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

COMTRAWINGSIXINST 3710.17J
N3
9 Aug 16

COMTRAWING SIX INSTRUCTION 3710.17J

From: Commander, Training Air Wing SIX

Subj: IN-FLIGHT GUIDE AND PRE-FILED ROUTE FLIGHT PLANS

Ref: (a) ONAVINST 3710.7U
(b) CNAF 1542.7A (CRM)
(c) CNATRAINST 3710.2V
(d) CNATRAINST 3710.13G
(e) COMTRAWINGSIXINST 3710.22
(f) NAVAIR A1-T6AAA-NFM-100 (T-6 NATOPS Manual)
(g) NAVAIR A1-T45AC-NFM-000 (T-45C NATOPS Manual)

Encl: (1) General Section
(2) T-6A Texan II
(3) T-45C Goshawk

1. Purpose. To issue the Training Air Wing (TRAWING) SIX In-Flight Guide for flight operations under the cognizance of Commander, Training Air Wing SIX (CTW-6), in order to improve flight standardization and safety.

2. Cancellation. COMTRAWINGSIXINST 3710.17H.

3. Scope. This instruction encompasses a guide for the safe and efficient operations of all TRAWING SIX aircraft flown by both military and contract aircrew while accomplishing the TRAWING SIX mission. This instruction supplements references (a) through (g) and applies to instances where there are no governing directives. Should a conflict exist between this and other directives, higher directives will apply.

4. Responsibilities

a. TRAWING SIX Operations Officer will review Squadron Training Requirements and revise pre-filed routes and military training routes as necessary.

b. FACSFAC Pensacola shall review and coordinate the scheduling requests of all activities using Instrument Routes (IR) and Visual Routes (VR) which come under the cognizance of FACSFAC NPA.

c. NAS Pensacola shall transmit or forward all flight plans, flight notifications, and VR and IR route entry/exit times as required.

d. Each TRAWING SIX Squadron shall:

(1) Fax one copy of the next day's flight schedule to NASP Base Operations as soon as possible but not later than 1800 local time.

(2) Schedule IR/VR routes in accordance with reference (e).

(3) Maintain records of actual IR/VR usage for a period of one year from date flown. This data shall be forwarded to FACSFAC Pensacola (Code 302) and TW-6 (Code N33) by the fifth working day of each new quarter.

(4) Ensure aircrews or duty officers give NASP Base Operations timely notification of pre-filed route cancellations or requests for "add on" pre-filed routes. Whenever possible, route requests, cancellations, or changes should be made as soon as known, but no less than 30 minutes prior to requesting clearance. "Add on" pre-filed routes with IR/VR legs require a minimum of two hours advance notification to FACSFAC prior to route entry for route deconfliction. "Add on" pre-filed routes delaying in Warning Area 155 (W-155) shall also be coordinated through FACSFAC.

(5) Ensure all aircrew comply with route structure and restrictions.

(6) Request flight following on all sorties utilizing pre-filed route flight plans which depart VFR for local training areas, outlying fields, or which contain VFR en-route delays.

5. General

a. Maximum use of all IR and VR routes is encouraged. It is prudent for each squadron to balance military training route usage to keep TRAWING SIX IR and VR routes in good standing.

b. Changes to daily flight plans require additional handling which increases workload on NAS Pensacola Operations personnel. Changes should be kept to a minimum and given as much lead time as possible.

c. Filed flight plans remain within the system for two hours from proposed departure times. After that, flight plans must be re-filed with base operations.

d. Pre-filed routes

(1) Flight strips for pre-filed routes are not fed to clearance delivery until thirty minutes prior to the proposed departure time. If a flight plan is required before that time, clearance delivery should be informed on initial contact of the early departure request in order to "force" an

early "print out" of the clearance. When possible, this should be done via phone call to base operations to avoid delays.

(2) NPA pre-filed routes containing terminal delays or VFR segments are filed into the ATC system as a separate flight plan for each segment. Pilots receiving ATC clearance via stereo route codes which contain terminal delays or VFR portions must obtain further ATC clearance prior to operating IFR on any subsequent route segment. Pilots receiving ATC clearance via stereo route codes which contain VFR portions shall consider their initial IFR clearance limit to be the last fix prior to a VFR route segment. It is recommended that further ATC clearance be requested prior to commencing a practice approach at an en- route terminal delay point to alert approach controllers of your intentions and avoid departure delays.

(3) NPA pre-filed routes may be used to file stopover flights to and from local area airports. This may be done by placing both route codes in the route block of the squadron flight schedule, (e.g. NPA-800/800R) and adhering to the on-deck time stated in the route REMARKS. If actual on-deck time varies by more than one hour from what is published, the stopover base operations should be provided a revised departure time.

(4) Alternate pre-filed routes should be used (if available) to preclude any delays in filing an alternate route of flight airborne when the weather precludes the execution of the next portion of the original flight plan. Base Operations will schedule Alternate pre-filed routes for all routes that have “A” or “B” stereo routes published (e.g. NPA-500/500A/500B). Aircrew may activate the alternate route code with ATC at the appropriate time. If the alternate route is scheduled and not used, it will automatically drop out of the system. No aircrew action is required. If a published alternate pre-filed route is not available or the situation dictates an alternate route of flight or change in destination while airborne, utilize Flight Service to re-file. **This procedure is necessary to prevent search and rescue from being activated when an aircraft does not land at its original destination at the expiration of the pre-filed route time.**

(5) Aircraft shall be cleared via coded clearance procedures and repeat back clearance as follows:

> [Aircraft voice call-sign] cleared via [pre-filed route code], maintain [altitude/flight level], departure control frequency [frequency], squawk [assigned code].

(6) Pilots experiencing communications failure while on an NPA pre-filed route are expected to follow established procedures and land as soon as practicable unless emergency authority is exercised. Aircrew should interpret “land as soon as practicable” to mean, “land at nearest airport suitable for the type aircraft being flown, taking into account weather, own aircraft condition, and aircraft limitations.” When specific lost communication procedures have been established (i.e. Pensacola South MOA, W-155, and Alert Area 292), those procedures shall be adhered to.

(7) Pre-filed flight plan/routes shall not be amended. A DD-175 shall be filed if deviations from a pre-filed route are expected.

(8) Requests for pre-filed route and/or In Flight-Guide additions, deletions and revisions shall be coordinated through the TRAWING SIX Operations Officer (Code N3) and Standardization Officer (Code N71). All routes and enclosures shall be reviewed annually and deleted or revised as appropriate.

6. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy manual 5210.1 of January 2012.

7. Review and Effective Date. Per OPNAVINST 5215.17A, the Wing Standardization Officer will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5115/40 Review of Instruction. This instruction will automatically expire 5 years after effective date unless reissued or canceled prior to the 5-year anniversary date, or an extension has been granted.

MARK G. STOCKFISH

Releasability and distribution:
This instruction is cleared for public release and is available electronically only, via TW-6 Website, https://www.cnatra.navy.mil/tw6/pubs.asp

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NAS Pensacola, FL (FAA NAVLO)

CTW-6 IN-FLIGHT GUIDE

AUGUST 2016

Commander, Training Air Wing SIX (CTW-6)

NAS Pensacola, FL

COMTRAWINGSIXINST 3710.17J

Enclosure (1)

TRAINING AIR WING SIX
NAS Pensacola, Pensacola FL, 32508

1. The material in this guide is derived from both Navy and CNATRA directives and is a supplement to the TW-5 Fixed Standard Operating Procedures (FWOP) 3710.2W.

2. This booklet is intended for use as an in-flight reference only and is not a substitute for official publications. Forward suggestions for changes and/or errors to TW-6 STAN.

3. Total number of pages in this booklet is 86.

Encl	Page	Encl	Page	Encl	Page

R&I Number	Date Posted	Initials	R&I Number	Date Posted	Initials

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I. **Enclosure 1- TW-6 IFG**
II. **Enclosure 2- T-6A IFG (VT-10)**
III. **Enclosure 3 –T-45C IFG (VT-86)**

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ENCLOSURE 2: T-6A Texan II

ENCLOSURE 3: T-45C Goshawk

NPA DEPARTURES AND RECOVERIES

Departure Frequency: 270.8/120.65

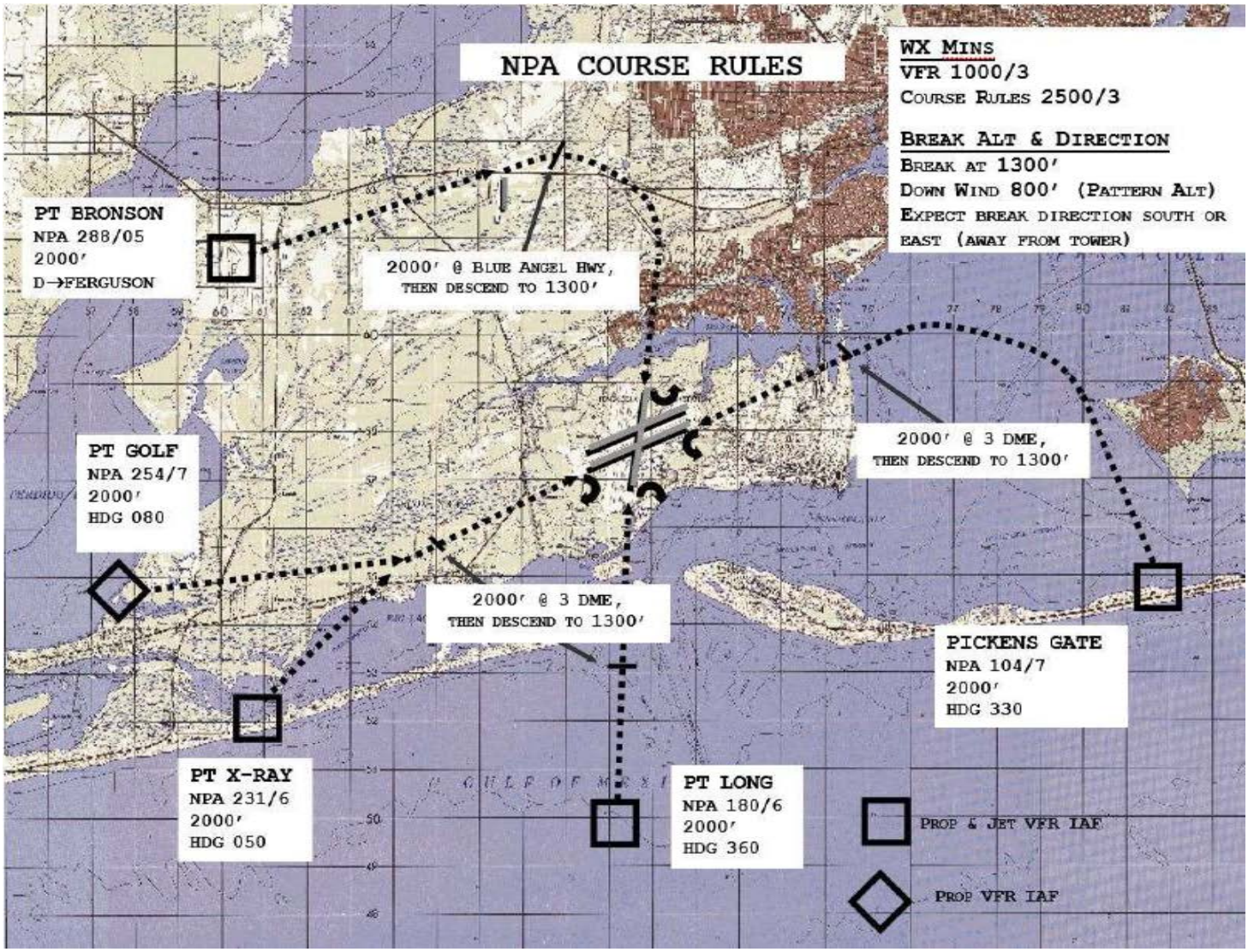
VFR DEPARTURES

RUNWAY 07: Turn left immediately heading 285
RUNWAY 25: Turn right immediately heading 285
RUNWAY 01: Turn left immediately heading 285
RUNWAY 19: Turn right immediately heading 225

JETS: Departing VFR traffic can expect departure instructions, squawk and frequency upon reaching the hold short of departure runway.

IFR DEPARTURES

RUNWAY 07: 1 DME past TACAN turn right 150, maintain 3000’
RUNWAY 25: 1 DME past TACAN turn left 220, maintain 3000’
RUNWAY 19: 1 DME past TACAN turn left 160, maintain 3000’
RUNWAY 01: Runway heading, maintain 3000’



VFR RECOVERIES

Props enter from the west at Jack Edwards (JKA). Contact Pensacola approach within 5 miles of JKA at 3500' with ATIS code and request course rules. Props recovering from the east may request X-RAY vice GOLF. See Enclosure 3.

Jets request appropriate IAF. See diagram for IAFs and headings.

VFR TRAFFIC PATTERNS

Break altitude for all aircraft is **1300'**. Expected break direction is away from control tower, or as directed by tower. Descend to pattern altitude (**800'**) on downwind.

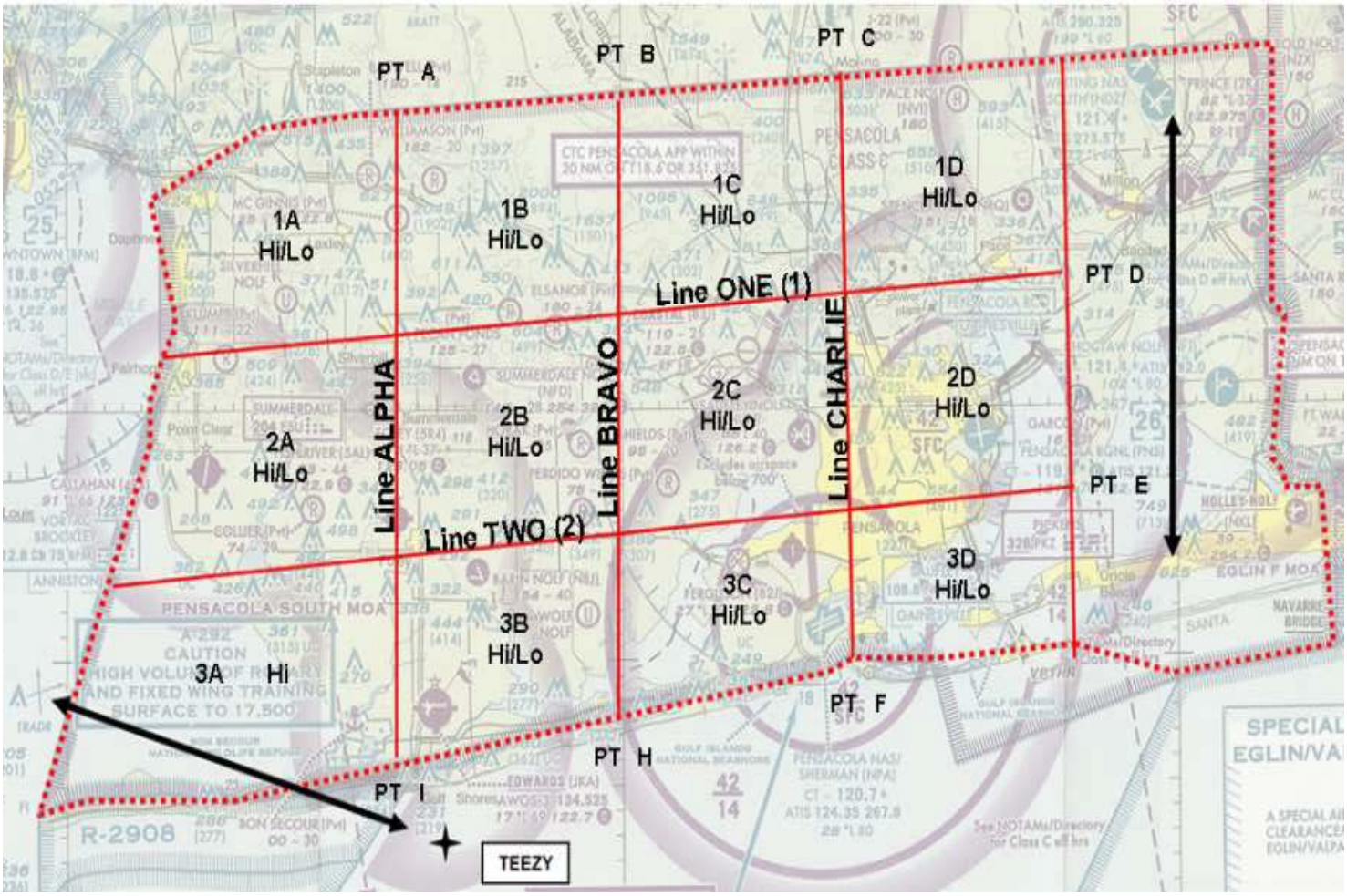
The Carrier break is authorized for T-45 aircraft for RWY 07 and 25. It is an 800' AGL left hand break. Aircraft will line up left of the left runway. Pattern altitude is 600' AGL. It will not be authorized by tower with other traffic within 5 NM.

NOTE

Use caution for T-6s and T-45s in ELP pattern. T-6 High Key is 3000' AGL about 1/3 point on runway and Low Key is 1500' AGL abeam the touchdown point. T-45 High Key is 5000' overhead the runway and Low Key is 3000' AGL just past abeam the touchdown point. All of these are typically executed in the same direction as the break.

Pensacola South MOA (GATOR Area) (10,500 – 17,999 MSL) (ATCAA 18,000 – 23,000)
Lo – 10,500 - 16,500 Transition – ATC Assigned Hi – 17,000 - 23,000

Use local altimeter setting. When local altimeter is below 29.92, 22,000 ft MSL is highest usable working altitude.



ENTRY/TRANSITION PROCEDURES

- Vectors to intercept lines A, B, C, 1, OR 2 around active blocks at ATC assigned ALT.
- Direct points A, B, C, D, E, F, H, or I to intercept transition lines A, B, C, 1, or 2 around active blocks at ATC assigned altitude.
- Radar vectors (RV) and/or assigned altitude through inactive blocks.
- Make transition request with approach on 372.0/120.05. Monitor will provide transition instructions.

EXIT PROCEDURES

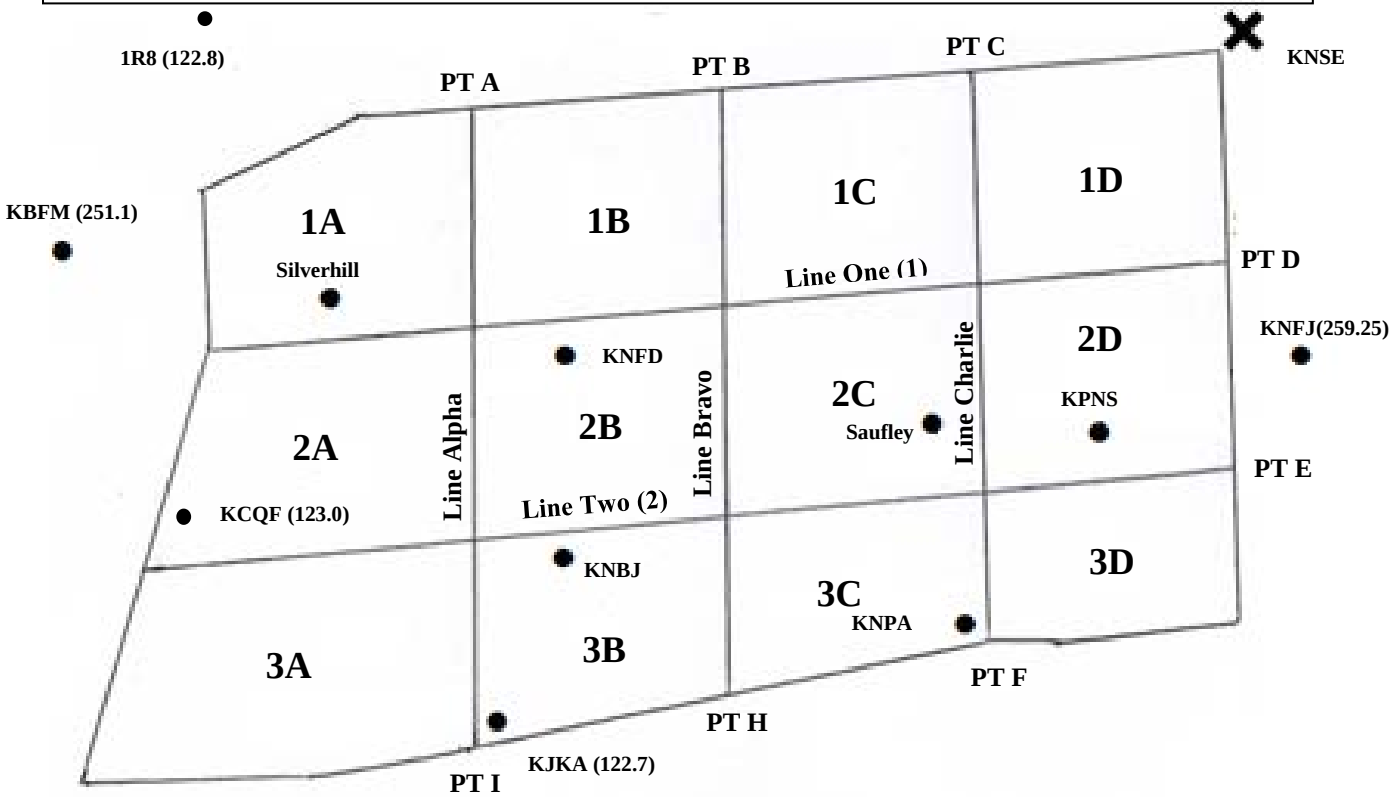
- Contact approach on 372.0/120.05 with intentions prior to leaving working area.
- Remain within assigned block(s) until given exit instructions by ATC.

NOTE: *T-45 aircraft are not RNAV capable and shall request radar vectors to navigate via transition lines within the confines of the MOA.*

SCHEDULING

VT-10: 850-452-2385
PNS Approach 850-266-6921

South MOA – GATOR Area (VFR)



Frequencies	
Pensacola App (MOA monitor)	372.0 / 120.05
MOA Discrete	360.725

Block Altitudes MSL	
GATOR & ATCAA	10,500' MSL–FL 230
LOW (3A N/A Low)	10,500' MSL–16,500' MSL
HIGH	17,500' MSL–FL 230

Entry/Transition

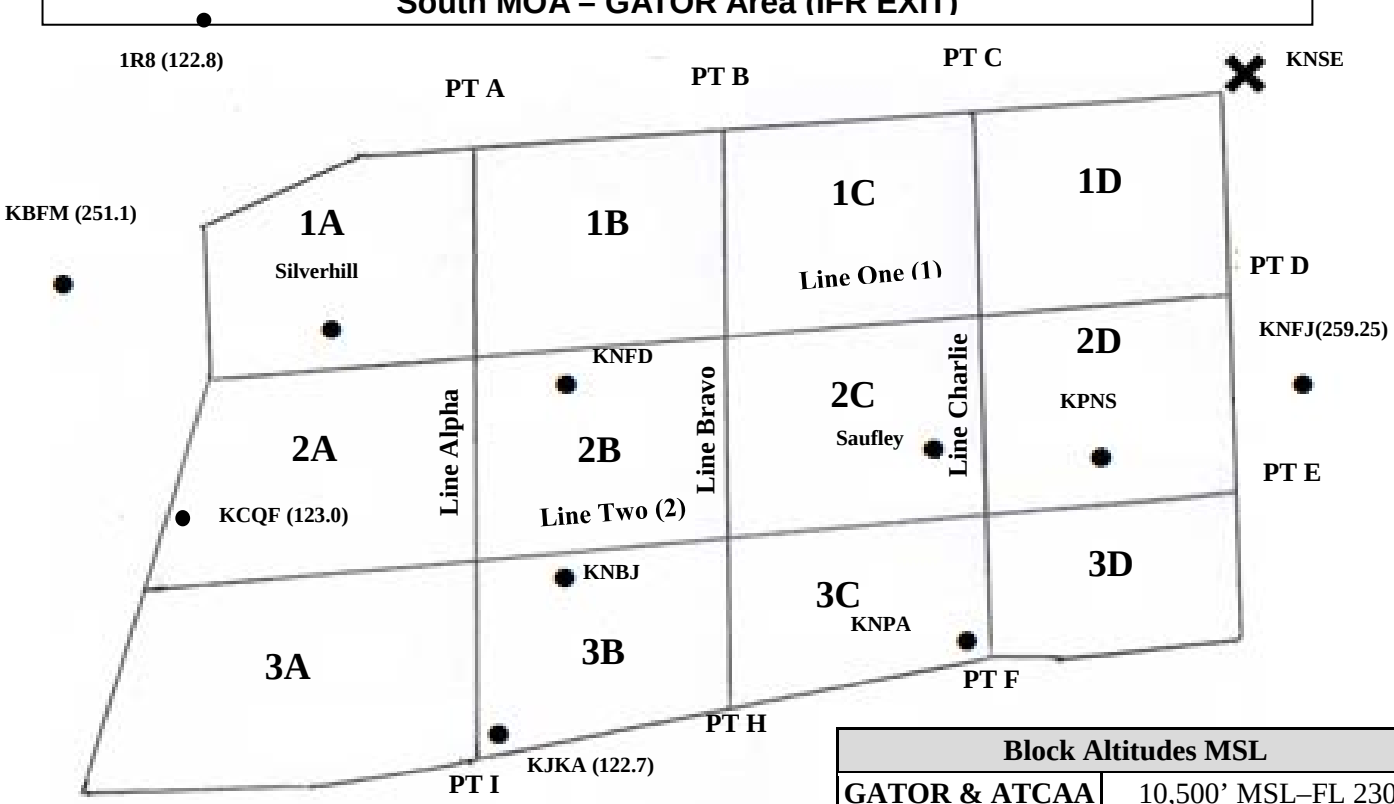
- Vectors to intercept lines A, B, C, 1, OR 2 around active blocks at ATC assigned ALT.
- Direct points A, B, C, D, E, F, H, or I to intercept transition lines A, B, C, 1, or 2 around active blocks at ATC assigned altitude.
- Radar vectors (RV) and/or assigned altitude through inactive blocks.
- PNS App/MOA Monitor (372.0/120.05) will transition aircraft to/from assigned block(s) and issue GATOR clearance:

*Gator clearance authorizes aircraft to climb/descend from assigned alt only once established in the lateral confines of assigned working block **Stay below 10,500' MSL until in working block.**
*Monitor 360.725 while in the GATOR area.

Exit (VFR)

- Contact PNS App 120.05/372.0 **"Pensacola App, (call sign) cancel radar advisories"**
- Remain within assigned block until given instruction by PNS App (MOA Monitor).
- Aircraft descending from high blocks through low block will do so only after ATC instructions, via MOA section lines or through cold areas.
- Aircraft requesting VFR flight following after departing the GATOR will do so 10 minutes prior to departure.

South MOA – GATOR Area (IFR EXIT)



Frequencies	
Pensacola App (MOA monitor)	372.0 / 120.05
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Block Altitudes MSL	
GATOR & ATCAA	10,500' MSL–FL 230
LOW (3A N/A Low)	10,500' MSL–16,500' MSL
HIGH	17,500' MSL–FL 230

Exit (IFR)

1. Contact PNS App 120.05/ 372.0 with intentions **"Pensacola App, (call sign), complete in block 1A high/low, with (ATIS), request ___."**
2. PNS will issue standard clearance to depart area via transition lines/points and altitude.
3. Aircraft shall not exit block(s) until established on assigned transition line.
4. Approach may issue a clearance from working sector with vector and altitude; aircraft will immediately comply with approach assigned heading and altitude. PNS will issue clearance once separation can be assured.

Block Changes

Make block changes with PNS App (MOA Monitor).

TW-6 & 479 FTG Lost Communications

- Squawk NORDO (7600)

VMC and not cleared into Gator Area- Return NPA via course rules to known active RWY. If unknown, proceed to departure RWY.

IMC and not cleared into Gator Area- Proceed direct NPA at last assigned altitude, execute TACAN/GPS approach to active RWY (for RWY 19, TACAN/GPS 7L circle to RWY 19).

Established in MOA and unable to proceed VMC:

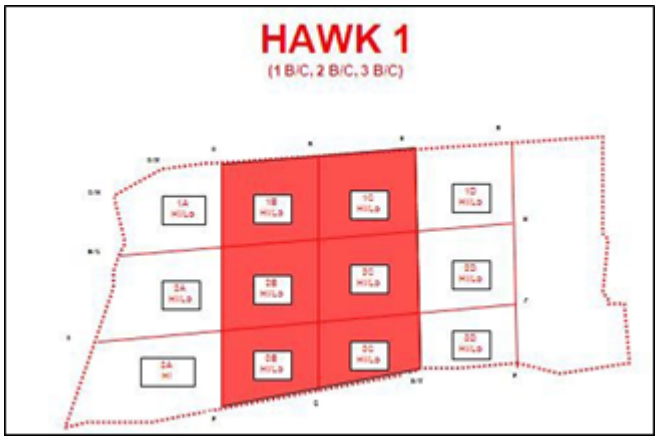
HIGH BLOCK- Depart lateral confines of MOA Southbound via closest North/South transition line, maintain FL230 (29.92), proceed direct to the IAF and execute a TACAN/GPS approach to active RWY (for RWY 19, TACAN/GPS 7L circle to RWY 19).

LOW BLOCK- Depart lateral confines of MOA Southbound via closest North/South transition line, maintain 11,000', proceed direct to the IAF and execute a TACAN/GPS approach to active RWY (for RWY 19, TACAN/GPS 7L circle to RWY 19).

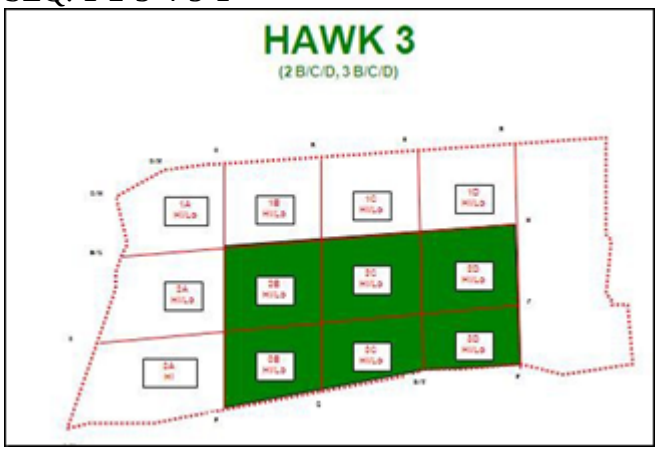
VMC- Aircraft in MOA and able to maintain VMC should descend VFR until below working area and proceed via course rules to active RWY if known (or departure RWY if active RWY unknown)

T-45C SOUTH MOA HAWK AREAS

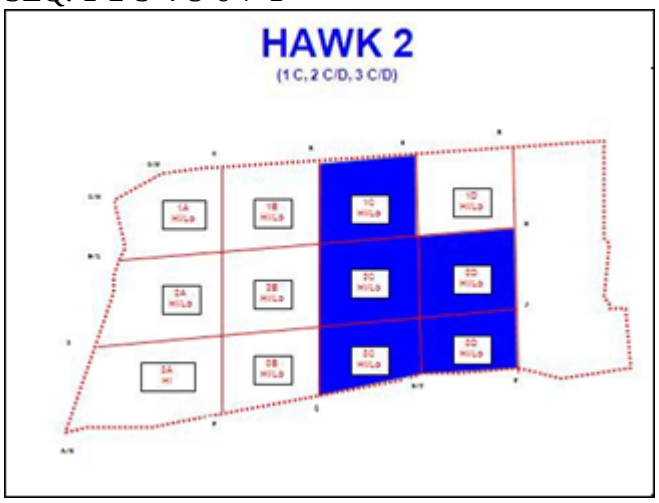
HAWK 1 (1 B/C, 2 B/C, 3 B/C)
1: P
2: O
3: S
4: GT
SEQ : 1-2-3-4-1



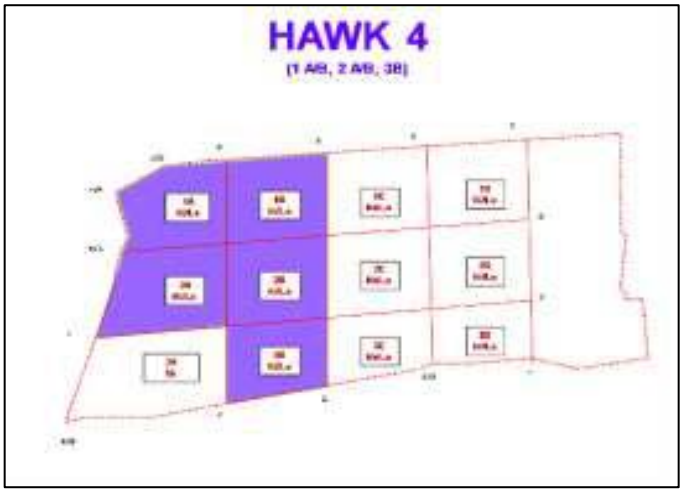
HAWK 3 (2 B/C/D, 3 B/C/D)
1: P
2: M1
3: K
4: F
5: GT
SEQ: 1-2-3-4-5-1



HAWK 2 (1 C, 2 C/D, 3 C/D)
1: R
2: S
3: M3
4: K
5: F
6: GT
7: Q
SEQ: 1-2-3-4-5-6-7-1



HAWK 4 (1 A/B, 2 A/B, 3 B)
1: I
2: DN
3: R
4: Q
5: P
6: M4
SEQ: 1-2-3-4-5-6-1



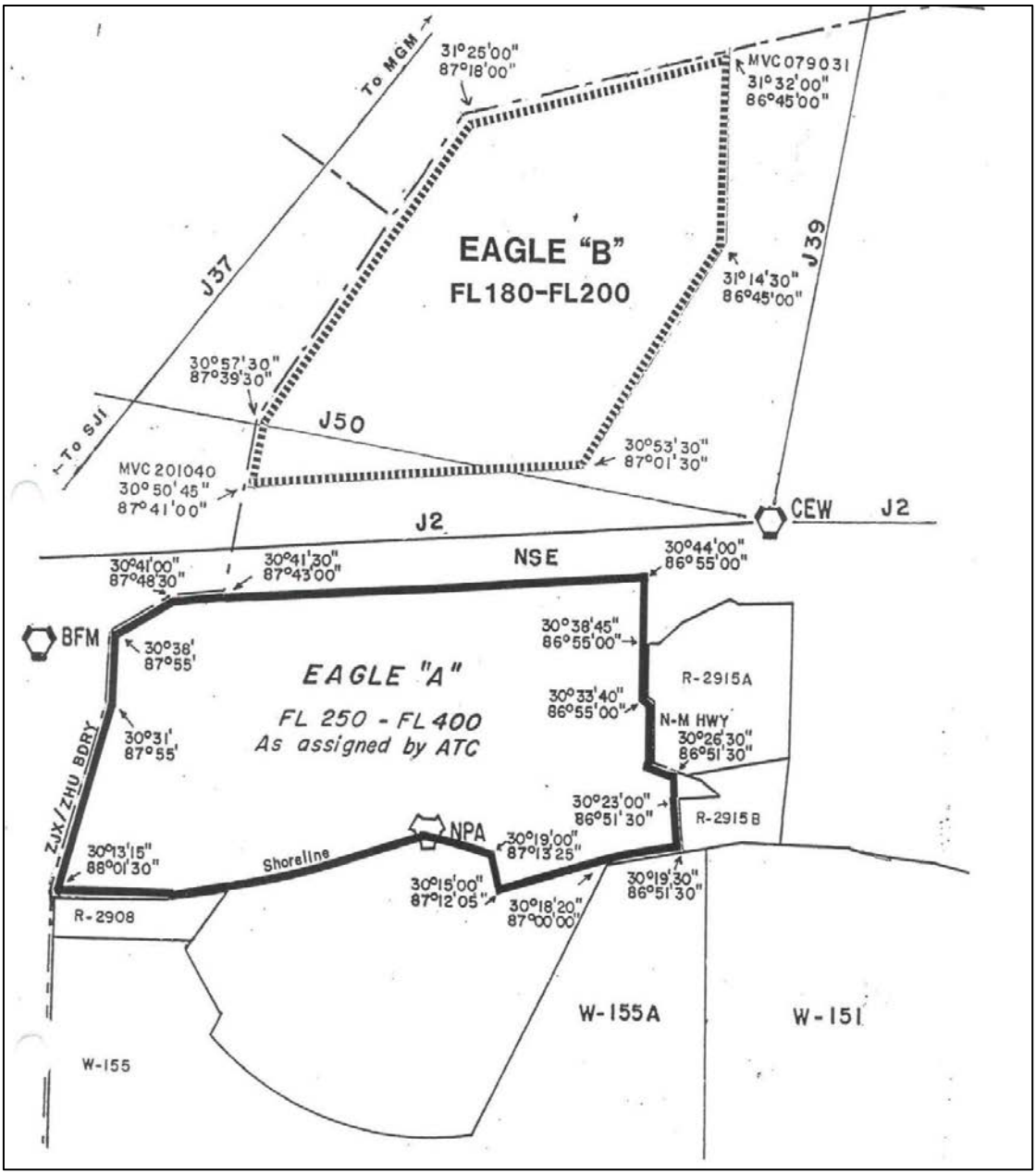
Eagle A/B Airspace

Scheduling – TW-6

ENTRY: NPA 1, NPA 3, or DD-175.

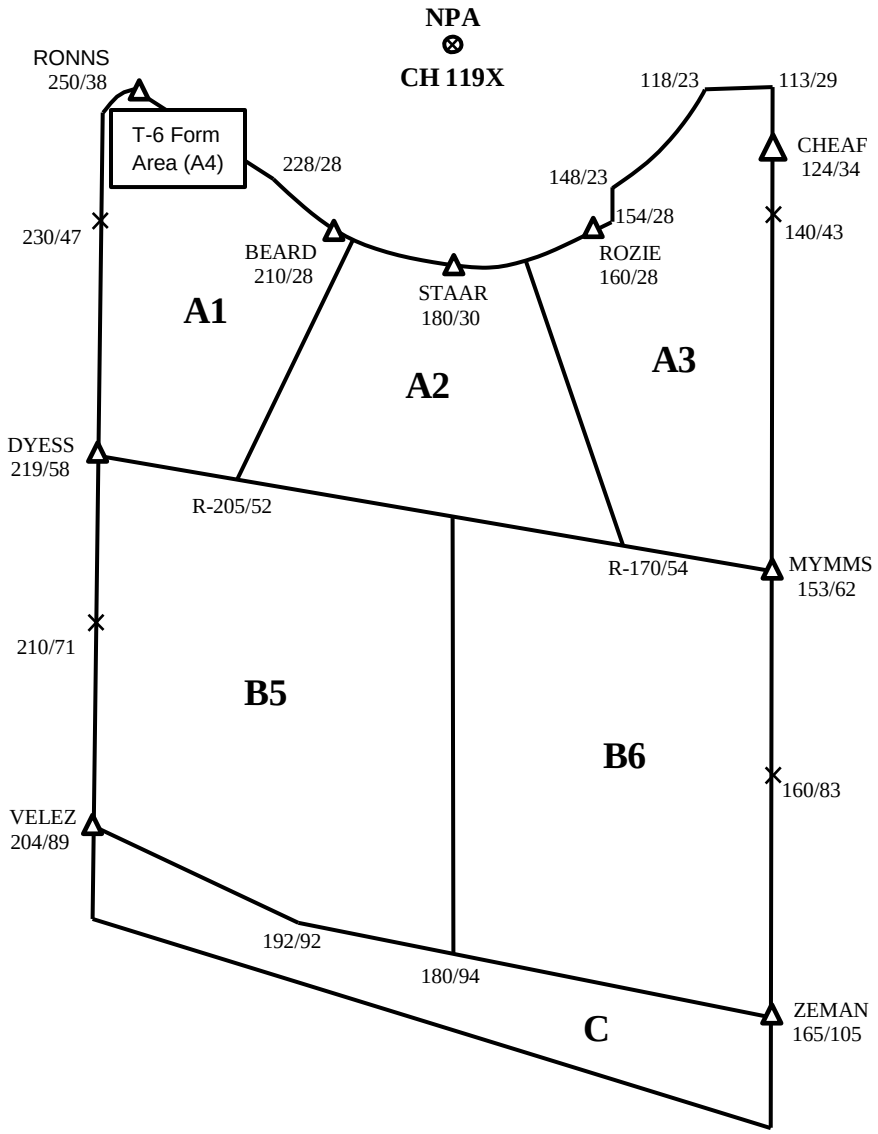
- Aircraft must receive IFR clearance prior to entering or exiting.
- Expect southerly vectors for the climb to altitude confines.
- Participating aircraft are considered to be MARSA with a maximum of 2 aircraft at any one time.
- Center shall not allow non-participants into area once assigned.

EXIT: IFR clearance or transition through the South MOA airspace.



W-155 A/B

Altitudes: SFC – FL600



SEABREEZE DISCRETES	
1A	353.775
1B	127.45
2	275.6
3	274.2
4	306.8
5	346.5
6	379.225
7	317.675
8	385.2
9	363.05

ENTRY: NPA-13. 14K' to BEARD/ROZIE/STAAR (Runway dependent).
EXIT: Contact SB 10 min prior to exit with intentions (course rules or approach), expect 7K' and switch to APP on exit, follow instructions.

LOST COMM:
VMC – 7600, XMT intentions in the blind, proceed NPA via course rules to RWY in use.
IMC – 7600, proceed to exit point of area in use (STAAR if area deconflicted), then to IAF for TACAN approach of duty RWY. If RWY 19 active, use 7L approach and circle to land 19. ***Maintain 9'K until IAF.***

Scheduling (Seabreeze/FACSFAC) – (850) 452-2735

CTW-6 CROSS COUNTRY CHECKLIST

1. **Before Departure**: Ensure you have the following items:
   a. TAD Orders, PPR#, DD-175 filed (Copy to SDO)
   b. Fuel Packet
   c. Flight Pubs (as required)
   d. Engine covers / Tie downs (as required)
   e. Engine Oil (as required)

2. **Arrival at Enroute/Final destination**:
   a. Phone Squadron ODO/CDO with:
      (1) Flight time
      (2) X's complete/incomplete
      (3) A/C Status
      (4) ETD for next leg (if applicable)
   b. Accomplish mission planning for next segment, including:
      (1) Fuel
      (2) WX
      (3) Flight plan filing
   c. Once at final destination, provide contact info (phone #, Hotel, Transient line/FBO info) for all crewmembers to ODO/CDO

3. General Restrictions
   a. Minimum Field length:
      (1) T-6A – 4000'
      (2) T-45C – 6000'
   b. RON at military or FAA/CNATRA (T-45C) approved civilian field only (for security purposes)
   c. Contract Fuel only unless specifically approved by CO/XO/OpsO
   d. Use PRIST additive fuel
   e. Flight/Aerial Demonstrations **ARE STRICTLY PROHIBITED** on XC flights

4. Air shows/Static display requirements
   a. Chocks in place
   b. Tie downs in place
   c. No one **ON or IN** A/C
   d. Aircraft roped off from public (if ropes available)
   e. Canopy/Windows closed
   f. Landing gear and doors/canopy/tailhook/ejection seats pinned (as appropriate)
   g. Tape over or lock external canopy jettison handles

IFR FILING

OPNAVINST 3710.7U (pg 4-12) - 4.8.4.3 Alternate Airfield

An alternate airfield is required when the weather at the destination is forecast to be less than 3,000-foot ceiling and 3-statute-mile visibility during the period 1 hour before ETA until 1 hour after ETA.

DESTINATION WEATHER ETA plus and minus 1 hour	ALTERNATE WEATHER ETA plus and minus 1 hour	
0 – 0 up to but not including Published minimums	3,000 – 3 or better	
Published minimums up to but not including 3,000 – 3 (single – piloted absolute minimums 200 – 1/2) (single – piloted helicopter/tilt – rotor absolute minimums 200 – 1/4)	NON-PRECISION	PRECISION
	*Published minimums plus 300 – 1	*Published minimums plus 200 – 1/2
3,000 – 3 or better	No alternate required	
*In the case of single – piloted or other aircraft with only one operable UHF/VHF transceiver, radar/airport surveillance approach (PAR/ASR) minimums may not be used as the basis for selection of an alternate airfield.		

Figure 4-1. IFR Filing Criteria

PLANNING PHONE LIST

TRAINING WING SIX DSN – 922-XXXX / COMMERCIAL – (850) 452-XXXX				
DEPARTMENT	**TRAWING 6**	**VT-86**	**VT-10**	**VT-4**
Ready Room	**2302 / 05**	**4168 / 69**	**2385 / 4669**	**4435 / 4862**
Operations	**2875**	**3745**	**3366 / 3220**	**4294**
Ops Fax	**3968**	**3020**	**--------**	**--------**
Schedules	**2302**	**3792 / 8656**	**3234**	**4827**
Stan	**3161**	**4247**	**4611**	**4531 / 4708**
Admin	**2051 / 3848**	**4495**	**2230**	**4493 / 4505**
Admin Fax	**2759**	**2199**	**2757**	**4233**
Safety	**3997**	**4343/4302**	**4604**	**4507**
Stucon	**3239**	**3947**	**3078**	**4976**
Duty Officer /Toll Free	**850-288-0487**	**888-762-9837**	**888-945-3441**	**850-452-4862**
MX (T-45 / T-6)	**--------**	**4751**	**9925**	

NASP DEPARTMENT	Phone #	DEPARTMENT	Phone #
Base Ops	**850-452-2431 / 2432**	**PNS APPROACH**	**850-266-6921**
Base Ops – FAX	**850-452-8105**	**JAX CENTER**	**904-549-1503**
NPA Tower	**850-452-4671**	**JAX Mission Planning**	**904-459-1542**
NPA WX – Office / FAX	**850-452-3644 / 2248**	**1-888-PILOTWX**	**1-888-745-6899**
FACSFAC	**850-452-2731 / 4671**	**479 FTG Safety-Cell**	**850-619-6159**
SEABREEZE / ROUTE SCHED	**850-452-2735 / 2725**	**479 FTG SOF-Cell**	**850-619-6160**

SAR CHECKLIST

1. **MAINTAIN SIGHT** – DO **NOT** FLY/DESCEND THROUGH ANY CLOUD LAYER UNTIL SURE CREW IS IN THE WATER/ON DECK.

2. **SQUAWK 7700**

3. NOTE: **TIME, WINDS, LAT/LONG (DEG – MIN – DEC)**
   T-45C - DROP MARK; T-6 - SAVE CURRENT GPS POSITION

4. REPORT ON CURRENTLY ASSIGNED ATC FREQUENCY, GUARD (243.0/121.5), OR COAST GUARD MARITIME GUARD CH-16 (156.8):
   a. "MAYDAY, MAYDAY, MAYDAY", (your Call sign)
   b. POSITION (**NAVAID, RADIAL/DME, LAT/LONG**)
   c. Situation (Type, C/S, description of ac/vessel, scene condition)
   d. Survivors (number and condition)
   e. Intentions (assume on-scene commander duties, fuel time on station)

5. Establish a DIVERT & set a BINGO fuel.
   DO NOT RUN YOURSELF OUT OF GAS! Know your BINGO profile.

6. Record pertinent information:
   a. Number of survivors
   b. Access to site (via air, ground, or water)
   c. Assistance currently on scene

7. Switch/Remain SAR common (282.8); MONITOR Guard (243.0/121.5); Maritime Guard CH-16 (156.8):
   a. Assign/request communications relay as required (if 2 a/c on scene)
   b. Assign aircraft to guide recovery team to scene
   c. Provide zone brief to incoming SAR
   d. Control traffic in and around scene (non-participants to stay clear)

8. Designate and brief your relief before leaving station.

SAR ASSETS (*verified 07 Mar 2016*)

Agency	Frequencies	Callsign	Dispatch #
T-45C T&R Freq ranges	117.975 to 173.975 225.000 to 399.975		
T-6A T&R Freq ranges	118.00 to 151.975 225.00 to 399.975		
Coast Guard District 8	Command Center (Advise them ASAP)		504-589-6225
Coast Guard (OPS) (New Orleans)	345.0 Continuously monitored	Rescue XXX NOLA AIR	504-393-6032
Coast Guard	156.8 (16) / 157.1(22A)	Rescue XXX	251-441-6215/6861
LifeFlt (Baptist)	123.025 / 121.50	LifeFlight	800-874-1555
AIRHEART Life Flt	Ctc PNS Appch	Airheart	888-352-4354
Escambia SAR - Grnd			850-474-1644
Escambia EMS/Fire			850-471-6300
Gulf Breeze Water Rescue/ Fire Dept			850-934-4050

T-6A IN-FLIGHT GUIDE

AUGUST 2016

Commander, Training Air Wing SIX (CTW-6)

NAS Pensacola, FL

COMTRAWINGSIXINST 3710.17J

Enclosure (2)

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COMM CARD

UHF	FREQ	AGENCY	VHF	FREQ	AGENCY
1	**266.8**	ATIS	**1**	**124.35**	ATIS
2	**268.7**	CLEARANCE DELIVERY	**2**	**134.1**	CLEARANCE
3	**336.4**	GROUND	**3**	**121.7**	GROUND
4	**340.2**	TOWER	**4**	**120.7**	TOWER
5	**372.0**	DEPT/APP	**5**	**120.05**	DEPT/APP
6	**270.8**	DEPT/APP	**6**	**120.65**	DEPT/APP
7	**314.0**	APPROACH	**7**	**125.35**	APPROACH
8	**239.05**	GCA	**8**	**121.25**	PNS ATIS
9	**305.2**	GCA	**9**	**119.9**	PNS TOWER
10	**318.8**	GCA	**10**	**135.57**	BFM ATIS
11	**285.625**	GCA	**11**	**118.8**	BFM TOWER
12	**348.725**	GCA	**12**	**124.75**	MOB ATIS
13	**383.8**	GCA	**13**	**118.3**	MOB TOWER
14	**288.325**	GCA	**14**	**135.175**	PQL ASOS
15	**303.15**	AREA 1 COMMON	**15**	**118.575**	PQL TOWER
16	**360.72**	GATOR –SOUTH MOA	**16**	**118.5**	MOB APP (E)
17	**259.25**	CHOCTAW TOWER	**17**	**122.7**	JKA CTAF
18	**333.3**	VNAV TACTICAL	**18**	**122.8**	1R8/79J CTAF
19	**355.4**	VT-10 BASE	**19**	**123.0**	MVC/CQF CTAF
20	**360.4**	VT-10 COMMON	**20**	**140.40**	VT-10 COMMON
M	**269.425**	BARIN	**M**	**123.05**	FOLEY
M	**290.55**	CHOCTAW ATIS	**M**	**123.0**	FAIRHOPE
M	**254.35**	EVERGREEN	**M**	**122.7**	EVERGREEN
M	**254.9**	AREA 2T/F/PELICAN	**M**	**122.725**	BREWTON
M	**299.5**	AREA 3 COMMON	**M**	**129.375**	JKA-GULF AIRCTR
M	**362.8**	R2908/FORM COMMON	**M**	**122.95**	DOWNTOWN AIR CTR
M	**254.25**	GULFPORT APPROACH	**M**	**124.6**	GULFPORT APP
M	**359.6**	NPA WEATHER	**M**	**121.7**	BFM GROUND
M	**312.1**	NPA BASE OPS	**M**	**121.9**	MOB GROUND
M	**246.8**	TAC A (B/U 246.85)	**M**	**123.37**	TAC A (B/U 123.32)
M	**246.9**	TAC B (B/U 246.92)	**M**	**123.47**	TAC B (B/U 123.42)
M	**303.0**	TAC C (B/U 303.05)	**M**	**123.57**	TAC C (B/U 123.52)
M	**357.0**	TAC D (B/U 357.1)	**M**	**123.67**	TAC D (B/U 123.62)
M	**362.47**	TAC E (B/U 362.52)	**M**	**123.77**	TAC E (B/U 122.75)

BEFORE EXTERIOR INSPECTION

1. Seat safety pin - INSTALLED AND WARNING STREAMER IS FREE AND CLEAR OF EJECTION SEAT HANDLE..... (BOTH)
2. Ejection handle - CHECK CONDITION (BOTH)
3. ISS mode selector - SOLO OR CMD FWD (AS REQUIRED)(VERIFY ISS MODE SELECTOR LEVER IS LOCKED IN SOLO OR CMD FWD)
4. CFS handle safety pin - REMOVE AND STOW (BOTH) (USN ONLY)
5. CFS pin storage box .....CLOSED AND LATCHED
6. CFS handle safety pin....CONFIRM INSTALLED (BOTH)(USAF ONLY)
7. STARTER switch .....NORM (BOTH)
8. IGNITION switch..... NORM (BOTH)
9. AVIONICS MASTER switch.....OFF
10. EVAP BLWR control..... OFF (BOTH)
11. Circuit breakers.....IN (BOTH)
12. PCL - CHECK, OFF (BOTH) *(VERIFY THE PCL IN BOTH COCKPITS ARE INTERCONNECTED AND MOVE FREELY THROUGH THE FULL RANGE OF MOTION. VERIFY POSITIVE IDLE-STOP AND NO FORWARD PCL MOVEMENT IS REQUIRED TO MOVE AFT PAST IDLE-STOP TO OFF. <18> VERIFY PCL CUTOFF FINGER LIFT MOVES FREELY. RAISE PCL CUTOFF FINGER LIFT AND VERIFY PCL CAN BE MOVED FROM IDLE TO OFF. <19> VERIFY FINGER LIFT GUARD AND PCL CUTOFF FINGER LIFT MOVE FREELY. PUSH FINGER LIFT GUARD DOWN, RAISE PCL CUTOFF FINGER LIFT AND VERIFY PCL CAN BE MOVED FROM IDLE TO OFF. VERIFY FINGER LIFT GUARD RETURNS TO ITS SPRING LOADED POSITION.)*
13. Gear handle ..... DOWN (BOTH)
14. Brake reservoir..... CHECK (NOTIFY MAINTENANCE IF FILLER PLUG GREEN BAND IS NOT VISIBLE OR LOWERRED BAND SHOWS)
15. Standby attitude indicator..... CAGED AND LOCKED(BOTH)
    (IF SOLO, ALSO CHECK THE AFT COCKPIT STANDBY ATTITUDE INDICATOR - CAGED AND LOCKED)
16. FIREWALL SHUTOFF handle..... DOWN, GUARD IN PLACE
17. AUX BAT..... TEST
18. AUX BAT switch.....ON AND CHECK:
    a. Standby instruments – VERIFY FUNCTIONING (BOTH)
    b. Backup UHF control head - VERIFY FUNCTIONING THEN OFF
    c. Fire warning system test switch - TEST FIRE 1 POSITION (UPPER HALF OF ANNUNCIATOR SHOULD ILLUMINATE) (BOTH)
    d. Central warning system (CWS) panel and alternate engine data displays - VERIFY NOT FUNCTIONING(BOTH)
19. AUX BAT switch..... OFF
20. BAT switch.....ON
21. Battery voltage..... CHECK (23.5-VDC MINIMUM FOR A BATTERY START)
22. Fuel quantity.....CHECK
23. Seat height .....ADJUST (BOTH)
24. BAT switch..... OFF
25. CFS donor assemblies.....INSPECT FOR PROTRUDING FIRING PLUNGERS (BOTH)
26. Ejection seat..... INSPECT (BOTH):
    a. CFS attach bolt..... CHECK
    b. Top latch mechanisms..... CHECK
    c. Parachute risers inertial reel..... CHECK CONDITION/OPERATION
    d. <15>Lap belt or <16>Lap straps - CHECK CONDITION
    e. Leg restraint lines - CHECK SECURE TO FLOOR AND SEAT
    f. Ejection seat manual override (MOR) handle....VISUALLY CHECK FULL DOWN AND LOCKED
    g. Oxygen hoses (main and emergency) – CHECK CONDITION
    h. Seat survival kit (SSK) - MAKE SURE ADU MODE SELECTOR SWITCH IS IN DESIRED POSITION AND VISUALLY INSPECT THAT ADU AND RADIO BEACON CABLES ARE PROPERLY CONNECTED TO THE EJECTION SEAT
    i. Ejection seat oxygen supply..... CHECK
27. Gust lock..... STOWED
28. Flight publications .....STOWED (ASREQUIRED) (BOTH)

COCKPIT (ALL FLIGHTS)

1. Strap in ..... COMPLETE (BOTH)
2. BAT switch ..... ON
3. Anti-suffocation valve ..... CHECK (BOTH)
4. External power ..... AS REQUIRED
5. Seat height ..... ADJUST
6. Rudder pedals ..... ADJUST
7. Flight controls ..... CHECK (BOTH)
8. System test panel ..... CHECK:
   a. LAMP test switch ..... CHECK (BOTH)
   b. AUDIO test switch ..... OVR SPD, LDG GR
   c. AOA system test switch ..... TEST:
      (1) LOW - AMBER DONUT, 10.5 UNITS
      (2) HIGH - GREEN CHEVRON, STICK SHAKER, 18 UNITS
   d. Fire warning system ..... FIRE 1, FIRE 2 (BOTH)
9. Flaps ..... UP
10. Exterior lights ..... OFF
11. TRIM DISCONNECT switch ..... NORM (BOTH)
12. Interior lights ..... AS REQUIRED
13. TRIM AID switch ..... OFF
14. Trim operation ..... CHECK (BOTH):
    a. Aileron, elevator, and rudder trim – CHECK
    b. Elevator and aileron trim – SET FOR T/O
    c. Rudder trim – SET OUTSIDE GREEN RANGE
15. EMER LDG GR handle ..... CHECK STOWED
16. GPS power switch ..... ON
17. Clock ..... SET
18. Accelerometer ..... RESET
19. Audio panel ..... AS REQUIRED
20. Standby flight instruments ..... CHECK
21. Standby magnetic compass ..... CHECK
22. ELT switch ..... ARM
23. <10> TAS STBY/NORM/TEST switch ..... STBY
24. AHRS mode control switch ..... SLVD
25. Parking brake ..... RESET
26. Chocks ..... REMOVED
27. GEN switch ..... OFF (BOTH)
28. FUEL BAL switch ..... AUTO
29. MANUAL FUEL BAL switch ..... OFF
30. AVIONICS MASTER switch ..... OFF
31. BUS TIE switch ..... NORM
32. PROBES ANTI-ICE switch ..... CHECK, OFF
33. BOOST PUMP switch ..... CHECK, ARM
34. PMU switch ..... NORM (LEVER LOCKED)
35. DEFOG switch ..... OFF
36. EVAP BLWR control ..... AS REQUIRED
37. AIR COND switch ..... OFF
38. BLEED AIR INFLOW switch ..... OFF
39. PRESSURIZATION switch ..... NORM (GUARDED POSITION)
40. RAM AIR FLOW switch ..... AS REQUIRED
41. TEMP CONTROL switch ..... AUTO

HIGH IOAT at START >80 ° C

1. PCL ..... VERIFY OFF
2. PMU ..... RESET AS NECESSARY
3. PMU switch ..... OFF
4. Propeller Area ..... CLEAR
5. STARTER switch ..... MANUAL FOR 20 SECONDS MAXIMUM
6. STARTER Switch ..... NORM
7. Repeat Steps 4-6 if IOAT is greater than 80 ° C
8. PMU switch ..... NORM
9. Continue with Engine Start

ENGINE START (AUTO)

1. Canopy ..... CLOSED AND LATCHED (BOTH)
2. Navigation and anti-collision lights- AS REQUIRED
3. PMU FAIL/PMU STATUS annunciators ..... EXTINGUISHED
4. PCL ..... ADVANCE TO START POSITION (ST READY ILLUMINATED)
5. Propeller area ..... CLEAR
6. STARTER switch ..... AUTO/RESET
7. Engine start ..... MONITOR
8. PCL ..... ADVANCE PAST TWO CLICKS, THEN IDLE, AT OR ABOVE 60% N_1
9. External power ..... DISCONNECTED

BEFORE TAXI

1. GEN switch ..... ON, ANNUNCIATOR EXTINGUISHED
2. BLEED AIR INFLOW switch ..... NORM
3. EVAP BLWR control ..... AS REQUIRED
4. AIR COND switch ..... AS REQUIRED
5. AVIONICS MASTER switch ..... ON
6. Oxygen mask ..... ON AND SECURE
7. OBOGS ..... CHECK (BOTH):
   a. OBOGS supply lever ..... ON
   b. OBOGS concentration lever ..... CHECK MAX (LIGHT ON) THEN BACK TO NORMAL
   c. OBOGS pressure lever ... CHECK EMERGENCY (INCREASED PRESSURE) THEN BACK TO NORMAL
   d. Check flow indicator for normal operation (BOTH)
8. <9>NACWS ..... ON
   <10>TAS ..... ON
   After VSI/TAS display illuminates:
   a. <10> TAS STBY/NORM/TEST switch ... NORM
   b. <10> TAS UP/DN buttons ..... AS REQUIRED
   c. <10> NORM/BEL/ABV switch .. AS REQUITED
   d <10> STBY/NORM/TEST switch ..... TEST
   After TAS system test is complete:

e.<10>TAS STBY/NORM/TEST switch .....STBY
9. Standby attitude indicator..... UNCAGE/ADJUST (BOTH)
10. Anti-G test..... DEPRESS AS REQUIRED (BOTH)
11. Speed brake ..... CHECK (GROUND CREW OBSERVER IF AVAILABLE) (BOTH)
12. Flaps..... CHECK (GROUND CREW OBSERVER IF AVAILABLE) (BOTH):
a. Set flaps .....LDG
VERIFY FLAPS MOVE TO LDG, INDICATOR READS LDG, AND SPEED BRAKE RETRACTS (ANNUNCIATOR EXTINGUISHES)
b. Set flaps TO..... VERIFY FLAPS MOVE to T.O., AND INDICATOR READS T.O.
c. Attempt to extend speed brake .....
VERIFY SPEED BREAK DOES NOT EXTEND
13. TRIM AID switch .....ON:
(Verify TAD OFF annunciator extinguished and rudder trim set in green range (T/O))
14. GPS .....PROGRAMMED AND SET
15. Flight instruments.....CHECK (BOTH)
16. RMU .....SET AS REQUIRED:
a. UHF COMM. .....SET AS REQUIRED
b. VHF COMM. .....SET AS REQUIRED
c. Transponder.....SET AS REQUIRED, MODE TO STBY
d. VHF NAV .....SET
17. Altimeters..... SET AND CHECK (BOTH)
18. Caution and warning panel.....CHECK (BOTH)
19. Landing/taxi lights .....AS REQUIRED
20. PARKING BRAKE ..... RELEASE

TAXI

1. Nose wheel steering .....ON
2. Brakes .....CHECK (BOTH)
3. Heading and turn and slip indicators. .....
..... PROPER INDICATIONS

INSTRUMENT CHECKLIST * TW-6 local chcklst

1. Airspeed Indicator..... .....40 (BOTH)
2. Altimeter. ..... XX.XX SET TWICE (BOTH)
3. VSI.....ZERO (BOTH)
4. EADI..... ERECT, STABLE, NO FAULTS (BOTH)
5. EHSI.....ALIGNED/SLAVED HEADING XXX, WET COMPASS HEADING XXX (BOTH)
6. NAVAIDS.....SET (AS REQUIRED)
7. EFIS Control Panel .....SET (AS REQUIRED)
8. Transponder .... SQUAWKING XXXX, STANDBY
9. CLOCK.....SET

OVERSPEED GOVERNOR CHECK

1. Brakes .....HOLD AS REQUIRED
2. PCL.....IDLE
3. PMU switch .....OFF (VERIFY N_1 STABILIZES BETWEEN 60-70%)
4. PCL.....ADVANCE TO 100 ± 2% N_P (APPROXIMATELY 30% TORQUE) AND ALLOW ENGINE TO STABILIZE
5. PCL..... ADVANCE SLIGHTLY AND VERIFY N_P REMAINS 100% ± 2%
6. PCL.....IDLE
7. PMU switch .. NORM (VERIFY PMU FAIL LIGHT EXTINGUISHES, N_P RETURNS TO 46-50% AND N_1 RETURNS TO 60-61%)

BEFORE TAKEOFF

1. Min Power at 60 KIAS .....COMPUTE
2. Speed brake.....RETRACTED
3. Flaps.....TO
4. Trim ..... SET FOR TAKEOFF
5. Fuel quantity and balance .....CHECK
6. Engine instruments .....CHECK
7. Amps..... VERIFY +50 AMPS OR LESS
8. DEFOG switch .....OFF
9. Seat safety pin.....
..... REMOVED AND STOWED (BOTH)
10. ISS mode selector .....AS REQUIRED
(VERIFY ISS SELECTOR LEVER IS LOCKED IN DESIRED DETENT)

LINEUP CHECK

1. Caution and warning lights ..... CHECK (BOTH)
2. PROBES ANTI-ICE switch..... ON
3. Transponder .....AS REQUIRED
4. <10>TAS STBY/NORM/TEST switch .....NORM
5. Exterior lights ..... ON
6. Nose wheel steering .....OFF

AFTER TAKEOFF

1. Gear .....UP (AS REQUIRED) (BOTH)
2. Flaps..... UP (BOTH)

OPERATIONS CHECK

1. Hydraulic pressure .....CHECK
2. Electrical systems .....CHECK
3. Fuel quantity/balance .....CHECK
4. OBOGS.....CHECK FLOW INDICATOR FOR NORMAL OPERATION (BOTH)
5. Engine instruments .....CHECK
6. Pressurization.....CHECK

CLIMB (PASSING 10,000 FEET)

1. OBOGS ..... CHECK FLOW INDICATOR FOR NORMAL OPERATION (BOTH)
2. DEFOG switch ..... AS REQUIRED
3. Vent control lever ..... AS REQUIRED
4. Pressurization system ..... CHECK

FL 180 CHECK*TRAWING SIX Local Checklist

1. Altimeter ..... 29.92 SET TWICE (BOTH)
2. Pressurization ..... CHECK

PRE-STALLING, SPINNING, AND AEROBATIC CHECKS

1. Loose items..... STOWED (BOTH)
2. Engine instruments ..... CHECK
3. Fuel balance..... CHECK LESS THAN 50 POUNDS

DESCENT

1. Heading and attitude systems ..... CHECK (BOTH)
2. Altimeters ..... SET (BOTH)
3. DEFOG switch ..... AS REQUIRED
4. Vent control lever ..... AS REQUIRED

BEFORE LANDING

1. DEFOG switch ..... OFF
2. Engine instruments ..... CHECK
3. Gear…DOWN (PRESS DOWN FIRMLY) (BOTH) (CHECK THREE GREEN ANNUNCIATORS ILLUMINATED)
4. Brakes..... CHECK, AS REQUIRED
5. Flaps ..... AS REQUIRED (BOTH)
6. Speed brake ..... RETRACTED

AFTER LANDING

1. ISS mode selector ..... SOLO OR CMD FWD (VERIFY ISS MODE SELECTOR LEVER IS LOCKED IN SOLO OR CMD FWD)
2. Seat safety pin..... INSTALL (BOTH)
3. Flaps ..... UP
4. Trim interrupt button ..... DEPRESS (VERIFY TRIM OFF AND TAD OFF ANNUNCIATORS ILLUMINATE AND TAD SWITCH MOVES TO OFF)
5. Trim..... SET FOR TAKEOFF
6. Transponder..... STBY
7. Standby attitude indicator ..... CAGED AND LOCKED (BOTH)
8. <9>NACWS ..... OFF
   <10>TAS STBY/NORM/TEST switch ..... STBY
9. PROBES ANTI-ICE switch..... OFF
10. BLEED AIR INFLOW switch..... OFF

FULL STOP/TAXI BACK CHECKLIST

1. Flaps ..... TO
2. Trim..... SET FOR TAKEOFF
3. Transponder..... STBY
4. PROBES ANTI-ICE switch ..... OFF
5. Fuel quantity and balance..... CHECK
6. Engine instruments ..... CHECK
7. DEFOG switch ..... OFF
8. Minimum power at 60 KIAS ..... COMPUTE

AFTER CLEARED ONTO THE RUNWAY

9. Caution and Warning lights..... CHECK (BOTH)
10. PROBES ANTI-ICE switch ..... ON
11. Transponder..... AS REQUIRED
12. Exterior lights..... ON
13. Nose wheel steering..... ..... OFF

ENGINE SHUTDOWN

1. PARKING BRAKE..... SET
2. Landing and taxi lights ..... OFF
3. AVIONICS MASTER switch ..... OFF
4. RAM AIR FLOW switch ..... OFF
5. AIR COND switch ..... OFF
6. EVAP BLWR control..... OFF (BOTH)
7. OBOGS ..... OFF (BOTH):
   a. OBOGS pressure lever ..... NORMAL
   b. OBOGS concentration lever..... NORMAL
   c. OBOGS supply lever ..... OFF
8. PCL ..... IDLE > 60 SECONDS, THEN OFF
9. Interior/exterior lights..... OFF
10. PMU STATUS annunciator ..... EXTINGUISHED (OR NOTIFY MAINTENANCE)
11. FDR light..... EXTINGUISHED
12. GEN, BAT, and AUX BAT switches..... OFF
13. Gust lock ..... ENGAGE (AS REQUIRED)

BEFORE LEAVING AIRCRAFT

1. PARKING BRAKE..... AS REQUIRED
2. CFS handle safety pins ..... INSTALLED (BOTH)
3. CFS pins storage box .... CLOSED AND LATCHED
4. ISS mode selector ..... SOLO (VERIFY ISS MODE SELECTOR LEVER IS LOCKED IN SOLO)
5. <8>Oxygen hose and comm cord..... STOW WITH LOOP FORWARD
6. Wheel chocks ..... INSTALL AS REQUIRED
7. Exterior walk-around inspection VISUALLY CHECK
   a. Ground for evidence of fuel or hydraulic leaks
   b. Flap condition
   c. Speed brake condition
   d. Gear, gear doors, and wheel well condition
   e. Tires for indication of wear, cuts, or blisters
   f. Access doors, panels, fairings and ventral fin for damage or missing fasteners
   g. Rudder..... LOCKED (AS REQUIRED)

ARRIVAL COURSE RULES

West recovery: Contact approach on 270.8 (Ch. 6)
or 120.05 within 5 miles of Jack Edwards at 3,500'MSL:

"Pensacola Approach, (call sign), information___(ATIS), request course rules."

Airspeed 250kts. Depart Jack Edwards at 3,500' MSL (or as assigned) then...

Runway 07...heading 065° direct Wolf Field, direct IAF - **Point Golf** (NPA 254/7). Depart Point Golf heading 080°, maintain 2,000' until 3 DME, and then descend to 1,300'. **Right** traffic.

Runway 25...heading 100° (over water at Perdido Pass) direct Point Long (NPA 180/6), direct IAF - **Pickens Gate** (NPA 104/7). Depart IAF heading 330°, maintain 2,000' until 3 DME, and then descend to 1,300'. **Left** traffic.

Runway 19...heading 065° direct IAF - **Bronson** (NPA 288/5). Depart IAF direct to Ferguson, remain south of Highway 98, maintain 2,000' until crossing Blue Angel Parkway, and then descend to 1,300'. **Left** traffic.

Runway 01...heading 100° (over water at Perdido Pass)
direct IAF - **Point Long** (NPA 180/6). Depart IAF heading 360°, maintain 2,000' until 3 DME, and then descend to 1,300'. **Right** traffic.

All aircraft line up on parallel taxiway, make level break at 1,300' and then descend to 800' on downwind. Break directions listed above are *expected*.

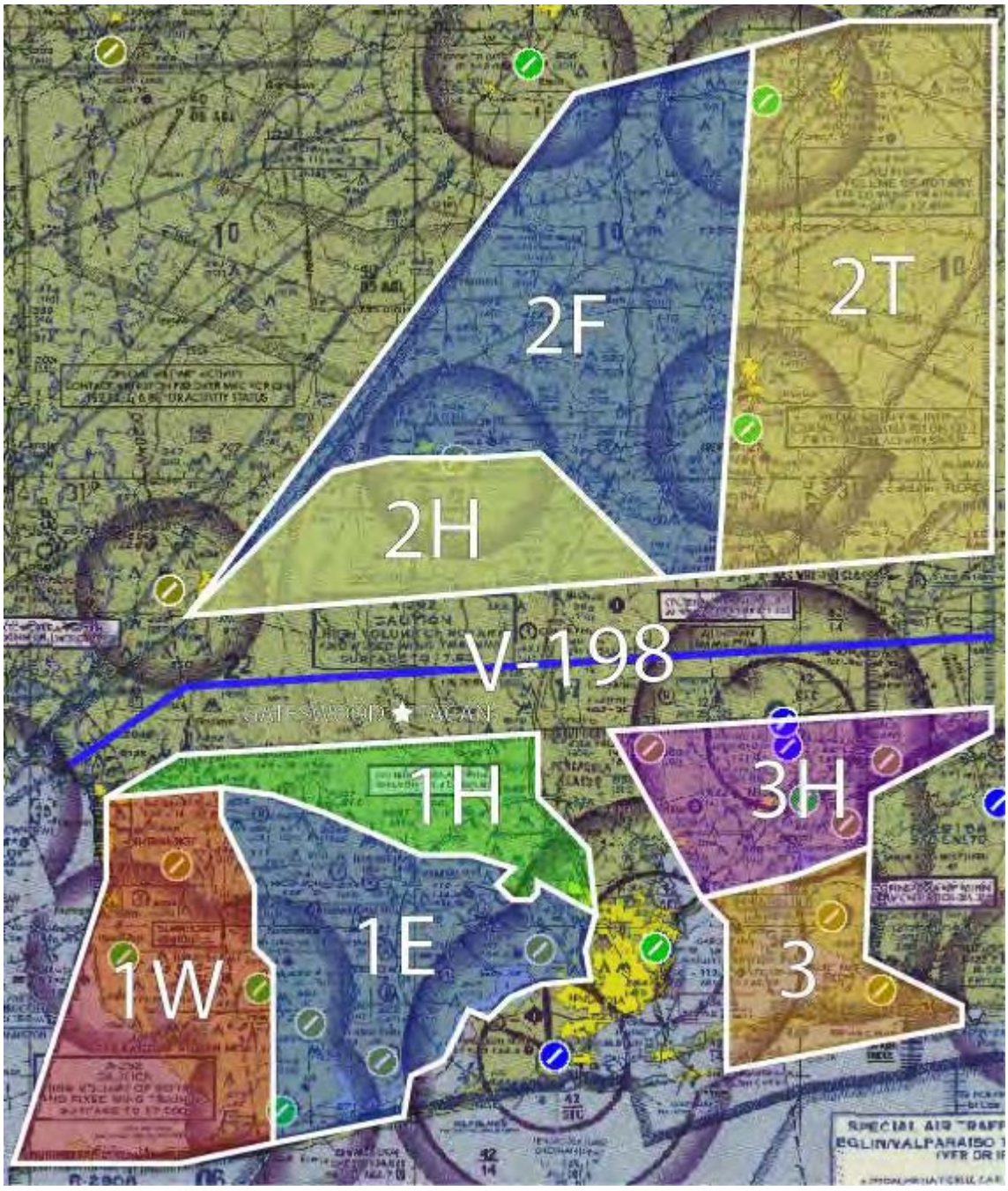
WARNING: Radar pattern conflict. Pilots entering at Point X-Ray (NPA 231/6) or Pickens Gate are cautioned to maintain correct altitudes and be alert for radar pattern traffic at 1,500 feet for Runways 7 or 25.

A-292

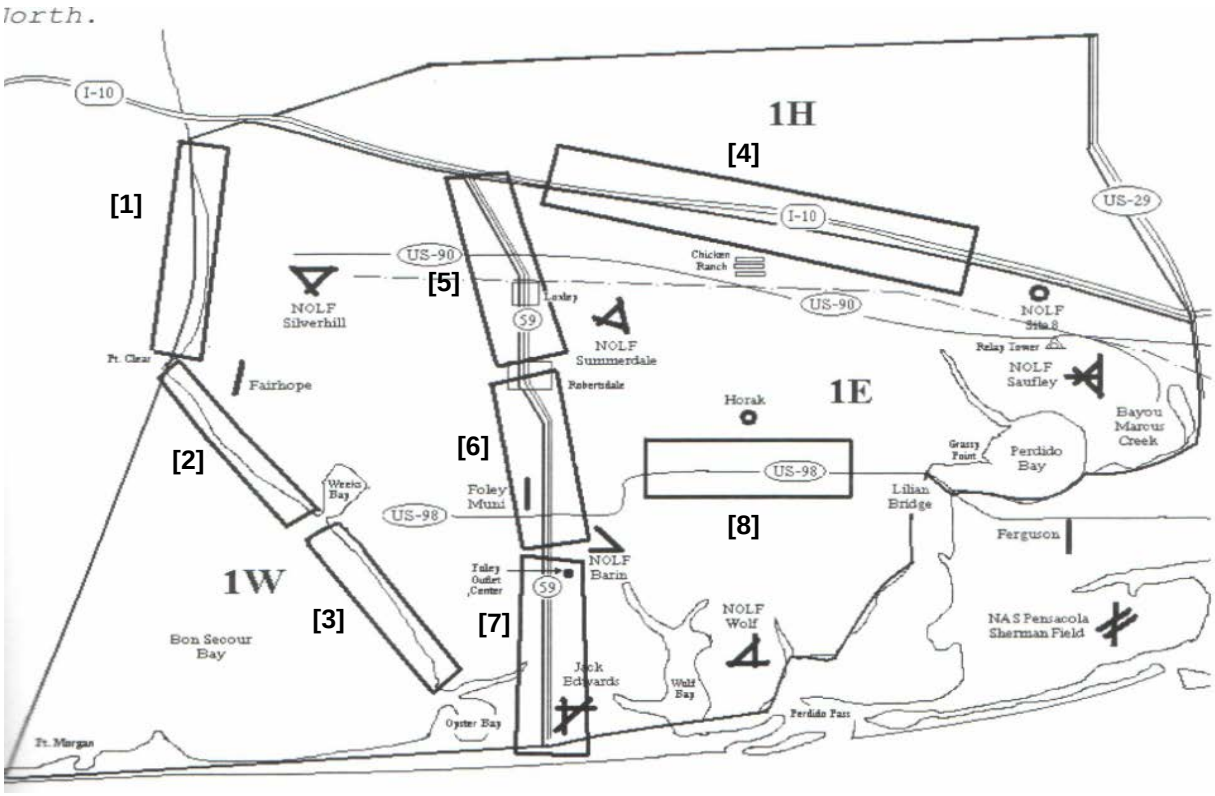
Chapter 4, TW-5 FWOP

Aerobatics

- **Squawk 4700 during aerobatics**
- **No Aero w/in inner ring of Class C or above Class D**



AREA 1



Frequencies	
Area 1	303.15
Barin OLF	269.425
Summerdale OLF	345.2
Fairhope (KCQF)	123.0

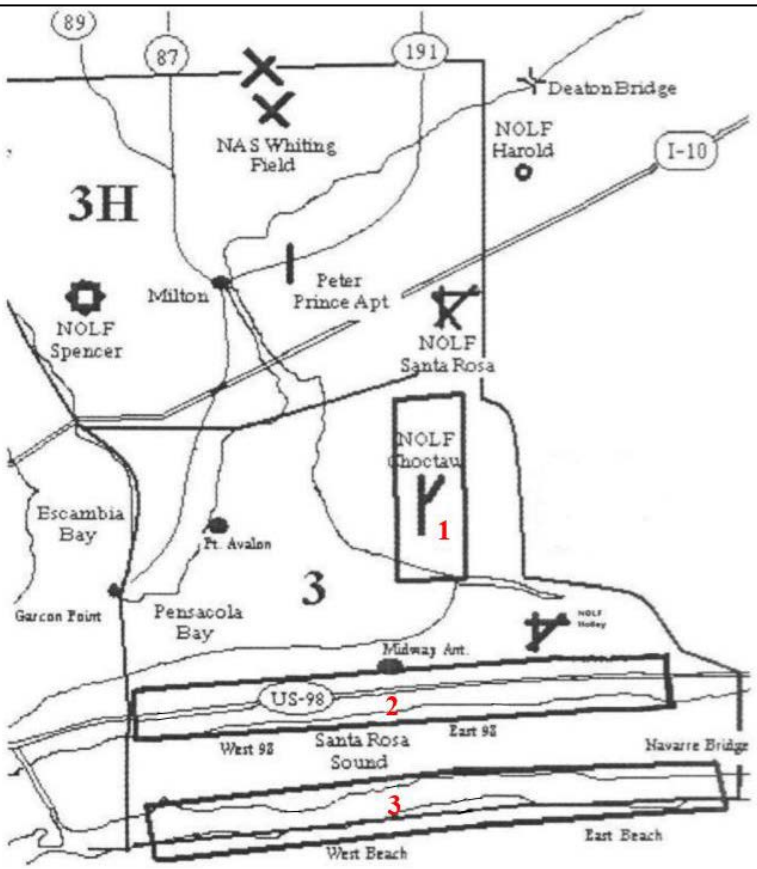
Block Altitudes MSL	
SFC	9500’ MSL

AREA 1 OPERATIONS

- Aerobatics: Squawk 4700.
- No Aerobatics over congested areas.
- Area 1H used for HELO training below 5000’ MSL.
- Aircraft using I-10 section line; remain clear of HWY 59 North.
- Aircraft should not use I-10 west of HWY 59 due to proximity with V198.
- Avoid Foley (5R4).
- Caution near the beach line for NPA course rules traffic.

1. North Pt Clear
2. South Pt Clear
3. Weeks to Oyster Bay
4. I-10 (5,000’ MSL and above)
5. HWY 59 North (5,000’ MSL and above)
6. HWY 59 Central (5,000’ MSL and above)
7. HWY 59 South
8. HWY 98 (5,000’ MSL and above)

AREA 3



Frequencies	
Area 3	299.5
Choctaw Tower	259.25
Pensacola App	269.375

Block Altitudes MSL	
SFC	9500’ MSL

AREA 3 OPERATIONS

- Primarily used for Instructor contact/OCF training.
- Increased commercial and military traffic.
- All training maneuvers should be conducted south of I-10.
- Order of Priority of Use: Choctaw, 98, Beach.
- OCF training incorporates up to 14,500’ MSL – preferred location over Choctaw.
- Eastern spin area extends from 5000’ MSL to 17,500’ MSL (NW corner of W-155A).
- Maintain flight following with Pensacola Approach and maintain discrete frequency– report completion of OCF/aerobatics.
- Avoid Class C airspace without clearance.

RESTRICTIONS

- OCF and aerobatics shall not be conducted over Garcon Point Bridge or Bagdad Peninsula.
- Avoid airspace < 2000’ AGL west of Midway Antenna.
- Refer to FWOP for Eastern Spin Area usage.

EASTERN SPIN AREA

Frequencies	
PNS App	119.0
Area 3 Common	299.5

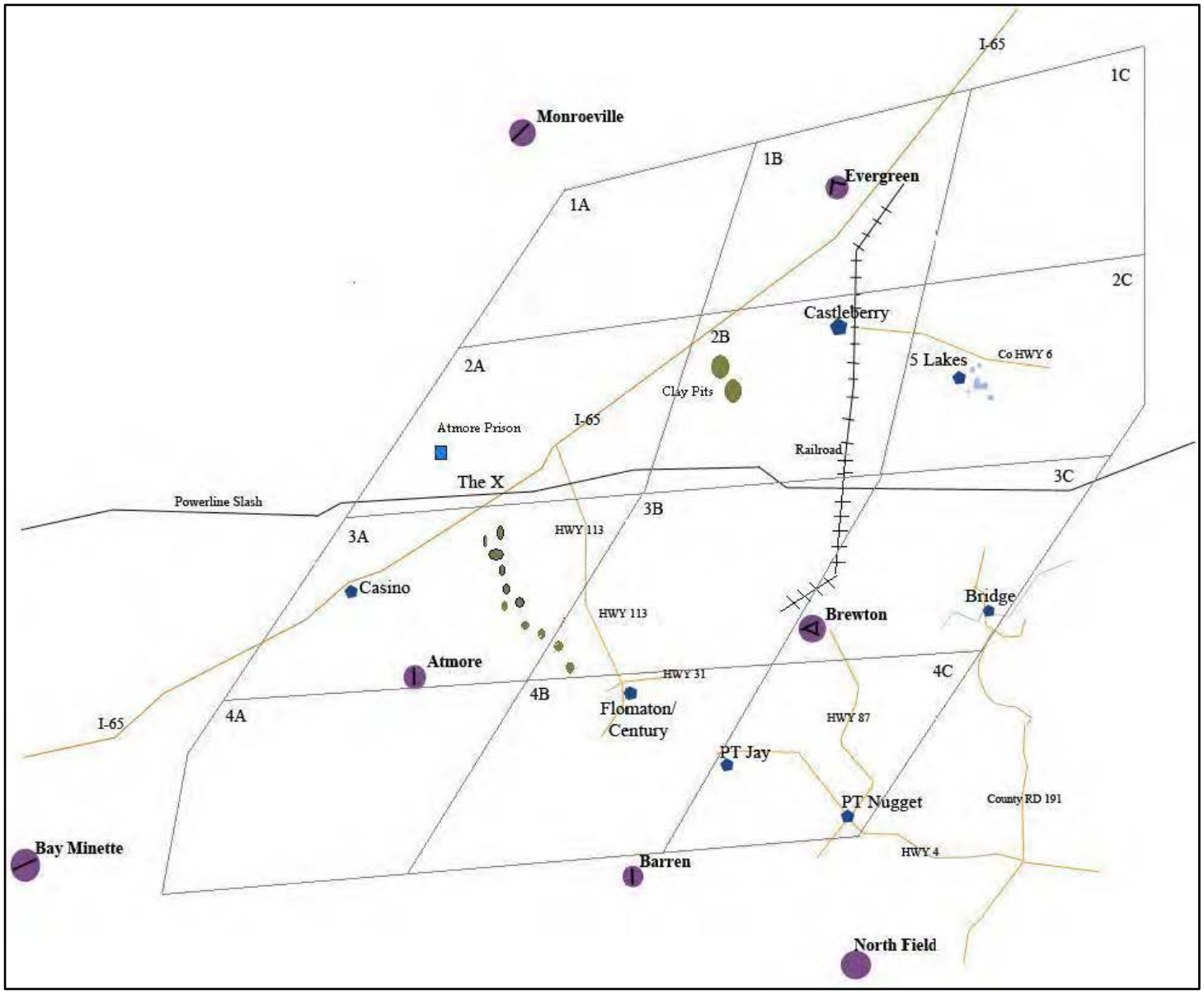
Block Altitudes MSL	
5500’ AGL	17500’ MSL

EASTERN SPIN OPERATIONS

- Request Eastern Spin Area with PNS Approach (119.0)
- Monitor PNS Appr (119.0) and Area 3 Common (299.5)
- Military Assumes Responsibility for Separation of Aircraft (MARSA)
- Western boundary: Midway Antenna
- Eastern boundary: East edge of NOLF Holley
- Within the Northwestern corner of W155-A3
- 3-6 NM from Santa Rosa Island

NOTE – area is south of Santa Rosa Island and parallel to Eastern half of Area 3 BEACH section line

NORTH MOA / PELICAN / AREA FOX



Frequencies	
Pelican / Fox Common	254.9

AREA FOX Altitudes (MSL)	
1A, 2A, 3A	1000’-5000’
4A	3000’-5000’

Pelican Block Altitudes (MSL)
6000-11,000’
Transition Block
EAST : 5,700’ WEST : 5,200’

North MOA Block Altitudes (MSL)
12,000’-17,999’
Transition Block
EAST : 11,700’ WEST 11,200’

TW-6 T-6A Formation Area

(Expect update early Fall 2016)

CHOCTAW NOLF (KNFJ), 18/36

N30°30’25” / W086°57’35”

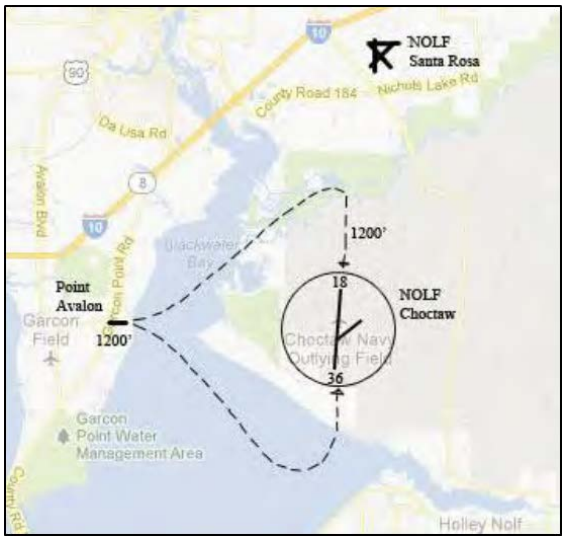
Class D (2.5 NM / 2600’)

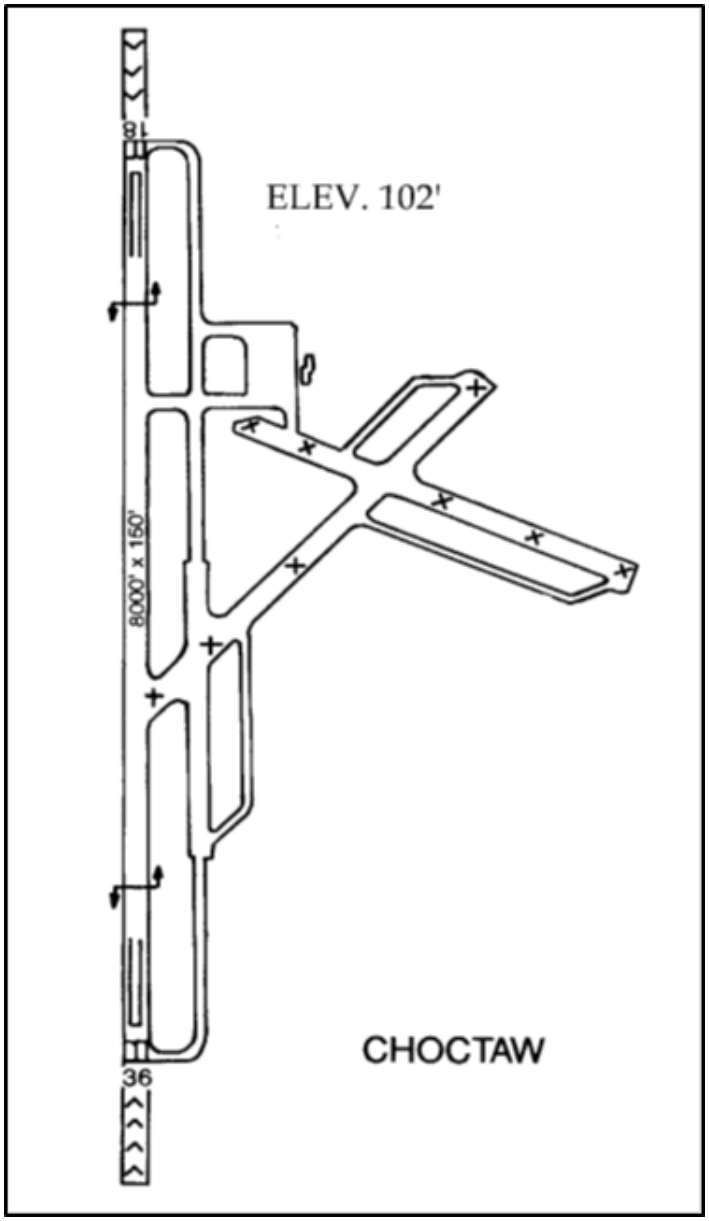
Frequencies	
TWR	259.250/121.4
ATIS	290.550
APPR	269.375

PPEL: WEST
BREAK: WEST

BREAK: 1200’ MSL
PATT: 900’ MSL

PATTERN OPERATIONS	
HIGH KEY	3100’ MSL
CROSSWIND	2500’ MSL
LOW KEY	1600’ MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear down
ALTITUDE	Tower directed
AIRSPEED	120 KIAS





- Depart via straight ahead (RWY 18) or left downwind (RWY 36) to the south and climb to 1000’ MSL.
- Report clear to tower when feet dry.

- ELP is primary entry in Choctaw’s Class D airspace.
- **Night entries by ELP only.**
- Max aircraft in pattern is 6.
- All traffic patterns to the west of the runway.
- Request Pt Avalon entry at 1200’ MSL for the break.
- Depart 180 on the upwind (RWY18) or downwind (RWY 36) at 1000’ MSL until over the Gulf Breeze Peninsula. Report clear to the South.
- Comply with tower instructions for wave-offs.

BARIN NOLF (KNBJ), 15/33 & 9/27

N30°23’20” / W087°38’06”
East of HWY 59 / South of HWY 98

FREQ: 269.425

RIGHT PPEL
LEFT BREAK

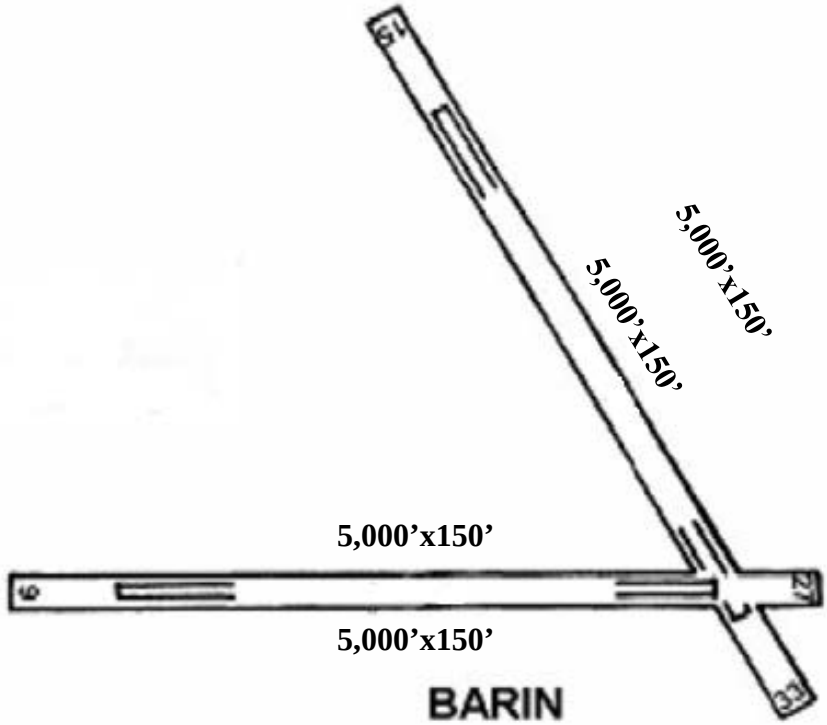
LEFT PATTERN

BREAK: 1200’ MSL
PATT: 900’ MSL

FIELD ELEV: 100’ MSL

Entry: Report

- **4NM for BRK**
- **3 min(3-5NM) to HK**



PATTERN OPERATIONS	
HIGH KEY	3100’ MSL
CROSSWIND	2500’ MSL
LOW KEY	1600’ MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear Down
ALTITUDE	1400’ MSL
AIRSPEED	120 KIAS

- Max A/C in pattern is 6.
- ELP traffic from High Key has priority.
- No ELP/PEL/P with solos in pattern.
- Without an RDO, limited to one A/C, low approaches only.
- Depart upwind on runway heading.
- Be alert for civilian traffic in the vicinity (Banner towing).

Note: All traffic departing, maintain runway heading until clear of the pattern. When clear of pattern, turn in desired direction. Be alert for Foley Airport and NOLF Summerdale.

EVERGREEN NOLF (KGZH), 1/19 & 10/28

N31°24’57” / W087°02’39”

5 mi West of Evergreen / Just North of I-65

FREQ: 254.35 / 122.7

RIGHT PPEL
LEFT BREAK

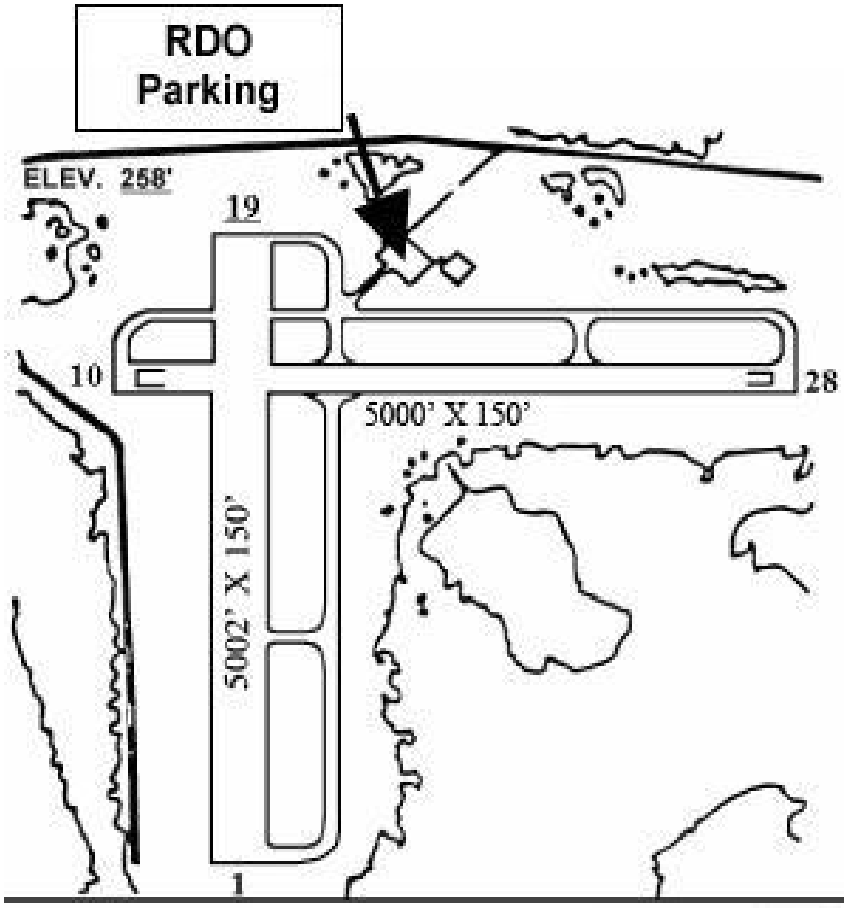
LEFT PATTERN

BREAK: 1400’ MSL
PATT: 1100’MSL

FIELD ELEV: 300’ MSL

Entry: Report

- **4NM for BRK**
- **3 mi from HK (PPEL)**
- **RDO 2-way comm reqd**



PATTERN OPERATIONS	
HIGH KEY	3300’ MSL
CROSSWIND	2700’ MSL
LOW KEY	1800’ MSL
BREAK	200 KIAS
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear down
ALTITUDE	1600’ MSL
AIRSPEED	120 KIAS

- ELP/PPEL(P) not authorized with solos in the pattern
- No TRAWING 5 Ops without RDO on station
- Max A/C in pattern is 6
- ELP from High-Key traffic has priority regardless of type
- Civil traffic have right of way
- Pilots shall monitor CTAF 122.7

NOLF SILVERHILL (CLOSED)

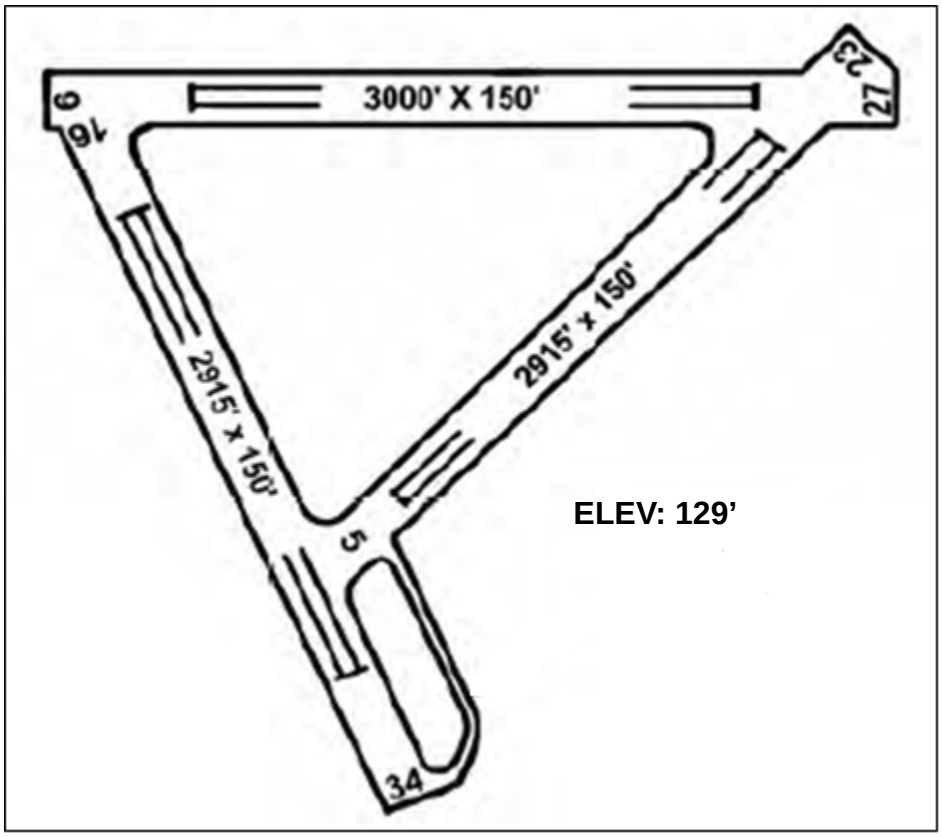
N30°35’00” / W087°48’00”

4 mi West of Hwy 59 / 7 mi South of I-10

Area 1 Common: 303.15

Civ. Common: 123.05

HIGH KEY: 3100’ MSL



- **Low Appr – ONLY**
- Day dual BRK/ ELP/PPEL
- ONE aircraft max in pattern
- Weekends, be vigilant for RIC aircraft

SUMMERDALE NOLF (KNFD), 5/23 & 11/29

N30°28’08” / W087°38’44”

3 mi East of HWY 59 / 7 mi South of I-10

FREQ: 345.200

ELP ENTRY ONLY
RIGHT PPEL

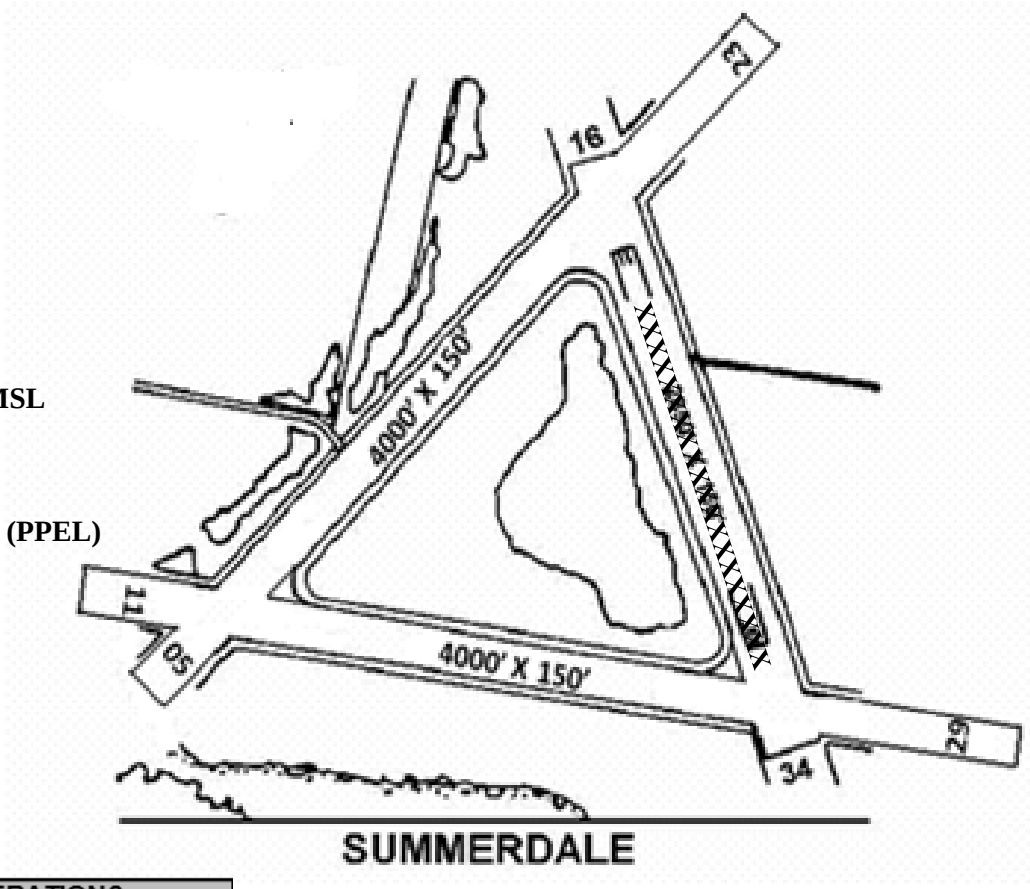
LEFT PATTERN

BREAK: 1200’ MSL
PATT: 900’ MSL

FIELD ELEV: 100’ MSL

Entry: Report

- **3 mi from HK (PPEL)**



PATTERN OPERATIONS	
HIGH KEY	3100’ MSL
CROSSWIND	2500’ MSL
LOW KEY	1600’ MSL
DOWNWIND	120 KIAS
180 – FINAL	100-120 KIAS
DELTA PATTERN OPS	
CONFIGURATION	Gear Down
ALTITUDE	1400’ MSL
AIRSPEED	120 KIAS

- Aircrew working in the vicinity should monitor Foley CTAF (123.05).
- Max A/C in pattern is 4
- ELP Entry only.
- ELP from High Key traffic has priority.
- Without an RDO, limited to one A/C, low approaches only.
- When Departing NOLF Summerdale to the Southwest, be aware traffic from Foley Municipal, NOLF Barin and T-6B traffic entering course rules at 3,500’.
- When departing to the East, be aware of T-6B traffic entering course rules at 3,500’.

FAIRHOPE / SONNY CALLAHAN (KCQF) 1/19

N30°27’38” / W087°52’38”

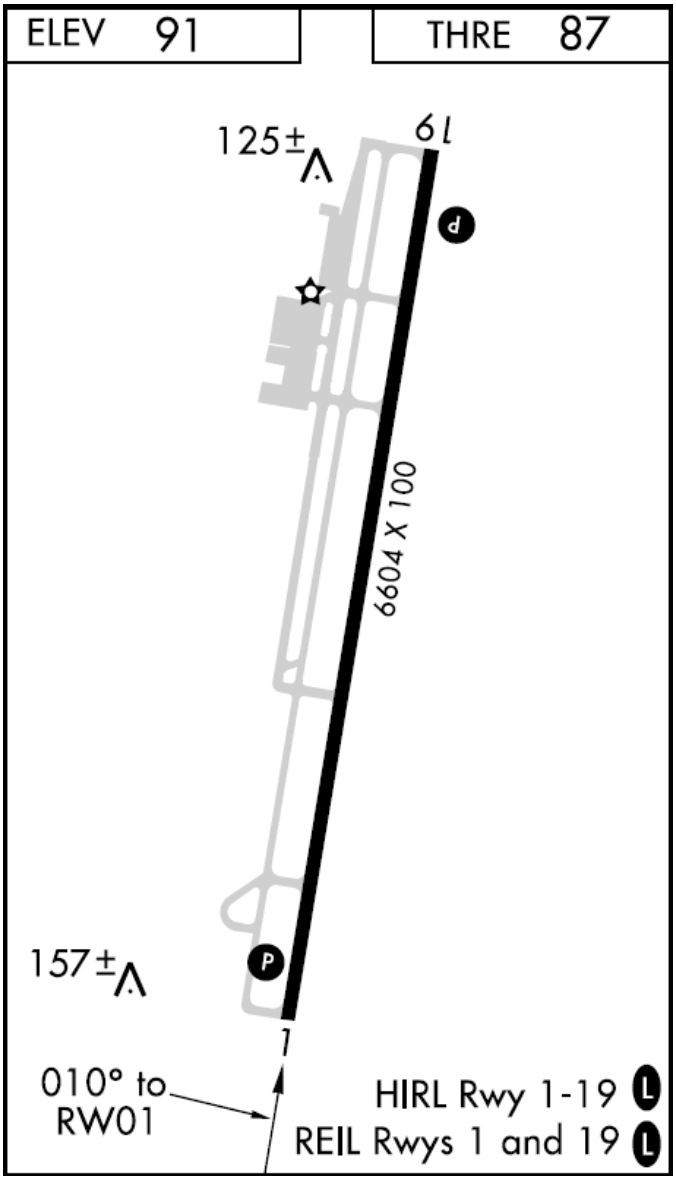
3.5 nm Southeast of Pt. Clear

Frequencies	
AWOS	118.425
UNICOM	123.0
CTAF	123.0
Appr	269.3 / 118.5

PPEL: LEFT
BREAK: LEFT

BREAK: 2100’ MSL
PATT: 1600’ MSL
CROSSWIND: 600’ MSL
HIGH KEY: 3100’ MSL

Pilot Controlled Lighting on
VHF 123.0



- Overhead Break only permitted with other T-6s in pattern.
- Be alert for general aviation traffic.
- Airport FBO does not have contract fuel.

JACK EDWARDS AIRPORT (KJKA) 9/27

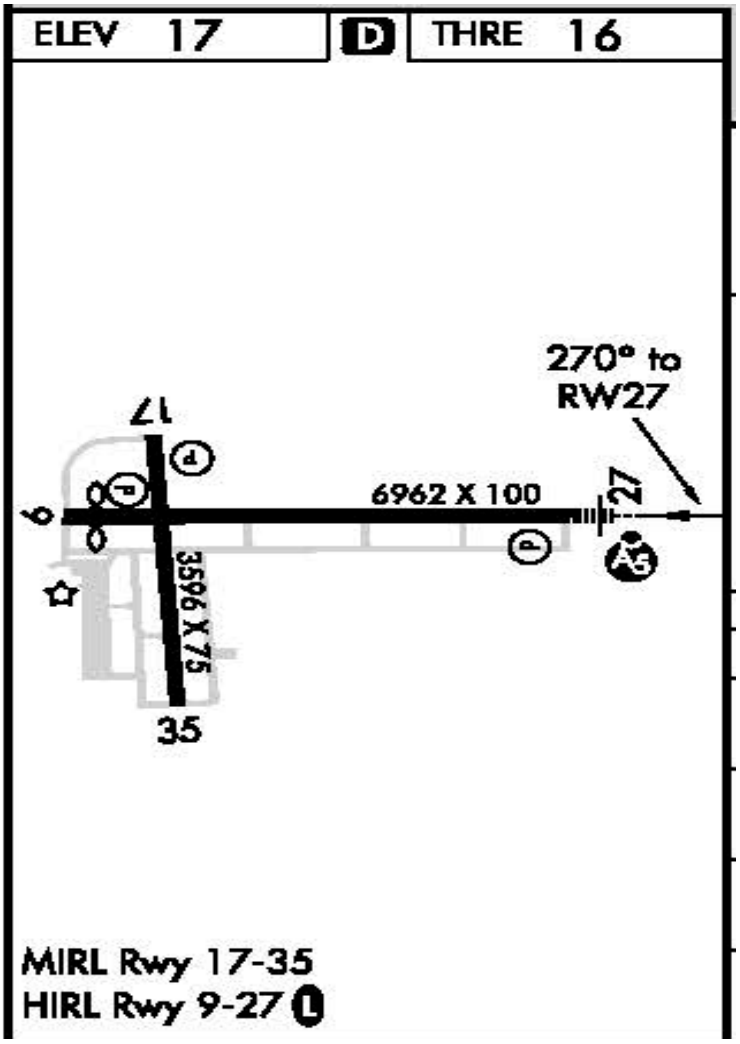
N30°17’23” / W087°40’18”

Frequencies	
AWOS	134.525
CLNCE	124.55
CTAF	122.7
Appr	270.8 / 120.65
ILS RWY27	110.7 / 44

PPEL: LEFT
BREAK: LEFT

BREAK: 1300’ MSL
PATT: 1000’MSL
HIGH KEY: 3000’ MSL

Pilot Controlled Lighting on VHF 122.7



- Overhead Break only permitted with other T-6s in pattern.
- Be alert for general aviation traffic.
- Be alert for course rules traffic inbound to KNPA at 3,500’ MSL.
- Aircrew shall not use RWYS 17/35 except for an emergency.
- Voluntary Noise abatement N of RWY 09/27

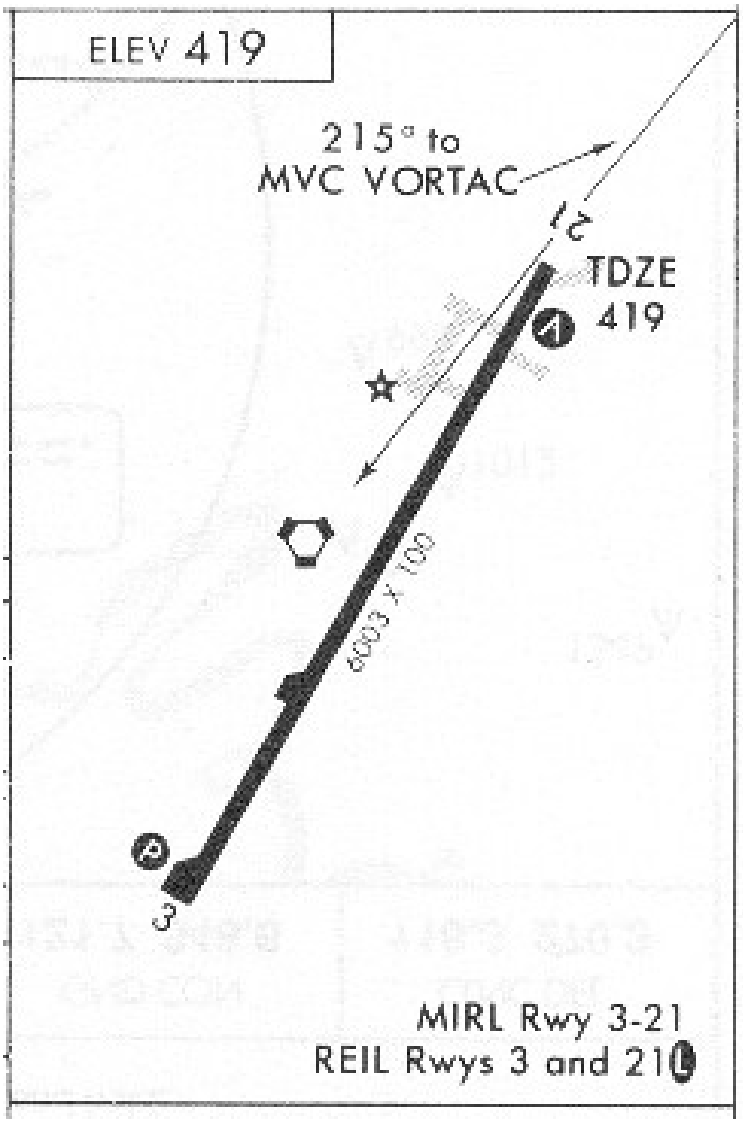
MONROE COUNTY AIRPORT (KMVC)

Frequencies	
UNICOM	123.0
CTAF	123.0
ATL CTR	118.55
FSS	121.1R
MVC VORTAC	116.8

PPEL: LEFT
BREAK: LEFT

BREAK: 1500’ MSL
PATT: 1200’ MSL
HIGH KEY: 3400’ MSL

Pilot Controlled Lighting on VHF 123.0

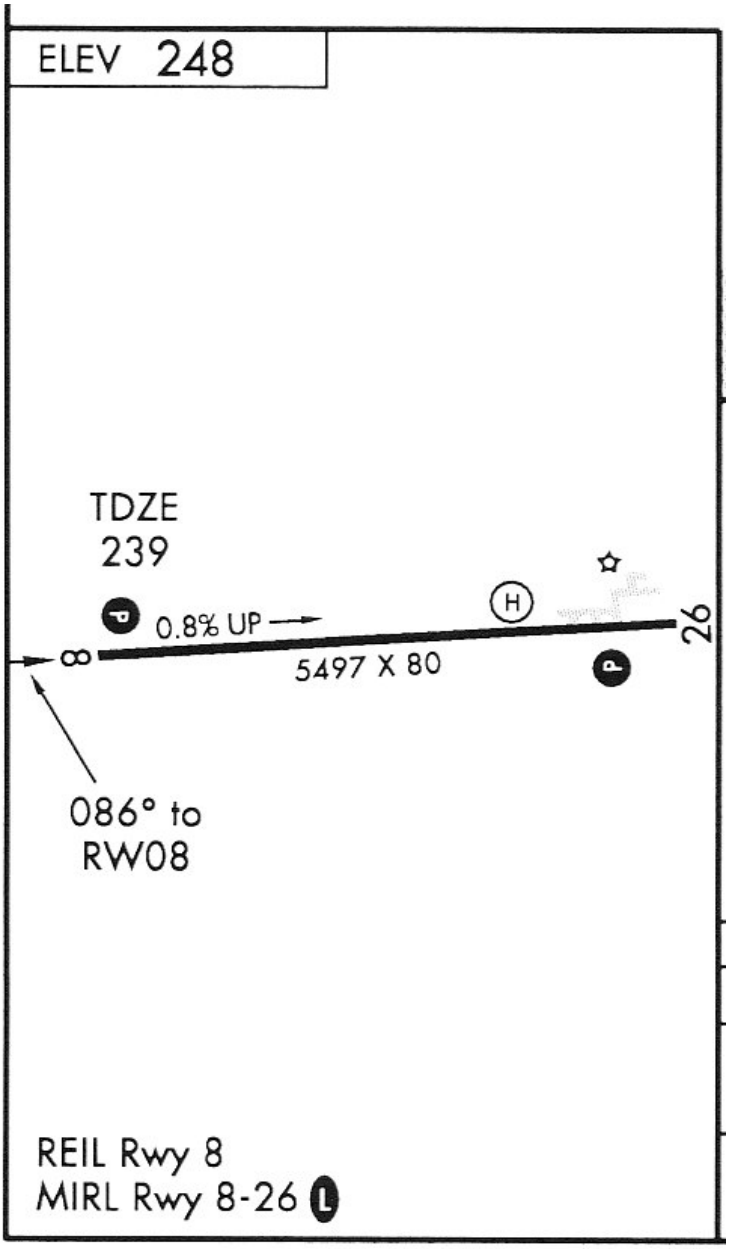


- High volume of Ft. Rucker helicopter instrument traffic.
- Be vigilant for aircraft operating close to the Fox/Low Transition/Pelican area.
- Avoid power line that crosses short final for Runway 03.
- Crop duster operations near the vicinity of airport.
- Overhead Break only permitted with other T-6s in pattern.

BAY MINETTE AIRPORT (1R8) 8/26

Frequencies	
UNICOM	122.8 (27)
CTAF	122.8 (27)
FSS	122.1R

PPEL: LEFT
BREAK: LEFT
BREAK: 1,400’ MSL
PATT: 1,100’ MSL
HIGH KEY: 3,300’ MSL
Pilot Controlled Lighting on VHF 122.8



- Overhead Break only permitted with other T-6s in pattern.
- RWY 26 has a 0.8% down gradient which lengthens landing roll-out by about 350’ for a dry runway.
- Be alert for general aviation traffic.
- Contact UNICOM for airport advisories.

TRUE AIRSPEED CONVERSION DATA

DESIRED TAS = 240												
IOAT (°C)	ALTITUDE (THOUSANDS OF FEET)											
	10	12	14	16	18	20	22	24	26	28	30	
25	200	193	185	178	170	164	157	150	144	138	132	KIAS
20	202	195	187	180	172	165	158	152	145	139	133	
15	204	196	188	182	174	167	160	153	147	140	134	
10	206	198	190	184	176	169	162	155	148	142	136	
5	208	200	193	185	178	170	163	156	149	143	137	
0	210	202	194	187	179	172	165	158	151	145	138	
-5	212	204	196	188	181	174	166	159	152	146	140	
-10	214	206	198	190	182	176	168	161	154	148	141	
-15	217	208	200	193	184	178	170	163	156	149	142	
-20	219	210	202	194	186	180	172	165	157	150	143	
-25	222	213	205	197	189	182	174	166	159	152	145	
-30	224	215	207	198	191	184	176	168	161	154	147	

DESIRED TAS = 270												
IOAT (°C)	ALTITUDE (THOUSANDS OF FEET)											
	10	12	14	16	18	20	22	24	26	28	30	
25	226	217	209	200	192	185	177	170	162	156	148	KIAS
20	228	218	210	202	194	187	178	171	164	157	150	
15	230	221	211	204	196	188	180	173	165	158	151	
10	232	224	212	206	197	190	182	174	167	159	152	
5	234	225	215	208	200	192	183	176	168	161	154	
0	237	227	218	210	202	194	185	178	170	162	155	
-5	239	230	221	212	204	195	187	179	172	164	157	
-10	241	232	223	215	206	198	189	181	174	166	159	
-15	244	235	226	217	208	200	191	183	175	168	160	
-20	246	238	228	219	210	202	193	185	177	169	162	
-25	249	240	231	221	212	204	195	187	179	171	164	
-30	252	242	232	224	215	206	197	189	181	173	166	

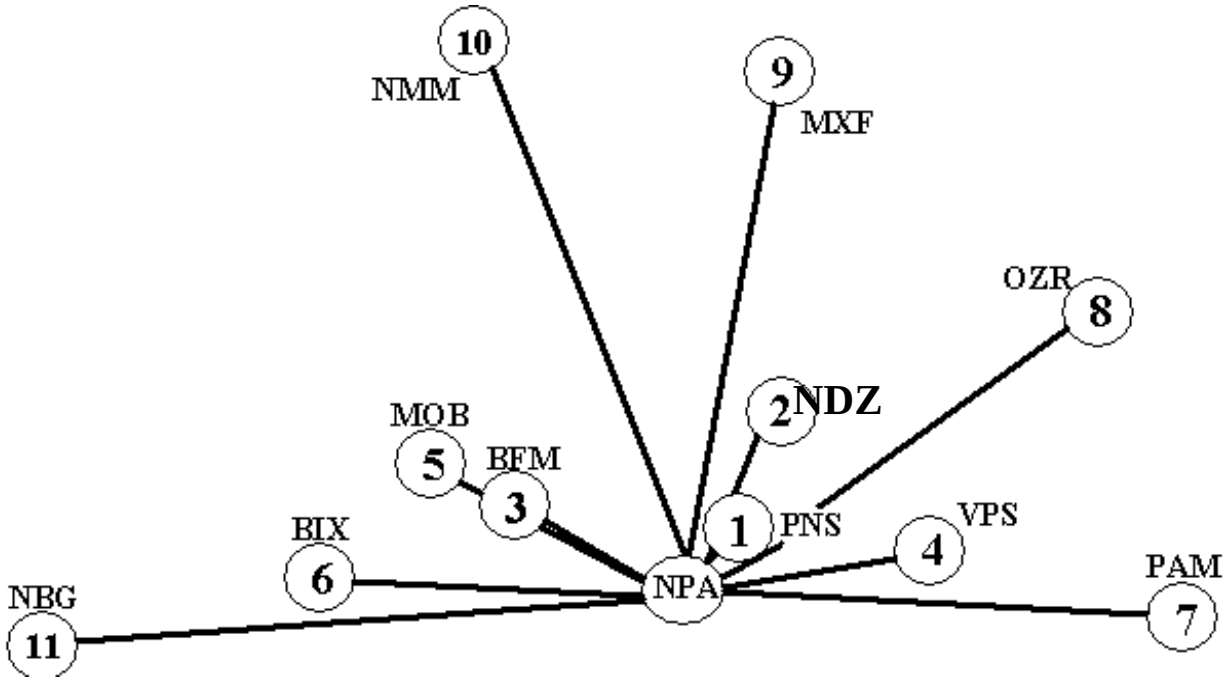
NOTE:

- Do not subtract OAT temperature conversion from listed IOAT.
- The data in the table already accounts for the OAT conversion.
  If actual altitude or airspeed falls between those listed in the table, interpolate between the two values.

ALTERNATE AND DIVERT DATA

Referenced from T-6A NATOPS Manual
Standard Day, Zero wind, Defog Off, Gear/Flaps Up

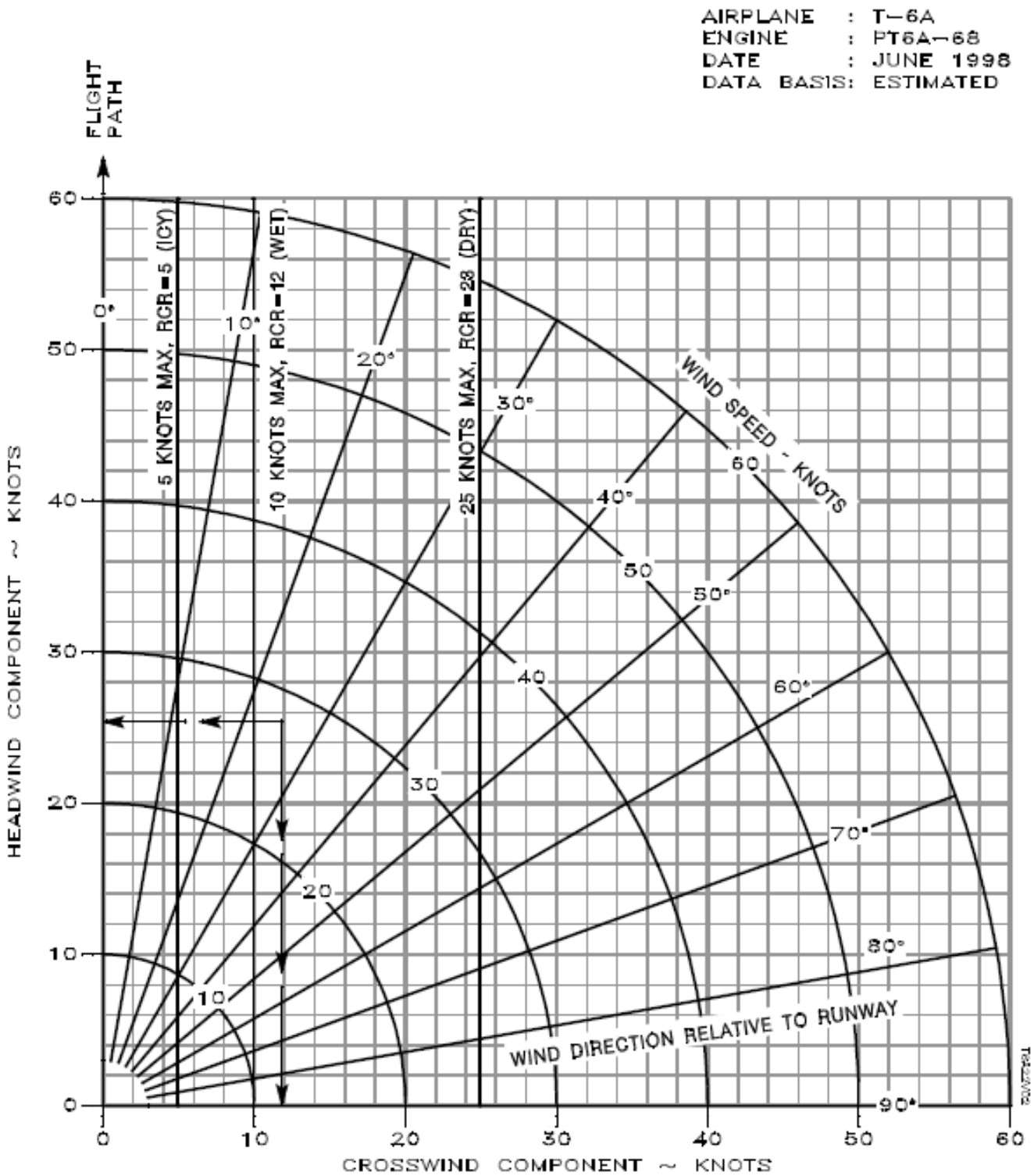
	FIELD ID / NAVAID (VOR)	FUEL REQ.(#)	HDG (DEG) DIST (NM)	ALT (FT)	AFLD COORD	LENGTH (FT) ELEV (MSL)	INST APPCH	FREQS
1	**P'COLA INT'L** PNS 108.8	135	046 10	2K	N30-28 W87-11	7000' 121	ILS VOR ASR	A269.375 T257.8
2	**WHITING FIELD STH** NDZ 70X (NO VOR)	170	036 26	5K	N30-42 W87-01	6000' 177	ILS PAR	A385.4 T348.675
3	**MOB D'TOWN** BFM 112.8	215	293 43	8K	N30-38 W88-04	9618' 26	ILS VOR ASR	A269.3 T118.8
4	**EGLIN AFB** VPS 2X (NO VOR)	215	079 42	8K	N30-29 W86-32	12,000' 85	ILS ASR	A281.45 T353.65
5	**MOB REG** MOB 115.3	230	293 52	10K	N30-41 W88-14	8502' 219	ILS VOR ASR	A269.3 T239.0
6	**KEESLER AFB** BIX 55X (NO VOR)	285	273 83	13K	N30-25 W88-55	7630' 33	ILS VOR	A354.1 T269.075
7	**TYNDALL AFB** PAM 64X (NO VOR)	300	100 92	14K	N30-04 W85-35	10,000' 18	ILS PAR	A392.1 T263.15
8	**CAIRNS AAF** OZR 111.2	315	060 100	15K	N31-16 W85-43	5000' 298	ILS VOR PAR	A327.125 T248.55
9	**MAXWELL AFB** MXF 97X (NO VOR)	320	022 131	FL250	N32-23 W86-22	8013' 171	ILS	A269.05 T253.5
10	**NAS MERIDIAN** NMM 55X (NO VOR)	320	329 140	FL280	N32-33 W88-33	8003' 316	ILS PAR	A276.4 T340.2
11	**NAS NEW ORLEANS** NBG 114.1	320	258 143	FL290	N29-50 W90-02	10,000' 3	ILS VOR PAR	A256.9 T340.2



1. Climb at 140 KIAS then set 240 KTS TAS.
2. MAX Range descent, clean configuration, and PWR for 1500 FPM/180 KIAS.

3. Includes 105# fuel reserve (add fuel as required for approaches).

TAKEOFF AND LANDING CROSSWIND



T-6A GPS Pre-loaded Flight Plans

FP 1	**NPA 601**
FP 2	**NPA 602**
FP 3	**NPA 603**
FP 4	**NPA 604**
FP 5	**NPA 605**
FP 6	**NPA 606**
FP 7	**NPA 607**
FP 8	**NPA 608**
FP 9	**TW-6 FORM AREA (R-2908)**
FP 10	**VR-1024 (A-M)**
FP 11	**NPA 611**
FP 12	**NPA 612 / 612R**
FP 13	**NPA 613 / 613R**
FP 14	**NPA 614 / 614R**
FP 15	**NPA 615 / 615R**
FP 16	**NPA 616 / 616R**
FP 17	**VR-1020 (A-E)**
FP 18	**VR-1021 (A-R)**
FP 19	**VNAV 1**
FP 20	**VNAV 2**
FP 21	**VNAV 3**
FP 22	**VNAV 4**
FP 23	**VNAV 5**
FP 24	**VNAV MAX**
FP 25	**S MOA (PNSS)**

CONFERENCE HOTEL

Definition: A teleconference between a person on the ground (SDO, FDO, Base Ops, Tower, FSS, and ATC) and the T-6 engineering support team at the program office which is designed to allow aircrew to recover aircraft safely when experiencing an emergency condition NOT covered by NATOPS.

Process: Time and fuel permitting, if you experience an emergency condition not covered by NATOPS which may prevent you from landing the aircraft safely, initiate a "CONFERENCE HOTEL" as soon as practical.

1. To initiate a Conference Hotel, aircrew shall have ground personnel (SDO, FDO, Base Ops, FSS, ATC, etc) contact HQ AFMC Command Center at **DSN 787-6314** or commercial **(937) 257-6314** and state "I am initiating a Conference Hotel for the T-6 aircraft."

2. Aircrew should inform ground personnel that they will be acting as a communication relay between the aircraft and the engineering support team.

CLEARING THE RMU DIAGNOSTIC

1. DEPRESS AND HOLD "**PAGE**" BUTTON FOR 3 SECONDS
2. USE OUTER KNOB TO SCROLL TO "**DIAGNOSTIC MEMORY**"
3. PRESS "**ACCEPT**"
4. "**DISPLAY DIAG MEM**" WILL APPEAR, PRESS "**ACCEPT**"
5. WHEN NEXT SCREEN APPEARS, PRESS "**RETURN**"
6. SCROLL TO "**CLEAR DIAG MEM**", PRESS "**ACCEPT**"
7. "**ARE YOU SURE?**" WILL APPEAR, PRESS "**YES**"
8. WHEN NEXT SCREEN APPEARS, PRESS "**RETURN**"
9. PRESS "**RETURN**" AGAIN TO EXIT

T-6 Low Altitude Training Rules

VNAV

Administrative:

1. Weather: Daylight VMC, 3000/5 SM, must maintain VMC on route.
2. Required VNAV calls on BTN 18 (333.3): 2 minutes prior to entering route, IP inbound, and off target.

CFIT / Collision Avoidance:

1. Collision Avoidance Tasking takes priority over all Mission Tasking.
2. No descending turns.
3. Pilot shall acknowledge all hazard calls & maneuver accordingly.
4. Any TAS warning shall be acknowledged by all aircrew.
5. Minimum altitude is 2000' MSL.
6. Minimum airspeed is 140 KIAS.

Termination of maneuvering:

1. Any aircrew can call "knock it off" (KIO) for any reason, and ALL aircrew shall acknowledge the KIO, roll wings level, climb to cope and determine if the mission will be continued or aborted.

Formation

Administrative:

1. Weather: Daylight VMC, 3000/5 SM, must maintain VMC on route.

CFIT / Collision Avoidance:

1. Collision Avoidance Tasking takes priority over all Mission Tasking.
2. All tactical turns shall be thoroughly briefed. All turns are assumed to be level, no descending turns.
3. Pilot shall acknowledge all hazard calls & maneuver accordingly.
4. Any TAS warning shall be acknowledged by all aircrew.
5. Wingman is responsible for de-confliction/collision avoidance.
6. Wingman shall never fly below lead's AGL altitude.
7. Without visual, call "blind" immediately. Other aircraft will respond with relative position or ownship altitude if also "blind".
8. Minimum altitude is 1000' AGL on MTRs.
9. Minimum airspeed is 180 KIAS.

Termination of maneuvering:

1. Any aircrew can call "knock it off" for any reason, and ALL aircraft shall acknowledge the KIO, roll wings level, climb to cope and determine if the mission will be continued or aborted.

Knock It Off (KIO)

KIO shall be called for any of the following reasons:

1. Training Rule violation
2. NORDO/Loss of ICS
3. Loss of SA
4. Unsafe situation/emergency
5. Interloper
6. Weather below 3000/5 or inadvertent IMC
7. Departure, G-LOC, overstress
8. Bird strike
9. BINGO Fuel

T-6 Tail Chase Training Rules

Departure/OCF:

1. Inadvertent Departure from Controlled Flight boldface
2. Spin Procedures
3. No sustained slow speed, high AOA maneuvering below the soft deck (<100 kts AND >15.5 units AOA).

Administrative:

1. Scheduled face to face brief
2. Formation shall be authorized by cognizant Commander.
3. Weather
   a. Daylight VMC (30 min after sunrise to 30 min prior to sunset)
   b. 5 miles visibility
   c. No maneuvers through cloud layers
4. Hard Deck: 6,000' AGL
5. Soft Deck: 10,000' AGL
6. Configuration changes are not authorized.
7. All aircraft must have operable common frequency radio (Transmit/Receive) and ICS (multi-crew).
8. Prior to tail chase a G-awareness maneuver shall be performed.

Midair / Collision Avoidance:

1. Maintain at least a 200’ bubble around aircraft at all times.
2. With loss of visual, transmit "blind" and remain predictable. Other aircraft shall acknowledge with "visual, continue" or "knock- it-off" as appropriate, providing directive comm as necessary for safety of flight and ownship altitude in thousands of feet. Once sight is regained, transmit "visual".
3. Tail-chase shall cease when "Knock it off"/"Terminate" is called and all players echo:
   a. "Terminate" for any of the following:
      (1) Trail aircraft reaches a point forward of the Lead aircraft's 3-9 line (abeam)
      (2) Either aircraft's airspeed drops below 90 knots
      (3) Briefed joker fuel is reached
   b. "Knock it off" for any of the following:
      (1) Interloper
      (2) Departure/Spin
      (3) G-LOC
      (4) Min alt broken
      (5) NORDO
      (6) Overstress/Overspeed
      (7) BINGO fuel
      (8) Inadvertent IMC
      (9) Loss of SA
      (10) Unsafe condition/emergency
      (11) Approaching training area boundary
      (12) Training rule violation

DROPPED SEAT SAFETY PIN

T-6A EJECTION SEAT SAFETY

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

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

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

WARNING

Actuating the ejection system while directly under obstructions may preclude a successful ejection. Installing the CFS handle safety pin in the ejection seat does not guarantee that the ejection system is disarmed and may not prevent actuation of the ejection handle.

T-6A Strange Field Towing Procedures

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

NOTE

AIRCREW SHALL BE PRESENT DURING ANY AIRCRAFT MOVEMENT.

CAUTION

USE OF TOWBARLESS TUGS (I.E. LIFT OR SLING DESIGN) IS NOT RECOMMENDED FOR USE ON UNEVEN SURFACES OR DURING SHARP TURNS DUE TO LIMITED PROPELLER CLEARANCE. PROPELLER CLEARANCE SHOULD BE MONITORED AT ALL TIMES WHEN UTILIZING TOWBARLESS TUGS.

T-6A BRIEFING GUIDE

TIME HACK - http://tycho.usno.navy.mil/simpletime.html

MISSION OVERVIEW/EVENT NUMBER

IMSAFE/ORM

DOR/TTO Policy

ADMIN

- Products (KBC, Jet Log, DD-175, Charts)
- KBC Review
- WX/NOTAMS/TFRs/BASH
- Marshall/Taxi/Takeoff/Enroute
- RTB (STAR/Approaches/Pattern/Destination Airfield Diagram Review)
- Emergencies
    - Aborts
    - Midair/Damaged Aircraft
    - NORDO
    - SAR/OSC
    - Lost Sight
    - Terminate/KIO
    - Ejection
- Contingencies
    - Diverts
    - Alternate Mission/Conduct
- **Questions Admin: Student? Instructor?**

TAC ADMIN

- FENCE-In/G-Warm
- Route/Area Entry
    - Advisory Calls/Entry Time/Hack/Squawks
- Route/Area Exit/FENCE-Out
- Training Rules (as required)
- **Questions TAC Admin: Student? Instructor?**

EVENT

- Mission Objectives
- Training Objectives
- Conduct
- Discuss Items/QOD
- **Questions Conduct: Student? Instructor?**

Questions on anything covered? Anything to add?

Parting Shots: Student? Instructor?

T-6A DEBRIEFING GUIDE

Debriefing ROE:

- IP demos debrief for C4101-C4104. Student debriefs all events after C4104.
- **ONLY** discuss items that were non-standard or did not occur as briefed.
- Student leading event brings out all learning points for BRIEF/ADMIN/TAC ADMIN, then invites -2 student, -2 IP, and lead IP (as necessary) for additional comments and learning points not already covered at the end of each section.

SAFETY OF FLIGHT, SOP/TRAINING RULE VIOLATIONS

BRIEF

- Briefing Board
- KBC and Products
- Brief Knowledge/Execution

ADMIN

- On Deck/Departure/Enroute/RTB
- Comms

TAC ADMIN

- FENCE-In/G-Warm
- Working Area/Route Entry Procedures
- Operations Checks
- Fuel Management/Awareness
- Wingman Considerations
- Working Area/Route Exit Procedures
- FENCE-Out

ENVIRONMENTALS

- Winds – Surface and Aloft
- Cloud Ceilings/Layers

MISSION CONDUCT

- Sequence of events (chronological order)

WRAP-UP

- Mission Objective (Success/Failure)
- Training Objectives (Met/Not Met)
- CRM Review
- Goods/Others
- Recommendations for Improvement

Questions? Anything to add? Parting Shots.

Complete ASAP Report.

T-6 PRE-FILED ROUTES									
Route	**I/V**	**Type**	**Depart**	**TAS**	**Alt**	**ROUTE OF FLIGHT**	**To**	**ETE**	**TTE**
NPA 1	IFR	TEX2/G	NPA	240	250	NPA180004		0+10	
						(R D 0+30 EAGLE A NPA)			
	IFR		EAGLE A	240	240	NPA	NPA	0+10	0+50
NPA 3	IFR	TEX2/G	NPA	240	250	NPA180004		0+10	
						(R D 0+20 EAGLE A NPA)			
			EAGLE A	240	240	(R D 0+20 PSMOA NPA)			
	VFR		PSMOA	240	110	NPA	NPA	0+10	1+00
NPA 4	IFR	TEX2/G	NPA	200	015	NPA180004		0+05	
						(R D 1+30 NPA NPA)			
			NPA			NPA	NPA	0+05	1+40
NPA 601	IFR	TEX2/G	NPA	240	150	JAYDI INBRD CEW V198 DEFUN OZR SKIPO V7 BANBI V70 CRENS ROMEK V115 CEW V198 PENSI NPA	NPA	1+15	1+15
NPA 602	IFR	TEX2/G	NPA	240	140	TEEZY JERYS PLEBE GCV V11 PICAN LBY V114 WIGGO PLEBE JERYS TEEZY NPA	NPA	1+15	1+15
NPA 603	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE SJI V20 GPT CAESA GCV SJI JERYS TEEZY NPA	NPA	1+10	1+10
NPA 604	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V115 MGM V7 RRS DARED V241 PENSI NPA	NPA	1+25	1+25
NPA 605	IFR	TEX2/G	NPA	240	140	TEEZY JERYS PLEBE GCV YARBO V222 MVC V70 CHAFF CEW V198 PENSI NPA	NPA	1+20	1+20
NPA 606	IFR	TEX2/G	NPA	240	100	TEEZY TRADR SJI		0+20	
						(R D 1+00 MOB NPA)			
	IFR		MOB	240	070	TRADR TEEZY NPA	NPA	0+15	1+35
NPA 607	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V115 MGM		0+40	
						(R D 0+20 MGM NPA)			
	IFR		MGM	240	170	MGM V7 BANBI OZR DARED V241 PENSI NPA	NPA	0+50	1+50
NPA 608	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE GPT		0+30	
						(R D 0+20 GPT NPA)			
	IFR		GPT	240	150	GCV SJI JERYS TEEZY NPA	NPA	0+45	1+35
NPA 609	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE GPT SCALY V552 SJI		0+40	
						(R D 0+40 MOB NPA)			
	IFR		MOB	240	070	TRADR TEEZY NPA	NPA	0+15	1+35
NPA 610	IFR	TEX2/G	NPA	240	140	TEEZY JERYS PLEBE SJI V20 MVC HAZEY SJI PQL		1+00	
						(R D 0+20 PQL NPA)			
	IFR		PQL	240	070	TRADR TEEZY NPA	NPA	0+20	1+40
NPA 611	IFR	TEX2/G	NPA	240	150	JAYDI INBRD CEW V198 DEFUN		0+35	
						(R D 0+40 ECP NPA)			
	IFR		ECP	200	140	DEFUN V198 PENSI NPA	NPA	0+35	1+50
NPA 612	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE MINDO PLUGG MCB V222 LESTE KNAPP LFT	ARA	1+20	1+20
NPA 612R	IFR	TEX2/G	ARA	240	170	MYRIC V20 SLIDD MINDO V552 SJI PQL		0+55	
						(R D 0+20 PQL NPA)			
	IFR		PQL	240	070	TRADR TEEZY NPA	NPA	0+20	1+35
NPA 613	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V241 RRS SHORT PZD V97 SZW	TLH	1+10	1+10
NPA 613R	IFR	TEX2/G	TLH	240	160	MAI V521 RRS BANBI V7 MGM		0+45	
						(R D 0+20 MGM NPA)			
	IFR		MGM	240	160	PIGON V115 CEW V198 PENSI NPA	NPA	0+40	1+45
NPA 614	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V115 MGM		0+40	
						(R D 0+20 MGM HSV)			
	IFR		MGM	240	160	SEMAN TDG GAD V541 DCU	HSV	0+45	1+45
NPA 614R	IFR	TEX2/G	HSV	240	160	FOLSO V49 VUZ V115 KORNR BENTO PIGON V115 CEW V198 PENSI NPA	NPA	1+15	1+15

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA 615	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE GPT V20 SLIDD OLEDD TBD V552 LFT V20 LCH CWF	CWF	1+25	1+25
NPA 615R	IFR IFR	TEX2/G	CWF MOB	240 240	170 070	LFT V70 LSU WAVEZ PCU V552 SJI (R D 0+20 MOB NPA) TRADR TEEZY NPA	NPA	1+10 0+15	1+45
NPA 616	IFR	TEX2/G	NPA	240	160	JAYDI INBRD V198 LOXLY YARBO V222 LBY CILVU V555 PCU CAESA	GPT	1+20	1+20
NPA 616R	IFR IFR	TEX2/G	GPT NBG	240 240	140 170	PEARL V198 HRV (R D 0+30 NBG NPA) WIGGO HAZEY MVC PIGON V115 CEW V198 PENSI	NPA	0+20 0+45	1+35
NPA 617	IFR	TEX2/G	NPA	270	210	JAYDI INBRD CEW MGM RMG GQO	CHA	1+15	1+15
NPA 617R	IFR	TEX2/G	CHA	270	180	DUMBB RMG MGM CEW PENSI NPA	NPA	1+15	1+15
NPA 618	IFR	TEX2/G	NPA	270	200	TEEZY JERYS PLEBE MCB MLU	MLU	1+05	1+05
NPA 618R	IFR IFR	TEX2/G	MLU HSA	270 270	190 150	MCB PCU HSA (R D 0+20 HSA NPA) GPT VICKI JERYS TEEZY NPA	NPA	0+45 0+25	1+30
NPA 619	IFR IFR	TEX2/G	NPA MEI	270 270	200 130	TEEZY JERYS GCV MEI (R D 0+20 MEI TCL) NOSRY LDK	TCL	0+40 0+20	1+20
NPA 619R	IFR	TEX2/G	TCL	270	200	MEI SJI PENSI NPA	NPA	1+00	1+00
NPA 620	IFR VFR	TEX2/G	NPA	240	100	TEEZY TRADR (VARIOUS VNAV ROUTES)	NPA	0+10 1+50	2+00
NPA 621	IFR VFR	TEX2/G	NPA	240	090	JAYDI INBRD (VARIOUS VNAV ROUTES)	NPA	0+10 1+50	2+00
NPA 622	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	BFM	0+10 1+50	2+00
NPA 622R	VFR IFR	TEX2/G	BFM TRADR	180 240	025 050	(VARIOUS VNAV ROUTES) TRADR TEEZY NPA	NPA	1+50 0+10	2+00
NPA 623	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	1R8	0+10 1+50	2+00
NPA 623R	VFR IFR	TEX2/G	1R8 TRADR	180 240	025 050	(VARIOUS VNAV ROUTES) TRADR TEEZY NPA	NPA	1+50 0+10	2+00
NPA 624	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	MVC	0+10 1+50	2+00
NPA 624R	VFR IFR	TEX2/G	MVC PENSI	180 240	025 050	(VARIOUS VNAV ROUTES) PENSI NPA	NPA	1+50 0+10	2+00
NPA 625	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	HSA	0+10 1+50	2+00
NPA 625R	VFR IFR	TEX2/G	HSA TRADR	180 240	025 050	(VARIOUS VNAV ROUTES) TRADR NPA	NPA	1+50 0+10	2+00
NPA 626	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	BFM	2+00	2+00
NPA 626R	VFR	TEX2/G	BFM	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00
NPA 627	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	1R8	2+00	2+00
NPA 627R	VFR	TEX2/G	1R8	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00
NPA 628	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	MVC	2+00	2+00
NPA 628R	VFR	TEX2/G	MVC	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA 629	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	HSA	2+00	2+00
NPA 629R	VFR	TEX2/G	HSA	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00
NPA 630	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			NPA	NPA	0+10	1+50
NPA 631	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA MVC)			
	VFR		PSMOA			MVC	MVC	0+20	1+30
NPA 631R	IFR	TEX2/G	MVC	240	100	LOXLY PENSI PSMOA		0+20	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	2+00
NPA 632	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA BFM)			
	VFR		PSMOA			BFM	BFM	0+15	1+55
NPA 632R	IFR	TEX2/G	BFM	240	100	TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 633	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA 1R8)			
	VFR		PSMOA			1R8	1R8	0+10	1+50
NPA 633R	IFR	TEX2/G	1R8	240	100	LOXLY PENSI PSMOA		0+10	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+50
NPA 634	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA JKA)			
	VFR		PSMOA			JKA	JKA	0+10	1+50
NPA 634R	IFR	TEX2/G	JKA	240	100	TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 635	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA MOB)			
	VFR		PSMOA			MOB	MOB	0+10	1+50
NPA 635R	IFR	TEX2/G	MOB	240	100	TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 636	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA GPT)			
	VFR		PSMOA			GPT	GPT	0+15	1+55
NPA 636R	IFR	TEX2/G	GPT	240	100	ROMMY TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 637	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+00 PSMOA HDC) TRADR			
	VFR		PSMOA			GPT HMU	HDC	0+35	1+45
NPA 637R	IFR	TEX/2G	HDC	240	090	PCU GPT TRADR PSMOA		0+35	
						(R D 1+00 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+45
NPA 638	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+00 PSMOA NPA)			
	VFR		PSMOA	240	025	VARRE DESTN PHIPS DESTN VARRE	NPA	0+40	1+50
NPA 639	IFR	TEX2/G HAWK/A	NPA	240	030	NUN	PNS	0+15	0+15
NPA 640	IFR	2TEX2/G	NPA	270	100	BRATT SJI043025		0+15	
	VFR					VR1020(A-E)		0+45	
	IFR		CEW 016017	270	080	PENSI NPA	NPA	0+15	1+15

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
641	VFR					VR1021(A-E)		0+45	
	IFR		MVC 022014	270	100	MVC STETS LOXLY PENSI NPA	NPA	0+25	1+25
NPA	IFR	2TEX2/G	NPA	270	100	BRATT SJI043025		0+15	
642	VFR					VR1020(A-E)		0+45	
	IFR		CEW 016017	270	100	CEW V198 LOXLY	1R8	0+20	1+20
NPA	IFR	2TEX2/G	1R8	270	080	BFM SJI169022		0+10	
642R	VFR					VR1021(A-E)		0+45	
	IFR		MVC 022014	270	100	MVC STETS LOXLY PENSI NPA	NPA	0+25	1+20
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
643	VFR					VR1021(A-E)		0+45	
	IFR		MVC 022014	270	080	MVC STETS	1R8	0+15	1+15
NPA	IFR	2TEX2/G	1R8	270	040	AXSIS SJI043025		0+05	
643R	VFR					VR1020(A-E)		0+45	
	IFR		CEW 016017	270	060	CEW PENSI NPA	NPA	0+20	1+10
NPA	IFR	2TEX2/G	NPA	270	150	JAYDI INBRD ROMEK PIGON MVC043046		0+30	
644	VFR					VR1021 (G-K)		0+35	
	IFR		LDK 205032	270	080	MEI	MEI	0+15	1+20
NPA	IFR	2TEX2/G	MEI	270	090	EUTAW LDK205032		0+15	
644R	VFR					VR1021 (K-R)		0+45	
	IFR		GCV 078024	270	100	BFM TRADR TEEZY NPA	NPA	0+20	1+20
NPA	IFR	2TEX2/G	NPA	270	150	JAYDI INBRD CEW PIGON MVC043046		0+35	
645	VFR					VR1021 (G-K)		0+35	
	IFR		LDK 205032	270	070	LDK	TCL	0+10	1+20
NPA	IFR	2TEX2/G	TCL	270	080	EUTAW LDK205032		0+10	
645R	VFR					VR1021 (K-R)		0+45	
	IFR		GCV 078024	270	100	BFM TRADR TEEZY NPA	NPA	0+20	1+15
NPA	IFR	2TEX2/G	NPA	270	150	JAYDI INBRD CEW PIGON MVC043046		0+35	
646	VFR					VR1021 (G-K)		0+35	
	IFR		LDK 205032	270	130	OKW VUZ	BHM	0+20	1+30
NPA	IFR	2TEX2/G	BHM	270	140	OKW EUTAW LDK205032		0+20	
646R	VFR					VR1021 (K-R)		0+45	
	IFR		GCV 078024	270	100	BFM TRADR TEEZY NPA	NPA	0+20	1+25
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
647	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	070	MEI	MEI	0+15	1+20
NPA	IFR	2TEX2/G	MEI	270	060	MIZZE LBY316026		0+15	
647R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	070	TRADR TEEZY NPA	NPA	0+20	1+15
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
648	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	050	LBY	HBG	0+10	1+10
NPA	IFR	2TEX2/G	HBG	270	070	LBY WIKZO LBY316026		0+10	
648R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	070	TRADR TEEZY NPA	NPA	0+20	1+10
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
649	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	100	MCB FOILS HMU	HDC	0+20	1+20
NPA	IFR	2TEX2/G	HDC	270	150	MCB LBY316026		0+20	
649R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	070	BRATT PENSI NPA	NPA	0+15	1+15
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
650	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	110	LBY V114 HSA	HSA	0+20	1+20

NPA 650R	IFR VFR IFR	2TEX2/G	HSA BFM 018014	270 270	120 090	WIGGO V114 LBY LBY316026 VR1024 (G-M) TEEZY NPA	 NPA	0+20 0+40 0+15	 1+15
Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA 651	IFR	TEX2/G	NPA	240	160	JAYDI INBRD V198 LOXLY YARBO V222 LBY CILVU V555 PCU GPT	HSA	1+20	1+20
NPA 651R	IFR IFR	TEX2/G	HSA NBG	240 240	140 170	PEARL V198 HRV (R D 0+30 NBG NPA) WIGGO HAZEY MVC PIGON V115 CEW V198 PENSI	NPA	0+20 0+45	 1+35

T-6 PRE-FILED ROUTES									
Route	**I/V**	**Type**	**Depart**	**TAS**	**Alt**	**ROUTE OF FLIGHT**	**To**	**ETE**	**TTE**
NPA 1	IFR	TEX2/G	NPA	240	250	NPA180004 (R D 0+30 EAGLE A NPA)		0+10	
	IFR		EAGLE A	240	240	NPA	NPA	0+10	0+50
NPA 3	IFR	TEX2/G	NPA	240	250	NPA180004 (R D 0+20 EAGLE A NPA)		0+10	
			EAGLE A	240	240	(R D 0+20 PSMOA NPA)			
	VFR		PSMOA	240	110	NPA	NPA	0+10	1+00
NPA 4	IFR	TEX2/G	NPA	200	015	NPA180004 (R D 1+30 NPA NPA)		0+05	
			NPA			NPA	NPA	0+05	1+40
NPA 601	IFR	TEX2/G	NPA	240	150	JAYDI INBRD CEW V198 DEFUN OZR SKIPO V7 BANBI V70 CRENS ROMEK V115 CEW V198 PENSI NPA	NPA	1+15	1+15
NPA 602	IFR	TEX2/G	NPA	240	140	TEEZY JERYS PLEBE GCV V11 PICAN LBY V114 WIGGO PLEBE JERYS TEEZY NPA	NPA	1+15	1+15
NPA 603	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE SJI V20 GPT CAESA GCV SJI JERYS TEEZY NPA	NPA	1+10	1+10
NPA 604	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V115 MGM V7 RRS DARED V241 PENSI NPA	NPA	1+25	1+25
NPA 605	IFR	TEX2/G	NPA	240	140	TEEZY JERYS PLEBE GCV YARBO V222 MVC V70 CHAFF CEW V198 PENSI NPA	NPA	1+20	1+20
NPA 606	IFR	TEX2/G	NPA	240	100	TEEZY TRADR SJI (R D 1+00 MOB NPA)		0+20	
	IFR		MOB	240	070	TRADR TEEZY NPA	NPA	0+15	1+35
NPA 607	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V115 MGM (R D 0+20 MGM NPA)		0+40	
	IFR		MGM	240	170	MGM V7 BANBI OZR DARED V241 PENSI NPA	NPA	0+50	1+50
NPA 608	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE GPT (R D 0+20 GPT NPA)		0+30	
	IFR		GPT	240	150	GCV SJI JERYS TEEZY NPA	NPA	0+45	1+35
NPA 609	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE GPT SCALY V552 SJI (R D 0+40 MOB NPA)		0+40	
	IFR		MOB	240	070	TRADR TEEZY NPA	NPA	0+15	1+35
NPA 610	IFR	TEX2/G	NPA	240	140	TEEZY JERYS PLEBE SJI V20 MVC HAZEY SJI PQL (R D 0+20 PQL NPA)		1+00	
	IFR		PQL	240	070	TRADR TEEZY NPA	NPA	0+20	1+40
NPA 611	IFR	TEX2/G	NPA	240	150	JAYDI INBRD CEW V198 DEFUN (R D 0+40 ECP NPA)		0+35	
	IFR		ECP	200	140	DEFUN V198 PENSI NPA	NPA	0+35	1+50
NPA 612	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE MINDO PLUGG MCB V222 LESTE KNAPP LFT	ARA	1+20	1+20
NPA 612R	IFR	TEX2/G	ARA	240	170	MYRIC V20 SLIDD MINDO V552 SJI PQL (R D 0+20 PQL NPA)		0+55	
	IFR		PQL	240	070	TRADR TEEZY NPA	NPA	0+20	1+35
NPA 613	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V241 RRS SHORT PZD V97 SZW	TLH	1+10	1+10
NPA 613R	IFR	TEX2/G	TLH	240	160	MAI V521 RRS BANBI V7 MGM (R D 0+20 MGM NPA)		0+45	
	IFR		MGM	240	160	PIGON V115 CEW V198 PENSI NPA	NPA	0+40	1+45
NPA 614	IFR	TEX2/G	NPA	240	170	JAYDI INBRD CEW V115 MGM (R D 0+20 MGM HSV)		0+40	
	IFR		MGM	240	160	SEMAN TDG GAD V541 DCU	HSV	0+45	1+45
NPA 614R	IFR	TEX2/G	HSV	240	160	FOLSO V49 VUZ V115 KORNR BENTO PIGON V115 CEW V198 PENSI NPA	NPA	1+15	1+15

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA 615	IFR	TEX2/G	NPA	240	160	TEEZY JERYS PLEBE GPT V20 SLIDD OLEDD TBD V552 LFT V20 LCH CWF	CWF	1+25	1+25
NPA 615R	IFR IFR	TEX2/G	CWF MOB	240 240	170 070	LFT V70 LSU WAVEZ PCU V552 SJI (R D 0+20 MOB NPA) TRADR TEEZY NPA	NPA	1+10 0+15	1+45
NPA 616	IFR	TEX2/G	NPA	240	160	JAYDI INBRD V198 LOXLY YARBO V222 LBY CILVU V555 PCU CAESA	GPT	1+20	1+20
NPA 616R	IFR IFR	TEX2/G	GPT NBG	240 240	140 170	PEARL V198 HRV (R D 0+30 NBG NPA) WIGGO HAZEY MVC PIGON V115 CEW V198 PENSI	NPA	0+20 0+45	1+35
NPA 617	IFR	TEX2/G	NPA	270	210	JAYDI INBRD CEW MGM RMG GQO	CHA	1+15	1+15
NPA 617R	IFR	TEX2/G	CHA	270	180	DUMBB RMG MGM CEW PENSI NPA	NPA	1+15	1+15
NPA 618	IFR	TEX2/G	NPA	270	200	TEEZY JERYS PLEBE MCB MLU	MLU	1+05	1+05
NPA 618R	IFR IFR	TEX2/G	MLU HSA	270 270	190 150	MCB PCU HSA (R D 0+20 HSA NPA) GPT VICKI JERYS TEEZY NPA	NPA	0+45 0+25	1+30
NPA 619	IFR IFR	TEX2/G	NPA MEI	270 270	200 130	TEEZY JERYS GCV MEI (R D 0+20 MEI TCL) NOSRY LDK	TCL	0+40 0+20	1+20
NPA 619R	IFR	TEX2/G	TCL	270	200	MEI SJI PENSI NPA	NPA	1+00	1+00
NPA 620	IFR VFR	TEX2/G	NPA	240	100	TEEZY TRADR (VARIOUS VNAV ROUTES)	NPA	0+10 1+50	2+00
NPA 621	IFR VFR	TEX2/G	NPA	240	090	JAYDI INBRD (VARIOUS VNAV ROUTES)	NPA	0+10 1+50	2+00
NPA 622	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	BFM	0+10 1+50	2+00
NPA 622R	VFR IFR	TEX2/G	BFM TRADR	180 240	025 050	(VARIOUS VNAV ROUTES) TRADR TEEZY NPA	NPA	1+50 0+10	2+00
NPA 623	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	1R8	0+10 1+50	2+00
NPA 623R	VFR IFR	TEX2/G	1R8 TRADR	180 240	025 050	(VARIOUS VNAV ROUTES) TRADR TEEZY NPA	NPA	1+50 0+10	2+00
NPA 624	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	MVC	0+10 1+50	2+00
NPA 624R	VFR IFR	TEX2/G	MVC PENSI	180 240	025 050	(VARIOUS VNAV ROUTES) PENSI NPA	NPA	1+50 0+10	2+00
NPA 625	IFR VFR	TEX2/G	NPA TRADR	240 180	100 025	TEEZY TRADR (VARIOUS VNAV ROUTES)	HSA	0+10 1+50	2+00
NPA 625R	VFR IFR	TEX2/G	HSA TRADR	180 240	025 050	(VARIOUS VNAV ROUTES) TRADR NPA	NPA	1+50 0+10	2+00
NPA 626	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	BFM	2+00	2+00
NPA 626R	VFR	TEX2/G	BFM	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00
NPA 627	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	1R8	2+00	2+00
NPA 627R	VFR	TEX2/G	1R8	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00
NPA 628	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	MVC	2+00	2+00
NPA 628R	VFR	TEX2/G	MVC	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00

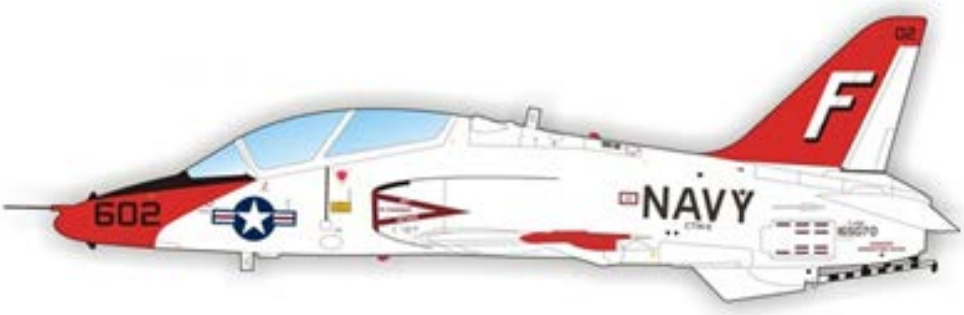
Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA 629	VFR	TEX2/G	NPA	180	045	(VARIOUS VNAV ROUTES)	HSA	2+00	2+00
NPA 629R	VFR	TEX2/G	HSA	180	055	(VARIOUS VNAV ROUTES)	NPA	2+00	2+00
NPA 630	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			NPA	NPA	0+10	1+50
NPA 631	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA MVC)			
	VFR		PSMOA			MVC	MVC	0+20	1+30
NPA 631R	IFR	TEX2/G	MVC	240	100	LOXLY PENSI PSMOA		0+20	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	2+00
NPA 632	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA BFM)			
	VFR		PSMOA			BFM	BFM	0+15	1+55
NPA 632R	IFR	TEX2/G	BFM	240	100	TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 633	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA 1R8)			
	VFR		PSMOA			1R8	1R8	0+10	1+50
NPA 633R	IFR	TEX2/G	1R8	240	100	LOXLY PENSI PSMOA		0+10	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+50
NPA 634	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA JKA)			
	VFR		PSMOA			JKA	JKA	0+10	1+50
NPA 634R	IFR	TEX2/G	JKA	240	100	TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 635	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA MOB)			
	VFR		PSMOA			MOB	MOB	0+10	1+50
NPA 635R	IFR	TEX2/G	MOB	240	100	TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 636	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+30 PSMOA GPT)			
	VFR		PSMOA			GPT	GPT	0+15	1+55
NPA 636R	IFR	TEX2/G	GPT	240	100	ROMMY TRADR PSMOA		0+15	
						(R D 1+30 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+55
NPA 637	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+00 PSMOA HDC)			
	VFR		PSMOA			TRADR GPT HMU	HDC	0+35	1+45
NPA 637R	IFR	TEX/2G	HDC	240	090	PCU GPT TRADR PSMOA		0+35	
						(R D 1+00 PSMOA NPA)			
	VFR		PSMOA			TEEZY NPA	NPA	0+10	1+45
NPA 638	IFR	TEX2/G	NPA	240	100	PSMOA		0+10	
						(R D 1+00 PSMOA NPA)			
	VFR		PSMOA	240	025	VARRE DESTN PHIPS DESTN VARRE	NPA	0+40	1+50
NPA 639	IFR	TEX2/G HAWK/A	NPA	240	030	NUN	PNS	0+15	0+15
NPA 640	IFR	2TEX2/G	NPA	270	100	BRATT SJI043025		0+15	
	VFR					VR1020(A-E)		0+45	
	IFR		CEW 016017	270	080	PENSI NPA	NPA	0+15	1+15

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE

NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
641	VFR					VR1021(A-E)		0+45	
	IFR		MVC 022014	270	100	MVC STETS LOXLY PENSI NPA	NPA	0+25	1+25
NPA	IFR	2TEX2/G	NPA	270	100	BRATT SJI043025		0+15	
642	VFR					VR1020(A-E)		0+45	
	IFR		CEW 016017	270	100	CEW V198 LOXLY	1R8	0+20	1+20
NPA	IFR	2TEX2/G	1R8	270	080	BFM SJI169022		0+10	
642R	VFR					VR1021(A-E)		0+45	
	IFR		MVC 022014	270	100	MVC STETS LOXLY PENSI NPA	NPA	0+25	1+20
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
643	VFR					VR1021(A-E)		0+45	
	IFR		MVC 022014	270	080	MVC STETS	1R8	0+15	1+15
NPA	IFR	2TEX2/G	1R8	270	040	AXSIS SJI043025		0+05	
643R	VFR					VR1020(A-E)		0+45	
	IFR		CEW 016017	270	060	CEW PENSI NPA	NPA	0+20	1+10
NPA	IFR	2TEX2/G	NPA	270	150	JAYDI INBRD ROMEK PIGON MVC043046		0+30	
644	VFR					VR1021 (G-K)		0+35	
	IFR		LDK 205032	270	080	MEI	MEI	0+15	1+20
NPA	IFR	2TEX2/G	MEI	270	090	EUTAW LDK205032		0+15	
644R	VFR					VR1021 (K-R)		0+45	
	IFR		GCV 078024	270	100	BFM TRADR TEEZY NPA	NPA	0+20	1+20
NPA	IFR	2TEX2/G	NPA	270	150	JAYDI INBRD CEW PIGON MVC043046		0+35	
645	VFR					VR1021 (G-K)		0+35	
	IFR		LDK 205032	270	070	LDK	TCL	0+10	1+20
NPA	IFR	2TEX2/G	TCL	270	080	EUTAW LDK205032		0+10	
645R	VFR					VR1021 (K-R)		0+45	
	IFR		GCV 078024	270	100	BFM TRADR TEEZY NPA	NPA	0+20	1+15
NPA	IFR	2TEX2/G	NPA	270	150	JAYDI INBRD CEW PIGON MVC043046		0+35	
646	VFR					VR1021 (G-K)		0+35	
	IFR		LDK 205032	270	130	OKW VUZ	BHM	0+20	1+30
NPA	IFR	2TEX2/G	BHM	270	140	OKW EUTAW LDK205032		0+20	
646R	VFR					VR1021 (K-R)		0+45	
	IFR		GCV 078024	270	100	BFM TRADR TEEZY NPA	NPA	0+20	1+25
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
647	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	070	MEI	MEI	0+15	1+20
NPA	IFR	2TEX2/G	MEI	270	060	MIZZE LBY316026		0+15	
647R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	070	TRADR TEEZY NPA	NPA	0+20	1+15
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
648	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	050	LBY	HBG	0+10	1+10
NPA	IFR	2TEX2/G	HBG	270	070	LBY WIKZO LBY316026		0+10	
648R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	070	TRADR TEEZY NPA	NPA	0+20	1+10
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
649	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	100	MCB FOILS HMU	HDC	0+20	1+20
NPA	IFR	2TEX2/G	HDC	270	150	MCB LBY316026		0+20	
649R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	070	BRATT PENSI NPA	NPA	0+15	1+15
NPA	IFR	2TEX2/G	NPA	270	100	TEEZY TRADR SJI169022		0+15	
650	VFR					VR1024 (A-G)		0+45	
	IFR		LBY 316026	270	110	LBY V114 HSA	HSA	0+20	1+20
NPA	IFR	2TEX2/G	HSA	270	120	WIGGO V114 LBY LBY316026		0+20	
650R	VFR					VR1024 (G-M)		0+40	
	IFR		BFM 018014	270	090	TEEZY NPA	NPA	0+15	1+15

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	ETE	TTE
NPA 651	IFR	TEX2/G	NPA	240	160	JAYDI INBRD V198 LOXLY YARBO V222 LBY CILVU V555 PCU GPT	HSA	1+20	1+20
NPA 651R	IFR IFR	TEX2/G	HSA NBG	240 240	140 170	PEARL V198 HRV (R D 0+30 NBG NPA) WIGGO HAZEY MVC PIGON V115 CEW V198 PENSI	NPA	0+20 0+45	1+35

T-45C IN-FLIGHT GUIDE



AUGUST 2016

Commander, Training Air Wing SIX (CTW-6)

NAS Pensacola, FL

COMTRAWINGSIXINST 3710.17J

Enclosure (3)

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PRIMARY & AUX (COMM 1 & 2)

Btn	ID	UHF
1	NPA ATIS	266.800
2	NPA CLRNCE	268.700
3	NPA GROUND	336.400
4	NPA TOWER	340.200
5	NPA DEP/APCH	372.000
6	NPA DEP/APCH	270.800
7	NPA APCH	314.000
8	NPA GCA	239.050
9	NPA GCA	305.200
10	NPA GCA	318.800
11	NPA GCA	285.625
12	NPA GCA	348.725
13	NPA GCA	345.000
14	NPA GCA	288.325
15	SEABREEZE PRI	353.775
16	SEABREEZE DISC	275.600
17	SHELBY PRI	228.850
18	GATOR MOA	360.725
19	MOBILE APCH	307.100
20	HOUSTON CTR	285.475
21	JAX CTR	346.400
22	ATL CTR	267.900
23	TAC 23	299.325
24	TAC 24	366.325
25	TAC 25	278.700
26	TAC 26	288.600
27	TAC 27	310.900
28	TAC 28	320.650
29	FSS	255.400
30	ROKT BASE	315.400

COMMON ILS/VOR/TACAN

NPA	109.3(7L)	108.8(NUN)	119X
PNS	111.1-48X	108.8(NUN)	**NA**
JKA	110.7-44X	108.8(NUN)	**NA**
BFM	108.5-22X	112.8	75X
PQL	110.1(17)	115.3(SJI)	100X(SJI)
GPT	108.3(32)	109.0	27X
HSA	110.35(18)	109.0(GPT)	27X(GPT)
ARA	108.9(34)	109.8	35X(LFT)
VPS	110.3(30)	**NA**	2X(DWG)
TLH	110.3(36)	117.5	122X(SZW)
TYS	110.3(5L)	116.4	111X(VXV)
MVC	116.8	**NA**	115X

COMMON MANUAL FREQ's

NPA BASE OPS	312.10
NPA METRO	359.60
PNS APPROACH	269.375
PNS TWR	257.80
NFJ (CHOCTAW) TWR	259.25
VPS EGLIN APCH	360.60
VPS EGLIN TWR	353.65
MOBILE APPROACH	269.30
BFM DOWNTOWN TWR	251.10
MOB REGIONAL TWR	239.00
JKA UNICOM/CTAF	122.70
PQL ATIS	135.175
PQL TWR/CTAF	118.575
HSA (STENNIS) TWR	127.15
MVC UNICOM/CTAF	123.00
HBG UNICOM/CTAF	122.80
GPT TOWER	123.7

NOTE

ITEMS IN **BOLD** ARE SNFO's RESPONSIBILITIES FOR ACTION/REPORT
ITEMS *NOT* IN BOLD ARE IP's ACTIONS/RESPONSES

ALL CHECKLIST ITEMS ARE REFERENCED THROUGH NATOPS/PCL CHECKLIST – OCT 2013

PRESTART CHECKS

1. Batt 1 & Batt 2.....ON
   Batt 1.....OFF, (>24v),ON
   Batt 2.....OFF, (>24v),ON
2. Seat.....ADJUST
3. "ICS CHECK".....**"L&C, Anti-skid sw on, ENG sw on, FCS norm, Ej/Sel Both"**
4. Fuel Quantity.....CHECK
5. Master Alert.....OUT
6. Advisory Lts on.....**SKID** light ON
7. Fire Lt.....OUT
8. Warning Lt...**GENERATOR, OIL PRESS, HYD FAIL, OXYGEN**
   Caution Lts.....**HYD, LP PUMP, CANOPY, F PRESS**

9. "Lts & Tones".....Lights/AOA Indexers/4 Tones
   "Good Lts & Tones Rear"
10/11. Hyd's/Brakes.....0,0,1250min
12. Flap Pos Lts.....MATCH
13. Gear Pos Lts.....ON (GREEN)
14. UHF (FWD/AFT) / MIXER.....SET
15. AOA.....NO **OFF** FLAG
16. Helmet Visor.....DOWN
17. Canopy.....AS DESIRED
18. Paddle Switch.....PRESS/ RELEASE
19. **NWS** Caution Lt.....CHECK ON

STARTING ENGINE

1. "Fuel State / GTS" (Signal to PC)
2. GTS Button.....PRESS
   (**GTS** lt 20 sec)
3. Engine Switch.....START
   (**READY** LT $\leq$ 15 sec)
4. Throttle.....IDLE @ 17-20%
   (Check Fuel Flow ~ 450 PPH)
   Monitor.....Light-off < 15 sec
   OIL PRESS LT OUT ~ 18-20%
   EGT 350-450C (550+20, 10sec)
   READY/GTS/**GEN** LT OUT~45% (< 61%)
   RPM 52% $\pm$3% W/IN 30 sec

   "Thumbs up from PC"

5. Voltmeter.....CHECK (27-29v)
6. OBOGS/Anti-G.....ON
7. HUD/MFD's/Radios/TCN/VOR.....ON
8. IFF.....STBY
9. **(SNFO) O2 Mask.....ON**
10. **COMM 1/2.....AFT**
11. **NAV CONTROL.....AFT**

POSTSTART CHECKS

ATIS

1. Throttle.....Advance Slowly to 70%
2. Hyd 2 Reset.....Caution Lt Out
3. All Hyd's.....3000psi
4. Fuel Control.....TEST
   (0-6% RPM dec /**M FUEL** light on)
5. Fuel Control.....NORM
   (**M FUEL** Light Out, RPM NORMAL)
6. Throttle.....IDLE (EGT/RPM -50C/55$\pm$2%)
7. **Menu/BIT/Mant**
   "No exceedances or overflows"
8. **Menu/Data/Acft**
   "GPS 4 SATs, Aln Count Down or complete"

   Alignment not decrementing: -Verify Wypt 0 correct. If not, correct Wypt 0. If still not, Lat Ent / Long Ent. If still not, RST, check ALN QUAL decrements after 50".

   "Clearance on Req"/Copy Clearance

   Qual decrementing, 4 SATS, & Flaps UP:
9. Contr Aug IBIT.....PERFORM
   Paddle Switch.....PRESS
   C AUG Lt.....CHECK ON
   Contr Aug Sw.....RESET (Lt Out)
   (Check Rud Trim @ 12 o'clock)
   Contr Aug Sw.....SBI to ALL (Lt On)
   (**C AUG** Lt out in 120 sec MAX)
10. Stab Trim:
    Pitch Trim.....(-3,+8) CHECK
    STBY Stab Trim.....CHECK
    Pitch Trim.....SET 2-3 DEG NU
11. Aileron Trim.....CHECK
12. Rudder Trim (**C AUG** out).....CHECK
13. Stby Att Gyro.....ERECT
14. **LAW.....SET 200 ft**
15. **Bingo.....Set As Briefed**
16. Stby Altimeter .....SET (+/- 75' fld elv)
17. HUD/ADI Altimeter.....SET (+/- 10' fld elv)
    (Set BARO DELTA if req'd)
18. **BIT Display (Menu/BIT).....CHECK**
19. **WYPTs.....PROGRAM**
20. **Nav Source .....SET (HYBD)**
21. OBOGS E-BIT button.....PRESS
22. **OXYGEN** light ON then OFF w/i 15 sec
23. OBOGS Flow selector.....ON/MASK ON
24. OBOGS Flow .....CHECK
25. ANTI-G test button .....PRESS
26. **RALT.....BIT CHECK, SET**
    "Good tone back" "Good tone front"

PLANE CAPTAIN CHECKS

"READY FOR PC CHECKS"
When C AUG lt out/BIT complete/Knees clear

1. Flt Cont.....FULL THROW
2. NWS.....ENGAGE
3. SB, Flaps, Hook, LB.....extend as directed
4. LTs On.....**SPD BRK FULL**, **SPD BRK**, **HOOK**, **Flaps FULL, L BAR** (if app), LTs Off.....Flaps **HALF**

HANDS OUT

5. 4 Up.....Hook, SB, Flaps HALF, LB (As Req)
6. LTs Off…SB, Hook (w/i 6"), LB (As Req), FF Lights On.....Flaps **HALF**

TAXI

1. Parking Brake.....RELEASE
2. Wheel Brakes.....CHECK
3. Parking Brake.....SET

"Ready for Final Checks"
FINAL CHECKS - HANDS OUT

4. "Canopy" **"Clear"**.....DOWN
5. Parking Brake.....RELEASE
6. NWS.....CHECK
7. Flight Instruments.....CHECK

Call ROKT Base then Call Ground for Taxi
"Taxi Instructions…taxi L/R side"

TAXI REPORT

1. **"Squawk.....SET, XXXX"**
2. **"ALT.....SET, XXXX, YY ft–STBY, YY ft-MFD"**
3. Squawk - XXXX
4. ALT - XXXX, YY feet
5. **"Departure Brief…"**

INSTRUMENT CHECKS

1. **AOA**.....Check
2. **VOR/TCN/GPS**.....SET/LOCK/WYPTS
3. **Cockpit Lts**.....SET
4. **STBY MACH/AIRSPEED/VSI**.....ZERO (±100 VSI)
5. **ALT/STBY ALT**.....Check (±75')
6. **STBY ADI**.....ERECT/Adjust
7. **HUD/HSI/ADI**.....Check HDGS
8. **Clock**.....Set/Running
9. **STBY Compass**.....FREE
10. **Comm/Nav Equip**.....Check, Set
11. **"L/R Turn Needle – R/L Ball"**.....Check ON TAXI

TAKEOFF CHECKS (C&R)
Verify all responses

1. **"Control Aug".**.....ALL, LIGHT OUT
2. **"Anti-skid"**.....ON, LIGHT ON
3. **"Flaps/Slats"**…HALF, SLATS VISUALLY ✓ DWN
4. **"Trim"**.....0,0,2-3 DEG NU
5. **"Canopy"**.....Clsd, Lckd, Lt Out, Arrows Align
6. **"Harness"**

"I'm attached 8 points, pins are removed, select in Both, ready to arm in back"

7. **Seats**.....ARM

"I'm attached 8 points, pins are removed, armed in front."

"Armed in back, takeoff checks complete."

"In/out of Limits for section go, We'll take L/R side"

HOLD SHORT CHECKS

1. **Call for T/O**
2. **FUEL CONTR Sw.....Norm (both c/p)**
3. Strobes -1:ON LD:OFF WING:ON
4. Pitot Heat.....ON
5. IFF..... -1:NORM LD:NORM WING:OFF
6. Taxi/Landing Light.....ON
7. **VCR.....ON**
8. **BIT Page.....CHECK**

Crossing Hold Short - **"Groove clear, Fuel control Normal, Pitot Ht On, Strobe On/Off, Squawk Norm/Stby, Landing Lt."**

9. **RPM.....CHECK**

OAT (deg F)	Min N_2 RPM
Above 50	97%
37 to 50	96%
21 to 36	95%
9 to 20	94%
-5 to 8	93%

MRT checks **"No warnings/cautions, good engine instr, Good HYDS/VOLTS, TIME is ____, Ready"**
"Line Speed……"

LIFTOFF SPEEDS

Weight/Fuel	½ Flap	Full Flap
11,000 /0.5	113	99
12,000 /1.5	119	104
13,000 /2.5	124	108
13,500 /3.0	127	111

10,000'/CRUISE CHECKS (15 min)

1. **Flt & Eng Instruments**.....CHECK
2. **Cabin Press**.....CHECK
3. **Fuel State**.....CHECK
4. **LAW**.....Check set @ 5000'
5. **Location/Navaid Setup**.....CHECK
6. **Nearest DIVERT**.....CHECK

"10K' Checks Complete, Law Set 5K, Cabin Altitude at ____', Nearest Divert___"

PRE-STALL/AERO CHECKS

1. **Harness**.....AS DESIRED
2. **FOD**.....SECURE
3. **Map Case**.....SECURE
4. **Fuel State**.....CHECK
5. **Area**.....CLEAR

"Pre-Stall/Aero Checks Complete"

A/G COMBAT CHECKS (LATOMS-T)

1. **Law/Baro Alt**.....**SET/UPDATE**
2. **AG Master Mode**.....**SELECT**
   a. **MAN/CCIP** .....**SELECT**
3. **Target Height (TH)** .....**UPDATE/Verify Elev**
4. **Ordnance**.....**SELECT**
   a. **STRS/WEPS/Sta Sel** .....**SET/UPDATE**
5. **Master Arm**.....**AS BRIEFED**
6. **Symbology(HUD)**.....**Verify**
7. **Target Designation**.....**Check**

FENCE CHECKLIST

1. **MSTR ARM**.....**SET AS DESIRED**
2. **A/A TACAN**.....**SET AS DESIRED**
3. **DISPLAYS**.....**SET AS DESIRED**
4. **BINGO**.....**SET AS DESIRED**
5. **RECORDERS**.....**SET AS DESIRED**
6. **SMS/MSTR MODE**.....**SET AS DESIRED**
7. **SQUAWK**.....**SET AS DESIRED**

DESCENT/PEN CHECK

1. **"Defog & Cockpit Temp"**.....AS REQ
2. **"Master Arm"**.....SAFE
3. **"Control Aug"**.....ALL
4. **Weather/Field Cond/ATIS**.....CHECK
5. **NAVAIDS**.....TUNED/ID
6. **"Stby Att/Alt"**.....ERECT/SET
7. **"LAW"**.....SET
8. **MFDs/HUD/NAV Mode**.....CHECK/SET
9. **FUEL**.....SET
10. **"Fuel State on Deck"**.....STATE

Holding Brief…(if reqd)
Approach Brief…(if reqd)
Field Brief…(if reqd)

"Descent/Penetration checks complete"

MISSED APPROACH

1. **TACAN**.....AS REQUIRED
2. **NAV Source**.....VERIFY
3. **Course**.....VERIFY
4. **LAW**.....RESET

LANDING CHECKLIST

1. **"Gear"**.....3 DOWN LOCKED
2. Flaps/Slats.....FULL/HALF/UP
3. Hook.....UP/DOWN
4. Harness.....LOCKED
5. Speed Brakes.....EXTENDED
6. Anti-Skid.....ON/OFF
7. **Fuel**.....**CHECK**
8. **On Speed**.....**CHECK**

"Gear down, on speed ___"

CLRNCE to Land/Option and in FINAL configuration

"Gear DWN, Flaps___, Speed Brakes___, Landing checks complete,Cleared to land on___"

APPROACH SPEEDS

Wt / Fuel	Full	1/2	No
11.0k / 0.5	114	132	151
11.5k / 1.0	117	135	154
12.0k / 1.5	119	138	157
12.5k / 2.0	122	141	161
13.0k / 2.5	124	143	164
13.5k / 3.0	126	146	167

EMERG Flaps = Full Flap On Speed

AFTER LANDING & CLEAR OF RWY

1. Seats.....SAFE

"Ready to safe in back" "Safe in front" **"Safe in back"**

Call for Taxi

2. Speed brakes.....RETRACTED
3. Flaps/Slats.....UP
4. Trim.....SET ZERO
5. NAV Equip / IFF.....OFF
6. HUD.....OFF
7. PITOT HEAT SW.....OFF
8. Strobe Lt.....OFF
9. DVRP.....OFF

"Check Pitot Ht, Strobes, Squawk, Landing Lt (Trim 0-0-0, Flaps-Up, S/B-In)"

10. Unstrap when cleared by IP

"Post Landing Checks complete"

BEFORE ENGINE S/D

1. **Menu / BIT Status.....CHECK**
2. **Perform IBIT on DEGD equipment**
3. **IBIT results.....RECORD**
4. **Menu / BIT / MANT Display.....CHECK**
5. **Aircraft exceedance.....CHECK**

"No exceedances or overflows"
Call ROKT Base

6. **Both MFD's (Aft)**/Right MFD (Fwd).....**OFF**

In the Line Area

7. **UHF/VHF radios, VCR.....OFF**
8. **STBY Attitude Indicator.....CAGE (OFF Flag)**
9. **OBOGS FLOW selector.....OFF/MASK OFF**
10. **Idle RPM.....w/i ± 2% of Idle**

"All my equipment is off, I'm clear of the canopy after shutdown"

ENGINE SHUTDOWN

1. Parking Brake.....SET
2. OBOGS/ANTI-G switch.....OFF
3. Throttle.....OFF
4. "Canopy""**Clear**".....UP
   (30 Sec After Setting Parking Brake)
5. GINA.....OFF
6. Left MFCD (Fwd).....OFF
   (45 Sec after throttle to OFF)
7. Engine switch (Front C/P Only).....OFF
8. Fuel Shutoff Handle.....PULL
9. **MDL cartridge.....AS REQ**
10. **RMM.....REMOVE**
11. Batteries/SEAT/MDC.....OFF/PINNED

OPTIMUM CRUISE DATA (12K GW / Drag Index 0)

Figure 28-10 NATOPS

ALT	#/NM	IMN	CAS	pph	TAS
5k	4.76	0.38	230	1195	250
10k	4.35	0.42	230	1138	262
15k	3.88	0.46	230	1102	282
200	3.42	0.51	230	1073	310
250	3.09	0.56	230	1055	340
300	2.82	0.61	230	1047	370
350	2.58	0.68	230	997	380

PITOT STATIC MALFUNCTION TABLE

LOSS OF MACH / AIRSPEED INDICATOR

FLIGHT CONDITION **AOA UNITS**

TAKEOFF (LIFTOFF)
- 1/2 Flaps.....19.5
- Full Flaps.....20

AFTER CLEAR OF OBSTACLES
- Start flaps up.....17

MRT CLIMB
- 0 -10,000'.....10
- 10 - 20,000'.....10
- 20 - 30,000'.....10
- 30 - 40,000'.....11

MAXIMUM ENDURANCE.....14
MAXIMUM RANGE.....12-13
PENETRATION.....11
Speed brakes out, 80% rpm,4-6000 fpm ROD

LANDING
- Gear Extension.....13
- Flap Extension.....13
- GCA Pattern (clean).....13
- GCA Pattern (Landing Config).....10
- GCA Pattern (final).....17
- Pattern and Approach.....17

STALL WARNING (rudder pedal shakers)
- All Configurations.....21.5

Power Settings

300 KIAS.....1800pph
250 KIAS.....1400pph
200 KIAS clean.....1100pph
150 KIAS Dirty
HF.....2400pph
FF.....2600pph
On Spd/ SB's IN
HF.....1800pph
FF.....2100pph
On Spd/ SB's OUT
HF.....2600pph
FF.....2900pph

PENETRATIONS

250 KIAS clean.....500pph
2500fpm
2nm/1000'
250 KIAS SB's out.....500pph
6000fpm
1nm/1000'
Max Range Glide: IDLE.....500pph
14 Units
180 KIAS
3-4 nm/1000'

ENGINE OUT PERFORMANCE

GEAR/FLAPS UP, DRAG INDEX ZERO, NO WIND
GLIDE SPD 195 KCAS (~1.7-1.8 NM/1000')
PCL - Fig 26, pg 85

Altitude(K')	Glide Dist(NM)	~TOF(min)
40	73	17
30	54	13
20	35	09
15	26	07
10	17	05
05	09	03

VISUAL STRAIGHT IN / CCA

Based on 3^0 Glide Slope
5nm.....1500 ft
4nm.....1200 ft
3nm.....900 ft
2nm.....600 ft
1nm.....300 ft

GCA GOUGE

AOB: 30^0 Base, 20^0 Dogleg, 10^0 Final

Dirty Up:
- w/in 10nm & 30 radials of rwy hdg
- 200 KIAS Clean on downwind
- HF, 150 KIAS Base to Final
- O/S – on Final Course
- SB's out GS intrcpt - half G/S ROD
- Add 5 clicks of Nose Down Trim

LOW OIL
- 85-87%, SB as needed
- Dirty @ "up & on"
- Gear DN, SB's In, 85-87%
- Lower Nose for 175 KIAS
- SB's as req for 175 KIAS
- Full Flaps if rwy made & not going around

MISSED APPROACH
- Leave power set, SB's in & rotate

LOW FUEL
- Request short hook to final & 30 second gear warning
- No SB's on Approach
- Fly On Speed

DOWNWIND CHECKS
- Weather Mins
- Altimeter - Set
- Initial Rate of Descent
- Lost Comm
- Missed Approach Instructions
- Alternate
- NAVAIDS - Set
- 15 min checks

POST-START MALFUNCTIONS AND TROUBLESHOOTING

(All actions shall be taken by Instructors Only)

Alignment time not incrementing and/or qual not decreasing

(a) Check parking brake engaged
(b) Select WYPT page, check WYPT 0 data to confirm proper LAT/LONG
1. If correct, box LAT press enter, box LONG press enter
2. If incorrect, reenter correct LAT and LONG
3. Check that time is incrementing on the DATA/ACFT page, else
(c) Reenter date and time (option only available shortly after reset)
(d) Select Bit Page, un-box and box GINA, else
(e) Select DATA/ACFT page, perform RST, else
(f) Call Troubleshooter (may have to secure electrical power for 1m)

GPS Satellites. As long as the time is counting up and the qual is counting down, continue with the post start checks. Expect to have satellites once you arrive in marshal or hold short.

CAUG BIT light remains on after 2 minutes

(a) Check to see if the rudder trim needle is centered or moving
(b) If centered, depress paddle switch and restart CAUG BIT

DEU Degrade

(a) Select BIT page, depress DSPY in the upper right hand corner
(b) Select STOP after displays return
(c) If not corrected, toggle DISPLAY switch to RESET hold 3-5 seconds

ADR DEGD

(a) Turn off all equipment in the jet
(b) Secure the Generator and both Batteries (can keep engine turning)
(c) Wait one (1) minute, turn on equipment
(d) If not corrected, call for troubleshooter

Launch Bar fails to extend

(a) Engage NWS, then cycle the nose left and right
(b) Depress paddle switch, reset the CAUG and extend the launch bar

Continuous OXYGEN Warning Light

(a) Check that BIT Button is not rotated in the continuously depressed position
(b) Check that both OBOGS flow selectors are OFF, or mask is on and has a good seal

MENU/Time Overlay Toggle (Instructors Only)

(a) Select BIT/MANT format
(b) Select BST (scratchpad appears)
(c) On DEP depress MODE
(d) Enter 1113 then ENTR
(e) On DEP depress CLR

(f) Verify time (MMSS) is overlaid where “MENU” was previously set

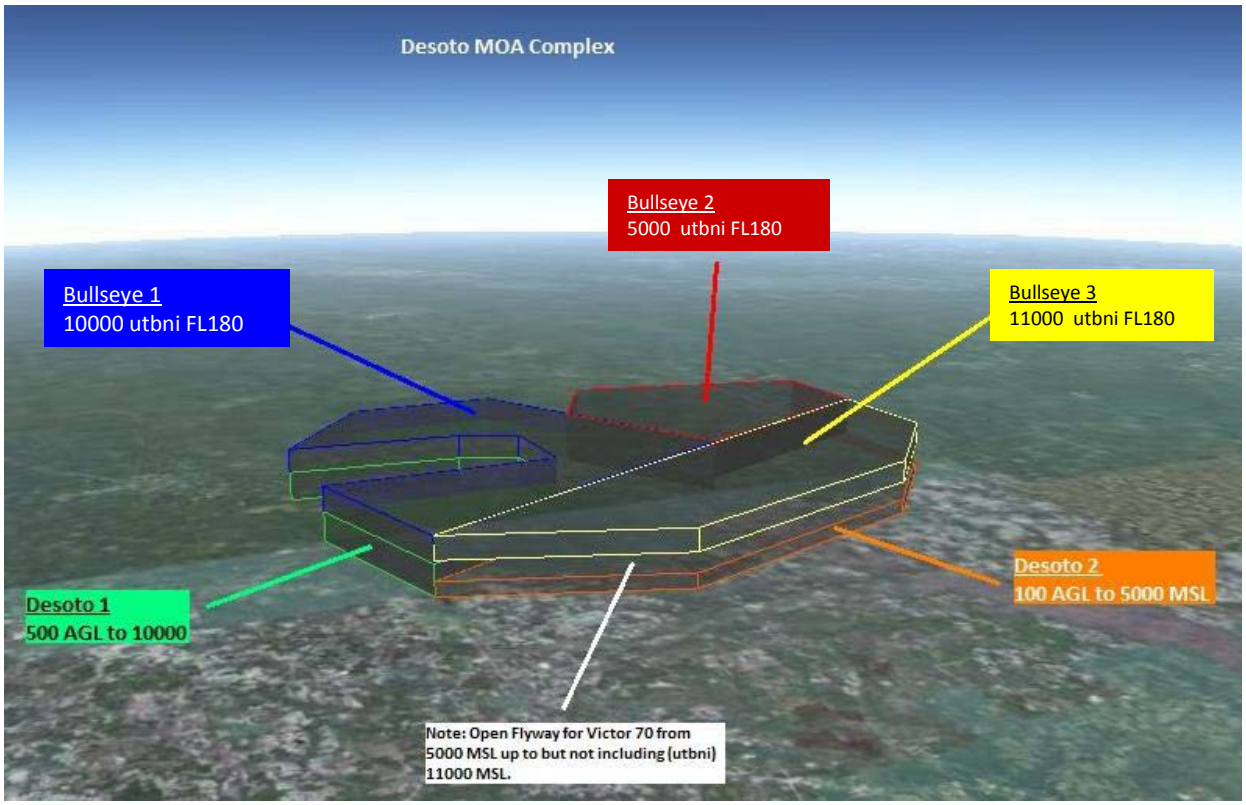
	FAM	NFAM	STK	CAS	BFM	AWI	IPROF	LOG
ADR	R	R	R	R	R	R	R	R
Anti-coll lts (one req’d)	R	R	R	R	R	R	R	R
AOA indexer	R	R						
AOA indicator	R	R	R	R	R	R	R	
Arresting hook	R	R	R	R	R	R	R	R
Brakes/Anti-skid	R	R	R	R	R	R	R	R
Cabin altimeter (one req’d)	R	R	R	R	R	R	R	R
CWS lights	R	R	R	R	R	R	R	R
Comm/ICS control (if dual)	R	R	R	R	R	R	R	R
Control Augmentation	R	R	R	R	R	R	R	R
Flight instruments (Note 1)	R	R	R	R	R	R	R	R
Fuel Qty Ind (Both if dual)	R	R	R	R	R	R	R	R
GINA	R	R	R	R	R	R	R	R
HUD	R	R	R	R	R	R	R	
IFF	R	R	R	R	R	R	R	R
Interior lights (Night)	R	R	R	R	R	R	R	R
LAW/RADALT	R	R	R	R	R	R	R	
NWS / NWS AUG	R	R	R	R	R	R	R	R
Pitot/AOA heat	R	R	R	R	R	R	R	R
Position lights (Night)	R	R	R	R	R	R	R	R
Strobe light (Night)	R	R	R	R	R	R	R	R
TACAN	R	R	R	R	R	R	R	R
Taxi light (Night)	R	R	R	R	R	R	R	R
UHF/VHF #1	R	R	R	R	R	R	R	R
UHF/VHF #2 (Note 2)	R	R	R	R	R	R	R	
VMTS Processor			R(2)	R(2)		R		
VMTS Data Link						R		
VOR/ILS (Notes 2,3)	R	R	R	R	R	R	R	R

T-45C Mission Essential System Matrix

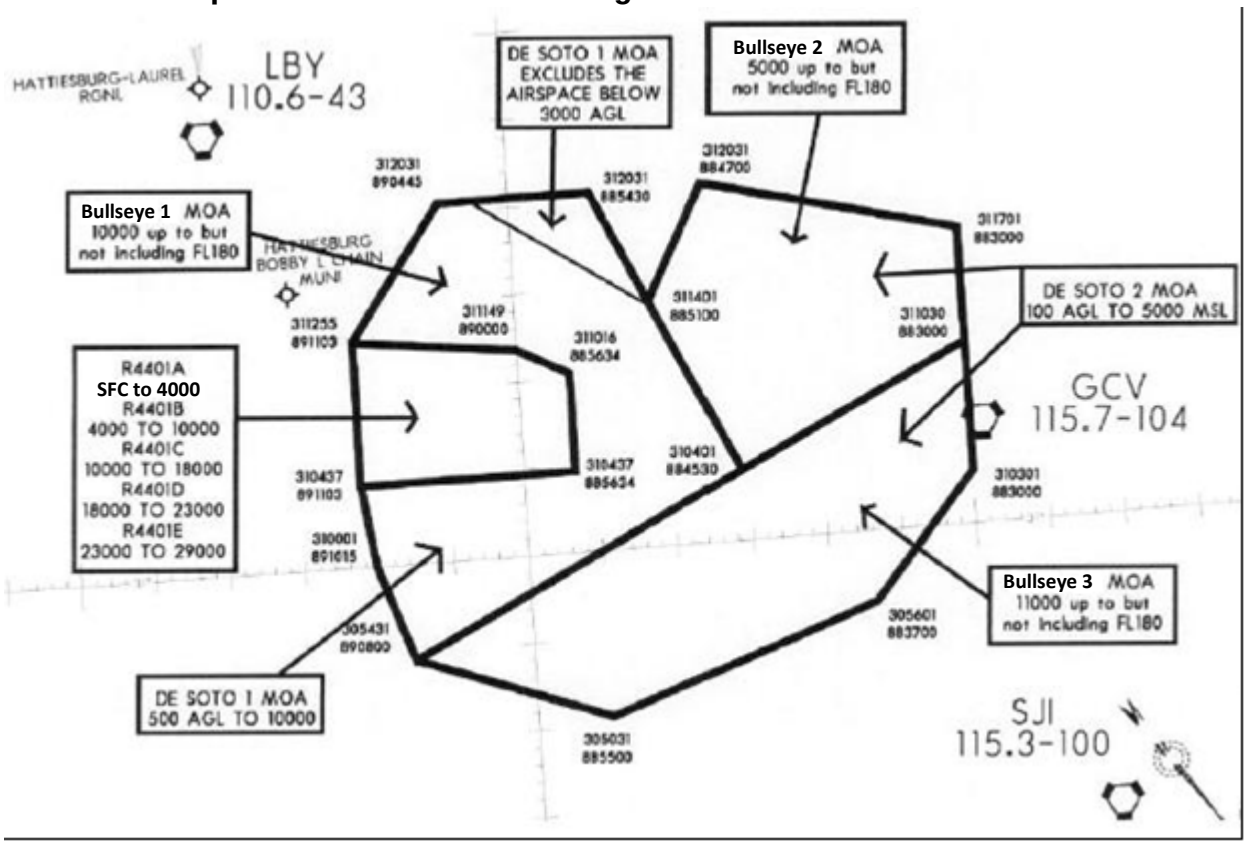
R = Required for flight; aircraft is down if inoperable

Notes:
1. Flight Instruments include: DEP, both MFDs, STBY barometric altimeter, STBY airspeed indicator, STBY VSI, front cockpit magnetic compass, STBY attitude gyro, and turn/slip indicator.
2. Equipment based on training requirements, weather, and available airfield facilities.
3. Must have one operable, either TACAN or VOR.

DESOTO MOA's & R-4401



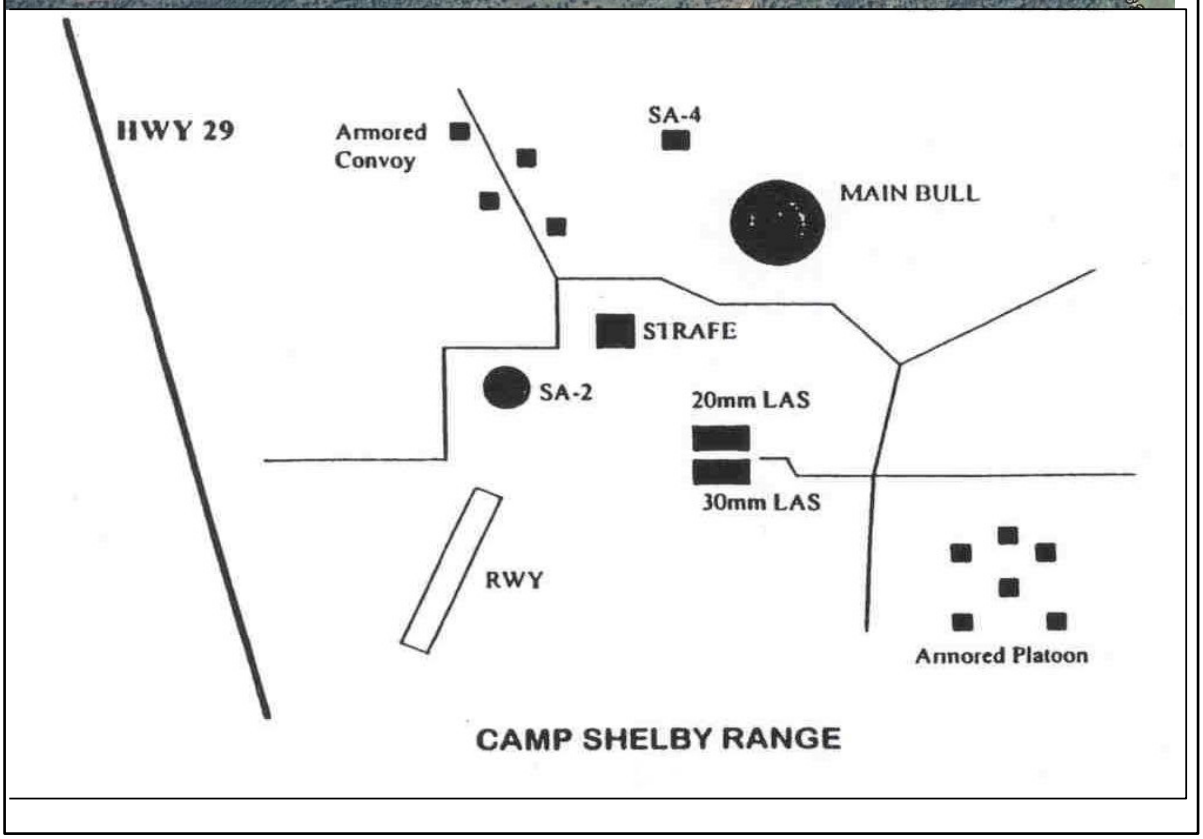
*utbni = Up To But Not Including



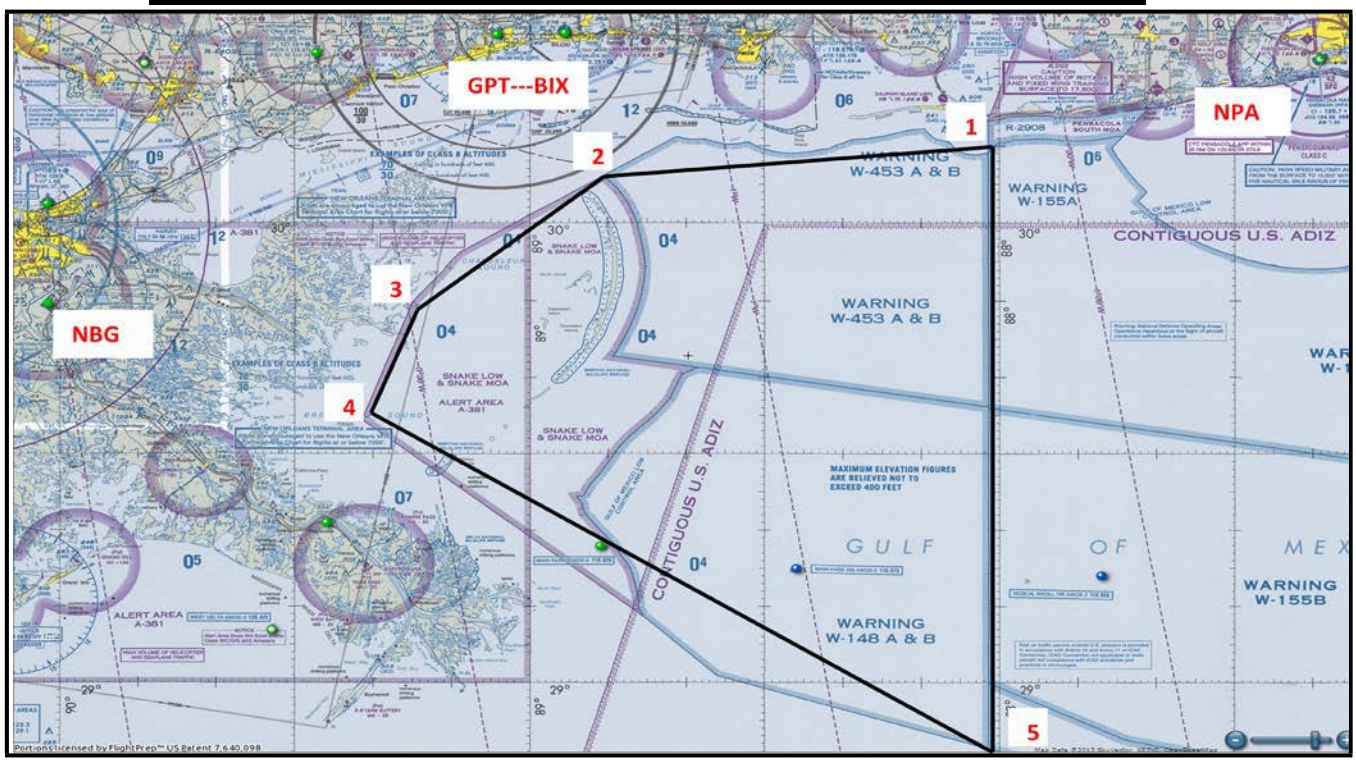
CAMP SHELBY RANGE (R-4401)

Range control: **(228) 214-6053/6054** **(DSN 363)**
Pri: 228.85
Sec: 271.225

Main Bull: **N 31° 07' 56" / W 088° 58' 49"**



WHODAT: W-453A/B, W-148A/B, SNAKE



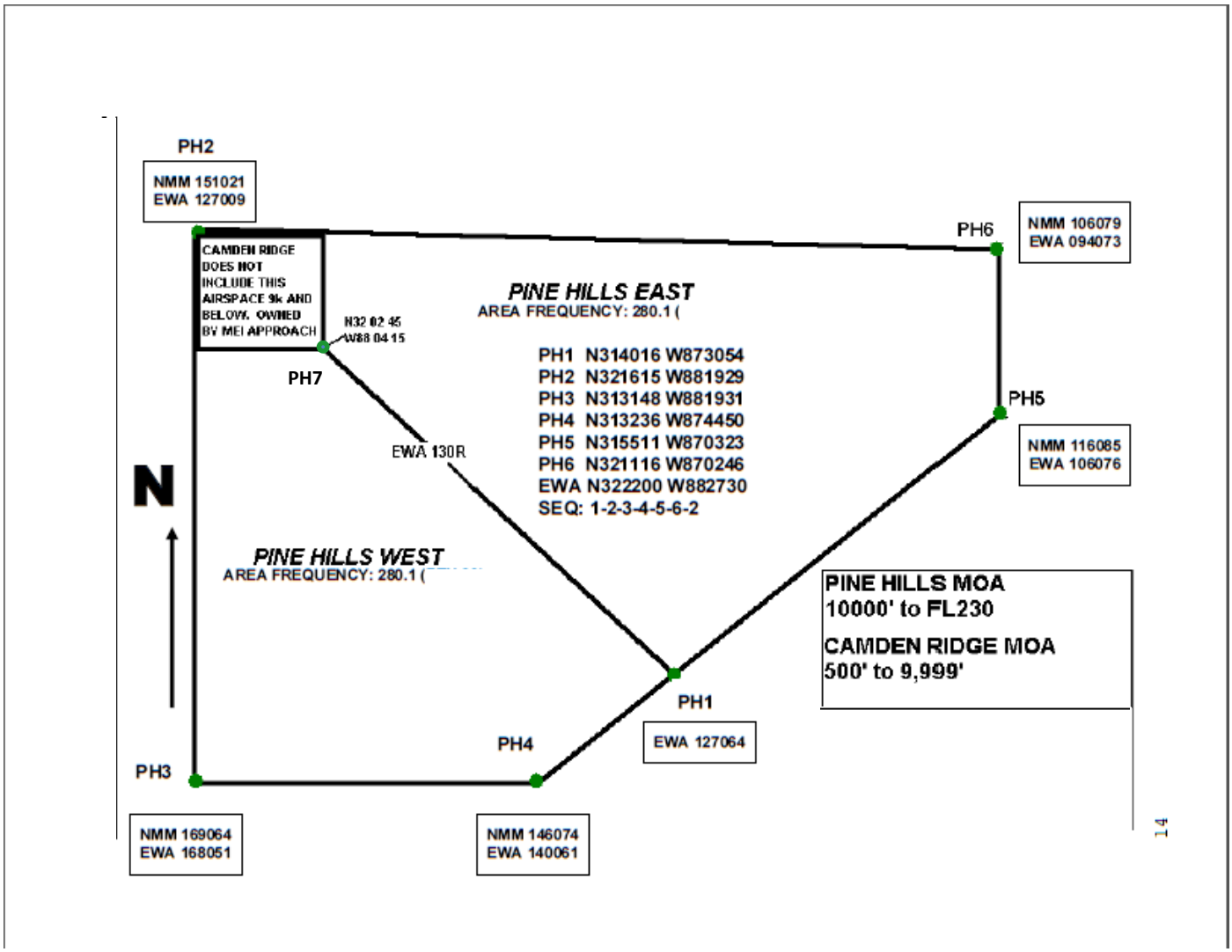
WYP	(N) - LAT	(W) - LONG	WHODAT Airspace Includes
ENTRY PT	30 08.5	088 05.2	W-453A: SFC-FL600
1	30 09.2	088 01.5	W-453B: 060-FL600
2	30 06	088 51	W-148A: SFC-060
3	29 50	089 15	W-148B: 060-FL600
4	29 34.5	089 21	Snake LOW MOA: 030-060
5	28 52	088 01.5	Snake MOA: 060-FL180
SEQ: 1-2-3-4-5-1			Snake ATCAA: FL180-600

Diverts	ICAO/TACAN/VOR	RW	A-gear	From "target"
Gulfport	GPT(27X/109.0)	14/32(9002x150)	BAK-12	~340°/40nm
Keesler AFB	BIX(55X/NA)	03/21(7630x150)	None	~355°/33nm
New Orleans NAS	HRV(88X/114.1)	4/22(10,000x200)	E-28	~270°/60nm

Lost Comm Instructions:
Squawk 7600, maintain 9,000 feet. Proceed direct **DYEES (NPA219058)**, direct to **STAAR (NPA180030)** then direct to the IAF for the runway in use, if known. If not known, proceed direct to the IAF for the departure runway. Maintain 9,000 feet until passing the IAF. For runway 19, execute a TACAN 7L circle to runway 19.

Schedule through Gulfport CRTC
DSN: 363-6027/6029
Comm: 228-214-6027/6029

CAMDEN RIDGE/PINE HILLS MOA



Camden Ridge: 339.1 (PRI) / 267.9 (SEC)

Pine Hill: 280.1 (PRI) / 354.4 (SEC)

Sequence: PH1-PH2-PH3-PH4-PH5-PH6-PH2

GEOREF (PH7): N 32 02 45 W088 04 15

T-45C WAYPOINT DATABASE

(200 total waypoints)

Page 1

NPA	1	GPT
7L	19	TEEZY
7R	KPNS	TRADR
25L	KMOB	JERYS
25R	BFM	PLEBE

Page 2

KPQL	PAM	KNBG
KVPS	BIX	KMSY
KHSA	MEI	KARA
KPIB	KMEI	KCWF
KHBG	KNMM	KTLH

Page 3

PENSI	JAYDI	KECP
OSLOW	INBRD	KNFJ
DWG	NSE	NUN
HRV	CEW	LCH
LFT	DEFUN	KLCH

Page 4

SJI	VARRE	SULPA
SZW	DESTN	MXF
MVC	PHIPS	MGM
GCV	CANUE	MAI
LBY	OJHAP	KCHA

Page 5

AH	F	O
BL	GT	P
CM	I	Q
DN	J	R
E	K	S

Page 6

M1	M6	WHO5
M2	WHO1	ROZIE
M3	WHO2	BEARD
M4	WHO3	STAAR
M5	WHO4	MARYS

Page 7

1021A	1021E	1024E
1021B	1024A	1024F
1021C	1024B	1024G
1021D	1024C	1024H
1D	1024D	1024I

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1024J	IR37B	IR37G
1024K	IR37C	IR40A
1024L	IR37D	IR40B
1024M	IR37E	IR40C
IR37A	IR37F	IR40D

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IR40E	16B	16G
IR40F	16C	SHLBY
IR40G	16D	AUDI
IR40H	16E	SAAB
16A	16F	ROLLS

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VOLVO	OLDS	ACORD
FIAT	BUICK	IMPAL
BIMMR	PONTI	CHRGR
FORD	CAMRY	MSTNG
CHEVY	HONDA	STELA

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SHINR	NQX	HRT
KIRIN	EYW	MCF
BUD	2R0	KMCF
COORS	4R3	NQI
MILLR	1R8	CRP

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GNV	WA5	WB1
WA1	WA6	WB2
WA2	WA7	WB3
WA3	WA8	WB4
WA4	WA9	DES1

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DES2	DES7	DES12
DES3	DES8	DES13
DES4	DES9	DES14
DES5	DES10	PH1
DES6	DES11	PH2

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PH3		
PH4		
PH5		
PH6		
PH7		

T-45C WAYPOINT SEQUENCE PLAN

WYPT	LABEL	LAT	LONG	WYPT	LABEL	LAT	LONG
0	LINE	N30° 21.042’	W087° 18.723’	32	WA3	N29° 25.350’	W086° 48.000’
1				33	WA4	N30° 10.000’	W086° 48.000’
2				34	WA5	N30° 10.000’	W086° 55.500’
3				35	WA6	N29° 52.233’	W087° 13.983’
4				36	WA7	N29° 56.250’	W087° 33.700’
5				37	WA8	N29° 33.700’	W087° 45.200'
6				38	WA9	N29° 28.483’	W087° 09.050’
7				39	I	N30° 22.400’	W087° 58.100’
8				40	DN	N30° 41.000’	W087° 58.100’
9				41	R	N30° 42.300’	W087° 30.100’
10				42	Q	N30° 17.300’	W087° 30.100’
11				43	P	N30° 15.400’	W087° 42.400’
12				44	M4	N30° 23.650’	W087° 42.400’
13				45	DES1	N31° 14.000'	W088° 50.900’
14				46	DES2	N31° 04.000’	W088° 45.600’
15				47	DES3	N30° 54.533'	W089° 08.083’
16				48	DES4	N31° 04.567	W089° 11.133’
17	TEEZY	N30° 10.983’	W087° 41.350’	49	DES5	N31° 04.567’	W088° 59.200’
18	TRADR	N30° 18.133’	W088° 01.567’	50	DES6	N31° 11.767’	W089° 02.000’
19	JERYS	N30° 18.485’	W088° 05.009’	51	DES7	N31° 12.917’	W089° 11.083'
20	PLEBE	N30° 27.837’	W088° 26.626’	52	DES8	N31° 20.567’	W089° 04.800’
21	BEARD	N29° 57.400’	W087° 35.583’	53	DES9	N31° 20.567’	W088° 54.583’
22	STAAR	N29° 51.417’	W087° 17.917’	54	DES10	N31° 20.500’	W088° 47.100’
23	ROZIE	N29° 54.933’	W087° 08.500’	55	DES11	N31° 16.800’	W088° 30.200’
24	M1	N30° 32.033’	W087° 42.350’	56	DES12	N31° 03.000’	W088° 30.200’
25	GPT	N30° 24.317’	W089° 04.500’	57	DES13	N30° 55.900’	W088° 37.500’
26	KPNS	N30° 28.417’	W087° 11.200’	58	DES14	N30° 50.700’	W088° 55.500’
27	KVPS	N30° 28.995’	W086° 31.524’	59	BFM	N30° 36.763’	W088° 03.330’
28	KMOB	N30° 41.490’	W088° 14.570’	60	NPA	N30° 21.483’	W087° 18.983’
29	SJI	N30° 43.559’	W088° 21.558’	M1			
30	WA1	N30° 10.017’	W088° 01.500’	M2			
31	WA2	N29° 36.017’	W088° 01.500’	M3			

SEQ 1:

SEQ 2: (W-155/HAWK 4): 30-31-32-33-34-35-36-37-38-35-36-30-39-40-41-42-43-44-39

SEQ 3: (SHELBY/DESOTO): 45-46-47-48-49-50-51-52-53-45-54-55-56-57-58-47

T-45C DIVERT DATA FROM NAS PENSACOLA

FIELD ICAO	NAVD	USABLE RWY DIR	USABLE RWY LENGTH	TWR	BRG DIST	ALT ('K) KCAS	DSCNT (NM)	EMER Divert Fuel
Pensacola **PNS**	N/A	17 / 35	7004 x 150	119.9	045 / 10	020	N / A	**400 lbs**
		08 / 26	7000 x 150	257.8		**220**		
Eglin AFB **VPS**	DWG **2X**	12 / 30	12005 x 300	118.2	080 / 42	090	25	**500 lbs**
		01 / 19	10012 x 300	353.65		**222**		
Hurlburt AFB **HRT**	HRT **45X**	18 / 36	9600 x 150	126.5	077 / 36	38	25	**500 lbs**
				351.675		**222**		
Mobile Dwntn **BFM**	BFM **75X**	14 / 32	9618 x 150	118.8	291 / 42	090	25	**500 lbs**
		18 / 36	7800 x 150	251.1		**222**		
Mobile Rgnl **MOB**	SJI **100X**	14 / 32	8502 x 150	118.3	292 / 52	100	27	**530 lbs**
				239.0		**222**		
Monroe Cty **MVC**	MVC **115X**	03 / 21	6028 x 100	123.0	359 / 66	130	34	**575 lbs**
				UNICOM		**220**		
Keesler AFB **BIX**	BIX **55X**	03 / 21	7630 x 150	120.75	271 / 83	160	48	**700 lbs**
				269.075		**219**		
Gulfport **GPT**	GPT **27X**	14 / 32	9002 x 150	123.7	270 / 91	180	50	**700 lbs**
				339.8		**218**		
Tyndall AFB **PAM**	PAM **124X**	13L / 31R	10004 x 200	133.95	101 / 92	180	50	**700 lbs**
		13R / 31L	9135 x 150	384.4		**218**		
Montgomery **MGM**	MGM **58X**	10 / 28	9010 x 150	119.7	021 / 127	270	74	**800 lbs**
				360.85		**225**		
Maxwell AFB **MXF**	MXF **97X**	15 / 33	8013 x 150	118.15	020 / 132	270	74	**820 lbs**
				253.5		**225**		
New Orleans **NBG**	HRV **88X**	04 / 22	9999 x 200	123.8	254 / 145	3	86	**860 lbs**
		14 / 32	6000 x 200	340.2		**224**		
Meridian **NMM**	NMM **56X**	01 / 19	8002 x 200	126.2	322 / 150	317	86	**870 lbs**
		10 / 28	6401 x 200	360.2		**224**		
Tallahassee **TLH**	SZW **122X**	09 / 27	8000 x 150	118.7	093 / 155	300	86	**880 lbs**
		18 / 36	6076 x 150	257.8		**224**		

1. Gear Up - Flaps Up (ZERO wind / drag)

2. Climb 300 KCAS / 0.75 M. IDLE descent 180 KCAS (300 LB Reserve Fuel on Deck)

CTW-6 STANDARD T-45 FUEL PLANNING DATA

For initial planning only.

Actual performance will vary with prevailing temperature, winds, drag index and varying gross weight.

Total usable fuel (JP-8/JET A+) ……**2,861 lbs**
Start/Taxi/Take off ……..……..**200 lbs**
Penetration ……...**200 lbs**
GCA ……**250 lbs**
Reserve (20 min @ 10,000 ft MSL) ……**300 lbs**

Low level (12,000 GW)……...**360 KGS = 6.6 LB/NM = 2,375 PPH**
300 KGS = 5.0 LB/NM = 1,500 PPH

JP-4 = 6.5 LB/GAL JP-5 = 6.8 LB/GAL JP-8(JET A+) = 6.7 LB/GAL

Climb Out (13K GW, 250 KIAS to 10K, 300 KIAS to .75 IMN)

Altitude	KIAS	NM	Time	Fuel Used (lbs)
5,000	250	04	0+01	60
10,000	250	08	0+02	110
15,000	300	14	0+03	180
20,000	300	22	0+04	240
25,000	300	32	0+05	320
30,000	283/.75	44	0+07	380
35,000	253/.75	60	0+09	460
40,000	225/.75	91	0+13	570

En route (Optimum Cruise @ 12K GW, Drag Index 0)

Altitude	#/NM	IMN	CAS	#/HR	TAS
5,000	4.76	.38	230	1,195	250
10,000	4.35	.42	230	1,138	262
15,000	3.88	.46	230	1,102	282
20,000	3.42	.51	230	1,073	310
25,000	3.09	.56	230	1,055	340
30,000	2.82	.61	230	1,047	370
35,000	2.58	.68	230	997	380

Normal descent (12K GW IDLE W/SPD BRAKES IN)

Altitude	IAS	NM	Time	Fuel Used (lbs)
5,000	250	10	2+30	19
10,000	250	20	4+30	36
15,000	250	31	6+30	57
20,000	250	41	8+30	66
25,000	250	52	10+30	79
30,000	250	64	12+15	90
35,000	235	74	14+00	100
40,000	209	84	15+30	108

Low Altitude Training Rules

Currency:

1. Verify currency of all aircrew
    i. All participating aircrew will have flown in the last 30 days

Administrative:

1. Weather: Daylight VMC, 3000/5 miles visibility and a defined horizon. Weather shall be continuously assessed throughout the low altitude phase of the sortie
2. Training Floor:_____
3. Descent through IMC in an attempt to achieve VMC conditions while not under positive IFR control is prohibited
4. Mission requires an operable RADALT, HUD and GINA
5. Routes shall be coordinated and scheduled with all local agencies in accordance with applicable directives
6. LAT sorties will include a through brief of the planned route to include: route restrictions and crossings, obstacles, potential hazards and an assessment of possible environmental factors (smoke, haze, sun angle, etc.)
7. Execute a G-warm prior to maneuvering
8. Oxygen mask will be securely fastened with visor down
9. All aircraft shall monitor the same control frequency
10. Pilots shall acknowledge all “Climb”, “abort” and “KIO” calls and maneuver accordingly

CFIT Avoidance:

1. Use local altimeter setting
2. Terrain clearance tasking takes priority over all other tasking
3. In the low altitude environment MCT will be no longer than one second max in a turn, five seconds straight and level
4. Minimum maneuvering airspeed is 300 KIAS
5. Wingman never flies below lead’s AGL altitude
6. All turns below 1000’ AGL will be made level and closely monitored for nose slice
7. Minimum altitude for CNATRA low altitude trainings is 500’ AGL
8. LAW shall be set to no lower than 10% below the briefed minimum altitude

Midair / Collision Avoidance:

1. Wingman is responsible for deconfliction and collision avoidance except for TAC turns into wingman

Termination of maneuvering:

1. If an unsafe or dangerous situation develops, aircrew shall transmit “Knock it Off” or “Terminate”, and shall maneuver appropriately to deconflict from terrain and other aircraft.
2. “Terminate” stops the local engagement, “Knock-it-off” stops the entire evolution. Be aware of the high midair collision potential following a “knock-it-off” call.
3. Maneuvering shall cease when “Knock-it-off” or “Terminate” is called or an aircraft is rocking its wings. Any aircraft may call “KIO.” All aircraft shall acknowledge the KIO, roll wings level and climb to cope. Following a “Knock-it-off” Training will not be resumed until verbal confirmation from all aircrew in the flight.

"Knock-it-off" for any of the following reasons:

-Interloper
-Inadvertent IMC
-Birdstrike
-Loss of SA
-Unsafe situation/Emergency
-G-LOC
-Any aircraft descends in a turn intended to be level
-Any aircraft descends and remains below min briefed altitude
-Training objectives attained
-NORDO/ICS Failure
-Approaching route border
-Overstress
-Training Rule violation
-BINGO Fuel

Dive Delivery Training Rules

1. Use local altimeter setting
2. Training Floor:_____
3. LAW shall be set as follows:
    a. Dive Delivery: MINALT or 5000', whichever is lower
    b. Pop Attack: 10% below the run-in altitude
4. After simulated weapons release, a positive rate of climb will be established prior to any other maneuver
5. Master arm may be placed to ARM only under the following conditions:
    a. Free fall ordnance: Approaching roll in
    b. Forward firing ordnance: Established in dive with interval clear of the windscreen
6. No release of ordnance unless:
    a. Target positively identified, AND
    b. Cleared by range safety officer or TAC(A)
7. Runs shall be aborted if:
    a. Any aircrew calls KIO or ABORT
    b. Dive angle error exceeds $\pm 5^{o}$ for a 10° dive
    c. Dive angle error exceeds $\pm 7^{o}$ for a 20° or 30° dive
    d. Airspeed error exceeds 20 KTS from preplanned
    e. Passing no lower than release altitude
8. Altitude loss during a dive recovery is:

Dive Angle	**4G**
10°	300'
20°	700'
30°	1400'

A/A Intercept Training Rules (Unlimited Maneuvering)

Currency:

1. Verify currency of all aircrew
    a. Pilots with <750 hours in T/C
        i. 1 flight in previous 6 days
        ii. 2 flights in previous 14 days
    b. Pilots with >750 hours in T/C, NFOs, SNFOs, and flight surgeons
        i. 1 flight in previous 14 days
        ii. 2 flights in previous 30 days

Departure/OCF:

1. Departure/spin, Compressor Stall/ EGT/RPM Boldface
2. No slow speed or high AOA maneuvering below the soft deck(less than 120 KIAS or more than 24 units sustained for more than 3 seconds)
3. Call “ballistic” for slow speed reduced maneuverability <100 KIAS

CFIT Avoidance:

1. Hard Deck: 10,000’ AGL min or 5,000’ above an undercast. The highest layer is 8,000’AGL
2. Soft Deck: 5,000’ above the hard deck
3. Offensive (high) aircraft will monitor the defensive (low) aircraft’s altitude, attitude, and airspeed and will break off the attack prior to pushing the defensive aircraft through the hard deck

Administrative:

1. Face to face brief
2. All aircraft must have operable UHF/ICS and monitor Guard
3. Conducted in an authorized area from 30 min past sunrise to 30 min prior to sunset
4. Weather: VMC, 5 miles visibility and a defined horizon
5. Maintain 2,000’ vertically and 1 mile horizontally from all clouds
6. Execute G-warm prior to intercepts
7. Flight lead shall confirm weather, type war, altimeter setting, blocks/decks
8. Configuration changes other than speed brakes are prohibited

Midair / Collision Avoidance:

1. Altitude blocks shall be briefed
2. Aircraft must be established within their assigned blocks no later than 10 NM without SA.
3. Changes in altitudes blocks due to weather or airspace shall be coordinated on SOF and acknowledged by all players, including IGS operator
4. No head-on missile attacks inside 9,000’(1.5nm)and 20° of the nose
5. No forward quarter gun attacks within 45° of the nose. Break off all gun attacks at 1,000’
6. Aircrew shall call “Tally/No-Joy/Blind” and direction of pass on SOF
7. Maintain 500’ separation between all aircraft at all times
8. Always assume the other aircraft does not see you
9. For head-on passes, maintain the established trend. When no trend exists, give way to the right for a left-to-left pass. Broadcast your own intentions.

10. For converging flight paths, nose-high goes high. Nose low has collision avoidance responsibility. Broadcast your own intentions

11. Never intentionally maneuver to lose sight (no blind lead turns)
12. If lost sight, transmit “C/S blind” or “C/S, blind sun” and turn away from predicted collision bearing. Other aircraft shall respond with “C/S continue” or “C/S blind, altitude”
13. Up-sun aircraft is responsible for collision avoidance. Knock-it-off any time deconfliction is not assured

Termination of engagement:
- Engagement shall cease when “knock-it-off” is called or an aircraft is rocking its wings.

“Knock-it-off” for:

-Interloper
-Inadvertent IMC
-Departure/spin
-Loss of SA/unsafe situation
-G-LOC
-85 KIAS and decelerating
-Min alt broken
-Training objectives attained
-NORDO/ICS Failure
-Approaching area border
-Overstress
-Training Rule violation
-BINGO Fuel

Be aware of the high midair collision potential following a “knock-it-off” call

A/A Intercept Training Rules (Limited Maneuvering)

Administrative:

1. Face to face brief
2. All aircraft must have operable UHF/ICS and monitor Guard
3. Conducted in an authorized area from 30 min past sunrise to 30 min prior to sunset
4. Weather: VMC, Maintain 2,000’ vertically and 1 mile horizontally from all clouds
5. Execute G-warm prior to intercepts
6. Flight lead shall confirm weather, type war, altimeter setting and blocks

Midair / Collision Avoidance:

1. Altitude blocks shall be briefed
2. Aircraft must be established within their assigned blocks no later than 10 NM without SA.
3. Changes in altitudes blocks due to weather or airspace shall be coordinated on SOF and acknowledged by all players, including IGS operator
4. No head-on missile attacks inside 9,000’(1.5nm)and 20° of the nose
5. Maintain 500’ separation between all aircraft at all times

Termination of engagement:
- Engagement shall cease when “knock-it-off” is called or an aircraft is rocking its wings.

“Knock-it-off” for:

-Interloper
-Inadvertent IMC
-Departure/spin
-Loss of SA/unsafe situation
-G-LOC
-85 KIAS and decelerating
-Min alt broken
-Training objectives attained
-NORDO/ICS Failure
-Approaching area border

-Overstress
-BINGO Fuel
-Training Rule violation

Be aware of the high midair collision potential following a “knock-it-off” call

BFM Training Rules

Currency:

1. Verify currency of all aircrew
    a. Pilots with <750 hours in T/C
        i. 1 flight in previous 6 days
        ii. 2 flights in previous 14 days
    b. Pilots with >750 hours in T/C, NFOs, SNFOs, and flight surgeons
        i. 1 flight in previous 14 days
        ii. 2 flights in previous 30 days

Departure/OCF:

1. Departure/spin, Compressor Stall/ EGT/RPM Boldface
2. No slow speed or high AOA maneuvering below the soft deck(less than 120 KIAS or more than 24 units sustained for more than 3 seconds)
3. Call “ballistic” for slow speed reduced maneuverability <100 KIAS

CFIT Avoidance:

1. Hard Deck: 10,000’ AGL min or 5,000’ above an undercast. The highest layer is 8,000’AGL
2. Soft Deck: 5,000’ above the hard deck
3. Offensive (high) aircraft will monitor the defensive (low) aircraft’s altitude, attitude, and airspeed and will break off the attack prior to pushing the defensive aircraft through the hard deck

Administrative:

1. Face to face brief
2. All aircraft must have operable UHF/ICS and monitor Guard
3. Conducted in an authorized area from 30 min past sunrise to 30 min prior to sunset
4. Weather: VMC, 5 miles visibility and a defined horizon
5. Maintain 2,000’ vertically and 1 mile horizontally from all clouds
6. Execute G-warm prior to intercepts
7. Flight lead shall confirm weather, type war, altimeter setting and decks
8. Configuration changes other than speed brakes are prohibited

Midair / Collision Avoidance:

1. Changes in decks due to weather or airspace shall be coordinated on SOF and acknowledged by all players
2. No head-on missile attacks inside 9,000’(1.5nm)and 20° of the nose
3. No forward quarter gun attacks within 45° of the nose. Break off all gun attacks at 1,000’
4. Aircrew shall call “Tally/No-Joy/Blind” and direction of pass on SOF
5. Maintain 500’ separation between all aircraft at all times
6. Always assume the other aircraft does not see you

7. For head-on passes, maintain the established trend. When no trend exists, give way to the right for a left-to-left pass. Broadcast your own intentions.
8. For converging flight paths, nose-high goes high. Nose low has collision avoidance responsibility. Broadcast your own intentions
9. Never intentionally maneuver to lose sight (no blind lead turns)

10. If lost sight, transmit “C/S blind” or “C/S, blind sun” and turn away from predicted collision bearing. Other aircraft shall respond with “C/S continue” or “C/S blind, altitude”
11. Up-sun aircraft is responsible for collision avoidance. Knock-it-off any time deconfliction is not assured

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-Inadvertent IMC
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-G-LOC
-85 KIAS and decelerating
-Min alt broken
-Training objectives attained
-NORDO/ICS Failure
-Approaching area border
-Overstress
-Training Rule violation
-BINGO Fuel

Be aware of the high midair collision potential following a “knock-it-off” call

AIRCREW BRIEFING GUIDE

1. **TIME HACK**
2. **EVENT**
3. **MISSION OVERVIEW / TRAINING OBJECTIVES**
4. **ADMIN:**
   - CALLSIGN
   - LINEUP
   - WALK / GTS / TAKEOFF / LAND
   - WX / NOTAMS / BASH / TFRs
   - FUEL PLAN
   - COMM PLAN
   - PREFLIGHT
   - TAXI
   - TAKEOFF / DEPARTURE
   - TOLD
   - ROUTE OF FLIGHT
   - OP AREA / ROUTE
   - RETURN TO BASE
   - RECOVERY
5. **CONTINGENCIES / EMERGENCIES:**
   - ALTERNATE LEAD
   - AIRCRAFT FALLOUT
   - GROUND EMERGENCIES
   - ABORTED TAKEOFF
   - RUNWAY DEPARTURE / LOSS OF DIRECTIONAL CONTROL
   - SYSTEM FAILURES / EMERGENCY PROCEDURES / CRM
   - BIRD STRIKE
   - MIDAIR
   - RADIO / ICS FAILURE
   - LOSS OF NAVAIDS / LOST PLANE PROCEDURES
   - INDVERTENT IMC / LOST SIGHT (LC/LS RNDV PT)
   - DISORIENTATION / VERTIGO
   - HYPOXIA
   - EJECTION (HIGH / LOW / GROUND)
   - SAR / OSC
   - DIVERTS / BINGO
6. **SAFETY:**
   - ORM: SELF-ASSESSMENT / MISSIONS RISKS / MITIGATION / REDUCTION OF RISKS WE CANNOT MITIGATE
   - SAFETY: FOD PREVENTION / CANOPY MOVEMENT / SAFE/ARM PROCEDURES / TTO / GLOC
   - QOD / DISCUSS ITEMS
   - TRAINING RULES
7. **TACTICAL ADMIN:**
   - ON DECK
   - FENCE IN
   - G-WARM
   - ENVIRONMENTALS
   - AREA/ROUTE/AIC CHECK IN
   - MISSION SPECIFIC (A/G / BFM / AWI)
   - KIO / TERMINATE
   - AREA/ROUTE CHECK OUT
   - FENCE OUT
   - BDX
8. **MISSION CONDUCT**

MISSION DEBRIEFING GUIDE

Debriefing ROE:

- Discuss ONLY what occurred differently than briefed.
- Section/Division, discuss ONLY what affects the entire flight.
- Individual debriefs will be discussed after mass debrief.
- The Lead Student brings up all discussion items pertaining to entire flight Admin/TAC-Admin/Mission Conduct then invites Wingman Student, Wingman Instructor, and Lead Instructor for additional comments or learning points not covered.
- BFM – Snapshot Drill "SHOOTER" (NFS) debriefs the shots.
- BFM – Intro to D's "DEFENDER" (NFS) debriefs the attacks.

1. BRIEF:

ANYTHING NOT ADEQUATELY COVERED FROM THE BRIEF

2. ADMIN:

ON-DECK
ENROUTE
RTB

3. TAC ADMIN:

FENCING IN/OUT
ROUTE/AREA ENTRY/EXIT PROCEDURES
PADS (BFM)
KIO / TERMINATE
AREA / FUEL / LOADOUT MANAGEMENT

4. SOP/TRAINING RULE VIOLATIONS

5. SAFETY-OF-FLIGHT

6. ENVIRONMENTALS:

SUN (AZIMUTH/ELEVATION)
DECK (WX/CEILINGS)
WINDS (WITH ALTITUDE)
ALTIMETER

7. ALIBIS

8. MISSION CONDUCT:

RECALL
RECONSTRUCTION
ANALYSIS

9. TAKEAWAYS:

MISSION OBJECTIVES: SUCCESS/FAIL
TRAINING OBJECTIVES: GOOD/OTHER

10. OVERALL (TO BE COVERED BY INSTRUCTOR):

DEBRIEFING TECHNIQUE IMPROVEMENT
BRIEFING TECHNIQUE IMPROVEMENT / BRIEFING MATERIALS
OVERVIEW OF NEXT EVENT

T-45 PRE-FILED ROUTES								
Route	**I/V**	**Type**	**Depart**	**TAS**	**Alt**	**Route of Flight**	**To**	**TTE**
NPA 1	IFR	HAWK/A	NPA	360	250	NPA180004 (R D 0+30 EAGLE A NPA)		
	IFR		EAGLE A	360	240	NPA	NPA	0+50
NPA 3	IFR	HAWK/A	NPA	360	250	NPA180004 (R D 0+20 EAGLE A NPA)		
	IFR		EAGLE A	360	240	(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+00
NPA 4	IFR	HAWK/A	NPA	200	015	NPA 180004 (R D 1+30 NPA NPA)		
						NPA	NPA	1+30
NPA 8	IFR	HAWK/A	NPA	300	100	PSMOA (R D 0+45 PSMOA NPA)		
			PSMOA	300	170	NPA	NPA	1+05
NPA 13	IFR	HAWK/A	NPA	300	140	W-155A (R D 0+45 W155 NPA)		
			NPA180030	250	070	NPA	NPA	1+15
NPA 15	IFR	HAWK/A	NPA	300	160	TEEZY JERYS SJI160038 (R D 1+00 WHODAT NPA)		
			SJI160038	300	110	JERYS TEEZY NPA	NPA	1+30
NPA 16	IFR	HAWK/A	NPA	300	120	TEEZY JERYS BFM214016 GPT089012 GPT353028 MCB122032 GPT295030 GPT241013 GPT084010 TRADR TEEZY NPA	NPA	1+00
NPA 037	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI099002 IR037A-G GPT TRADR TEEZY NPA	NPA	1+20
NPA 040	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022 IR040A-H GPT027033 TRADR TEEZY NPA	NPA	1+20
NPA 121	IFR	HAWK/A	NPA	300	110	JAYDI INBRD CEW CEW054021 IR021B-F MAI122014 TLH	TLH	1+15
NPA 121R	IFR	HAWK/A	TLH	300	070	MAI122014 IR021 F-L		
			CEW013036	300	200	CEW INBRD JAYDI NPA	NPA	1+10
NPA 550	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1021 (A-E)		
	IFR		MVC022014	360	160	MVC BFM JERYS TEEZY NPA	NPA	1+05
NPA 551	IFR	HAWK/A	NPA	300	220	TEEZY JERYS GCV MEI225032		
	VFR					VR1024 H-M		
	IFR		BFM018014	250	090	TRADR TEEZY	NPA	1+05
NPA 556	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1023 A-H		
	IFR		LSU084022	300	190	GPT JERYS TEEZY NPA	NPA	1+35
NPA 557	IFR	HAWK/A	NPA	300	280	JAYDI INBRD MGM TDG080032		
	VFR					VR1056 C-F		
	IFR		GQO316042	250	050	GQO	CHA	1+25
NPA 557R	IFR	HAWK/A	CHA	250	050	RMG320033		
	VFR					VR1055 D-G		
	IFR		TGE312017	300	200	MGM INBRD JAYDI NPA	NPA	1+15
NPA 558	IFR	HAWK/A	NPA	250	100	TEEZY TRADR SJI169022		
	VFR					VR1023 A-H		
	IFR		LSU084022	250	080	LSU	ARA	1+05
NPA 558R	IFR	HAWK/A	ARA	250	070	LSU LSU084022		
	VFR					VR1023 H-N		
	IFR		GPT067021	250	090	TRADR TEEZY	NPA	1+00

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	TTE
NPA 559	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1024 (A-G)		
	IFR		LBY316026	300	140	MEI	MEI	1+10
NPA 559R	IFR	HAWK/A	MEI	300	100	MEI225032		
	VFR					VR 1024 (H-M)		
	IFR		BFM018014	300	090	TRADR TEEZY NPA	NPA	1+05
NPA 639	IFR	HAWK/A	NPA	240	030	NUN		
		TEX2/G					PNS	0+15
NPA 800	IFR	HAWK/A	NPA	250	030	VARRE DESTN PHIPS PAM		
						(R D 0+20 PAM NPA)		
	IFR		PAM	360	220	DEFUN CEW CANUE NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+30
NPA 801	IFR	HAWK/A	NPA	360	150	JAYDI NSE CEW DEFUN		
						(R D 0+20 PAM NPA)		
	IFR		PAM	300	100	PHIPS DESTN VARRE NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+30
NPA 802	IFR	HAWK/A	NPA	360	160	TEEZY JERYS PLEBE OSLOW GPT		
						(R D 0+20 GPT NPA)		
	IFR		GPT	300	110	JERYS TEEZY NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+30
NPA 803	IFR	HAWK/A	NPA	360	250	JAYDI NSE RISDE MGM		
						(R D 0+20 MGM NPA)		
	IFR		MGM	300	220	CANUE NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+30
NPA 804	IFR	HAWK/A	NPA	360	220	TEEZY JERYS PLEBE GPT SULPA NBG		
						(R D 0+20 NBG NPA)		
	IFR		NBG	300	170	GPT JERYS TEEZY NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+40
NPA 805	IFR	HAWK/A	NPA	360	220	TEEZY JERYS PLEBE MEI170035 MEI		
						(R D 0+20 MEI NPA)		
	IFR		MEI	300	170	SJI JERYS TEEZY NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+35
NPA 806	IFR	HAWK/A	NPA	360	210	JAYDI NSE CEW J2 SZW SANDA		
						(R D 0+15 TLH NPA)		
	IFR		TLH	360	220	OJHAP J2 CEW CANUE NPA		
						(R D 0+20 PSMOA NPA)		
	IFR		PSMOA	300	110	NPA	NPA	1+35
NPA 807	IFR	HAWK/A	NPA	300	160	TEEZY JERYS PLEBE LBY130030		
						(R D 0+30 R4401 NPA)		
	IFR		R4401	360	130	JERYS TEEZY NPA	NPA	1+20
NPA 809	IFR	HAWK/A	NPA	300	140	W-155A		
						(R D 0+45 W155A BFM)		
	IFR		NPA180030	300	100	TEEZY TRADR BFM	BFM	1+15
NPA 809R	IFR	HAWK/A	BFM	250	090	TRADR TEEZY W-155A		
						(R D 0+45 W155A NPA)		
	IFR		NPA180030	300	100	NPA	NPA	1+15

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	TTE
NPA 810	IFR IFR	HAWK/A	NPA R4401	300 300	160 150	TEEZY JERYS PLEBE LBY130030 (R D 0+30 R4401 MEI) MEI	MEI	1+15
NPA 810R	IFR IFR	HAWK/A	MEI R4401	300 300	160 150	MEI185080 (R D 0+30 R4401 NPA) JERYS TEEZY NPA	NPA	1+15
NPA 811	IFR	HAWK/A	NPA	300	160	TEEZY JERYS PLEBE NMM	NMM	0+50
NPA 811R	IFR IFR	HAWK/A	NMM PSMOA	300 300	150 110	SJI JERYS TEEZY NPA (R D 0+20 PSMOA NPA) NPA	NPA	1+20
NPA 812	IFR	HAWK/A	NPA	300	210	JAYDI NSE CEW J2 SZW GNV	GNV	1+00
NPA 812R	IFR	HAWK/A	GNV	300	200	SZW J2 INBRD JAYDI NPA	NPA	1+00
NPA 813	IFR	HAWK/A	NPA	300	170	JAYDI NSE CEW J2 SZW	TLH	0+50
NPA 813R	IFR IFR	HAWK/A	TLH PSMOA	300 300	160 110	OJHAP J2 CEW CANUE NPA (R D 0+20 PSMOA NPA) NPA	NPA	1+20
NPA 814	IFR	HAWK/A	NPA	360	220	TEEZY JERYS PLEBE GPT HRV LFT ARA	ARA	0+50
NPA 814R	IFR IFR	HAWK/A	ARA PSMOA	360 300	210 110	HRV GPT JERYS TEEZY NPA (R D 0+20 PSMOA NPA) NPA	NPA	1+20
NPA 815	IFR	HAWK/A	NPA	360	220	TEEZY JERYS PLEBE GPT HRV LFT LCH	CWF	1+15
NPA 815R	IFR IFR	HAWK/A	CWF PSMOA	360 300	210 110	LFT GPT JERYS TEEZY NPA (R D 0+20 PSMOA NPA) NPA	NPA	1+35
MOB 16	IFR	HAWK/A	NPA	300	120	TEEZY JERYS BFM214016 GPT089012 GPT353028 MCB122032 GPT295030 GPT241013 GPT084010 SJI	MOB	1+00
MOB 16R	IFR	HAWK/A	MOB	300	110	JERYS BFM214016 GPT089012 GPT353028 MCB122032 GPT295030 GPT241013 GPT084010 TRADR TEEZY NPA	NPA	1+00
MOB 037	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI099002 IR037A-G GPT SJI	MOB	1+10
MOB 037R	IFR	HAWK/A	MOB	300	110	JERYS SJI099002 IR037A-G GPT TRADR TEEZY NPA	NPA	1+10
MOB 040	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022 IR040A-H GPT027033 SJI	MOB	1+10
MOB 040R	IFR	HAWK/A	MOB	300	110	JERYS SJI169022 IR040A-H GPT027033 TRADR TEEZY NPA	NPA	1+10

Route	I/V	Type	Depart	TAS	Alt	Route of Flight	To	TTE
MOB 550	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1021(A-E)		
	IFR		MVC022014	300	100	MVC SJI	MOB	1+00
MOB 550R	IFR	HAWK/A	MOB	250	050	JERYS SJI169022		
	VFR					VR1021(A-E)		
	IFR		MVC022014	360	160	MVC BFM JERYS TEEZY NPA	NPA	1+00
MOB 551	IFR	HAWK/A	NPA	300	220	TEEZY JERYS GCV MEI225032		
	VFR					VR1024(H-M)		
	IFR		BFM018014	250	060	SJI	MOB	1+00
MOB 551R	IFR	HAWK/A	MOB	300	100	YARBO MEI225032		
	VFR					VR1024(H-M)		
	IFR		BFM018014	300	090	TRADR TEEZY NPA	NPA	1+00
*MOB 559	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1024(A-G)		
	IFR		LBY316025	300	110	LBY WIGGO SJI	MOB	1+00
*MOB 559R	IFR	HAWK/A	MOB	250	050	JERYS SJI169022		
	VFR					VR1024(A-G)		
	IFR		LBY316025	360	170	LBY YARBO BFM JERYS TEEZY NPA	NPA	1+00
MOB 556	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1023(A-H)		
	IFR		LSU084022	360	170	PCU SJI	MOB	1+15
MOB 556R	IFR	HAWK/A	MOB	250	100	JERYS SJI169022		
	VFR					VR1023(A-H)		
	IFR		LSU084022	360	100	GPT JERYS TEEZY NPA	NPA	1+15
MEI 550	IFR	HAWK/A	NPA	300	100	TEEZY TRADR SJI169022		
	VFR					VR1021(A-E)		
	IFR		MVC022014	300	100	MVC YARBO MEI	MEI	1+05
MOB 810	IFR	HAWK/A	NPA	300	160	TEEZY JERYS LBY130030		
						(R D 0+30 R4401 MOB)		
	IFR		R4401	300	050	SJI	MOB	1+00
MOB 810R	IFR	HAWK/A	MOB	300	100	LBY130030		
						(R D 0+30 R4401 NPA)		
	IFR		R4401	300	150	JERYS TEEZY NPA	NPA	1+00
MOB 8R	IFR	HAWK/A	MOB	300	100	TRADR		
						(R D 0+45 PSMOA NPA)		
	IFR		PSMOA	300	150	NPA	NPA	1+05

Route	Time: TO -> PT A	Time on Route	Time: Exit -> Land
MOB 037	20 min	35 min	15 min
MOB 037R	10	35	25
MOB 040	20	35	15
MOB 040R	10	35	25
MOB 550	15	25	20
MOB 550R	5	25	30
MOB 551	30	25	5
MOB 551R	20	25	15
*MOB 559	15	25	20
*MOB 559R	5	25	20
MOB 556	15	30	30
MOB 556R	30	30	15
MEI 550	15	25	25
MOB 810	20	30	10
MOB 810R	10	30	20
MOB 8R	10	45	10