR, including aircraft on the airfield, shall maintain radio communications with the Tower.

c. Pilots shall not perform and Air Traffic Controllers shall not approve requests to perform unusual maneuvers within the AOR if such maneuvers are not essential to the performance of the flight.

d. Per Commander, Training Air Wing (COMTRAWING) SIX request to maximize utilization of the airfield, Runway 7L/R will be the preferred runway. A runway use program is in effect prescribing use of the parallel runways, 7L/R and 25L/R, with crosswinds up to 10 knots (no tailwind).

e. Normally, only COMTRAWING SIX and 479th Flying Training Group (FTG) aircraft will be allowed to make multiple VFR touch and go approaches. All other traffic will be granted special requests whenever traffic permits. During single runway operations or peak traffic periods, the Tower may disapprove both
IFR/VFR practice approaches. Departing traffic has priority over practice approaches.

f. The controller or pilot may request intersection takeoffs on runways. The Tower shall issue the runway available distance to transient aircraft. Runway available distance will be issued to COMTRAWING SIX and 479th FTG aircraft only upon pilot request.

301. Taxi Instructions

a. The movement of aircraft, either under power or under tow within the ramp areas, is the responsibility of the pilot, taxi signalman, and parent organization.

b. The following are the standard outbound taxi routes for locally based aircraft (refer to Plates 6 through 9):

(1) Runway 7

(a) COMTRAWING SIX - T-6 and T-45 taxi via Taxiway Foxtrot to Taxiway Delta to Taxiway Alpha.

(b) Air Force - T-6 and T-1 taxi via Taxiway Bravo 1 to Taxiway Bravo to Taxiway Charlie to Taxiway Alpha.

(c) Blue Angels - taxi via Taxiway Alpha 2 to Taxiway Alpha.

(2) Runway 25

(a) COMTRAWING SIX - T-6 and T-45 taxi via Taxiway Alpha 3 to Taxiway Alpha.

(b) Air Force - T-6 and T-1 taxi via Taxiway Bravo 1 to Taxiway Bravo to Taxiway Alpha.

(c) Blue Angels - taxi via Taxiway Alpha 2 to Taxiway Alpha.

(3) Runway 19

(a) COMTRAWING SIX - T-6 and T-45 taxi via Taxiway Foxtrot to Taxiway Delta to Taxiway Bravo.

(b) Air Force - T-6 and T-1 taxi via Taxiway Bravo 1 to Taxiway Bravo.
(c) Blue Angels - taxi via Taxiway Alpha 2 to Taxiway Alpha to Taxiway Delta to Taxiway Bravo.

(4) Runway 1

(a) COMTRAWING SIX - T-6 and T-45 taxi via Taxiway Foxtrot to Taxiway Delta to Taxiway Alpha to Taxiway Bravo.

(b) Air Force - T-6 and T-1 taxi via Taxiway Bravo 1.

(c) Blue Angels - taxi via Taxiway Alpha 2 to Taxiway Alpha to Taxiway Bravo.

c. Aircraft shall taxi under positive control of Ground Control until ready for takeoff.

d. Prior to exiting the ramp, outbound aircraft shall contact Ground Control for taxi clearance.

e. Aircraft armed with rockets, bombs, or live ammunition shall so state in their request for taxi clearance. The pilot-in-command shall notify the Tower if the ammunition is "Forward Firing" or "Drop."

f. Aircraft shall taxi at speeds consistent with safe practices. Speeds should be slow enough to stop quickly in an emergency and make turns without danger.

g. Aircraft established on the taxiways will maintain single file and will not overtake or pass other aircraft unless authorized by Ground Control.

h. Aircraft on the taxiway have the right-of-way over aircraft entering the taxiway. Flight leaders may request taxi clearance for the entire flight.

i. Aircraft in the turn-up area shall hold short of the runway to be used until cleared onto the runway by the Tower. Pilots shall take a position for turn-up in such a manner as to prevent unnecessary erosive damage to stabilized areas. High-power engine turn-ups required for pre-departure checklist are authorized in the turn-up areas. The Tower shall be informed if a high-power turn-up is required on the active runway prior to entering the active runway. Afterburner checks are not authorized in the turn-up areas.

j. Landing aircraft shall remain on Tower frequency until exiting the runway and advised to contact Ground Control. Taxi
routes inbound for locally based aircraft are as follows (refer to Plates 6 through 9):

(1) Runway 7

(a) COMTRAWING SIX - T-6 taxi via Taxiway Alpha to Taxiway Alpha 4.

(b) T-45 - taxi via Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force - T-6 and T-1 taxi via Taxiway Alpha to Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - taxi via Taxiway Alpha to Taxiway Alpha 2.

(2) Runway 25

(a) COMTRAWING SIX - T-6 taxi via Taxiway Alpha to Taxiway Alpha 4.

(b) T-45 - taxi via Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force - T-6 and T-1 taxi via Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - taxi via Taxiway Alpha to Taxiway Alpha 2.

(3) Runway 19

(a) COMTRAWING SIX - T-6 taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 4.

(b) T-45 - taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force - T-6 and T-1 taxi via Taxiway Charlie to Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 2.

(4) Runway 1

(a) COMTRAWING SIX - T-6 taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 4.
(b) T-45 - taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 3.

(c) Air Force - T-6 and T-1 taxi via Taxiway Bravo to Taxiway Bravo 2.

(d) Blue Angels - taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 2.

k. Aircraft returning to their line from the arm/de-arming areas will contact Ground Control for clearance.

1. Emergency vehicles responding to an alarm shall have the right-of-way over taxiing aircraft. Pilots sighting or being advised of such vehicular traffic shall stop immediately and remain stopped until cleared by Ground Control to continue taxiing.

302. Takeoff Instructions

a. General

(1) Aircraft shall not take position on the runway or take off without specific clearance from the Tower. When instructed to “hold short” or “line up and wait,” the pilot shall acknowledge with “aircraft call sign hold short” or “aircraft call sign line up and wait” as appropriate.

(2) When cleared for takeoff, pilots are expected to depart without delay. If a delay is anticipated (more than 30 seconds), pilots shall notify the Tower immediately in order to provide time for pattern adjustments or possible clearance amendments.

(3) Section takeoffs are permitted if they are authorized by the parent unit of the aircraft and are per reference (c).

(4) Practice aborted takeoffs will not be made without prior authorization from the Tower.

(5) Aircraft departing or arriving from the northwest should be especially cautious for Ferguson Field traffic.

(6) Departing aircraft are expected to remain at or below 800 feet until 1.5 DME or clear of the traffic pattern.
b. Jet VFR Departures. Jets desiring a VFR departure can expect departure instructions, squawk, and departure frequency from Tower at the hold short of the departure runway.

c. VFR Departure Procedures T-6 (refer to Plate 4):

(1) Runway 7L/R. Turn left immediately heading 285. Departure frequency is 270.8 MHz/120.65 MHz.

(2) Runway 25L/R. Turn right immediately heading 285. Departure frequency is 270.8 MHz/120.65 MHz.

(3) Runway 19. Turn right immediately heading 225. Departure frequency is 270.8 MHz/120.65 MHz.

(4) Runway 1. Turn left immediately heading 285. Departure frequency is 270.8 MHz/120.65 MHz.

d. Helicopter Departure Course Rules (refer to Plate 14):

(1) Fort Pickens Gate - proceed direct to Fort Pickens then east to Fort Pickens Gate on the ocean side of Santa Rosa Island.

(2) Johnson Beach - proceed direct to the fuel pier then west to Johnson Beach.

(3) Pleasant Grove - proceed direct to the intersection of Gulf Beach Highway and Dog Track Road (Pleasant Grove) then northwest to Bronson Field. Remain east of Pleasant Grove Elementary School and west of Ferguson Field.

(4) Point Long – proceed to Pensacola pass and then due south to Point Long.

(5) Altitudes - remain at or below 300 feet MSL until clear of the traffic pattern.

e. Standard IFR Departures (refer to Plate 5):

(1) Runway 7: “One DME past the TACAN, turn right heading 150, climb and maintain three thousand, departure frequency 270.8/120.65.”

(2) Runway 25: “One DME past the TACAN, turn left heading 220, climb and maintain three thousand, departure frequency 270.8/120.65.”
(3) Runway 01: “One DME past the TACAN, turn left heading 260, climb and maintain three thousand, departure frequency 270.8/120.65.”

(4) Runway 19: “One DME past the TACAN, then left heading 220, climb and maintain three thousand, departure frequency 270.8/120.65.”

303. Visual Flight Rules (VFR) Arrival Instructions

a. General

(1) Pilots shall report receipt of the appropriate ATIS Code to Pensacola Approach Control upon initial contact.

(2) When canceling IFR within the CCA, aircraft are responsible for following instructions issued by Pensacola Approach Control until told to proceed via own navigation or switch to Tower frequency.

(3) Normal Jet and Prop entry into the AOR shall be over the prescribed VFR Initial Approach Fix to enter the break for the runway in use as described in the following paragraphs.

(4) All aircraft make level break at 1,300 feet MSL and then descend to 800 feet MSL on downwind. A “Low Pattern” of 600 feet MSL is available upon request, traffic permitting.

b. Jet VFR Arrival Course Rules. Contact Approach Control prior to 20NM for radar service and sequencing over the appropriate VFR entry point.

(1) Runway 07 (refer to Plate 10). IAF - Point X-Ray (231/6) - Right Traffic. Depart IAF heading 050, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(2) Runway 25 (refer to Plate 11). IAF - Fort Pickens Gate (104/7) - Left Traffic. Depart IAF heading 330, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(3) Runway 01 (refer to Plate 12). IAF - Point Long (180/6) - Right Traffic. Depart IAF heading 360, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(4) Runway 19 (refer to Plate 13). IAF - Bronson (288/5) - Left Traffic. Depart IAF direct to Ferguson Field, remain south of Highway 98, maintain 2,000 feet MSL until crossing Blue Angel Parkway, and then descend to 1,300 feet MSL.
c. PROP VFR Arrival Course Rules. Contact Approach Control within 5 miles of approaching Jack Edwards at 3,500 feet MSL for radar service and sequencing over the appropriate VFR entry point.

(1) Runway 07 (refer to Plate 10). IAF - Point Golf (254/7) - right traffic. Depart IAF heading 080, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(2) Runway 25 (refer to Plate 11). IAF - Fort Pickens Gate (104/7) - left traffic. Depart IAF heading 330, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(3) Runway 01 (refer to Plate 12). IAF - Point Long (180/6) - right traffic. Depart IAF heading 360, maintain 2,000 feet MSL until 3 DME, and then descend to 1,300 feet MSL.

(4) Runway 19 (refer to Plate 13). IAF - Bronson (288/5) - left traffic. Depart IAF direct to Ferguson Field, remain south of Highway 98, maintain 2,000 feet MSL until crossing Blue Angel Parkway, and then descend to 1,300 feet MSL.

d. Depart and Re-enter/Short Initial. Pilot may request to depart and re-enter for the overhead, break, course-rules, or short initial. Approval is given by the Tower along with climb-out instructions. The aircraft will either remain with the Tower or transfer control to Pensacola Approach based on observed traffic or work load of controller.

(1) When the aircraft is to remain with the Tower, the controller will assign an altitude, distance to remain within, and runway to report. The Tower will be responsible for sequencing and traffic calls.

(2) When control of aircraft is transferred to Pensacola Approach, the controller will issue climb-out instructions and a frequency change back to Pensacola Approach. Pensacola Approach is responsible for re-sequencing and traffic calls until communications are transferred back to Tower.

e. Helicopter VFR Arrival Course Rules (refer to Plate 14).

(1) Pickens Gate - proceed west from Fort Pickens Gate to Fort Pickens on the bay side of Santa Rosa Island then north to Forrest Sherman Field.

(2) Johnson Beach - proceed east from Johnson Beach pavilion (X-Ray) to the fuel pier then direct to Forrest Sherman Field.
(3) Pleasant Grove - proceed southeast from Bronson Field to Pleasant Grove then direct to Forrest Sherman Field. Remain west of Ferguson Field and east of Pleasant Grove Elementary School.

(4) Point Long - report 4 miles due south of Forrest Sherman Field.

NOTE: Altitude - Remain at or below 300 feet MSL inside the AOR.

f. VFR Holding. Should pilots be advised to hold at any entry point, a pattern will be used as directed by the Tower. Entry altitudes will be maintained in a pattern long enough to accommodate other aircraft. Visual separation will be maintained. If aircraft are holding outside the NAS Pensacola AOR, proper coordination must be accomplished with Pensacola Approach prior to authorizing holding patterns.

g. Radar Pattern Conflict. Pilots arriving at NAS Pensacola utilizing Visual Course Rules or the Overhead must be vigilant to fly the arrival procedure as published due to the radar traffic pattern altitude of 1500 feet MSL.

304. Landing Instructions. Normal Landing Pattern:

a. The break altitude is 1,300 feet MSL for all aircraft. Pattern altitude is 800 feet MSL. All aircraft descend to 800 feet when downwind unless otherwise advised by the Tower. The break point for Runway 7R/25L is over the parallel taxiway adjacent to Runways 7R/25L. The break point for Runway 7L/25R is north of the runway flying parallel to the runway. The break point for Runway 1/19 is over the parallel taxiway adjacent to Runway 1/19.

b. Noise abatement procedures are necessary for the highly populated areas north and west of the station. Pattern directions are Runway 7 right traffic, Runway 25 left traffic, Runway 19 left traffic, and Runway 1 right traffic.

c. Aircraft shall avoid overtaking or passing other aircraft in the traffic pattern. When intervals are issued, make turns to downwind automatically without further ATC clearance. Pilots shall keep interval aircraft in sight. If safe separation cannot be maintained, the overtaking aircraft shall go around without further instructions from the Tower.
d. Pilots shall report “wheels down and locked” to the Tower prior to turning base leg for landing or after lowering the landing gear on straight-in approaches.

e. Touch-and-go landings may be made when traffic permits. Departing traffic will not be delayed to accommodate touch-and-go traffic. A separate clearance must be obtained for each landing.

f. Pilots, who are given a “wave-off” or “go-around,” will discontinue the approach descending or climbing to 500 feet MSL and offset left or right of runway as directed by ATC. The Tower shall issue specific instructions as required.

g. Formation touch-and-goes are prohibited per reference (c).

305. Carrier Break Procedures. T-45 Goshawks and transient fleet based tail-hook equipped aircraft are permitted to perform a carrier break maneuver to RWY25 or RWY7. Carrier Breaks are not authorized to RWY1 or RWY19 by any aircraft.

a. The carrier break maneuver is limited to a single or flight of two. Upon initial contact with the tower, the pilot will request the “Carrier Break” to the appropriate runway.

b. Tower will issue the exact procedure to fly to the pilot on initial contact. Example: “Rocket 415, Sherman Tower, carrier break approved, report the numbers to RWY25L, maintain 2000′ crossing 3DME, descend to 800 feet break altitude and maintain a standard pattern altitude 600 feet”.

c. In order to approve this procedure, no other aircraft may be within 5NM of the airfield, including airspace transitions along the coastline. The airfield must be in VMC weather and daylight conditions.

d. All carrier breaks are left pattern traffic only.

306. Delta Pattern Procedures. In the event it becomes necessary to hold aircraft overhead the field, the following Delta Pattern Procedures shall be conducted unless amended by the Tower:

a. The Tower will direct aircraft in the pattern to “Delta Overhead at (altitude).” Pattern aircraft will maintain VFR, assume a “clean” configuration (raise gear, flaps, and speed brakes), and climb to assigned altitude (normally 2,500 feet MSL). Pattern aircraft will maintain 150 knots, maintain
interval, and fly the normal pattern route remaining within 3NM of the field on the pattern side of the duty runway.

b. Upon termination of the Delta Pattern, the Tower will re-sequence the aircraft into the normal pattern. Aircraft shall not descend without Tower permission.

c. Aircraft should be extremely vigilant to possible conflicts with other arriving and departing aircraft.

307. Practice Precautionary Emergency Landing (PPEL) and Precautionary Emergency Landing (PEL) Procedures T-6 Only

a. Inbound T-6 aircraft will request the PPEL/PEL with Pensacola Approach when inbound to Forrest Sherman Field. Pensacola Approach will descend the aircraft to 3,500 feet MSL and advise the aircraft to contact Tower. Upon initial communication with the Tower, aircraft will be advised to report “High Key, Runway___, right/left traffic.” When aircraft reports “High Key,” Tower will advise the aircraft to report “Low Key.” Aircraft can expect landing clearance from Tower upon receipt of the “Low Key” report.

b. Pattern T-6 aircraft will make their request with the Tower on the pattern prior to commencing a PPEL. Tower will advise the aircraft to “Make right/left traffic and report High Key.” The rest of the communications are the same as paragraph 306. a. above.

c. Based on workload, aircraft may be delayed at high key for departing or arriving aircraft.

308. Practice Precautionary Approaches (PPA) and Precautionary Approaches (PA) T-45 Only

a. Straight-in Practice Approach, T-45 Only

(1) Pilot shall request “Practice Precautionary Straight-in.”

(2) Request shall be made at least 15 NM from NPA to allow time for coordination.

(3) This procedure is a visual approach commencing from 5,000 feet MSL at 5 NM to Runway 1 or 7 only.
(4) Pensacola Approach will sequence the Practice Precautionary Straight-in with other radar approaches, transient, straight-in, and Course Rules traffic.

b. Overhead PPA/PA, T-45 Only

(1) Request “High Key at 5,000 feet MSL” with Pensacola Approach at least 20 NM from NPA.

(2) Enter High Key at 5,000 feet MSL for a left/right pattern as appropriate for the runway in use. High Key is midfield and parallel to the runway assigned. Aircraft shall make appropriate pattern calls.

(3) Report Low Key at 3,000 feet MSL with gear down and descend to the runway as per aircraft NATOPS and expect landing clearance.

309. Low Key T-6 and T-45 Only. Request approval for Low Key from the Tower on the approach prior to commencing. Once approved, assume the clean configuration and climb to 1,500 feet MSL (T-6) and 3,000 feet MSL (T-45) and fly a wide downwind. Make normal position reports in the pattern.

NOTE: Aircraft conducting PPEL, PEL, PPA, and PAs shall maintain caution of inbound break traffic.

310. Wet Runway Recovery Procedures. Short field arresting gear is available on each runway; however, the time required to re-rig the arresting gear after it has been engaged can be up to 10 minutes. Tower shall alert pilots via the ATIS of arresting gear issues. Tower personnel shall notify Pensacola Approach when setting wet runway recovery procedures. The possibility of excessive delays exists when weather dictates recovering aircraft will require an arrested landing.

a. Wet Runway Recovery procedures may be initiated by:

(1) Tower personnel when breaking action is fair, poor, or nil; and/or, standing water is reported on the runway.

(2) Squadron Duty Officers (SDOs).

(3) A pilot-in-command who deems it necessary to take an arrested landing.

b. Once set, Pensacola Approach will provide 6 NM in-trail separation between successive T-45 arrivals when NPA duty runway
is 7/25 or 12 NM in-trail separation when NPA duty runway is 1/19.

c. If only one runway is available, aircraft not requiring an arrestment will land prior to those requiring arrestments, fuel permitting.

d. The Tower, in coordination with SDOs, will determine when to terminate Wet Runway Recovery Procedures.

311. Commander Navy Region Southeast (CNRSE) Reduced Runway Separation

a. During daylight hours, the following reduced runway separation is authorized for CNRSE aircraft operating under VFR and braking action equal to or better than “good:"

(1) Successive full stop landings:

(a) Same performance: 1,500 feet.

(b) Lower performance following higher performance: 1,500 feet.

(2) Successive touch-and-goes:

(a) Same performance: preceding aircraft is airborne and 1,500 feet.

(b) Lower performance following higher performance: preceding aircraft is airborne and 1,500 feet.

(3) Successive VFR departures:

(a) Same performance: 1,000 feet.

(b) Lower performance following higher performance: 1,000 feet.

(4) Touch and go behind a full stop:

(a) Same performance: 4,500 feet.

(b) Lower performance aircraft following higher performance: 4,500 feet.

(5) Full stop behind a touch-and-go:
(a) Same performance: preceding aircraft is airborne and 1,500 feet.

(b) Lower following higher performance: preceding aircraft is airborne and 1,500 feet.

(6) Distances are measured from landing threshold except successive departures. These minimas shall be used for aircraft using centerline and/or alternate sides of the runway.

NOTE 1: Similar NATRACOM aircraft groups in order of Performance (high to low) are T-45 and T-6; TC-12 and T-44; and T-34.

NOTE 2: Reduced runway separation shall not be applied to a jet aircraft executing a no-flap approach or aircraft executing a non-standard approach; e.g., roll-and-go, stop-and-go, or minimum distance roll out.

NOTE 3: During night hours, reduced runway separation is not authorized.

312. Field Carrier Landing Practice (FCLP). Squadrons deploying to NAS Pensacola for carrier qualification should be field-qualified prior to arrival. FCLPs shall normally be conducted at OLF Choctaw. FCLPs at NAS Pensacola will be approved on a case-by-case basis.

a. General

(1) Approval to conduct FCLPs on single runways or left hand traffic on Runway 7L must be obtained from the Air Operations Officer.

(2) Weather minimums required to conduct FCLPs are 1,000 feet ceiling and 3 SM visibility.

(3) Maximum of six aircraft is allowed in the pattern.

(4) Minimum pattern altitude shall be per reference applicable aircraft NATOPS.

(5) Requests for the Manually Operated Visual Landing Aid System (MOVLAS) shall be made 48 hours in advance. The request can be made through NAS Pensacola Ground Electronics Office, (850) 452-9441/3460, DSN 459.
(6) FCLPs will be terminated by 2200L or as agreed upon with visiting detachments.

(7) Carrier deck boxes are located on Runways 7L (lighted), 25L, 01, and 19.

b. Procedures

(1) FCLPs shall be conducted on UHF radio frequency 360.2 MHz unless pilot-controlled lighting is activated.

(2) The Tower shall control entries into the pattern, assign intervals, and make pattern adjustments as required. Clearance into the pattern is a clearance for a “closed pattern” and individual clearances for touch-and-go landings are not required. An abeam report shall be made; e.g., “Greyhound 22 ABEAM” - no response required. Clearance from the Tower is required for full stop landings. The Tower shall make every effort to reduce transmissions when aircraft are on the “Ball.”

(3) The Landing Signal Officer (LSO) shall monitor aircraft in the pattern and provide LSO services to aircraft from the 180 position to the runway.

(4) Both the Tower and LSO have a responsibility to intercede when a potential hazard exists. Tower will continuously monitor FCLP frequency and shall retain final responsibility and authority for separation and control of aircraft in the AOR including the FCLP pattern. Per reference (g), LSOs are not classified as ATC personnel and shall not be used to provide ATC services. Additionally, the Tower retains the responsibility and authority to secure the FCLP pattern when weather conditions or other factors prevent the Tower from viewing the entire pattern.

313. Hot Brakes. Pilots and ground crews shall comply with the following when encountering known or suspected overheated wheels, brakes, or tires:

a. Landing or Taxiing - taxi clear of the runway if possible. Stop the aircraft on an intersecting taxi throat and comply with aircraft NATOPS. The Tower will dispatch a crash truck to inspect for actual hot brakes. If none are found, the pilot may continue taxiing when cleared. When necessary, a tow truck will be called to assist the aircraft back to its line.
b. On the line – squadrons are responsible for relocating the aircraft to a safe proximity area to minimize potential hazards.

c. A report of hot brakes is considered an aircraft emergency and will be treated as such.

314. Splitting the Duals. This procedure will enable a two-plane formation conducting an instrument approach to terminate with each aircraft’s individual landing on parallel runways.

a. Weather requirement for this maneuver is not less than the highest aircraft circling minimums (600-foot ceiling and 2 SM visibility).

b. Flight leaders will inform Pensacola Approach with request to "split the duals" for a full stop. Ground Control Approaches (GCA) will be conducted to Runway 7L or 25R.

c. After receiving landing clearance and with the runway environment in sight, the flight leader will detach the wingman and alter his/her approach to land on the other runway. Pilot-in-command assumes responsibility for aircraft separation when wingman detaches from flight leader. In the event of a single aircraft missed approach, the aircraft will execute the missed approach procedure. Should both aircraft go missed approach, the flight will rejoin in VMC conditions and execute the missed approach procedures as a flight.

315. Drag the Wingman. This procedure will enable a formation to utilize a single runway to make a full stop landing. Flights will establish their own interval landing on alternate sides of the runway. Pilot-in-command assumes responsibility for aircraft separation when wingman detaches from flight leader. Weather minimum is not less than the highest aircraft circling minimums (600-foot ceiling and 2 SM visibility).

316. Short Take-off/Vertical Landing (STOVL) Operations. F-35B and AV-8B aircraft are not authorized to conduct vertical takeoffs or landings on airport surfaces or runways.

317. Aircraft Speeds. The recommended speeds for arrival at Forrest Sherman Field are as follows:

a. Overhead/Local Course Rules - 250 knots unless aircraft characteristics dictate otherwise.
b. GCA Pattern – 200 knots on downwind leg, 180 knots on base leg, 150 knots on final until 8 DME or the final approach fix.

c. Straight in GCA – 200 knots until 15 DME, then 180 knots until 8 DME.

d. High Altitude Approaches – 250 knots until b. or c. above.

e. Low Altitude Approaches – 200 knots until b. or c. above.

318. Noise Abatement Procedures

a. The area along Bayou Grande just north of Forrest Sherman Field is highly populated and subject to disturbance by aircraft noise. In order to minimize noise, aircraft in the traffic pattern shall be careful to maintain pattern altitude on the downwind leg and shall avoid over flying Pleasant Grove School which is located along Gulf Beach Highway at the west end of Bayou Grande.

b. Afterburners shall not be used on touch-and-go landings or low approaches unless necessary. When required, afterburners may be used on initial takeoff. Afterburners shall be secured by the upwind numbers.

319. Helicopter Operations. Helicopters shall avoid flying over personnel, vehicles, or aircraft.

a. Forrest Sherman Field

(1) Departures and arrivals will normally be at one of the three designated helipads as depicted in Plate 1.

**NOTE:** All H-53 arrivals and departures shall be conducted on runways only.

(2) Helicopters shall receive Tower clearance prior to crossing runways or extended runway centerlines within the AOR.

(3) Departing helicopters shall remain at 300 feet MSL or below until clear of the traffic pattern unless otherwise cleared by the Tower. Report departing the AOR to the Tower.

b. Forrest Sherman Field Off-Duty Runway Usage

(1) The Tower shall make appropriate traffic calls.
(2) Field must be VFR to operate within the AOR.

(3) Helicopters must maintain assigned altitude and radio contact with the Tower at all times.

(4) Preventive Control is authorized for COMTRAWSING FIVE helicopters per current Letter of Authorization (LOA).

**NOTE:** Preventive control differs from other airport traffic control in that repetitious routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing.

(5) The Tower must specifically approve all auto rotations.

c. Sea Survival Area. Helicopter operations are authorized in support of the Naval Aviation Schools Command sea survival training at or below 100 feet MSL. When weather is below basic VFR, but not less than ceiling 500 feet and/or visibility less than 1 mile, special VFR clearance may be issued.

   (1) The Navy DWEST Area extends south from Pier Charlie to the north shoreline of Santa Rosa Island, then west along the shoreline to a point due south of the baseball park, then north to the baseball park, and then east back to the beginning point (refer to Plate 15).

   (2) The Air Force DWEST Area is the water area east of the piers, north of Santa Rosa Island, west of Gulf Breeze, and bounded on the north by a point abeam Bayou Grande (refer to Plate 15).

d. Parasail Operations. Parasail operations are conducted from the surface to an altitude not to exceed 650 feet MSL. Two-way communications between the Tower and the towboat are required to conduct operations. Traffic advisories will be issued by the Tower to transitioning aircraft to preclude possible traffic conflicts with arrivals and departures. Operations are conducted within the Air Force DWEST Area.

e. Helicopter Paradrop Demonstration Operations. Air Force Paradrop Demonstrations are conducted over the Navy DWEST Area from surface to 5,000 feet MSL. Two-way communications between the Tower and aircraft are required to conduct operations. Traffic advisories will be issued by the Tower to preclude possible traffic conflicts with arrivals and departures. Tower
will request 3-minute and 1-minute jump notifications for “Jumpers Away” and “Jumpers in the water.” At the 1-minute call, Tower will stop departures conflicting with paradrop operations. Tower will resume departures when the paradrop aircraft descends below 1,000 feet MSL. For operations above 3,000 feet MSL, allow Tower time to coordinate with Pensacola Approach Control to deconflict with traffic.

f. C-130 Paradrop Demonstration Operations. A course rules brief by the Sherman Tower is mandatory prior to conducting paradrop operations with a C-130.

320. Closed Tower Operations. Closed Tower operations may be authorized on a case-by-case basis by the Air Operations Officer.

   a. After approval is granted by the Air Operations Officer, the ODO shall notify Crash, Security, and other support personnel of the expected operation and estimated time it will occur.

   b. The unit concerned shall follow procedures as specified in reference (i).

321. Navy Flight Demonstration Squadron (Blue Angels) Procedures. The Blue Angels have a continuing need to practice low-level aerobatic and non-aerobatic maneuvers at NAS Pensacola, OLF Choctaw, and within R-2908.

   a. General

      (1) The maneuvers will be performed only during weather conditions as stipulated in the annual certificate of exemption.

      (2) Emergency, Medical Air Evacuation, and prior-coordinated VIP aircraft have priority over returning Blue Angels flights.

      (3) When returning, Blue Angel 1 will request the “Rapid Recovery” from Pensacola Approach which is a priority request for arrival and landing of four aircraft or more. Pensacola Approach Control will immediately notify NAS Pensacola of the flight's ETA.

      (4) For local flights, the Blue Angels aircraft shall contact Pensacola Approach prior to departing the practice area giving an ETA and the type recovery requested. Pensacola Approach Control will forward this information to the Tower. The
Blue Angels flight shall contact the Tower when 12 miles from the field and inform the Tower of the type of recovery.

(5) The Tower will broadcast that the Rapid Recovery will take place and direct such actions as to ensure no traffic conflicts occur. Such action may include advising aircraft to enter the DELTA Pattern instructing aircraft to make full stop landings and clearing the expected flight path of traffic.

b. Flight Control Procedures – Diamond Loop Departures

(1) The Blue Angels have ground handling and takeoff priority within the 15-minute window prior to scheduled departure time.

(2) Preferred runway is as requested by the Blue Angels.

(3) In the event the ceiling height is questionable, a solo will launch prior to diamond formation takeoffs in order to ascertain if loop procedures are feasible. The top of the loop maneuver is approximately 7,000 to 8,000 feet MSL not to exceed 10,000 feet MSL.

(4) From Runway 7 or 19, upon completion of the loop, the diamond will execute a right turn and proceed westerly over beach line. After solos have launched, the diamond will reverse course to parallel beach on easterly heading for solo join-up.

(5) From Runway 25, upon completion of the loop, the diamond will execute a left turn and proceed westerly over beach line. After solos have launched, diamond will reverse course to parallel beach on easterly heading for solo join-up.

(6) Off Runway 1, upon completion of the loop, the diamond will execute a left turn and proceed south toward the beach. After the solos have launched and the diamond reaches the beach line, they will execute a left turn east up the beach line for solo join-up.

(7) The Tower will assign transponder code 1201 to the diamond formation and 1205-06 to the solos when operating in the AOR. All other flights are issued transponder codes as assigned by ARTCC.

(8) The Tower shall:

(a) Obtain release from Pensacola Approach Control.
(b) Expect the solos to perform a combat-split procedure when they depart. At midfield, the solos will alter their flight path left and right of the departure runway.

(c) Not allow aircraft or vehicles to taxi/maneuver on the last 3,000 feet of the runway/parallel taxiway of the departure runway.

c. Flight Control Procedures – Arrivals

(1) “Rapid Recovery” request may be used on cross-country or Choctaw returns. Inbound information on rapid recoveries shall be passed at least 30 flying miles from the airport. When Blue Angels reach 12 miles, Pensacola Approach Control will not permit aircraft to enter the AOR until advised by the Tower.

(2) Tower may continue approaches for aircraft already within 6 miles of the airport that will not interfere with the “Rapid Recovery.”

(3) Returning to NPA from OLF Choctaw:

(a) The Blue Angels will advise Choctaw Tower 10 minutes prior to departure from Choctaw, and notification will be forwarded to Pensacola Approach.

(b) Choctaw departures will proceed via Range Point at 700 feet MSL to NPA unless otherwise coordinated.

(c) All six aircraft will be in the flight leaving Choctaw. A short delay at Choctaw will usually be acceptable if necessary for traffic unless rapid recovery is requested.

(d) Pensacola Approach Control will advise Tower when the Blue Angels are inbound from Choctaw, at which time the Tower will initiate clearing the AOR of traffic.

(e) NPA Tower will clear traffic pattern or enter Delta pattern at 2,500 feet MSL for Blue Angels arrival.

(f) No aircraft will be permitted in the pattern until the Blue Angels are on deck. No aircraft will land until all Blue Angels have cleared the runway.

d. Forrest Sherman Field Practice
(1) During the Blue Angels practices, Forrest Sherman Field will be scheduled closed and the closure will be issued in a NOTAM. Field closure will be broadcast on the ATIS.

(2) The Blue Angels are the sole users of the Forrest Sherman Field airspace except for emergencies, Life Flight, police emergencies, and active SAR missions. Taxi instructions shall cease 15 minutes prior to the NOTAMed closing time.

(3) After landing, the Blue Angels remain in control of the airfield until the performers have taxied to their ramp. No other aircraft shall taxi until the Blue Angels have returned to their ramp.

(4) The Blue Angels representative will request assistance as required.

(5) All vehicles/personnel operating on the airfield shall exit the airfield 10 minutes prior to the NOTAMed closing time.

322. Definition of Local Flying Area. Local flying area is that portion of the United States within a 350 nautical mile radius of NAS Pensacola TACAN including the offshore special-use airspace that is scheduled by ATC Pensacola. Appropriate clearances are required prior to operation in special-use airspace.

323. Local Obstructions. Prominent obstructions in the vicinity of NAS Pensacola are:

<table>
<thead>
<tr>
<th>Obstruction</th>
<th>Bearing from Runway Intersection</th>
<th>Distance in miles</th>
<th>Obstruction Height (MSL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lighthouse*</td>
<td>Southeast</td>
<td>7/8</td>
<td>215</td>
</tr>
<tr>
<td>Water towers w/rotating beacon</td>
<td>Southeast</td>
<td>5/8</td>
<td>214</td>
</tr>
<tr>
<td>Tower</td>
<td>Northwest</td>
<td>½</td>
<td>116</td>
</tr>
</tbody>
</table>

*Controlling obstruction

324. External Stores Jettison Areas. The Eglin Air Force Base Salvo Area (east of W-155 lane 1B) is the designated area for NAS Pensacola for jettisoning external stores including fuel tanks. Contact Eglin Mission Control on 290.9 MHz for area entry. When the use of this area is not possible and external stores must be jettisoned, utilize the area within a 5 NM radius of the 180-degree radial 25 DME of the NAS Pensacola TACAN. Provisions of reference (c) concerning expenditure of airborne stores must be adhered to in all cases. A verbal report to the appropriate
control facility shall be made as soon as possible followed by a report per paragraph 106.

325. Combat Aircraft Loading Area (CALA)/Hazardous Cargo

   a. Aircraft with ordnance and/or hazardous cargo aboard shall advise the Tower upon initial contact.

   b. The aircraft will be parked and serviced at the CALA located east of the approach end of Runway 19. During CALA operations, Runway 1/19 will be closed.

   c. The Navy Munitions Command Component Pensacola (NMC Comp Pens) will be responsible for providing safety observers during loading or off-loading of ordnance and/or hazardous cargo as required.

326. Emergency Defueling Area. Aircraft requiring immediate defueling as in fuel tank leaks shall proceed to a suitable location as directed by the Crash Captain.

327. Ordnance/Weapons. Operations involving live and inert ammunition and explosives shall be conducted per references (c), (h), (i), and as amplified in the following paragraphs:

   a. Arming and De-arming Areas. Properly qualified ordnance personnel will accomplish arming and de-arming in the designated areas. NMC Comp Pens must be notified, telephone (850) 452-8112/2795, DSN 459, as soon as it is known that there is ordnance aboard an inbound aircraft. Pilots shall at all times take necessary precautions to ensure weapons are on “safe,” other switches are in correct positions, and normal precautions peculiar to the aircraft and ordnance are precisely followed.

   NOTE: The Tower shall be notified on initial contact by the pilot of arming/de-arming requirements.

(1) Arming Areas

   (a) Runway 7R/L - Aircraft turn-up area on the south side of 7R heading 250 degrees.

   (b) Runway 25R/L - Aircraft turn-up area on the south side of 25L heading 060 degrees.

   (c) Runway 19 - Aircraft turn-up area on the east side of 19 heading 270 degrees.
(2) De-arming Areas

(a) Runway 7R/L - Aircraft turn-up area on south side of 7R rollout heading 060 degrees.

(b) Runway 25R/L - Aircraft turn-up area on south side of 25L rollout heading 250 degrees.

(c) Runway 1 - Aircraft turn-up area on east side of 1 rollout heading 270 degrees.

b. Aircraft with ordnance aboard shall advise the Tower of the type ordnance being carried when calling for taxi instructions which is initiated when entire flight is ready to taxi.

c. The conventional ordnance permissible on aircraft operating from NAS Pensacola is Inert MK-76 practice bombs, 7.62 mm guns, 20mm guns, .50 caliber guns, and inert captive-carry missiles, chaff, and flares.

d. Units supervising the use of live ordnance are responsible for enforcing existing safety regulations promulgated by higher authority in addition to compliance with the provisions of this manual. Particular attention shall be given to the Hazards of Electromagnetic Radiation to Ordnance (HERO) as defined in reference (h).

e. Loaded guns, live ammunition, and practice bombs in the flight line area must be attended. Ammunition, except the seat catapult and emergency escape CADS, shall be removed from the aircraft before an aircraft is moved into a hangar.

f. Unused explosive ammunition shall be returned to squadron-ready service lockers or NMC Comp Pens for storage.

g. Unsafe Guns

(1) The following procedures shall be used for the recovery of aircraft with unsafe guns:

(a) The Flight Leader will advise the Tower or Pensacola Approach Control on initial contact of which aircraft in the flight have unsafe guns. When over the numbers or when contact with the GCA final controller is made, the flight leader will again state the call sign and position of the aircraft in the formation that have unsafe guns. The aircraft with the
unsafe guns will again state their condition at the 180-degree position or upon contact with the Tower on GCA rollout.

(b) The aircraft with unsafe guns will take a 15-second interval on the aircraft in front of him in the break. All other aircraft will execute a go-around until the aircraft with unsafe guns has safely cleared the duty runway. In the GCA pattern, the aircraft with unsafe guns may land first. If using the parallel runways, the aircraft with unsafe guns should land on runway 7R/25L whenever possible.

(2) After landing, the pilot shall taxi to the de-arming area as defined in subparagraph 327.a.(2) above.

(3) Air Traffic Control will treat this as an emergency.

h. Externally Mounted Ordnance

(1) The potential for accidental jettisoning of externally mounted ordnance is recognized. Pilots should avoid overflying populated areas to the maximum extent possible.

(2) After landing, proceed to appropriate de-arming areas.

i. Fueling of explosive loaded combat aircraft shall be conducted per reference (j).

j. Glossary of Terms

(1) Loading is the physical positioning of the ordnance item on the aircraft and does not involve fusing and arming.

(2) Fusing is the physical positioning of a fusing device in the unit.

(3) Arming is the procedure which connects electrically the explosive unit to the aircraft, removal of safety pins, plugging in the pigtail, or other procedures which render the unit ready to be used except for the action which is required by the pilot after he is airborne. In some cases, an electrical connection is a part of the loading procedures; but in each of these cases, there is a safety device or similar action required to complete the arming or render the unit operationally effective.

(4) Hung Ordnance is the proper term for a situation where the pilot has attempted to release or fire a particular item of ordnance and a malfunction prevented such release or
firing as intended. This situation resulting in an unknown condition, partial release, or similar situation requires special safety precautions.

**NOTE:** Air Traffic Control will treat this as an emergency.

(5) Unexpended Ordnance is the proper term for a situation where the pilot is returning with a particular item of ordnance that has not been released or fired. The ordnance is in the same configuration as when the aircraft departed.

328. Hazards of Electromagnetic Radiation to Ordnance (HERO). HERO will be set per references (h) and (i).

**NOTE:** Do not proceed with mission until advised by Base Operations that HERO is set.

329. **Force Protection Measures.** NAS Pensacola will maintain a threat condition (THREATCON) per reference (k). When NAS Pensacola achieves THREATCON BRAVO or above, the Tower will restrict civilian VFR transition traffic to remain outside the AOR. Under no condition will a transitioning aircraft be allowed closer than 3 miles from the site.

330. **Active Shooter.** If the Tower receives a report of an active shooter by either security or higher authority (i.e., Command Duty Officer (CDO), ODO), the Tower will either suspend airport operations or adjust the traffic flow as not to overfly the station proper.

331. **Unauthorized Laser Illumination Event.** If an aircraft experiences an unauthorized laser illumination event, notify air traffic control immediately.

332. **Memorial Fly-by.** Prior to aircraft commencing a Memorial Fly-by, the flight/division lead shall receive a telephone brief from the Tower supervisor on duty.

a. **Restrictions.** Weather minimums are basic VFR but no lower than 500 feet above the holding altitude required to the type aircraft in the flight. Minimum altitude for the fly-by is 500 feet MSL and the maximum airspeed is 250 knots.

b. **Fly-by Holding.** The holding pattern will be established by the flight lead in the airspace within a line drawn from Point X-Ray (NPA 231006), Fort McRae (NPA 180002), and Point Long (NPA 180006) with right-hand turns at an altitude between 1,000 feet MSL and 3,000 feet MSL (depending on weather, runway in use, and traffic).
c. Commencing Fly-by. Approximately 5 minutes prior to the fly-by overhead time, the Fly-by Representative or the flight lead if no ground representative is present, will make the 5-minute call to the Tower on either 340.2 or 360.2 as coordinated in the brief. Aircraft will get in position for the 2-minute call. At the 2-minute call, Tower will hold or de-conflict non-participating aircraft. The flight lead will acknowledge and request permission from the Tower to depart holding inbound.

d. Fly-by Procedures. Fly-by procedures will be from west to east. Depart Point X-Ray at the 2-minute call to Fort McRae descending to 500 feet MSL and fly an approximate heading between 040 and 060 toward the Coast Guard Pier. Then proceed toward the water tower and three antennas east of the airfield until visually acquiring Barrancas Cemetery/Naval Aviation Chapel. The coordinates for the Cemetery are N30 21.45/W87 17.26 (refer to Plate 17).

e. Departure Procedures. Once the fly-by is complete, the flight lead will advise the Tower and request permission to continue on flight as coordinated in the brief.

f. Non-standard Requests. Requests to fly a profile that differs from subparagraphs a. through e. above must be coordinated prior to the fly-by with the Tower supervisor on duty.
Chapter 4 - Airfield Inspections

400. General

a. Prior to commencement of, during, and following construction projects, detailed airfield facility inspections shall be conducted to ensure equipment is functioning adequately, safely, and is properly maintained.

b. Periodically during daily flight operations, Airfield Management will conduct a visual check of runways, ramps, and taxiways for FOD. Major discrepancies shall be reported immediately to the Tower and Base Operations. The assigned unit of that area shall accomplish the continuing inspection of aircraft parking ramps and hangar areas.

c. Temporary obstructions on the airfield or conditions that affect the safe operation of aircraft will be broadcast on the ATIS and NOTAMed as appropriate.

401. Airfield Pre-opening Inspections

a. The Airfield Manager, or designated representative, will conduct a visual check of all runways (open and closed) and taxiways 30 minutes prior to scheduled airfield opening and report their condition to the Tower. No aircraft operations will be allowed until this is accomplished.

b. The Ground Electronics Division will move and set Fresnel Lens carts as directed by the Tower.

c. After airfield equipment has been checked, the AFM, or designated representative, shall make the final decision to open the airfield.

402. Inspections

a. Post Arrestment Inspection. Following arrested landings, the AFM, or designated representative, shall make a runway check to ensure runway is free of debris.

b. Post Mishap/Incident Inspection. Following a mishap or incident on or about the runways or taxiways, the area affected shall be inspected for FOD and damage.

c. Post Heavy Aircraft Operations. Following a heavy aircraft landing and taxiing in or after taxiing out and taking
off, the AFM, or designated representative, shall make an inspection to ensure taxiways/runways are free of debris.

403. Field Lighting Inspections. Prior to field opening and at sunset, the Tower shall energize field lighting to ensure that the Airfield Lighting System is operational and allow the AFM, or designated representative, to check for outages.

404. Airfield Construction Projects. Airfield Management shall coordinate construction occurring on the airfield as authorized by the Air Operations Officer. Proper identification and/or warning devices shall be used to ensure hazardous conditions to aircraft or vehicles are properly depicted per reference (l).

405. Bird/Animal Aircraft Strike Hazard (BASH)

    a. The ODO/Airfield Manager will conduct a visual check of runways (open and closed) and taxiways 30 minutes prior to scheduled airfield opening and report the appropriate BASH condition of Low, Moderate, or Severe to the Tower. If the condition is Moderate or Severe, the Tower will broadcast this on ATIS.

    b. If the Tower receives a report of birds/animals via radio or telephone, the Tower will broadcast on applicable frequencies the reported information and update the ATIS per reference (e).

    c. If conditions warrant changing the BASH condition, the Tower will notify the ODO/Airfield Manager and update the ATIS.
Chapter 5 - Air Traffic Control

500. General

a. The NAS Pensacola Air Traffic Control Facility (ATCF), located in Building 3963 at Forrest Sherman Field consists of four branches dedicated to providing safe, orderly, and expeditious flow of air traffic at NAS Pensacola.

(1) The Tower Branch continuously provides airport traffic control service within the Tower AOR.

(2) The Radar Branch provides precision and surveillance radar approaches to all runways.

(3) The Flight Planning Branch, located in Building 1852, provides flight planning facilities for receiving and processing flight plans.

(4) NAS Pensacola Sector Control, located in Building 3963, provides scheduling, coordination, and control of aircraft in the Pensacola offshore OPAREAS.

b. Pilots and aircrews are encouraged to visit the facility in order to obtain a better overall view of control procedures. Visits should be coordinated through the ATCF Officer, telephone (850) 452-4671, DSN 459.

c. The Federal Aviation Administration (FAA) provides Pensacola Approach Control service from Pensacola International Airport. Additionally, Pensacola Approach Control provides VFR advisory service within the MOAs.

501. Instrument Departure Procedures. Aircraft will utilize radar vectored departure procedures issued by Clearance Delivery. Departures are radar controlled by Pensacola Approach to en route airways/local training areas.

502. Instrument Arrival Procedures

a. Standard instrument approach procedures to NAS Pensacola are contained in current flight information publications.

b. Inbound aircraft should monitor the ATIS broadcast prior to contacting Pensacola Approach and provide the appropriate ATIS code letter on initial contact.
c. Circling approaches are not authorized for the ILS Y Runway 7L approach and for PAR approaches to all runways. 503. Special Visual Flight Rules (VFR) Operations. Special VFR helicopter and fixed-wing operations shall be coordinated through Pensacola Approach Control as per reference (d).

504. Emergency Procedures

a. General. Pilots experiencing an emergency should immediately contact a ground station and give identification, position, altitude, heading, nature of difficulty, and intentions. Personnel not involved in the emergency shall maintain radio silence.

b. Lost/Disoriented Aircraft. Pilots operating aircraft in the Pensacola area that become lost or are in doubt as to their position should take the following actions:

(1) Squawk 7700

(2) Attempt to establish communications with a ground control agency on standard frequencies. Once radio contact has been established, remain in communication with that station until directed to change frequencies. Advise the contact station of essential information such as fuel remaining in terms of flying time, last estimated position, status of navigation and communication equipment, and number of personnel aboard.

(3) If communications cannot be established, follow the procedures contained in reference (m) to alert radar stations within range.

(4) Follow lost communications procedures as per reference (m). Fly in the clear instead of the clouds when possible. Do not panic. Conserve fuel. Maintain an altitude that will assist in establishing and maintaining line-of-sight radar contact.

c. Lost Communication. A no radio (NORDO) aircraft is an aircraft that is experiencing loss of either transmitter or receiver or both. NORDO aircraft shall squawk 7600. Special consideration shall be given to such an aircraft in view of the possibility of being even more cause for distress. In order for ground personnel to provide maximum assistance to a NORDO aircraft, the following actions are expected of the pilot:

(1) In VFR Conditions
(a) A NORDO aircraft shall enter the normal break rocking wings until reaching the upwind end of the runway. At night, flash landing or taxi lights will be utilized while approaching the break. The Tower shall use standard light signals and shall broadcast on 340.2 MHz, 243.0 MHz, or 120.7 MHz. A NORDO aircraft flying in formation will fly wing position in the pattern and be led to a landing. The leader will go around.

(b) A NORDO aircraft in the pattern shall fly abeam the duty runway on the pattern side at 500 feet rocking its wings. NORDO aircraft shall monitor the Tower for a green light to turn downwind and to land.

(c) A NORDO aircraft with additional difficulties that will require crash/fire equipment shall follow procedures per reference (m) and execute a 500-foot pass abeam the duty runway on the pattern side. The aircraft shall extend the tail hook if an arrested landing is desired. NORDO aircraft shall monitor the Tower for a green light to turn downwind and land.

(2) In IFR Conditions. Pilots shall comply with procedures contained in the current references (m) and (n) and/or Letters of Agreement.

(3) Helicopter Lost Communication. The general rule for helicopter operations is to remain VMC when possible. If unable, the following procedures apply:

(a) VFR and SVFR Departures/Arrivals. Proceed to the southeast/southwest field boundary, orbit at 300 feet (use caution when Runway 01/19 is in use), and await a green light from the Tower to land at Helipad 1.

(b) IFR Departures/Arrivals. Comply with procedures contained in references (m) and (n) and/or Letters of Agreement.

d. Tower Emergency - Emergency Aircraft. Pilots should inform the Tower of the distress as far in advance of landing as possible. The Tower will alert all necessary parties of the emergency. The nature of the emergency and information provided by the pilot will guide further actions by the Tower.

(1) After declaring an emergency, the pilot is the deciding authority with regard to the options available for the type of emergency being experienced. The Tower transmissions to the emergency aircraft are advisory only.
(2) Time and safety permitting, the emergency aircraft should conform to the normal flow of traffic to minimize collision hazards.

(3) If the emergency aircraft requires immediate landing, the Tower shall attempt to clear the runways and adjust the traffic pattern in sufficient time to avoid conflicts or distractions to the distressed aircraft.

(4) It may become necessary for personnel with aircraft technical expertise to be present in the ATCF during aircraft emergencies or when aircraft are otherwise experiencing operating difficulties or malfunctions. In such instances, only those personnel absolutely necessary and required to provide technical advice shall be allowed within the facility. In no instance shall controller authority be abridged by personnel who are present for this purpose.

505. Sector Control

a. NAS Pensacola Sector Control is responsible for the Pensacola OPAREAS under the cognizance of Commander, U.S. Fleet Forces Command (COMFLTFORCOM), per references (s) and (t). NAS Pensacola Sector Control Scheduling Office (Scheduling Office) is responsible for the scheduling and control of surface, subsurface, designated special use airspace, and military training routes. Outside agencies staging from NAS Pensacola shall have a course rules brief prior to operating locally in special use airspace. Request course rules briefs from Forrest Sherman Field Radar/Tower Chief, (850) 452-4671/72, DSN 459. NAS Pensacola Sector Control is located in the radar ATCF, Building 3963, onboard NAS Pensacola. The Scheduling Office hours of operation are 0600L-1600L, Monday-Friday. The command may be contacted as follows:

Mailing address: Commanding Officer
Naval Air Station Pensacola
150 Hase Road, Suite-A, Bldg 3963
Pensacola, Florida 32508-1051

Message address: NAS PENSACOLA FL
Telephone: Comm: (850) 452-2735, DSN 459
Fax: Comm: (850) 452-3619, DSN 459
Email: nasp.sectorcontrol@navy.mil

b. Pensacola OPAREAS. The areas under the cognizance of NAS Pensacola Sector Control (SEABREEZE) and available to user activities are as follow:
NASPCOLAINST 3722.1Y
16 June 2015

(1) OPAREAS, Surface, and Subsurface: Pensacola OPAREA; Plate 18 and 19.

(3) ATCAA: Eagle Zulu, Areas 1-5.

c. Procedures. For detailed information on operating procedures for SEABREEZE areas, see reference (t).

d. Military Training Routes. The general operating procedures for conducting flight operations on military training routes are contained in references (c) and (aa). In addition, the following specific route operating procedures and descriptions shall be understood and complied with:

(1) IFR Military Training Route Procedures (IR). The Scheduling Office is the designated scheduling activity for the IR routes IR021, IR022, IR037, IR038, IR040, IR077, IR078, IR079, IR080, IR081, IR082, IR083, IR608, and IR723. These IR routes may be scheduled up to 72 hours in advance but not less than two hours prior to the requested use times. To schedule the requested route, contact the Scheduling Office, telephone (850) 452-2735, DSN 459. The aircrews shall receive a current route brief on special operating procedures or constraints not in the route description at least two hours prior to flying their scheduled route. The briefing items include but are not limited to noise sensitive areas, unpublished obstructions, airports, bird activity, route suspension due to air search, forest fire, etc. Failure to obtain this brief shall be cause for cancellation.

(2) VFR Military Training Route Procedures (VR). The Scheduling Office is the designated scheduling activity for the VFR military training routes VR1020, VR1021, VR1022, VR1023, VR1024, VR1052, VR1054, VR1055, and VR1056. These VR routes may be scheduled up to 72 hours in advance but not less than two hours prior to the requested use times. To schedule the requested route, contact the Scheduling Office, telephone (850) 452-2735, DSN 459. The actual aircrews shall receive a current route brief on special operating procedures or constraints not in the route description at least two hours prior to flying their scheduled route. The briefing items include but are not limited to noise sensitive areas, unpublished obstructions, airports, bird activity, route suspension due to air search, forest fire, etc. Failure to obtain this brief shall be cause for cancellation.
600. Accommodations. Officers, enlisted, and civilians may have berthing accommodations at Bachelor Housing and visitor quarters as available.

601. Transportation

   a. Transient Line personnel will provide on-station transportation to and from the Air Operations Building for aircrew only. Passengers will need to arrange their own transportation.

   b. Transient Line personnel will provide off-station transportation for transient aircrews if berthing is not available onboard NAS Pensacola. Off-station accommodations must be within 15 miles of the Naval Air Station.

   c. Detachments staging out of NAS Pensacola may obtain rental vehicles through the Transportation Office or a local agency. Contact the Fleet Liaison Office, telephone (850) 452-4333, DSN 459, for further information.

602. Clearance of Passengers for Flight. Passengers authorized to travel in military aircraft per with reference (o) shall be properly manifested through passenger services at Building 1852 Terminal prior to boarding the aircraft.

603. Procedures for Accommodating Distinguished Visitors. Base Operations will notify the NASP Petty Officer of the Watch of the expected arrival or departure of officers or civilians of the Distinguished Visitors (DV) Code 7 and above. Base Operations is responsible for dissemination of the information to interested commands and activities. A VIP Lounge is available in Building 1852.

604. Endorsement of Orders

   a. Personnel traveling on orders specifying travel by government air shall present their orders to the passenger terminal for assistance in verifying flight departure times.

   b. Personnel requiring commercial transportation shall report to NASP Petty Officer of the Watch (POOW), telephone (850)452-4785, DSN 459, after working hours.
c. Personnel arriving at NAS Pensacola for temporary additional duty on orders authorizing per diem shall be directed to NASP Admin or NASP POOW after working hours.

d. Personnel desiring arrival or departure endorsements will contact the NASP POOW.

605. Customs, Immigration, and Agriculture. A U.S. Customs Service inspection is required on arriving aircraft making an initial landing in the continental limits of the U.S. at this station. Arriving civilian passengers are required to present proof of citizenship or proper authority to enter the U.S. to U.S. Immigration Officials. Since NAS Pensacola is not a normal port of entry, customs, immigration, and agriculture inspectors must be arranged in advance. Therefore, sufficient notice (at least 48 hours) of ETA should be given by pilots of aircraft arriving from outside the continental limits of the United States. Aircrews should contact Base Operations at (850) 452-2431, DSN 459, to arrange necessary inspections.

606. Messing Facilities. Meals may be obtained in the enlisted dining facility in Buildings 601 and 3900.

607. Navy Exchange Facilities. There are several Navy Exchange Facilities available on the base for dining or take-out. Information on their locations and operating hours can be obtained through the ODO.

608. Registered Material/Weapons. Squadrons are responsible for obtaining their own registered publications necessary for flight prior to arriving at NAS Pensacola. Prior notification should be given to the ODO/CDO on requirements to store classified material or weapons.

   a. Classified material may be stored at NAS Pensacola Headquarters, Building 1500, during normal field hours Monday through Sunday.

   b. Storage of weapons requires prior notification for coordination with the Security Department.

609. Hot Refueling. Hot refueling is authorized for Chief of Naval Air Training (CNATRA) and fleet aircraft. Aircraft will marshal on taxiway “E.” Prior arrangements must be made with the Fleet Liaison Officer, telephone (850) 452-4333, DSN 459, and training is required by contractors prior to conducting operations at the hot pump.
610. Aircraft Fueling Priorities. Aircraft fueling priorities are per reference (p). FAA flight inspection aircraft shall be given priority for refueling and servicing over routine transient aircraft. Operational flights, MEDEVAC missions, scheduled airlifts, and VIP movements will take precedence over FAA aircraft. Base Operations may amend on a case-by-case basis and assign “Priority One” fueling to lower priority aircraft when dictated by requirements. The fuel priorities for NAS Pensacola are:

a. Aircraft actually engaged or on alert for SAR operations.

b. AIREVAC/Emergency support aircraft.

c. Carrier qualification (CQ) operations (includes carrier on board deliveries in direct support of the strike group).

d. Fleet Squadrons engaged in mission training (i.e., Air-to-Air, Air-to Ground, etc.).

e. Navy Flight Demonstration Squadron.

f. Training Squadrons including the following:

   (1) All COMTRAWING SIX aircraft in support of training missions.

   (2) 479th FTG aircraft in support of training mission.

   (3) Operational defueling to meet mission profiles.

   (4) Turnaround training missions from other training wings.

g. Fleet Logistic Support/AMC missions.

h. Transient aircraft.

i. All maintenance-related defueling operations.

NOTE: Aircraft refueling will normally be accomplished with passengers disembarked and per reference (q). If minimum ground time is required to support military operations, Base Operations can authorize aircraft to be fueled with patients/passengers aboard, provided a crash truck is standing by the aircraft, an attendant is enforcing the “no smoking” boundary, and off-ramps are in proper position to permit evacuation.
Chapter 7 – Aircraft Crash and Rescue

700. General

a. This chapter sets forth procedures to be followed in reporting a crash and contains a list of crash and rescue, search and rescue (SAR), and salvage facilities available at NAS Pensacola.

b. Reference (r) contains general guidelines concerning crash and rescue procedures applicable to this station.

701. Procedure for Reporting a Crash/Emergency

a. On-Station Crash/Emergency

(1) Ground personnel reporting a crash should contact Base Operations, telephone (850) 452-2431, DSN 459, who will in turn notify the Tower and the SAR Coordinator.

(2) On observing or having been notified of a crash on the field, the Tower shall activate the necessary emergency communications systems which are:

(a) Primary Crash Alarm (Red Telephone) System

(b) Two-way Radio (ELMR) communications with crash/rescue vehicles

(3) The primary aircraft emergency alarm alerting system is installed in four locations: Tower, Crash/Rescue Station, Regional Dispatch Center, and Base Operations. This system is provided for simultaneous notification of essential response personnel.

(4) The Tower will notify all stations connected to the primary crash phone system. The following information will be provided if available:

(a) Location

(b) Aircraft ID and type

(c) Nature of emergency

(d) Fuel state

(e) Number of personnel aboard
(f) Explosives, ordnance stores, or other hazardous cargo

(g) Landing runway and ETA

(h) Other pertinent information

b. Off-Station Crash

(1) Airborne pilots observing a crash will immediately contact the Tower or the air traffic control agency which they are in communication with. Ground personnel observing a crash off station should immediately telephone the ODO, telephone (850) 452-2431, DSN 459.

(2) The originator of the crash report should give as much of the following information as possible with amplifying reports when additional information is obtained:

(a) Location of the crash as accurately as possible

(b) Presence/Absence of fire

(c) Condition of personnel

(d) Type of aircraft

(e) Identification and markings of the aircraft

(f) Accessibility by ground personnel

(g) Name and telephone number of the person reporting the crash

(h) Other pertinent information

(3) Information concerning off-station crashes will be directed to Base Operations.

702. Crash and Rescue

a. Crash and Rescue Equipment. Forrest Sherman Field Crash has three OSHKOSH T-1500 Firefighting Vehicles. These vehicles hold 1,500 gallons of water and 200 gallons of Aqueous Film Forming Foam (AFFF).
b. Crash/Rescue Readiness. One or more fully manned crash firefighting and rescue crews will be maintained on an “alert” status at all fields during scheduled periods of training flights and periods of recurrent flying activity. Additional equipment will be maintained in a “standby” status for immediate response with personnel close to the equipment.

c. Responsibilities. The Fire Chief shall be responsible for the operational readiness, performance, and technical training and direction of the consolidated fire protection organization. The Fire Chief, Deputy Fire Chief, or designated Airfield Station Fire Chief shall have control and direct supervision of firefighting and rescue operations at the immediate scene of an aircraft emergency.

703. Search and Rescue (SAR)

a. SAR is provided by the U.S. Coast Guard, Mobile, AL, and Gulfport, MS, for the Pensacola Area.

b. The ODO is responsible for notifying the Coast Guard of SAR requirements during normal field operating hours.

c. It is recognized that requirements dictate certain operations be conducted outside the normal published airfield hours. Helicopter assets operating as an actual SAR/MEDEVAC mission with a “RESCUE” call sign may conduct closed-tower operations per reference (c).

704. Salvage. The Crash and Salvage Officer is responsible for the removal and salvage of aircraft involved in accidents both on station and off station. Salvage work will not normally be commenced until necessary investigations are complete. The Commanding Officer may order the removal of wreckage in the interest of flying safety or other vital functions. Aircraft hoisting slings, jacks, pads, and other tools necessary to remove the aircraft and an electric generator and power saw are available when needed.

705. Off-station Ground Rescue, Security, and Salvage

a. Unless otherwise directed by the Air Operations Officer, a standby crash truck will be manned and will proceed to the scene of an off-station crash that is within a 25-mile radius of NAS Pensacola.

b. Salvage and security personnel and equipment will be dispatched by the Air Operations Officer to the scene of an
aircraft off-station crash which NAS Pensacola assumes responsibility. The response team which includes ambulances, additional crash/fire vehicles, auxiliary water equipment, salvage vehicles, and personnel vehicles will respond as a convoy or as the Air Operations Officer directs.

706. Air Force Safety Vehicles. The 479\textsuperscript{th} FTG airfield safety response vehicle is a red pickup truck, call sign “Air Force Safety.”
Chapter 8 – Pensacola South Military Operating Area (PSMOA) Procedures

800. General. The PSMOA is located directly overhead NAS Pensacola and is used primarily by COMTRAWING SIX propeller and jet aircraft for familiarization, formation, and basic instrument training.

801. PSMOA Procedures

a. Commander, TRAWING SIX is designated as the Using Agency. Pensacola Approach Control is designated as the Controlling Agency.

b. The PSMOA shall refer to both the Pensacola South MOA and the associated ATCAA.

c. Frequency 360.725 is allocated to COMTRAWING SIX for utilization in PSMOA.

d. Provided Pensacola Approach Control does not interfere with authorized users and non-participating IFR aircraft are radar-separated from authorized users, Pensacola Approach Control may allow non-participating IFR aircraft to penetrate the PSMOA. Pensacola Approach Control is authorized to recall PSMOA by blocks or altitudes for emergencies, air ambulance, or weather.

e. The operational area of the PSMOA shall be called the “GATOR AREA” and is depicted in Plates 20 and 21.

f. Aircraft operating within the GATOR AREA shall use local altimeter settings. When the local altimeter setting is below 29.92, 22,000 feet MSL shall be the highest usable working altitude within the GATOR AREA.

g. The GATOR AREA will be sub-divided into 12 high blocks and 11 low blocks, and is depicted in Plates 20 and 21.

h. The operational limits of the PSMOA and associated ATCAA shall be 10,500 feet MSL to 23,000 feet MSL. Working altitudes are 10,500 to 16,500 for the low blocks, 17,000 to 23,000 for the high blocks and 10,500 to 23,000 for a combined high and low block. IFR clearances are automatically canceled upon entering the PSMOA, and operations within the PSMOA shall be conducted VFR. Aircrews are responsible to advise ATC in the event VFR cannot be maintained.
i. Aircraft shall be responsible for operating within the confines of their assigned blocks within the PSMOA. On a workload-permitting basis, TRACON MOA monitor will issue boundary and traffic advisories on frequencies 120.05 or 372.0 and 360.725. Pensacola Approach Control will not normally monitor 360.725 except when issuing boundary and traffic advisories.

j. Deviations from the procedures contained herein are authorized only after coordination is accomplished which clearly defines responsibility and accountability.

k. Military Assumes Responsibility for Separation of Aircraft (MARSA) applies to all participating aircraft within the GATOR AREA as follows:

   (1) Participating aircraft operating in assigned blocks are MARSA with other participating aircraft operating in other assigned blocks.

   (2) Participating aircraft operating in assigned blocks are MARSA with other participating aircraft cleared via unassigned blocks or transition lines (including non-GPS-equipped aircraft being vectored along transition lines).

   NOTE: If an aircraft is assigned a side-by-side block combination, the transition line between those blocks is unusable at working altitudes for the purpose of transition.

802. Scheduling Procedures

a. Commander, TRAWING SIX shall be designated the scheduling agency for all units desiring to use the PSMOA.

b. Commander, TRAWING SIX shall ensure all authorized users understand and adhere to the provisions of this agreement.

c. Only COMTRAWING SIX, COMTRAWING FIVE, and the 479th FTG aircraft are authorized to use the PSMOA, unless Pensacola Approach Control is advised otherwise by COMTRAWING SIX. Commander, TRAWING SIX shall ensure that all other aircraft understand and adhere to the provisions of this agreement.

d. Commander, TRAWING SIX shall provide Pensacola Approach Control a PSMOA usage schedule at the beginning of each day. Slippage from the schedule may occur due to weather or equipment delays. The active IFR flight plans shall be used to coordinate PSMOA usage on a real time basis. Aircraft that do not make
their proposed use time shall not be denied use of the GATOR AREA unless all working blocks are full. Those aircraft that fall into this category will accept a delay to enter the GATOR AREA in order to exit non-participating IFR aircraft.

e. Commander, TRAWING SIX shall advise Pensacola Approach Control when PSMOA operations are concluded for the day.

803. Operating Procedures

a. The GATOR AREA is subdivided into 12 high blocks and 11 low blocks. The blocks and boundaries are depicted in Plates 20 and 21.

b. Entry/Transition Procedures

(1) Entry points and transition lines are depicted in Plate 21.

(2) Pensacola Approach Control may transition aircraft to/from assigned blocks and issue GATOR clearance as follows:

(a) Via vectors to intercept lines A, B, C, 1, or 2 around active blocks. Example: “Fly heading 330, intercept LINE CHARLIE, maintain (altitude), expect TWO CHARLIE HIGH;” then, “GATOR TWO CHARLIE HIGH, frequency change approved.”

(b) Via direct points A, B, C, D, E, F, H, or I to intercept transition lines A, B, C, 1, or 2 around active blocks. Example: “Proceed direct point FOXTROT, transition via LINE CHARLIE, maintain (altitude), expect TWO CHARLIE HIGH;” then, “GATOR TWO CHARLIE HIGH, frequency change approved.”

NOTE: Pensacola Approach Control may clear an aircraft via more than one line to a block. For example, an aircraft might be instructed to proceed to block 2A LOW via lines B and 1.

(c) Via radar vectors and/or assigned altitude through inactive blocks. Example: “Fly heading 360, maintain 13,000, GATOR TWO CHARLIE LOW, frequency change approved.”

NOTE: Aircraft transitioning via radar vectors and/or assigned altitude will maintain assigned heading and altitude until reaching their assigned blocks upon which a climb or descent may be initiated as appropriate.

NOTE: MARSA is cancelled and Pensacola Approach Control shall
ensure appropriate radar separation between aircraft on assigned vectors/altitudes through inactive blocks and other participating aircraft.

(3) GATOR clearance authorizes aircraft to climb and/or descend from assigned altitude and maneuver only after the aircraft is established inside the lateral confines of assigned working blocks.

(4) Aircraft will monitor UHF 360.725 while in the GATOR AREA.

c. Exit Procedures. Aircraft requesting clearance out of the GATOR AREA shall contact TRACON MOA monitor on 120.05 or 372.0, and advise their intentions prior to leaving their working area. VHF-equipped aircraft should make exit requests on 120.05 and continue to monitor 360.725 until clear of the GATOR AREA. UHF-only aircraft will make exit requests on 372.0. Aircraft shall remain within their assigned blocks until given instructions by TRACON MOA Monitor.

(1) VFR Exit. Prior to leaving their working area, aircraft shall contact TRACON MOA monitor on 372.0/120.05 and advise they are complete in block “XX,” cancel IFR, and request to descend out of their working area. Aircraft operating in high blocks that require a VFR descent through the confines of the low blocks will descend via MOA section lines or through cold areas and will do so only after receipt of ATC instructions. Aircraft requesting VFR flight following after leaving the MOA will coordinate request with Pensacola Approach Control on 372.0/120.5 ten minutes prior to departing the GATOR AREA.

(2) IFR Exit

(a) Aircraft will contact Pensacola Approach Control on 372.0/120.05 with intentions. Example: “KATT692 complete in Block 1A high with (current ATIS code) and request vectors PAR at NPA full stop.” Pensacola Approach Control will issue a standard clearance to depart the GATOR AREA via transition lines and/or via transition altitude. Aircraft shall not exit their assigned working blocks until established on the assigned transition line. Example: “KATT 692, maintain (altitude), intercept line CHARLIE southbound, depart point FOXTROT heading 180.”

(b) Aircraft departing PSMOA via the procedures outlined in paragraph 5.d.(3)(a) above are MARSA with all participating aircraft within the MOA. To the extent practical,
VHF-equipped aircraft should make exit requests on 120.05 and continue to monitor UHF 360.725 for MOA traffic.

(c) Time and traffic permitting, Pensacola Approach Control may issue a clearance directly from the working sector with a vector and altitude. Example: "KATT 692, fly heading 180, descend and maintain one-one thousand." Aircraft will comply with Pensacola Approach Control-assigned heading and altitude immediately.

NOTE: MARSA is cancelled and Pensacola Approach Control shall ensure appropriate radar separation between exiting aircraft on assigned vectors/altitudes and other participating aircraft.

d. Aircraft requesting to transition from one block to another shall make their request to the MOA monitor on 120.05 or 372.0. MOA monitor will advise if another block is available; and if so, will provide transition instructions as follows: "KATT 692 transition via line 2 to block TWO CHARLIE LOW."

804. Commander, TRAWING SIX/479th FTG Lost Communications Procedures

a. Aircraft who have not received a GATOR clearance and are able to proceed VMC, should return to NPA via Course Rules using the active runway if known or the departure runway if the active runway is unknown.

b. Aircraft who have not received a GATOR clearance and are unable to maintain VMC, shall proceed to the NPA TACAN (GPS aircraft will utilize associated LAT/LONG coordinates) at last assigned altitude and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for runway 19, TACAN 7L circle to runway 19).

c. Aircraft who are unable to proceed to NPA VMC while operating in the GATOR AREA:

(1) High Block. Shall depart the lateral confines of the MOA southbound via the closest north/south transition line and maintain FL230 using altimeter setting of 29.92, then proceed direct to the initial approach fix and execute a TACAN/GPS approach to the runway in use if known or the departure runway if the active runway is unknown (for runway 19, TACAN, or GPS 7L circle to runway 19).
(2) Low Block. Shall depart the lateral confines of the MOA southbound via the closest north/south transition line and descend to 11,000 feet MSL. Upon departing the lateral confines of the MOA, proceed direct to the initial approach fix and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for runway 19, TACAN 7L circle to runway 19).

d. Aircraft operating in the GATOR area who are able to maintain VMC should descend VFR until below their working area, then proceed via the Course Rules to the runway in use if known or the departure runway if the active runway is unknown.

e. Aircraft experiencing radio failure must squawk 7600.

805. Other Participating Aircraft Lost Communications Procedures. Other participating aircraft experiencing lost communications should squawk NORDO (7600) and comply with appropriate instructions.
Class "C" Airspace
NPA Class “C” Airspace Rules

- 5 Statute miles from geographic center of NPA

- Separation must be proven, standard IFR, visual or 500’ vertical VFR/IFR

- Must have Two-way Comm and Transponder Mode 3A/C

- Area of Responsibility (AOR) - 4nm Radius SFC-3000
VFR T-6 Departure Procedures

RWY 1 TURN LEFT
HEADING 285

RWY 7 TURN LEFT
HEADING 285

RWY 25 TURN RIGHT
HEADING 285

RWY 19 TURN RIGHT
HEADING 225
IFR Departure Procedures

RWY 1 TURN LEFT
HEADING 260

RWY 7 TURN RIGHT
HEADING 150

RWY 25 TURN LEFT
HEADING 220

RWY 19 FLY RUNWAY
HEADING

All Turns are 1 DME Past the TACAN.
Altitude Assignment 3000’
Runway 7 Taxi Routes

Outbound

CTW SIX - Taxi via Taxiway Foxtrot to Taxiway Delta to Taxiway Alpha.

Air Force - Taxi via Taxiway Bravo 1 to Taxiway Bravo to Taxiway Charlie to Taxiway Alpha.

Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha.

Transient Line Aircraft - Taxi via Bravo 3 to Bravo to Charlie to Alpha.

Inbound

CTW SIX T-6 - Taxi via Taxiway Alpha to Taxiway Alpha 4, T-39 and T-45 - Taxi via Taxiway Alpha to Taxiway Alpha 3.

Air Force T-6 and T-1 - Taxi via Taxiway Alpha to Taxiway Bravo to Taxiway Bravo 2.

Blue Angels - Taxi via Taxiway Alpha to Taxiway Alpha 2.

Transient Line Aircraft - Taxi via Bravo to Bravo 2.
Runway 25 Taxi Routes

**Outbound**

CTW SIX - Taxi via Taxiway Alpha 3 to Taxiway Alpha.

Air Force - Taxi via Taxiway Bravo 1 to Taxiway Bravo to Taxiway Alpha.

Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha.

Transient Line Aircraft - Taxi via Taxiway Bravo 3 to Taxiway Bravo to Taxiway Alpha.

**Inbound**

CTW SIX T-6 - Taxi via Taxiway Alpha to Taxiway Alpha 4, T-39 and T-45 - Taxi via Taxiway Alpha to Taxiway Alpha 3.

Air Force T-6 and T-1 - Taxi via Taxiway Bravo to Taxiway Bravo 2.

Blue Angels - Taxi via Taxiway Alpha to Taxiway Alpha 2.

Transient Line Aircraft - Taxi via Taxiway Bravo to Taxiway Bravo 2.
Runway 19 Taxi Routes

Outbound

CTW SIX - Taxi via Taxiway Foxtrot to Taxiway Delta to Taxiway Bravo.

Air Force T-6 and T-1 - Taxi via Taxiway Bravo 1 to Taxiway Bravo.

Blue Angels - Taxi via Taxiway Alpha 2 to Taxiway Alpha to Taxiway Delta to Taxiway Bravo.

Transient Line Aircraft – Taxi via Taxiway Bravo 3 to Bravo Taxiway.

Inbound

CTW SIX T-6 - Taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 4, T-39 and T-45 - Taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 3.

Air Force - Taxi via Taxiway Charlie to Taxiway Bravo to Taxiway Bravo 2.

Blue Angels - Taxi via Taxiway Bravo to Taxiway Alpha to Taxiway Alpha 2.

Transient Line Aircraft - Taxi via Taxiway Bravo to Taxiway Bravo 2.
Runway 1 Taxi Routes

Outbound

CTW SIX – Taxi via Taxiway Foxtrot to Taxiway Delta to Taxiway Alpha to Taxiway Bravo.


Blue Angels – Taxi via Taxiway Alpha 2 to Taxiway Alpha to Taxiway Bravo.

Transient Line Aircraft – Taxi via Bravo 3 Taxiway to Bravo Taxiway.

Inbound

CTW SIX T-6 – Taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 4, T-39 and T-45 – Taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 3.

Air Force – Taxi via Taxiway Bravo to Taxiway Bravo 2.

Blue Angels – Taxi via Taxiway Bravo to Taxiway Delta to Taxiway Alpha to Taxiway Alpha 2.

Transient Line Aircraft – Taxi via Taxiway Bravo Taxiway to Bravo 2 Taxiway.
Runway 7 Visual Course Rules
Runway 25 Visual Course Rules
Runway 1 Visual Course Rules

- **COURSE RULES RUNWAY 1**
- **LEVEL BREAK 800’ PATTERN**
- **3 MI DESCEND TO 1300’**
- **POINT LONG NPA 180/06 2000’**
Runway 19 Visual Course Rules
Helicopter Arrival and Departure Procedures
Helicopter Operating Area

Parasail/Water Survival Training Area

Plate 15

Enclosure (1)
Elevation 85'
Memorial Fly-By
Surface Areas W-155
South MOA (GATOR)
(10,500–17,999 MSL)
(ATCAA 18,000 – 23,000)

Lo - 10,500 - 16,500
Transition - 16,700
Hi - 17,000 - 23,000
**NAS Pensacola Sector Control OPAREA Airspace Request**

Call: (850) 452-2735 DSN: 459-2735  
Email: NASP.SECTORCONTROL@NAVY.MIL

<table>
<thead>
<tr>
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<th>Date OF Event:</th>
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<tr>
<td>Area(s) Requested:</td>
<td>Altitudes:</td>
<td>A/C Type:</td>
</tr>
<tr>
<td>#A/C:</td>
<td>Call Sign(s):</td>
<td></td>
</tr>
<tr>
<td>Squadron(s):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type Mission:</td>
<td>Controlling Agency:</td>
<td></td>
</tr>
<tr>
<td>Chaff (Type):</td>
<td>Spec Freq:</td>
<td>Jamming:</td>
</tr>
<tr>
<td>NMCSO Lant Authorization #:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ordnance (Type):</td>
<td>Flares:</td>
<td>Cold Event:</td>
</tr>
<tr>
<td>POC:</td>
<td>(Add POC/POC’S With Name, Phone# and Email)</td>
<td></td>
</tr>
</tbody>
</table>

**Sector Control Use Only**

Airspace: Approved as Requested: __________  
Approved as Modified: _______ Disapproved: _______  
NAVSKEI: Entered__________ Event #: ________________

POC Notified (Date/Time) 

______________________________

NOTMAR/NOTAM (Circle One): Submitted: _____ Not Required _____

Remarks:  

______________________________