FIXED-WING OPERATING PROCEDURES MANUAL

T-6B "Texan II"

OCTOBER 2015

Commander, Training Air Wing FIVE (CTW-5)

NAS Whiting Field, Milton, FL

COMTRAWINGFIVEINST 3710.2W

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

IN REPLY REFER TO:
COMTRAWINGFIVEINST 3710.2W
N7
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COMTRAWINGFIVE INSTRUCTION 3710.2W

Subj: FIXED-WING STANDARD OPERATING PROCEDURES

Ref: (a) OPNAVINST 3710.7 Series, NATOPS General Flight and Operating Instruction
(b) CNATRAINST 3710.17 Series, CNATRA Guidance for T-6 Operations
(c) CNATRAINST 3710.2 Series, CNATRA Cross-Country and Aviation Support Operations
(d) CNATRAINST 3710.8 Series, Restriction of Flight into, through, or within CNATRA Aviation Weather Warnings (CAWW)
(e) CNATRAINST 1500.4 Series, Student Naval Aviator Training and Administration Manual
(f) COMTRAWINGFIVEINST 3710.8 Series, Rotary-Wing Operating Procedures Manual
(g) COMTRAWINGFIVEINST 3100.1 Series, Special Incident Reporting

Encl: (1) FWOP Improvement Process Form

1. Purpose. To set forth guidance and to provide Training Air Wing (TRAWING) FIVE pilots with the policy and procedures to be followed during flight operations utilizing TRAWING FIVE Fixed-Wing aircraft. Procedures included in this manual are intended to cover operations specific to the Pensacola Training Complex (PTC). Unless stated, when away from in the PTC, TRAWING FIVE Aircraft shall comply with applicable FAR and OPNAV 3710.7 series guidance.

2. Cancellation. COMTRAWINGFIVEINST 3710.2V

3. Scope

a. This instruction incorporates numerous revisions and should be reviewed in its entirety.

b. PTC aircraft refers to both TRAWING FIVE and TRAWING SIX assets.

c. This document is not a substitute for sound judgment. Compound emergencies, available facilities, adverse weather or terrain, or considerations affecting the lives and property of others

may require modification of the procedures contained herein. However, such deviations shall be reported to the TRAWING FIVE Operations Officer via the appropriate senior officer as soon as practicable. If this directive conflicts with directives from higher headquarters, the higher headquarters directives take precedence.

4. Action. All pilots flying TRAWING FIVE Fixed-Wing aircraft shall comply with this directive. Change recommendations shall be submitted to the TRAWING FIVE Standardization Officer. Changes approved by Commander, TRAWING FIVE (CTW-5) will be promulgated by a change transmittal form or electronic mail.

G. A. Kling

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Distribution:
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RECORD OF CHANGES

Change Number/Date	Date of Entry	Remarks/Purpose

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CHAPTER ONE
GENERAL INFORMATION

1.1 EXPLANATION OF TERMS

a. Unless set forth in this document, all definitions are equivalent to the definitions contained in the NATOPS manual.

b. Solo - Referring to a student solo or a formation flight containing student solo aircraft. This does not include any flight with a NATOPS qualified pilot on board.

c. PTC - The Pensacola Training Complex is defined by Alert Area 292 (A-292) (See Figure 4-1). It is divided into areas: 1E, 1W, 1H, 2T, 2F (the Pelican and Fox are made up by 2F and 2T), 2H, 3, 3H, and V198/241 and contains numerous military and civilian airfields used for training.

1.2 AUTHORITY FOR FLIGHT

a. Commanding Officers may authorize aircraft flights within the continental United States subject to the limitations specified in Chapters 2 and 3 of reference (a). Within the PTC, this authority includes the following categories of flights:

(1) Student Naval Aviator (SNA) and Aerospace Medicine Specialist (AMS) Indoctrination training flights contained in the appropriate Chief of Naval Air Training (CNATRA) approved curriculum.

(2) Instructor Under Training (IUT) flights contained in the appropriate CNATRA approved curriculum.

(3) Periodic instructor standardization, currency, and proficiency flights, as well as flights required to maintain pilot minimums.

(4) Other flights required in support of TRAWING FIVE mission requirements.

b. Flights requiring authorization by the appropriate Wing Commander are:

(1) Routine post maintenance check flights.

(2) Flights involving any sort of in-flight photography or videography.

(3) Formation flights involving more than three aircraft.

c. Authorization for flights for the purpose of aviation support (flyovers, static displays, and orientation flights) shall be approved by the Wing Commander. Requests for flights requiring CNATRA approval

should be routed to Wing Operations at least six weeks prior to the desired date.

d. A flight schedule will be published daily and distributed as written authority for local and cross-country flights. The squadron/IUT flight schedules provide the required coordination with all concerned commands, contractors, and support organizations involved in conducting flight operations.

(1) Local flights are those authorized flights that are conducted within Alert Area 292 and adjacent areas up to 180NM from KNSE, which terminate at any military airfield or authorized civilian field. Local training flights will be conducted per the parameters set forth in the curriculum promulgated by CNATRA and this instruction.

(2) Cross-country flights are flights that involve remaining overnight (RON) at an en-route/destination.

(3) Cross-country flights, flights out of the local area or flights to an airfield not covered by the NAS Whiting Field local area weather brief will require an individual DD-175-1 weather brief. If a DD-175-1 is unavailable, a weather brief from a source authorized in reference (a) shall be obtained.

1.3 SQUADRON CALL SIGNS

SQUADRON CALL SIGNS			
	WITHIN LOCAL AREA		BEYOND LOCAL AREA
UNIT	TACTICAL CALLSIGN	PHONETIC ID	ICAO CALLSIGN
VT 2	BLACK BIRD	BB	NAVY 2E XXX
VT 3	RED KNIGHT	RN	NAVY 3E XXX
VT 6	SHOOTER	SH	NAVY 6E XXX
FITU	TEXAN	TX	NAVY 5E XXX

SQUADRON CALL SIGNS
Figure 1-1

a. All student solo aircraft shall use the word "solo" at the end of their call sign for all radio communication.

1.4 FLIGHT FOLLOWING

a. Pilots shall ensure flight following is used for every flight. Approved flight following includes using a military or civilian flight plan or a squadron approved flight following procedure. Pilots shall activate flight plans or flight following prior to take off or as soon as possible after takeoff with Flight Service Station (FSS), Air Traffic Control (ATC) or military Base Operations.

b. Pilots shall update flight plans and flight following as required for route of flight, time enroute and estimated time of arrival. Pilots may use KNSE ground control or FSS to request a

flight time extension to a filed flight plan. A change of working area can be made with KNSE ground control.

c. Pilots shall inform their respective squadron Flight Duty Officer (FDO) of airport destination when conducting a local VFR Out-and-In when a stereo route or a DD-175 flight plan is not filed. If conducting operations VFR in a local training area (Area 1, Pelican or Fox) contact North Clearance Delivery and request VFR to the area desired or direction of flight and time enroute.

d. Pilots shall ensure their flight plan or flight following is closed out with the squadron FDO and either KNSE Base Operations or Flight Service Station. When a local flight is terminated at a facility other than the point of departure, such as at a Navy Outlying Landing Field (NOLF), the flight plan must be closed out by direct station-to-station communications.

(1) Pilots shutting down at a NOLF, for any purpose must close their flight plans with NAS Whiting Field ODO and provide an ETD. This may be done via the crash net or by telephone.

(2) Prior to takeoff from the NOLF, the flight plan shall be reactivated by telephone or via the crash net.

1.5 MAXIMUM FLIGHT TIME

a. The flight time limits in reference (a) under "single piloted" shall not be exceeded without approval from the squadron Commanding Officer. In no case shall the flight time limits listed in reference (a) under "multi-piloted, pressurized ejection-seat aircraft" be exceeded without TRAWING FIVE approval. Although a 12-hour crew day should not be exceeded, Squadron Commanders may approve an extension up to a maximum 14-hour crew day.

b. Refer to appropriate CNATRA curriculum for student crew day and sortie limitations.

c. Squadrons shall establish written procedures for a program to identify and monitor high-time fliers. The system must be independent of an individual's personal monitoring and should enable the squadron to identify, at a glance, the names and cumulative hours for any 30, 90, or 365 day period.

1.6 MINIMUM AND EMERGENCY FUEL REQUIREMENTS

a. Per reference (b), aircraft shall declare "minimum fuel" whenever the estimated usable fuel at the point of landing will be 200 lbs. or less.

b. Per reference (b), aircraft shall declare "emergency fuel" whenever the estimated usable fuel at the point of landing will be 120 lbs. or less.

c. Per reference (c), regardless of destination weather, all flights terminating at a civilian field or military field outside local area require sufficient fuel to proceed to an alternate.

1.7 MINIMUM RUNWAY REQUIREMENTS

a. Per reference (b), minimum runway length for dual operations or single Instructor Pilot flights is 4,000 feet for pressure altitudes up to 3,500 feet. Minimum runway length for solo operations is 5,000 feet.

b. Above 3,500 feet pressure altitude, minimum runway length is based on Takeoff/Land Data (TOLD) or 5,000 feet, whichever is greater.

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

1.8 MINIMUM OPERATING ALTITUDES

TYPE	TIME	ALT	NOTE
STUDENT SOLO	DAY	1,500 AGL	1,3
DUAL	DAY	1,000 AGL	1
DUAL	NIGHT	2,000 AGL	1
DUAL/VR ROUTE	DAY	500 AGL	
STALLS	DAY	7,000 AGL	2
SPINS/OCF	DAY	13,500 AGL- 22,000 MSL	2

MINIMUM OPERATING ALTITUDES
Figure 1-2

NOTES:

1. Except when required for:
a. Takeoff
b. Landing
c. Course rules deviations
d. Directed by ATC
e. Weather deviations
f. ELP training

2. These altitudes are those by which the stall/spin/OCF shall be developed to allow for recovery. All maneuvers shall recover by 6,000' AGL, spins and OCF by 10,000' MSL. OCF altitudes reflect NATOPS and FTI limit requirements.

3. Solos are prohibited from practicing emergencies and Emergency Landing Patterns (ELPs).

1.9 IN-FLIGHT PHOTOGRAPHY

a. Aerial photography/video is not permitted at any time, without prior approval from the Wing Commander.

(1) Under no circumstances shall solos or the pilot at the controls conduct any type of photography/videography.

(2) When authorized, a NATOPS qualified pilot must be at the controls while photographs are being taken.

1.10 UNAUTHORIZED FIELDS. TRAWING FIVE Fixed-Wing aircraft shall avoid the following airfields in and near Alert Area 292, except in the case of an actual emergency:

Atmore	0R1	
Camden	61A	
Chatom	5R1	(Roy Wilcox)
Dauphin Island	4R9	
Foley	5R4	
Peter Prince	2R4	

1.11 UNCONTROLLED FIELD ENTRY. TRAWING FIVE pilots should conform to the uncontrolled field entry procedures described in the Airman's Information Manual (AIM) with the following exceptions:

a. Break maneuvers are authorized for TRAWING FIVE aircraft at civilian uncontrolled fields provided there is no civilian traffic operating at the field. Pilots shall announce their intentions over the appropriate Common Traffic Advisory Frequency (CTAF) and use the TCAS and visual scan to identify traffic conflicts.

WARNING: Civil aircraft at uncontrolled airfields may not be using CTAF. Be alert for traffic in the vicinity of the airport.

b. Practice Precautionary Emergency Landings (PPELs) may be practiced day and night at uncontrolled fields, however, pilots are reminded that general aviation pilots may be unfamiliar with the ELP profile and its associated altitudes and terminology. Pilots shall advise airport traffic of ELP profile. Below is a sample call:

At High Key: "(Airport name) traffic, (call-sign) overhead the field at (altitude) for a high left (right) downwind, (runway), (Airport name)."

At Low Key: "(Airport name) traffic, (call-sign), left (right) base, (runway), touch-and-go (full stop)(Airport name)."

c. When the uncontrolled airfield has the standard left-hand traffic pattern, TRAWING Five aircraft entering via High-Key shall turn left towards Low-Key per the AIM part 91.126 unless weather, safety of flight or emergency situation dictates otherwise. If a conflict exists between High-Key traffic and down-wind traffic, High-Key traffic shall orbit at High-Key until the conflict no longer exists.

1.12 WIND LIMITATIONS CRITERIA

a. SOLO WIND LIMITATIONS. The following restrictions apply to all TRAWING FIVE SNA solo flights:

(1) 10 KTS maximum runway crosswind component.

(2) No tailwind component.

(3) In the landing pattern solos are restricted to full flap or takeoff flap settings, unless an emergency or flap malfunction requires a no flap landing.

b. PARACHUTE EQUIPPED AIRCRAFT AND HIGH WINDS. As noted in reference (a), an increased risk of severe injury or death during parachute landing fall exists with surface winds exceeding 25 knots steady state. Operations with steady state winds exceeding 25 knots require CTW-5 approval.

1.13 WEATHER CRITERIA. Weather criteria contained in reference (a) shall be adhered to with the additional restrictions below:

a. OCF and aerobatic maneuvers shall be conducted during day VMC per the Flight Training Instructions (FTIs) and NATOPS syllabus. OCF and aerobatic maneuvers require a visible horizon. OCF maneuvers (including Spins) on top of an undercast cloud layer may be performed provided cloud tops do not exceed 4,500' AGL iaw DCON FTI.

b. Filing Minima: Per OPNAVINST 3710.7 Series.

(1) Aircraft shall not operate within a SIGMET at night.

(2) Aircraft shall not operate within a SIGMET during the day unless one of the following conditions are met and the flight can be conducted safely with reasonable probability of achieving quality training:

(a) Hatched out by a qualified forecaster.

(b) VMC can be maintained and significant cells are avoided.

(3) These stipulations are not intended to force any pilot to fly in weather conditions that they are uncomfortable with. Each pilot shall use their individual best judgment when making a launch or abort determination.

(4) Student Solo Weather Minimums.

Type Flight	Type Departure	Departure Minimums	Operating Area Clg/Vis	Forecast Recovery Weather NSE +/- 1 Hour	Remarks
Contact	VFR	5,000-5	**Note 2**	5,000-5	**Notes 1/2**
Formation	VFR	3,000-5	**Note 2**	3,000-5	**Notes 1/2**

Student Solo Flight Weather Minimums
Figure 1-3

NOTES:

1. All student solo sorties shall be on deck 30 minutes prior to sunset.

2. TEMPO lines apply to all weather forecasts.

WARNING: Any aircraft that cannot maintain VMC conditions while operating under VFR is considered in distress. If below Maximum Elevation Figure (MEF), aircraft in this situation shall climb above MEF, squawk 7700, and contact ATC on guard (if an ATC discrete frequency is not readily available).

1.14 WEATHER ALERT (CONVECTIVE SIGMET/CAWW/WW GUIDANCE)

a. Upon initial receipt of a CONVECTIVE SIGMET, CNATRA Aviation Weather Warning (CAWW), or Weather Watch (WW) affecting the local NASWF operating areas, the NASWF Operational Duty Officer (ODO) will inform both North and South Whiting Towers. Tower personnel will immediately update the ATIS information to include the SIGMET/weather warning and continue updates hourly or in the event of any significant change.

b. The ODO will advise all squadrons and the FITU via a secondary crash phone that a CONVECTIVE SIGMET/CAWW/WW Weather Alert has been issued.

c. Upon ATIS information update, a single guard transmission shall be made on 243.0 advising all aircraft that a weather warning is in effect. If squadron aircraft are known to be operating in the extended area, i.e., Eglin, the ODO may request that the local ATC facility repeat the guard transmission. Repeated guard transmissions will not be made unless a bona fide emergency exists.

"ALL TRAWING FIVE AIRCRAFT CONTACT YOUR BASE FOR WEATHER UPDATE. CURRENT SIGMET INFORMATION AVAILABLE ON WHITING ATIS."

NOTE: *The intent of the Weather Alert is to provide notification to TRAWING FIVE squadrons and NASWF activities that hazardous weather is in or forecasted to be in Alert Area 292. It is incumbent on squadron FDOs to exercise judgment and give recall notices or landing instructions to their respective solo and dual aircraft.*

NOTE: *Aircraft should monitor guard on the UHF radio at all times.*

d. Base OPS will advise all NOLFs that a CONVECTIVE SIGMET/CAWW/WW is in effect. RDOs at NOLFs with aircraft in the pattern will pass information to aircraft and advise them to contact their squadron for a weather update. NOLFs will be advised hourly or as warranted by significant changes in weather development.

e. Unless the NOLF has been hatched out (excluded) from a CAWW/WW area, that field shall be closed for the duration of the weather warning. The RDO shall provide a recommendation to the ODO regarding continuing operation at the NOLF in a hatched weather warning or in a convective SIGMET.

f. The ODO has final authority to close any NOLF when, in their judgment, continued operation presents an unsafe condition.

NOTE: *Reference (d) states conditions requiring issuance of a CAWW.*

1.15 GENERAL RECALL

a. This article does not prevent individual squadrons from recalling their aircraft in the absence of a General Recall.

b. Prior to issuance of a recall, TRAWING FIVE Operations shall advise the NASWF ODO of the impending recall. The NASWF ODO will relay this information to Pensacola TRACON and the ATC Facility Watch Supervisor.

c. TRAWING FIVE Operations will coordinate all recalls with Squadron/FITU FDOs via telephone. FDOs will be responsible for the execution of the recall.

d. The ODO will advise all squadrons/FITU via secondary crash phone when the call for aircraft to contact squadron FDOs is about to be issued. A single guard transmission will be made by North Tower.

"ALL TRAWING FIVE AIRCRAFT, CONTACT YOUR BASE."

e. FDOs will provide recall instructions, as coordinated with TRAWING FIVE Operations, when aircraft contact base for information.

1.16 PREFLIGHT AND PRACTICE PREFLIGHT

a. PREFLIGHT AIRCRAFT. Contract maintenance shall provide specifically designated aircraft for preflight inspection practice.

Preflight designated aircraft may be used for exterior checklist practice only. Students shall not climb onto the aircraft. Entry into the cockpit for any reason is not authorized unless accompanied by a designated instructor.

b. INCLEMENT WEATHER. The canopy shall be closed to prevent water damage to cockpit components.

1.17 PREFLIGHT INSPECTION

a. Aircrew scheduled for a dual syllabus flight should accomplish a proper preflight inspection together.

b. Canopy cover, air intake plugs, tie-down ropes, remove before flight tags, and pitot-tube covers are placed in the baggage compartment.

c. Aircrew shall not place items on the canopy transparencies in order to reduce scratches and canopy replacements.

d. For solo flight, the Pilot In Command (PIC) shall ensure the rear cockpit is secured per NATOPS solo flight procedures.

e. In the event of rain, minimize the time the canopy is open to prevent damage to cockpit components.

f. The baggage door shall either be held by the aircrew, pinned open with the support post in place, or closed and latched during preflight. The door shall not be left open without support.

g. Engine motoring procedures shall not be conducted with personnel standing on the aircraft wing. Conduct motoring procedures per NATOPS while seated in the cockpit.

1.18 GENERAL ITEMS

a. SIMULATED EMERGENCY PROCEDURES: Instructor Pilots (IPs) shall not induce a Master Warning or Master Caution light, or disable any system in flight for the purpose of introducing a simulated malfunction to a SNA. All simulated emergencies shall be prefaced with the word "simulated."

b. To prevent blown tires, aircrew:

(1) Should not depart from KNSE on a CCX or O/I flights with more than two (2) tire cords exposed on the main gear. Consideration should be given to the type of training and landings required for the flights.

(2) Shall not accept an aircraft with ANY red cord visible.

c. EJECTION SEAT PIN. In the event that an aircrew member drops an ejection seat pin while strapped in, the following procedure shall be followed:

(1) KNSE

(a) Inform the other crew member immediately.

(b) Remain strapped in and minimize movements.

(c) Notify maintenance of situation on UHF 257.50 (or coordinate through Ground).

(d) Taxi to the parking line (avoid parking under the APES canopy).

(e) Shut down the engine.

(f) Wait for maintenance personnel to arrive with an auxiliary seat pin before opening canopy. Open canopy only far enough to facilitate an exchange of the extra seat pin from the maintainer to the aircrew. Close canopy before inserting seat pin.

(2) OTHER THAN KNSE

(a) Inform the other crew member immediately.

(b) Remain strapped in and minimize movements.

(c) Taxi to a remote parking spot, if available.(as required)

(d) Shut down the engine.

(e) Once the seat is pinned, the non-affected aircrew member may un-strap, open the canopy and exit the aircraft.

(f) The now empty seat may be un-pinned to provide a seat pin to the affected aircrew member.

(g) Pin the affected crewmember's seat. The affected crewmember may now un-strap as required to retrieve the dropped seat pin.

(h) Ensure both seats are properly pinned prior to resuming operations.

d. ROLLING TAKEOFF: Rolling takeoffs on a suitable runway shall only be executed in accordance with NATOPS by an IP or Instructor Under Training (IUT) during daytime operations and on a dry runway.

1.19 FOREIGN OBJECT DAMAGE (FOD) PREVENTION. Foreign Object Debris/Damage to gas turbine engines and propeller deterioration (prop

erosion) adversely impacts student production. FOD related engine repairs and premature engine removals reduce aircraft availability. Naval Aviation history has several cases where jammed flight controls from FOD have resulted in loss of both aircraft and aircrew. FOD prevention is an "All Hands" responsibility. Specifically:

a. Before starting an engine and at the completion of engine shutdown, aircrews shall perform a thorough inspection of the immediate area for potential FOD.

b. When in the vicinity of operating engines, all loose gear, pockets, and FOD flaps shall be secured. All personal items (pens, pencils, flashlights, etc.) shall be secured appropriately to prevent FOD in the cockpit.

c. Aircraft commanders shall ensure a FOD inspection of both cockpits is completed during the Post-Flight Checklist.

d. All hands shall pick up loose objects in the hangar/flight line area. Items should then be deposited in appropriate FOD containers located in the hangar areas.

e. Aircrews will report FOD hazards/incidents to their respective Safety Officer. Safety Officers will then notify the Wing Maintenance Officer.

1.20 THINGS FALLING OFF AIRCRAFT (TFOA). If, during any inspection, TFOA is suspected, notify Maintenance Control and the CNATRA Detachment Maintenance Officer immediately. The Maintenance Officer will advise the squadron of which reports are required to be submitted.

1.21 BIRD/ANIMAL AIRCRAFT STRIKE REPORTING. The hazard posed by birds and animals to safe operations is an ever-present problem. Compliance with the local Bird/Animal Aircraft Strike Hazard (BASH) plan will provide critical data to help minimize risk. Additionally:

a. If any pilot suspects a strike, the flight should be terminated and a landing determination made according to NATOPS criteria for the amount of suspected damage. Notify the squadron FDO after landing.

b. Pilots shall be familiar with the appropriate BASH report form and procedures. Forward all required information to the squadron FDO and Aviation Safety Officer as soon as possible after the incident.

c. Observations of animals/birds that pose a hazard to operations at home field (or NOLFs - RDOs are in an excellent position to monitor this hazard) should be reported to the NASWF ODO x7597 as soon as possible after the observation. This data is required for the BASH Program, and directly affects the ability of the station environmental resource management plans/policies to produce the desired results.

1.22 USE OF HEARING PROTECTION ON THE FLIGHT LINE. TRAWING FIVE personnel are required to wear hearing protection while on the flight line.

1.23 USE OF CELL PHONE DEVICES ON THE FLIGHT LINE. Cell phones should not be used while on the TRAWING FIVE flight line. Use of cell phones to facilitate flight operations are allowed at IP discretion.

1.24 USE OF ELECTRONIC DEVICES (TABLETS) IN AIRCRAFT. Per the COMTRAWINGFIVINST 3710.19 series, T-6B IPs and IUTs are authorized to use tablets as an Electronic Kneeboard (EKB) while airborne in the aircraft.

1.25 PROCEDURES FOR UNPLANNED COCKPIT DECOMPRESSION. Per OPNAVINST 3710.7U, if loss of cockpit pressurization occurs and oxygen systems are suspect, an immediate descent shall be made as soon as possible to a cockpit altitude at or below 10,000' MSL. If oxygen systems are not suspect, immediate descent shall be made to a cockpit altitude at or below 18,000' MSL.

a. Contact Duty Flight Surgeon (FS) per the monthly NBHC NASWF MEDICAL OFFICER OF THE DAY/FLIGHT SURGEON (MOOD/DFS) WATCHBILL or call the Duty Aerospace Medicine Technician (AVT) cell phone at (850) 529-3647 or the Chief of the Day at (850) 776-0108 for the Duty Flight Surgeon's phone number.

b. To return to flight duties within 24 hours of loss of cockpit pressurization, the FS shall contact the Naval Aeromedical Institute (NAMI) Duty Undersea Medical Officer (UMO) at (850) 449-4629 for a recommendation.

c. If the duty UMO is not available and an operational necessity exists to return to flight duties within 24 hours of an unplanned cockpit depressurization, Figure 1-4 shall be adhered to with FS and Commodore's concurrence.

Cockpit Altitude	Grounding Policy
18,000-24,999' MSL	1. Mandatory grounding for six hours 2. Neurological exam to rule out Decompression Sickness (DCS), and 3. Remain below 18,000' MSL for 24 hours
25,000-29,999' MSL	1. Mandatory grounding for 12 hours, 2. Neurological exam to rule out DCS, and 3. Remain below 18,000' MSL for 24 hours
≥30,000' MSL	1. Mandatory grounding for 24 hours 2. Neurological exam to rule out DCS prior to returning to flight duties.

Grounding Policy after Unplanned Decompression
Figure 1-4

NOTE: All of the rules in this section apply only to "asymptomatic" aircrew. If, at any time during flight or after landing, aircrew experience symptoms of Decompression Sickness (DCS), they shall be immediately referred to the Flight Surgeon and shall not be authorized to perform aircrew duties until all of the medical requirements have been fulfilled in accordance with Chapter 15 of the Navy Manual of Medicine.

1.26 PRECAUTIONARY EMERGENCY LANDING (PEL) NOTIFICATION PROCEDURES

a. Squadrons shall call the following personnel for all PELs:

(1) Aircraft issue (to coordinate the specifics of recovering the aircraft), (850) 665-6141.

(2) TRAWING FIVE CDO, 850-637-2793.

(3) NASWF ODO, 850-623-7597.

b. Squadrons shall complete the Precautionary Emergency Landing (PEL) notification procedures binder as outlined by the TRAWING FIVE Safety Department.

1.27 LIFE SUPPORT REQUIREMENTS

a. Aircrew will comply with current ALSS requirements dictated by the TRAWING FIVE AMSO and higher directives.

1.28 AIRCRAFT COMMANDER STATIC DISPLAY RESPONSIBILITIES

a. Flight suits, name tags, patches, boots, etc. are presentable and are in like new condition.

b. To prevent FOD in the cockpit, the cockpit shall remain closed and locked. At no time shall any non-authorized personnel be allowed to enter the cockpit. Lock the Canopy Emergency Access Panel doors to prevent unauthorized access.

c. Alcohol consumption is prohibited while in uniform on the flight line during the static display.

d. Conduct a thorough FOD check prior to departure.

e. Ensure a minimum of one pilot remains with the aircraft during periods of public viewing to ensure spectator safety.

f. Ensure all safeguarding of aircraft is accomplished per NATOPS Strange-Field Checklist.

g. Ensure installation of all intake covers and propeller restraints.

1.29 POST FLIGHT PROCEDURES FOR AIRCRAFT WITH MAINTENANCE DISCREPANCIES LOCATED AWAY FROM KNSE

a. Anytime an aircraft must be left away from the Main Operating Base due to a maintenance discrepancy, IPs shall ensure the following.

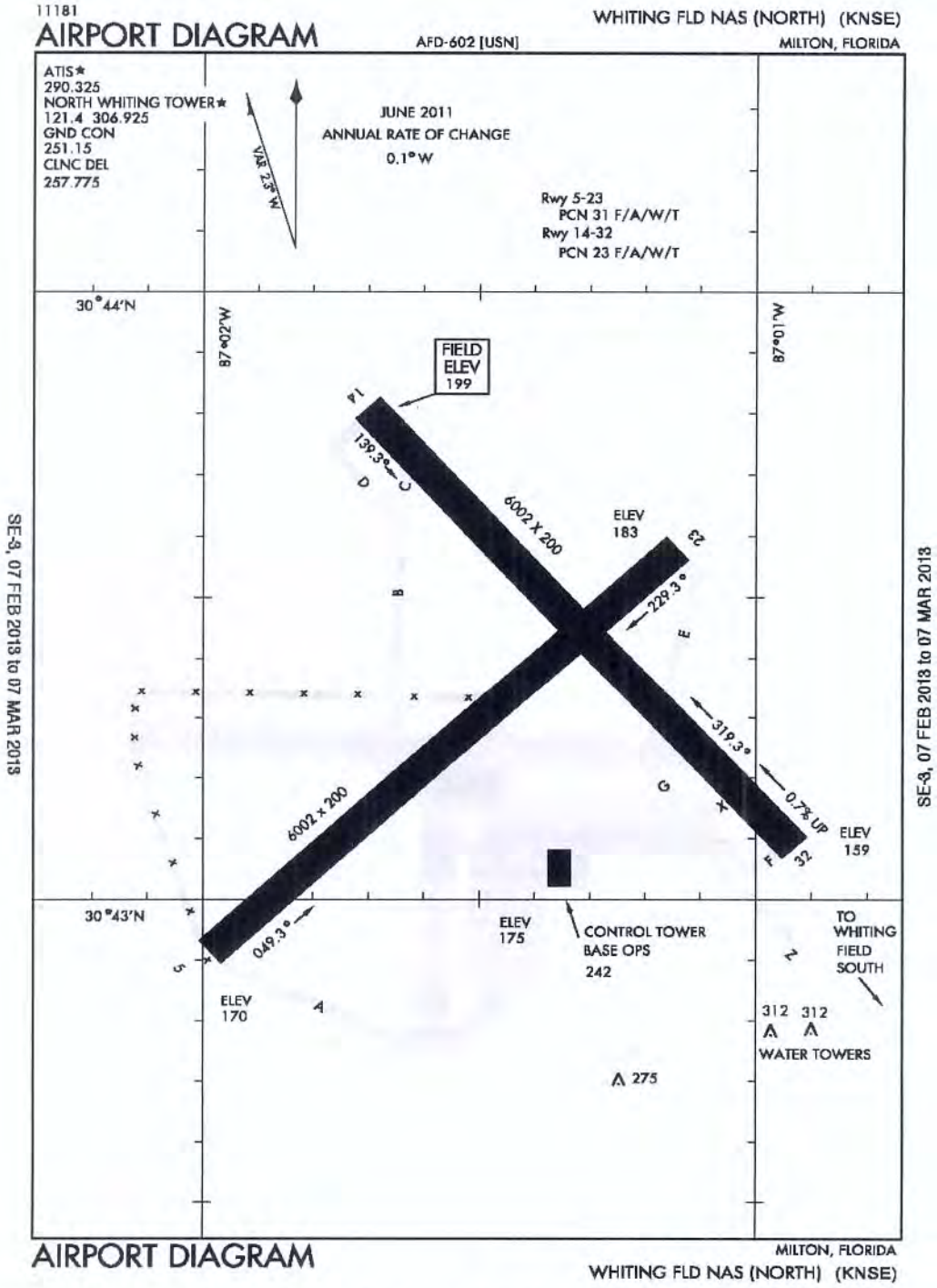
(1) NATOPS Strange Field Post Flight Inspection is completed.

(2) The aircraft is fueled and the FBO/airfield has the U.S. Government AIR Card information for all fueling/towing charges, as required.

(3) If during working hours, coordinate with Maintenance Control and the FDO before leaving the aircraft. If after working hours, coordinate with the squadron FDO/CDO.

CHAPTER TWO
NORTH WHITING FIELD

2.1 FIELD ELEVATION. 199′ MSL.



Naval Air Station Whiting Field
Figure 2-1
(Not For Navigation)

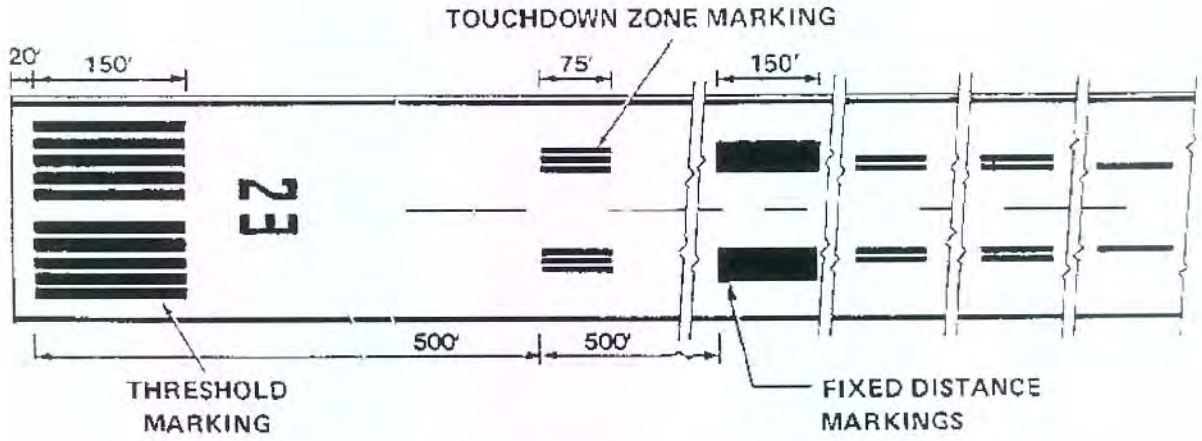
2.2 LOCATION. Naval Air Station, Whiting Field, Florida is located at latitude 30° 43' 26"N, longitude 87° 1' 19"W. It is located 4 miles north of the city of Milton, Florida.

2.3 COMMON FREQUENCIES UHF/VHF

a.	ATIS:	290.325 (CH 1)/(126.2 VHF CH 1)
b.	Clearance Delivery:	257.775 (CH 2)
c.	Ground:	251.150 (CH 3)
d.	Tower:	306.925 (CH 4)/(121.4 VHF CH 4)
e.	Base ODO:	233.700 (CH 23)
f.	Pilot to METRO:	316.950 (CH 22)
g.	Maintenance	257.500

2.4 RUNWAYS. North Field is comprised of four crossing asphalt runways. Runway markers are located at 1,000-foot intervals on both sides and indicate the length of runway remaining in thousands of feet.

RUNWAY	LENGTH (FEET)	WIDTH (FEET)	GRADIENT
05/23	6,002'	200'	N/A
14/32	6,002'	200'	.7% Down 14



Whiting Field Runway Markings
Figure 2-2

2.5 FIELD LIGHTING. Runways 5/23 and 14/32 have Federal Aviation Administration (FAA) approved lighting systems. Precision Approach Path Indicator (PAPI) lights are installed for all active runways. Runway 14 has extended U.S. standard configuration approach lighting. All active taxiways are marked with blue lights on both sides. A standard military aerodrome rotating beacon [alternating green and white (split) lights] is located on a water tower midway between North and South Fields.

NOTE: *Airfield lighting intensity is controlled by tower personnel and can be adjusted at the request of the pilot.*

2.6 RAMP AREAS. There are four aircraft parking areas associated with North Field. (See Figure 2-3)

a. West line parking consists of four single rows labeled "A" through "D" on the west side of the hangars.

b. North line parking consists of three rows labeled "F" through "H" on the north side of the hangars.

c. Two additional rows of parking labeled "I" and "J" are provided west of the "A" through "D" lines on the south end of closed runway 18/36 (also known as the "The Hill"). The south ends of Row I and J comprise the "Alternate Run-up" area.

d. Spots "F1" and "F2" are normally reserved for maintenance troubleshooting.

2.7 AIRCRAFT GROUND RUNUP AREAS. There are two run-up areas on North Whiting Field. Run-up utilization procedures are outlined below:

a. Primary Run-up (See Figure 2-3). The primary run-up area is located on the southeast side of closed Runway 09/27. Run-ups (day/night) are conducted on a heading of approximately 050°. Overflow run-ups should be conducted on the north side of the primary run-up heading approximately 230° and should only be used when all space on the southeast side is occupied. Primary run-up area should be filled accordingly:

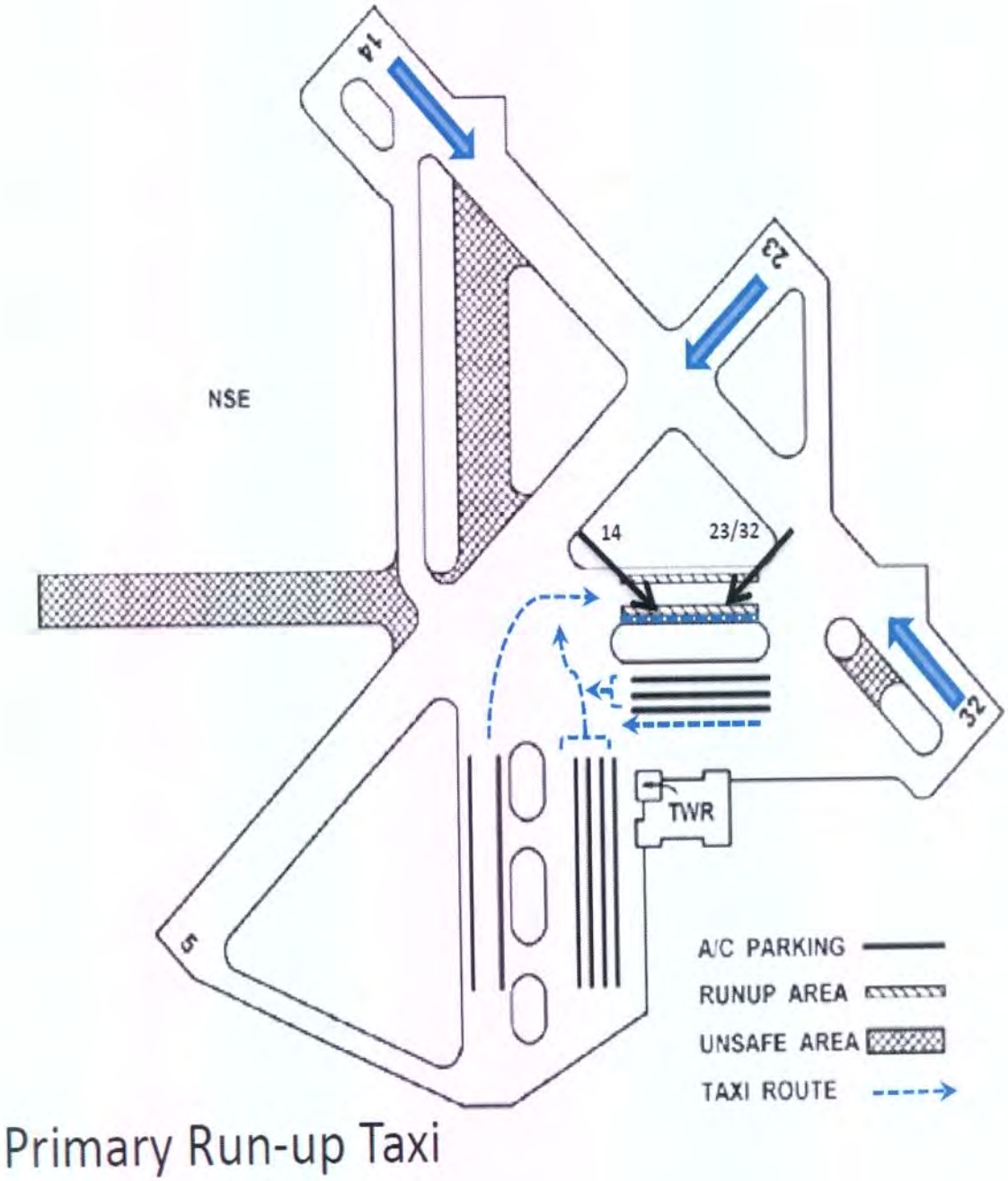
(1) For Runway 23 and 32 fill from east to west.

(2) For Runway 14 fill from west to east. Aircraft taxiing outbound to Runway 14 should offset to the north for inbound traffic.

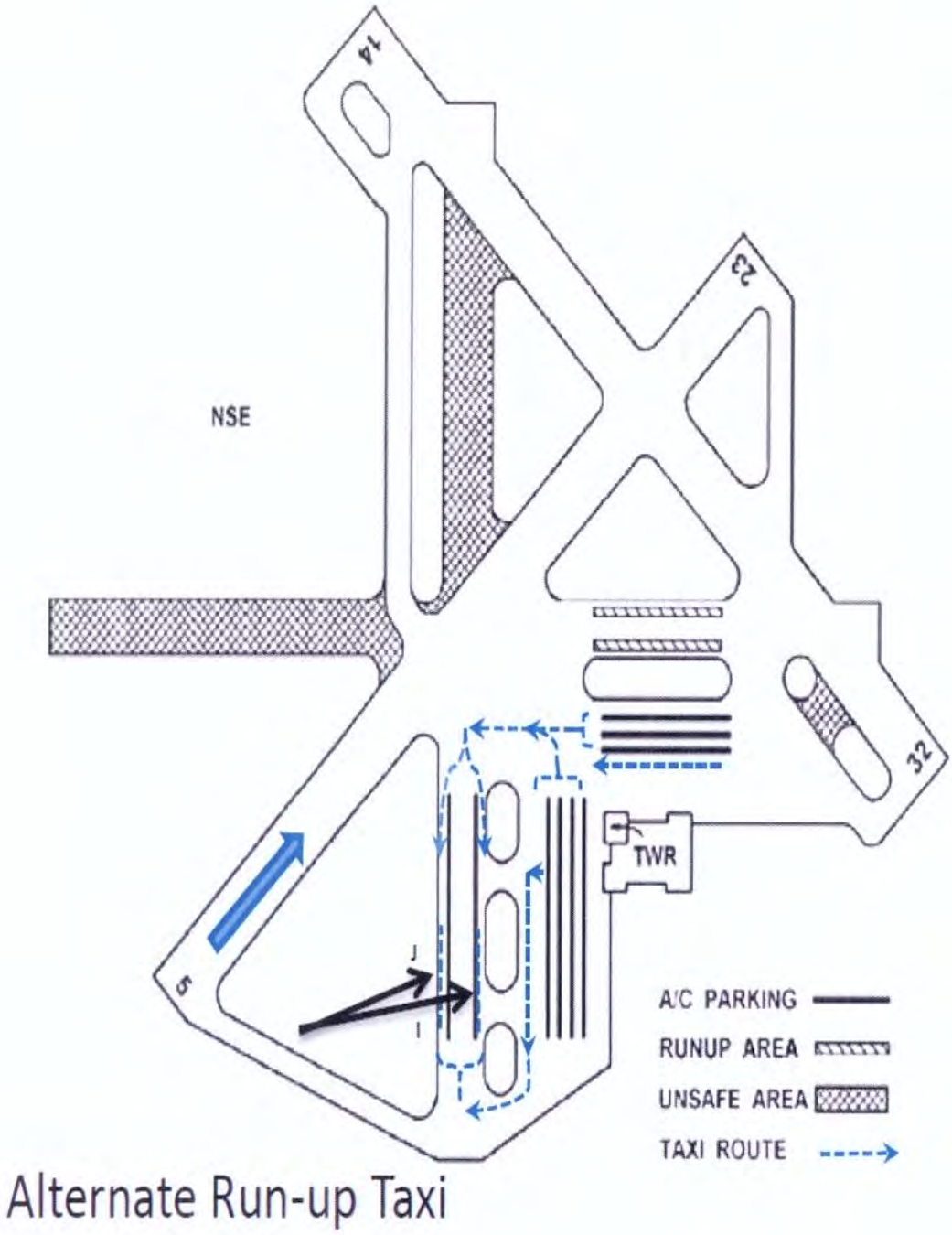
NOTE: *To avoid traffic conflicts, aircraft should enter the primary run-up from the hub and not back-taxi into the primary run-up.*

b. Alternate Run-up (See Figure 2-4). The alternate run-up area is used during Runway 5 operations and also for taxi familiarization. It consists of the south end of both the I and J parking lines. Aircraft arriving from the hub will taxi behind either the I and J taxi lines towards the south end of the line and leave 3-5 spots available for aircraft entering from Taxiway A. Aircraft entering from Taxiway A should do the same, if feasible. Both I and J lines are available for use.

CAUTION: ***Do not taxi behind aircraft conducting a run-up and use caution when taxiing in front of aircraft conducting a run-up. Remain clear of all electrical carts and fire bottles.***



Primary Run-Up Taxi Procedures
Figure 2-3



Alternate Run-Up Taxi Procedures
Figure 2-4

2.8 WINDSPEED AND WIND DIRECTION INDICATORS. Windsocks are located at the approach end of each runway at North Field. Windsocks may be interpreted as follows:

Sock limp	5 knots or less
Sock at 45 degrees	10 knots
Sock straight out	15 knots or more

2.9 FAA CLASSIFICATION OF WHITING FIELD AIRSPACE. A Class "C" Airspace (CCA) Area is centered at NAS Whiting Field. All VFR arrival pilots shall contact Pensacola TRACON prior to entering the CCA for RADAR services and sequencing over the appropriate VFR entry point. The Class C Surface Area is a 5NM radius, from the surface to 4,200' MSL. The outer ring extends from the 5NM Surface Area to 10NM, from 1,400' MSL to 4,200' MSL.

2.10 OPERATIONS OVER NAS WHITING FIELD WHEN THE FIELDS ARE CLOSED

a. When NASWF North and South are closed, the Class "C" airspace reverts to Class "E" down to 900' MSL. In order to de-conflict with other aircraft that may be working over North Field, TRAWING aircraft shall establish VFR flight following with Pensacola Approach.

b. Per FAA Order 7110.65U, practice instrument approaches under VFR conditions are authorized, however aircraft shall use 500' AGL as their lowest MDA or DA. A missed approach will be executed upon reaching that altitude during a precision approach or at 1 nm for non-precision approaches.

c. Aircraft may fly VFR course rules return profile to the 'numbers' for the SIMULATED 'runway in use' as determined by the pilot-in-command. Inside Initial Points (IPs) Waldo and Easy, aircraft will broadcast position on the UHF tower frequency and remain at break altitude.

d. Aircraft are not authorized to perform landing pattern operations, including breaks, visual straight-in approaches and low approaches, while NASWF is closed.

e. Aircraft may fly course rules departures from KNSE by entering via course rules and departing the upwind 'numbers' for the SIMULATED 'runway in use' as determined by the pilot-in-command. Remain at break altitude. When South Whiting Field is open all flights within Class C shall be coordinated with ATC.

2.11 NORTH FIELD PRACTICE PEL PATTERN REQUEST

a. Before leaving the parking line, make request for PPEL(P) with tower on VHF 121.4. North Tower should respond they have the request.

b. Continue to monitor VHF 121.4 for clearance, which will be approved or disapproved by reaching the hold-short. Do not assume

permission for this evolution. Query tower if clearance is not received prior to the hold-short.

c. If approved for a PPEL(P) or Pattern Low-Key, do not start crosswind turn earlier than normal for departures.

2.12 INTERSECTION DEPARTURES

a. Departures from KNSE for all aircraft are normally conducted at full length. Intersection departures at KNSE are not authorized.

2.13 REDUCED RUNWAY SEPARATION CRITERIA

a. Reduced runway separation at NASWF will only apply during the day when both aircraft are TRAWING FIVE, VFR, controlled by tower, and when braking action is categorized as "good." When these conditions are met, minimum landing separation is as follows:

(1) Successive full stop: 1,500 feet measured from runway threshold.

(2) Successive touch and go: 1,500 feet measured from runway threshold, and preceding aircraft is airborne.

(3) Full stop behind touch and go: 1,500 feet measured from runway threshold, and preceding aircraft is airborne.

(4) Touch and go behind full stop: 4,500 feet measured from runway threshold.

2.14 MISCELLANEOUS

a. No operations, including engine ground run-up on the line or near the hangar, may be conducted without two-way radio communications with North Ground except as directed by appropriate authority.

b. Tower-to-tower transitions from South Field to the North Field traffic pattern (such as a GCA handoff) may be authorized upon approval from both towers. This maneuver is limited to instructor pilots and maintenance check pilots only.

c. Remain North of Langley Road at all times unless cleared for "South Field Penetration" by Tower. The only exception is the approach turn to final for Runway 32 at North Whiting (KNSE). During the approach turn to final for Runway 32 at North Whiting (KNSE), aircrew may fly south of Langley Road to ensure adequate final distance. Aircrew **SHALL** avoid going any further south than the tree line that parallels the north side of Runway 05/23 at KNDZ, to keep separation from KNDZ traffic.

d. Due to VFR traffic congestion at KNSE, practice instrument approach(s) is discouraged during the hours of 0900 to 1500 local time while the airfield is conducting "VFR recoveries" (course rules). This is not intended to restrict the pilot's ability to request an instrument approach when, in the pilot's judgment, an instrument approach is warranted. Instrument training flights will have the option to recover course rules entry to KNSE or conduct an instrument recovery to South Whiting Field (KNDZ) and taxi back to KNSE. FITU training events are permitted to execute a practice instrument approach at KNSE during all hours.

CHAPTER THREE
NORTH WHITING FIELD COURSE RULES GROUND/DEPARTURE PROCEDURES

3.1 START PROCEDURES. At NAS Whiting Field, a Ground Power Unit (GPU) should be used whenever possible. A lineman is required for start.

3.2 PRE-TAXI PROCEDURES

a. After obtaining ATIS (290.325/CH 1), contact Clearance Delivery (257.775/CH 2) to obtain flight clearance and transponder squawk code.

A/C: "North Clearance, (call sign), ___ (Stereo Flight Plan) clearance on request, ready to copy."

Or if a separate DD-175 was submitted:

A/C: "North Clearance, (call sign), IFR/VFR to ___ (destination), clearance on request, ready to copy."

Or if departing VFR and no stereo route filed:

A/C: "North Clearance, (call sign), VFR to ___ (working area or direction of flight, (Estimated Time Enroute)."

NOTE: *If ATC radar services are not desired beyond the KNSE VFR departure termination points, do not file a stereo route or flight plan.*

b. After receiving flight clearance/squawk, contact Ground Control (251.15/CH 3) for taxi clearance. Include aircraft parking spot in all taxi calls.

A/C: "North Ground, (call sign),(parking spot),taxi with ___ (ATIS)."

NOTE: *Special pattern training requests should be coordinated at this time and may be coordinated on VHF (121.4/CH 4) to facilitate training (i.e. PPEL, Aborted Takeoff Demo, or ALDIS Lamp Signal Demo). This allows North Tower to sequence traffic accordingly.*

c. After completion of run-up, obtain clearance from North Ground to taxi from the run-up to the active runway. Be alert for specific taxi directions and clearances/hold short of inactive runways.

A/C: "North Ground, (call sign), primary/alternate run-up, further taxi."

North Ground: "(call sign), runway ___, taxi via ___ (taxiway(s) if applicable), cross (runway __ (if applicable))."

A/C: "(call sign) runway___, taxi via ___ (taxiway(s) if applicable), cross (runway __ (if applicable))."

NOTE: *Per FAR AIM, pilots must read back runway assignment, clearance to enter a specific runway, any instruction to hold short of a specific runway or line up and wait. Controllers are required to request a read back of runway hold short assignment when it is not received from the pilot.*

3.3 OUTBOUND TAXI PROCEDURES

a. Taxi per Figures 3-1 through 3-3 and applicable CNATRA curriculum.

(1) Aircraft on rows A-C: turn right out of the parking spots. Non-solo aircraft parked on spots 1-5 may advise ground of intent to back-taxi (to the alternate run-up area) and turn left out of parking on a not-to-interfere basis with returning aircraft. Solo aircraft may not back-taxi unless required due to traffic conflict.

Note: *Adherence to the yellow taxi line guarantees clearance from the shelter stanchions and adjacent aircraft.*

(2) Aircraft on row D: Turn left and taxi in front of row D, then turn left and proceed through the first available line (A-C) for the Hub. Normal flow from row D to the alternate run-up is through taxi-way Alpha. Non-solo aircraft parked on numbered spots 20 - 26 may advise ground of intent to back-taxi and turn right out of parking on a not-to-interfere basis with returning aircraft. Solo aircraft may not back-taxi unless required due to traffic conflict.

(3) Aircraft on the F-H rows will turn right out of the parking spots, unless cleared to back-taxi due to traffic conflict.

(4) Aircraft on the I-J rows will turn based on runway/run-up in use. When runway 5/Alternate run-up is in use, outbound traffic shall taxi southbound to the Alternate run-up and then turn right or left behind Row I or J for the alternate run-up area. When runway 14, 23 or 32/Primary run-up is in use, outbound aircraft from rows I or J shall taxi northbound to the Hub.

b. All taxiways are bi-directional with outbound aircraft having the right-of-way, except as described in paragraph 1 a.(2) above. Outbound aircraft will follow the most direct route to the ground run-up area via the hub.

CAUTION: *Deep standing water poses the possibility of engine damage from a prop strike. Deep standing water should be avoided. Advise Ground of intentions to avoid it.*

c. All aircraft, except formation flights, shall taxi single file with a minimum of one aircraft nose-to-tail separation. Taxi on closed or off-duty runways should be on the yellow taxi line. Formation flights may taxi in accordance with their appropriate FTI.

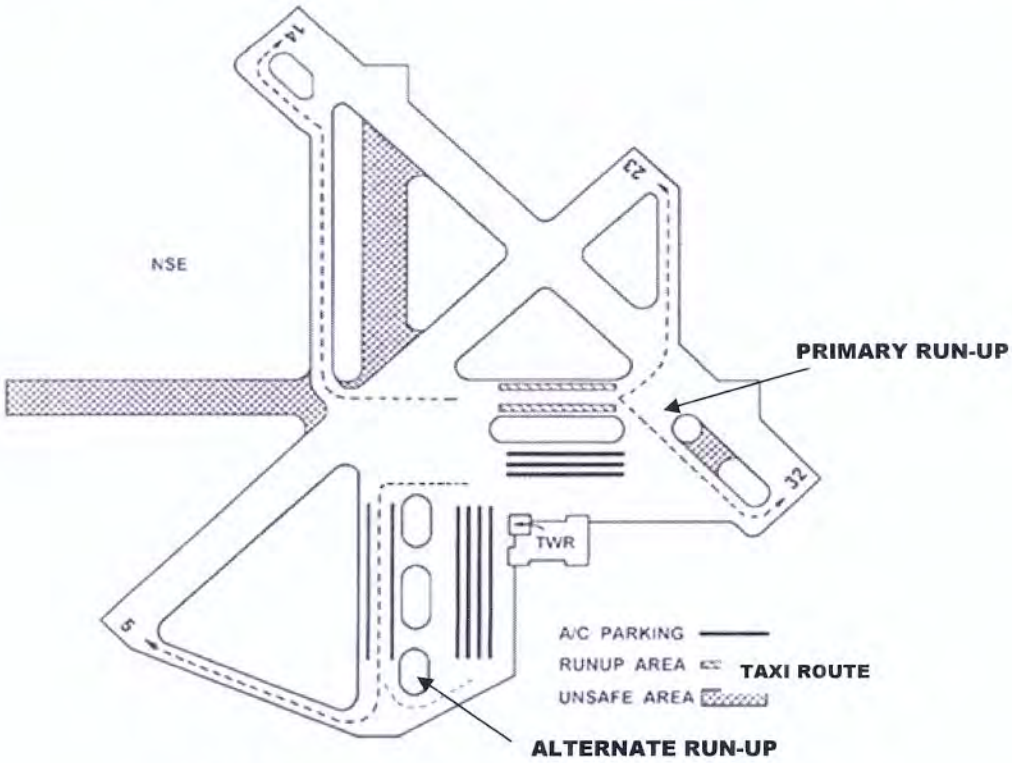
d. The Hub is a high congestion area; taxi lines are not mandatory during daylight operations. Aircraft taxiing out of Primary run-up should remain on the taxi line on the overflow (north) side of Primary run-up when aircraft are conducting run-up.

e. Aircraft shall not pass other aircraft unless clearance is obtained from North Ground or North Tower.

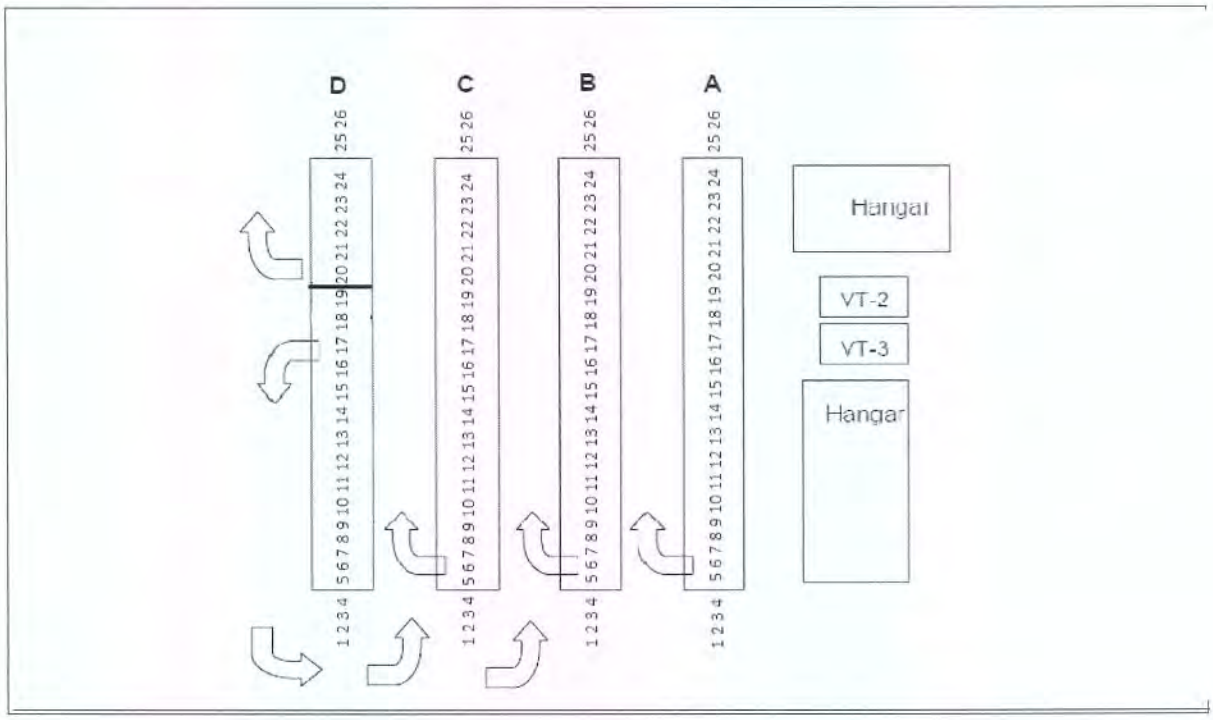
f. Taxi speed shall be commensurate with conditions, but in the line area no faster than a person can walk (FMS groundspeed reference not to exceed 7 KTS) and outside the line area no faster than a person can run (FMS groundspeed not to exceed 12 KTS). The line area is defined as anywhere multiple aircraft are parked on the ramp and does not include the taxiway west (in front) of the D parking line or north of the H parking line.

g. Aircraft shall not taxi within 50 feet of any fueling operation. If a fuel truck is in the taxi lane in the intended direction of travel, advise ground control of intent to back-taxi to an adjacent taxi lane to avoid the refueling operation. The western-most taxi line, in front of the D row, provides enough clearance for aircraft to taxi past fueling operations, provided one offsets slightly to the west (toward the grass).

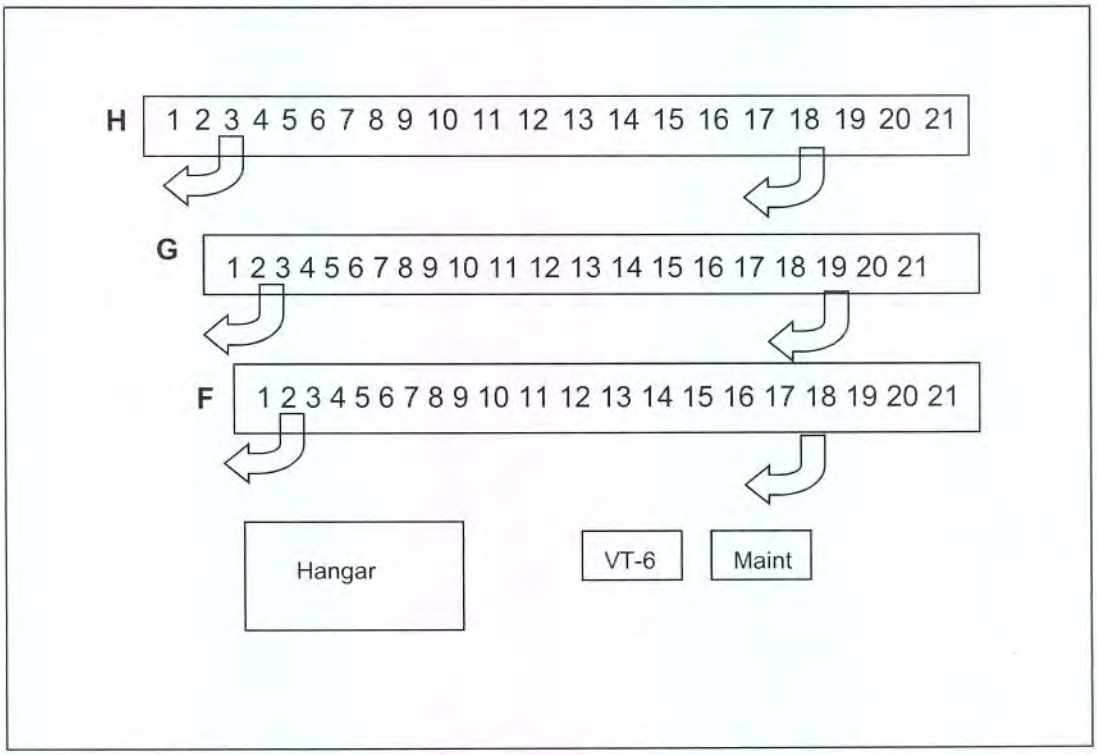
h. If taxi clearance cannot be obtained due to a radio "blind spot," taxi is permitted up to, but not through, the Hub while attempting to establish radio contact.



Whiting Field Outbound Taxi Routes
Figure 3-1



Typical Outbound Taxi Routes (parking A-D)
Figure 3-2



Typical Outbound Taxi Routes (parking F-H)
Figure 3-3

3.4 TAKEOFF PROCEDURES

3.4.1 Instructional Sortie

a. Approaching the hold short line (approximately 200 feet prior), switch to Tower frequency (306.925/CH 4). Unless otherwise directed by Tower, call for departure when #1 or #2 when approaching or stopped at the hold short line:

"North Tower, (call sign), (runway), #1 ready for departure ('IFR departure' when applicable)."

or

"North Tower, (call sign), (runway), #2 ready for departure ('IFR departure' when applicable)."

NOTE: *Good operating practice dictates pilots use the word 'takeoff' only as an acknowledgement of a takeoff clearance.*

NOTE: *As aircraft move up in sequence, additional calls are not required.*

NOTE: *When operating IFR among VFR aircraft, a call for departure prior to being #2 may expedite clearance.*

b. During daylight operations all aircraft departing IFR from Runway 14 or 32 will position on the outboard side of the taxiway to allow VFR traffic to depart while IFR aircraft obtains clearance.

NOTE: *All student solo sorties shall come to a complete stop prior to calling for departure.*

NOTE: *Aircraft may stagger at the hold short line, as appropriate. If a pilot chooses to stagger, do not reset to the taxi line as this will cause the aircraft behind to reset their position as well.*

c. If cleared to 'line up and wait' onto the runway, a power-up shall not be commenced until tower has issued takeoff clearance.

WARNING: ***Air Traffic Control facilities at Naval Air Stations in the Naval Air Training Command do not provide wake turbulence separation between CNATRA aircraft.***

NOTE: *North Whiting is primarily used for departure and arrival traffic. During normal daylight hours, landing pattern practice at North Field should be avoided unless approved by tower.*

3.4.2 Maintenance Sortie. All takeoff procedures apply with the following exceptions:

a. Maintenance climb outs to High or Low-Key will remain on North Whiting Tower frequency until reaching High-Key and then contact Departure Control.

b. Maintenance procedures that require deviation from normal procedures shall be coordinated with North Tower prior to takeoff. (i.e. Unrestricted climbs to High-Key.)

WARNING: ***Tower will not clear aircraft to take-off or land until maintenance aircraft reports "operations normal" at High-Key.***

3.5 PRACTICE ABORTED TAKE-OFF DEMONSTRATIONS

a. Aircraft should request permission for the practice abort demonstration from North Ground during the initial taxi request or upon clearing the runway after a full-stop landing.

b. At the hold short line at the runway approach end call:

"North Tower, (call sign) practice abort."

c. After the demonstration is complete and the aircraft has returned to a safe taxi speed, aircraft may exit at mid-field.

3.6 DEPARTURE PROCEDURES

3.6.1 VFR

a. Over upwind numbers turn in the shortest direction to the climb-out heading. The climb-out headings are:

(1) Runway 05/14 - **010°**

(2) Runway 23/32 - **340°**

b. Do not penetrate South Whiting airspace without approval from tower. Langley Road is the airspace dividing line.

c. Level off at **700'-800' MSL** and accelerate until visually clear of the traffic pattern.

NOTE: *Reference (a) grants exception for exceeding 200 KIAS when operations that cannot safely be conducted at airspeeds less than 200 KIAS. Maintaining maximum power on climb-out affords aircrew the best opportunity for survival in the event of an emergency.*

d. When visually clear of traffic pattern, switch to Pensacola Departure Control (291.625 UHF/CH 6), transition to a climb, and contact Pensacola Departure. Advise Pensacola Departure if deviations are necessary to avoid traffic or clouds. Climb airspeed is 180 KIAS.

"Pensacola Departure, (call sign), passing (altitude)."

NOTE: *ATC will provide VFR departures clearance to turn on course and for higher altitudes above 4,500' MSL.*

e. All departures, VFR and IFR, from Runways 23 and 32 must be 2,700' MSL or higher by 6.5 DME.

f. Transition to working and departure areas as described below:

(1) North MOA - Comply with ATC instructions. (See 4.2.1)

(2) South MOA - Comply with ATC instructions. (See 4.4.1)

(3) Area 1/VFR West Departure - Climb VFR on departure heading for the runway in use and climb to 4,500′ MSL. When instructed by ATC to "climb to requested altitude", continue the climb to 6,500′ MSL. When instructed by ATC to "proceed on course" or when leaving 4,200′ MSL, whichever occurs first, turn to a heading of 270°. Expect to switch to Pensacola Departure West (351.825 UHF/CH 11).

NOTE: *When transiting to Area 1, be aware of helicopter traffic transiting at or below 5,000′ MSL north of I-10, commercial traffic descending in-bound to KPNS from the northwest, and T-6B traffic working the I-10 section line in Area 1.*

WARNING: ***Area 1 traffic be advised of multiple antennas (antenna farm) located along I-10 up to 2,049′ MSL.***

(4) Fox Area/VFR Northwest Departure - Climb VFR on departure heading for the runway in use and begin a climb to 4,500′ MSL. When instructed by ATC to "proceed on course" or when leaving 4,200′ MSL, whichever occurs first, turn to a heading between 270°-320°.

(5) Pelican Area/VFR North or East Departure - Climb VFR on departure heading for the runway in use and begin a climb to 4,500′ MSL. When instructed by ATC to "climb to requested altitude," continue the climb to 5,500′ MSL. When instructed by ATC to "proceed on course" or when leaving 4,200′ MSL, whichever occurs first, turn to a heading of 360°.

(6) Area 3/South Departure - Climb VFR on departure heading for the runway in use and begin a climb to 4,500′ MSL. Maintain climb out heading and 4,500′ MSL until Pensacola Departure clears to 180°. Expect a further climb with ATC. Expect a switch to Pensacola Departure Southeast (269.375 UHF/CH 7). Maintain radar advisories while operating in Area 3.

g. North and South MOA: Continue as directed by ATC. Once established in the MOA, switch to MOA discrete.

h. North, West and Fox Departures: Continue on appropriate departure heading and altitude until reaching the departure's termination point for VFR advisories, then report:

"Pensacola Departure, (call sign), clear to the North/West/Northwest."

i. All aircraft departing VFR shall maintain radar advisories until reaching the following termination points:

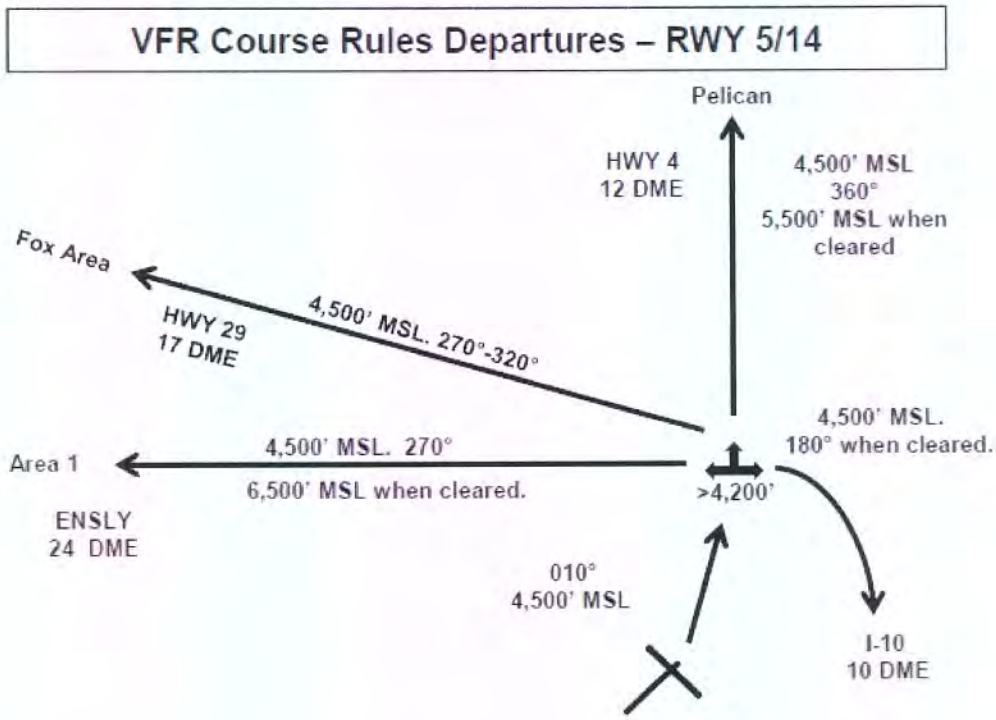
(1) North (Pelican Area/VFR to the North/VFR to the East) - Crossing Highway 4. (NSE 12 DME).

(2) South (Area 3/VFR to the South) - Crossing I-10. If conducting aerobatics or OCF in Area 3, maintain assigned squawk when crossing I-10 for VFR flight following. Do not call clear to the south or cancel radar advisories. Radios should be tuned to Area 3 Common (299.5 UHF/CH 16) and Pensacola Approach (119.0 VHF/CH 7 or 118.6 VHF CH/57) as directed for simultaneous monitoring of advisories.

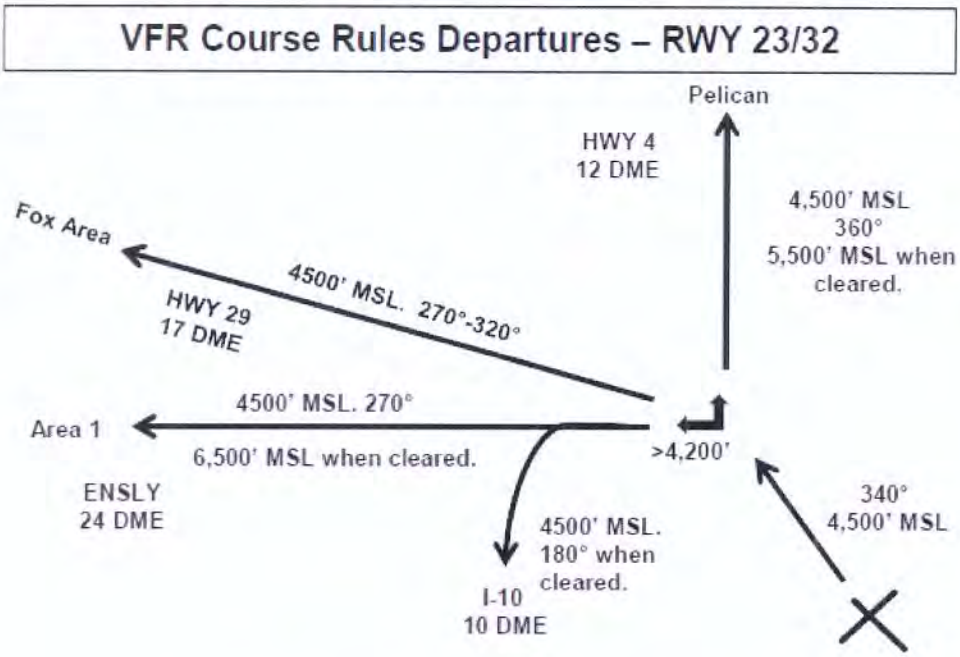
(3) West (Area 1/VFR to the West) - Abeam the north/south railroad tracks in the vicinity of Bay Springs (Point ENSLY - NSE 24 DME). If proceeding to Area 1, maintain 6,500' MSL until South of the lateral confines of the V198/V241 (northern boundary of the South MOA).

(4) Fox - Crossing the southern boundary of the Pelican (North of the lateral confines of V198/V241), but no later than HWY 29(NSE 17 DME).

j. Upon reaching the termination point for VFR traffic advisories and/or when directed by ATC, switch to the appropriate area common frequency, squawk 1200 or 4700 as appropriate, and proceed to the working area.



Course Rules Departures (RWY 5/14)
Figure 3-4



Course Rules Departures (RWY 23/32)
Figure 3-5

3.6.2 IFR/IMC DEPARTURES

NOTE: *When field is operating VFR, maintain 700-800' MSL until clear of the traffic pattern.*

a. Stereo Flight Plans/VFR-on-Top Departure. VFR-On-Top (OTP) (NSE-3 stereo route) procedures are for the purpose of receiving IFR departure service until in VMC conditions.

(1) The full NSE-3 VFR-On-Top clearance will be:

"(Call sign) cleared to the MERTY intersection via radar vectors. Climb to and report reaching VFR conditions on top. If not on top at 4,000', maintain 4,000 and advise, departure frequency 278.8, squawk ####." (If VFR prior to 4,000, cancel IFR).

(2) The NSE-3 clearance may be issued in short form as follows:

"(Call sign) cleared to the MERTY intersection via NSE-3, squawk ####."

NOTE: *Pilot acknowledgment of the short NSE-3 clearance constitutes acceptance of the full clearance.*

(3) Aircraft shall not depart the run up areas until IFR clearance has been received.

b. Precision Minimums. When weather at North Field is below non-precision minimums, aircraft may depart North Field only with one of the following:

(1) KNSE ILS Runway 14 is operational, weather is at or above KNSE 14 ILS minimums and KNSE Runway 14 is in use.

or

(2) If the ILS is not operational or not available: South Whiting (KNDZ) GCA is operational to the runway in use, restricted airspace is available, weather is at or above KNDZ GCA minimums. Check KNDZ NOTAMS or contact NASWF Base Ops (850-623-7598) to confirm the GCA is available.

3.7 LATERAL DEPARTURES

a. Lateral departures are departures through the Class C Airspace at an altitude other than normal course rules departure. When possible, requests should initially be made through Ground Control prior to takeoff and again with Pensacola Departure Control upon departure.

"Pensacola Departure, (call sign), passing (altitude), request lateral departure to (area or direction) at (requested altitude)."

b. If the request is approved, maintain radar advisories (flight following) with ATC until clear of the local airspace.

"Pensacola Departure, (call sign), clear to the (cardinal direction), cancel radar advisories."

WARNING: When executing a lateral departure to the north, be particularly aware of traffic inbound, on the course rules, in the vicinity of Point Nugget.

3.8 NORTH FIELD ARRIVAL DAY VFR

a. Delays. If for any reason a delay should occur (runway change, etc.) that will keep an aircraft from proceeding past a reporting point, Pensacola Approach Control will advise the length of expected delay and request pilot intentions. Pilots may elect to enter a right hand, VFR holding pattern at the reporting point at 150 KIAS. If traffic warrants, Approach Control may recommend a holding altitude, which will provide separation between aircraft. Solo aircraft unable to maintain VMC should return to a NOLF or declare an emergency.

b. VMC Weather Deviations. Should weather necessitate deviation from course rules, pilots shall first advise TRACON of intentions. If weather conditions preclude aircraft from adhering to specified altitudes, pilots shall select an altitude stated below to maintain VMC:

WARNING: Aircraft unable to maintain VMC shall obtain an instrument clearance or return to appropriate NOLF. Solos shall remain VMC.

(1) Area 1: Descend no lower than 2,200′ MSL prior to joining course rules and 1,700′ MSL after Molino (Triangle of Trees).

***WARNING:* Aircraft flying Course Rules from Area 1, be alert for antennas located just south of I-10 up to 2,049′ MSL.**

(2) North recoveries: Descend to 2,700′ MSL approaching Conecuh Bridge and 2,200′ MSL approaching the "T" intersection of HWY 113 and HWY 31.

(3) Area 3: Descend to 2,700′ MSL. With clearance from ATC, aircraft may descend as low as 2,200′ MSL between Point Sweet and Deaton Bridge.

NOTE: *All Course Rules Arrival Routes: With ATC coordination, aircraft may descend to 1,700′ MSL (Minimum Vectoring Altitude) in order to maintain VMC.*

***WARNING:* If adverse weather requires a lower intercept altitude verify aircraft position and location of area obstacles before descending or transiting at or below the area's maximum elevation figure.**

***WARNING:* Any aircraft that is unable to maintain VMC conditions while operating under VFR is considered in distress. If below Maximum Elevation Figure (MEF), aircraft in this situation shall climb above MEF, squawk 7700, and contact ATC on guard (if an ATC discrete frequency is not readily available).**

***WARNING:* When weather forces aircraft to recover at lower altitude, aircraft may approach checkpoints from different directions at the same altitude. Extreme caution shall be exercised.**

***WARNING:* Pilots are reminded to be extremely alert for helicopter traffic while transiting Area 1H (North of I-10 to HWY 29) when returning on course rules from Area 1.**

c. Loss of Radar Coverage. If ATC experiences loss of radar while NSE is VFR, aircraft may continue to conduct VFR operations. Arrivals shall monitor Pensacola Approach North (291.625 UHF/CH 6) while on course rules, and make position reports for entering course rules, and each turn point along the route. Pilots shall switch to North Tower at Points Waldo or Easy.

d. Special Requests. Any training requests for North Field (i.e. VFR straight-in approach, Practice PEL, Discontinued Entry, etc.) must be made with the check-in call to ensure that Pensacola Approach has time to coordinate with North Tower.

3.9 RETURN COURSE RULES

3.9.1 Requirements To Join Course Rules

a. **ATIS** - All aircraft should have current North Whiting ATIS (290.325/126.2 UHF/VHF CH 1).

b. **Altitude** - At appropriate altitude for course rules segment being flown. Aircraft shall not join course rules from above or below due to inability to sufficiently clear traffic.

c. **Airspeed** - 240 KIAS.

NOTE: *If assigned course rules airspeed cannot be maintained, steer clear of course rules, notify Pensacola Approach and request a random recovery.*

d. **Angle** - All aircraft shall intercept course rules at an angle of 45 degrees or less to facilitate clearing for traffic already established on course rules.

NOTE: To facilitate de-confliction, aircrew inbound from the North shall monitor UHF CH 12 while establishing course rules entry into the "T" intersection at Century/Flomaton or at Five Lakes. Aircraft inbound from Area 1 shall monitor UHF CH 8 while establishing course rules entry into the Chicken Ranch.

3.9.2 Defined Geographic Course Rule Points

a. Nugget - An intersection north of KNSE formed by HWY 4 and HWY 87.

b. Easy - A water tower located east of KNSE where HWY 191 bends to the south. Easy is used when landing runway 23 or 32.

c. Sweet - The I-10 bridge located south of KNSE that crosses the Blackwater Bay.

d. Waldo - Two large metal barns located west of KNSE that are located at the intersection of HWY 89 and HWY 182. Waldo is used when landing runway 05 or 14.

3.9.3. Recovery from Area 1 to Point Waldo/Easy

a. Area 1 to Chumuckla.

WARNING: Multiple antennas ("antenna farm") are located in the vicinity along I-10 ranging up to 2,047′ MSL. Minimum Elevation Figure (MEF) at Chicken Ranch is 2,200′ MSL.

Note: The Chicken Ranch is the initial point of Area 1 course rules and is identified as a large white structure located approximately 065°/6.5 NM from NOLF Summerdale.

(1) **Arrival to Chicken Ranch**: Intercept the Chicken Ranch between a 015° and 105° course at 3,500′ MSL. Maintain at least a 3 NM lateral separation from NOLF Summerdale, when it is in use. Monitor UHF/CH 8 until reaching Chicken Ranch. (Figure 3-6).

***WARNING:* Be alert for traffic in-bound to High-key at NOLF Summerdale. Flying a 105° course in-bound to Chicken Ranch brings aircrew to approximately 4 NM north of NOLF Summerdale. Flying a 015° course in-bound to Chicken Ranch brings aircrew to approximately 5 NM east of NOLF Summerdale. Avoid Summerdale below 5,000′ MSL within 3 NM when it is in use.**

***WARNING:* Elsanor airport is located approximately 1.5 nm southwest of the Chicken Ranch. A glider flying club operates VFR seven days a week up to the cloud bases. Not all of the gliders use a Mode C transponder; however, all have operable two-way VHF radios and monitor a common frequency of 122.9 MHz. Additionally, glider pilots will inform Pensacola TRACON of their activity prior to launch. T-6B crews inbound on course rules should self-announce their position on 122.9 MHz to monitor for any glider activity in the vicinity of the Chicken Ranch:**

"Elsanor traffic, (call sign) approaching Chicken Ranch from the west/south at (Altitude)."

Note: *When inbound to the Chicken Ranch from the south, remain clear of Class C airspace located approximately 3 NM to the east of the 015° inbound southern track.*

(2) Over the Chicken Ranch, turn to a heading of 060° towards HWY 29, remain northwest of the Cantonment Paper Mill. Switch to 291.625 UHF/CH 6 and contact Pensacola Approach:

"Pensacola Approach, (call sign), Chicken Ranch, with __ (ATIS)."

***WARNING:* An antenna reaching 1,549′ MSL is located approximately 3 NM west of Molino. Use caution when intercepting Course Rules to Molino from the West (e.g., deviation due to weather).**

(3) Approaching Hwy 29 ("clay pits"), turn north to fly directly over HWY 29 north towards Molino ("triangle of trees").

(4) Approaching Molino, turn towards Chumuckla (follow "red clay road") on a heading of approximately 065°. Once on heading, descend to 1,700′ MSL.

b. Chumuckla to Point Waldo. From Chumuckla fly east, ¼ WTD north of HWY 182. Report Point Waldo in sight.

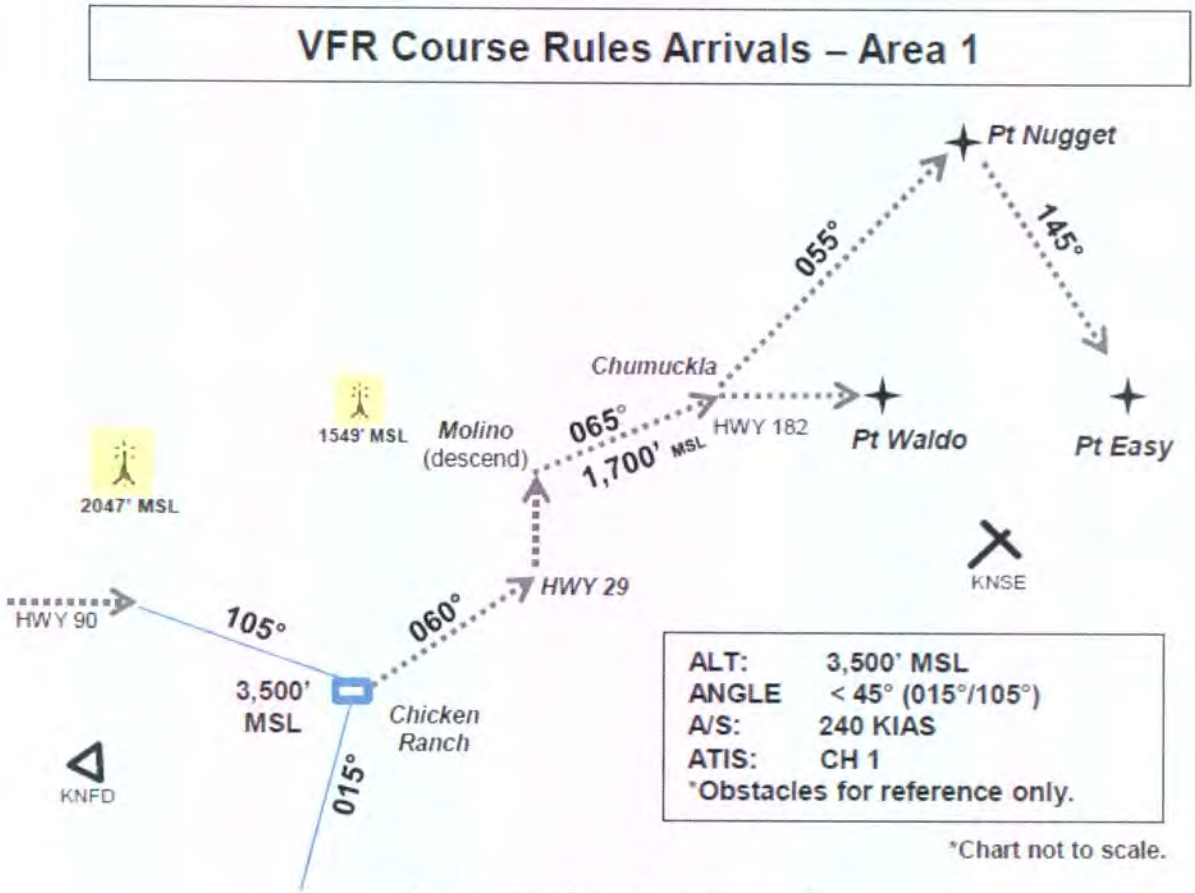
"Pensacola Approach, (call sign), Waldo in sight."

c. Chumuckla to Point Easy

(1) From Chumuckla, turn to a heading of approximately 055° towards Point Nugget.

(2) From Point Nugget, turn to a heading of approximately 145° towards Point Easy and report it in sight.

"Pensacola Approach, (call sign), Easy in sight."



Course Rules from Area 1
Figure 3-6

3.9.4 Recovery from the North to Point Waldo/Easy

a. North Recovery to Point Jay

(1) Intercept HWY 113 north of the "T" intersection with HWY 31 at 4,500' MSL. Over the intersection, turn to a heading of approximately 130° to Point Jay (intersection of HWY 89 and HWY 4). On course to Jay, start a descent to 2,200' MSL and contact Pensacola Approach North (291.625 UHF/CH 6). (Figure 3-7).

"Pensacola Approach, (call sign), approaching Jay, with (ATIS)"

b. Point Jay to Waldo

(1) Over Point Jay, turn to a heading of approximately 160°, proceed to Point Waldo, and report Waldo in sight.

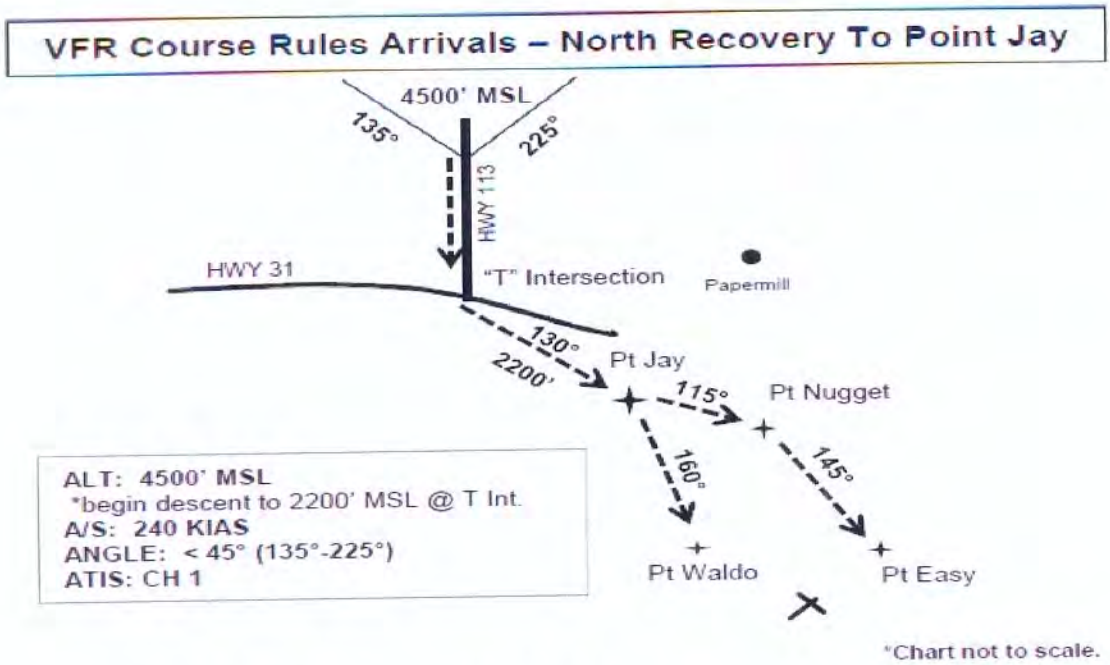
"Pensacola Approach, (call sign), Waldo in sight."

c. Point Jay to Point Easy

(1) Over Point Jay, turn to a heading of approximately 115° and proceed to Point Nugget.

(2) From Point Nugget, turn to a heading of approximately 145°, proceed to Point Easy, and report Easy in sight.

"Pensacola Approach, (call sign), Easy in sight."



Course Rules Recovery from the North (Point Jay)
Figure 3-7

d. North Recovery to Conecuh River Bridge

(1) Intercept course rules no later than 5 Lakes Field (the Southeastern most field in the 5 Lakes region) on a heading of 180° at 4,500' MSL. The intercept will be made with an angle not to exceed 45 degrees. Once over the East/West "southern" power-line slash, start a descent to 2700' MSL and contact Pensacola Approach North (291.625 UHF/CH 6). (Figure 3-8).

"Pensacola Approach, (call sign), approaching Conecuh River Bridge, with (ATIS)"

NOTE: *Be aware of military traffic flying along VR 1082/1084/1085 east to west between Brewton and Evergreen at altitudes between 100' AGL and 1,500' AGL. Traffic on VRs monitor 255.4 UHF/CH 98. (Route is pictured on the Pensacola Training Area Chart issued at book issue and the New Orleans VFR Sectional).*

e. Conecuh River Bridge to Point Waldo

(1) Over the Bridge, turn to a heading of approximately 205° towards Point Nugget.

(2) At Point Nugget, proceed to Point Waldo on a heading of approximately 205°, and report Waldo in sight.

"Pensacola Approach, (call sign), Waldo in sight."

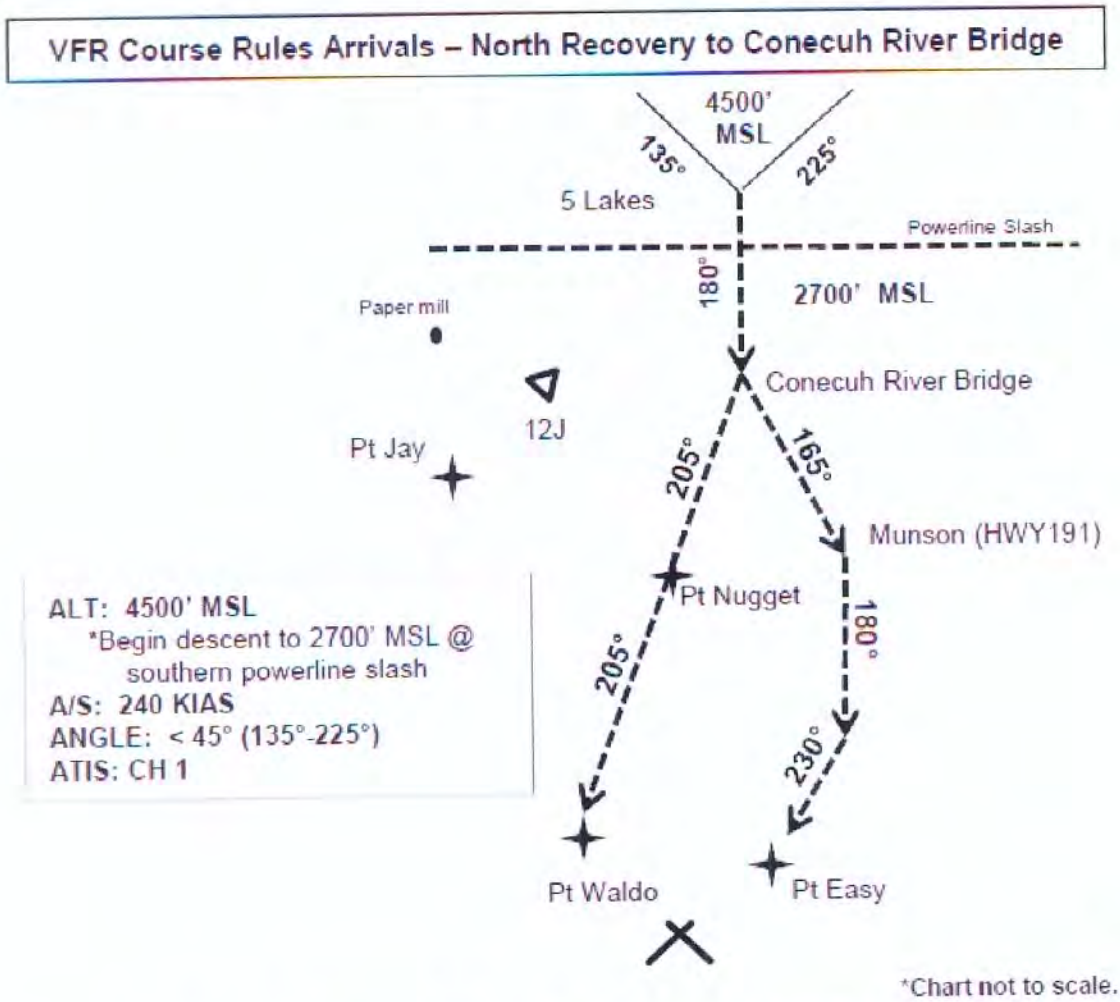
f. Conecuh River Bridge to Point Easy

(1) Over the Bridge, turn to a heading of approximately 165° to intercept HWY 191 north of the town of Munson. Establish the aircraft ¼ WTD west of HWY 191 on a heading to parallel the highway Southbound.

(2) Where HWY 191 bends 90 degrees to the east, continue heading approximately 180° until re-intercepting HWY 191 as it proceeds southwest.

(3) Cross HWY 191 and parallel it on a southwesterly heading at ¼ WTD to the east (approx. 230°), and report Easy in sight.

"Pensacola Approach, (call sign), Easy in sight."



Course Rules Recovery from the North (Conecuh River Bridge)
Figure 3-8

3.9.5 Recovery from Area 3 (to Point Waldo/Easy)

a. Area 3 to Point Sweet

(1) As early as feasible, but no later than abeam the southern tip of Garcon Point, contact Pensacola Approach Southeast (269.375 UHF/CH 7). (Figure 3-9).

"Pensacola Approach, (call sign), 2 miles southeast of Garcon Point, with (ATIS)"

(2) Intercept ½ WTD east of the eastern shoreline of the Bagdad Peninsula at 4,500' MSL heading north.

(3) Fly north over Blackwater Bay to Point Sweet.

(4) When directed, descend to 3,500′ MSL. Expect a frequency change to Pensacola Approach North (291.625 UHF/CH 6) near Point Sweet.

b. Point Sweet to Point Waldo

(1) At Point Sweet, fly heading 300° to NOLF Spencer.

(2) At NOLF Spencer, turn to heading 330° towards Pace NOLF and the intersection of HWY 191 and HWY 197. At the intersection, unless otherwise directed by Pensacola Approach, descend to 2,700′ MSL and turn north towards HWY 182.

(3) Approaching HWY 182, turn to fly ¼ WTD south of HWY 182 to Point Waldo, and report Waldo in sight.

"Pensacola Approach, (call sign), Waldo in sight."

c. Point Sweet to Point Easy

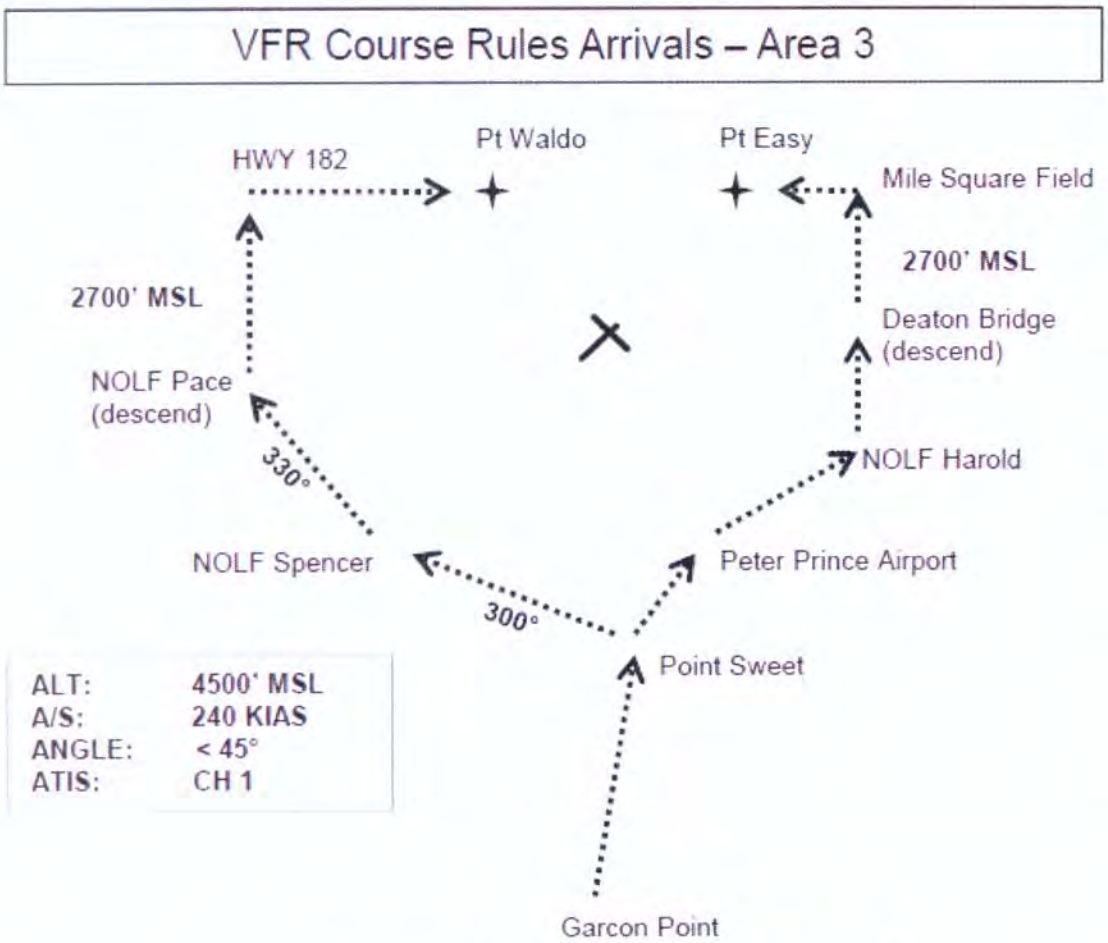
(1) At Point Sweet fly heading 020° to Peter Prince Airport.

(2) Fly heading 065° to NOLF Harold, maintaining ½ WTD north of Highway 90.

(3) On top of NOLF Harold, turn north to Deaton Bridge. Unless otherwise directed by Pensacola Approach, descend to 2,700′ MSL by Deaton Bridge.

(4) Proceed to Mile Square Field and turn to a heading of approximately 270° to fly along the northern edge of Mile Square Field towards Point Easy, report Easy in sight.

"Pensacola Approach, (call sign), Easy in sight."



Course Rules Recovery from Area 3
Figure 3-9

3.10 RANDOM ARRIVAL/RECOVERY PROCEDURES

a. SNA solos shall not use these arrival procedures except for the following situations; RDO/FDO directed, weather prevents standard course rules arrival, SNA solo is lost, or SNA solo is in an emergency situation that does not require an ELP profile.

b. Pilots desiring a random recovery shall proceed as follows:

(1) Remain clear of Class C.

(2) Contact Pensacola Approach (291.625 UHF/CH 6), (CH 7 if south of I-10 from Area 3).

3.11 POINT WALDO TO NORTH FIELD

NOTE: *Crossing Point Waldo, maintain altitude and decelerate to 200 KIAS. Upon reaching 200 KIAS begin descent to 1,300' MSL.*

a. When directed by Pensacola Approach, but no later than Point Waldo, switch to North Tower (306.925 UHF/CH 4):

A/C: "North Tower, (call sign), Waldo with (ATIS)"

Tower: "*(Call Sign), report the numbers, runway __*"

A/C: "*(Call sign), WILCO*"

b. To Runway 5. After Point Waldo remaining west of HWY 89:

(1) Turn to a heading of approximately 180° to remain west of HWY 89.

(2) When abeam the first of three bends along HWY 89, commence a shallow turn so as to pass just north of the third bend, in the vicinity of a north-south pond and the rectangle of trees with a prominent red roofed barn. Continue the turn until headed between RWY 5 and Langley Road. The NSE water towers will be off the nose.

(3) Maintain this heading until able to turn and line up between the Control Tower and RWY 05. Remain north of Langley Road at all times. (See Figure 3-10).

c. To Runway 14

(1) Passing over Point Waldo, turn to line up between the tower and RWY 14. (See Figure 3-10).

3.12 POINT EASY TO NORTH FIELD

NOTE: *Crossing Point Easy, maintain altitude and decelerate to 200 KIAS. Upon reaching 200 KIAS begin descent to 1,300' MSL.*

a. When directed by Pensacola Approach, but no later than Point Easy, switch to North Tower (306.925 UHF/CH 4):

A/C: "North Tower, (call sign), Easy with (ATIS)"

Tower: "*(Call sign), report the numbers, runway ___*"

A/C: "*(call sign), WILCO*"

b. To Runway 23

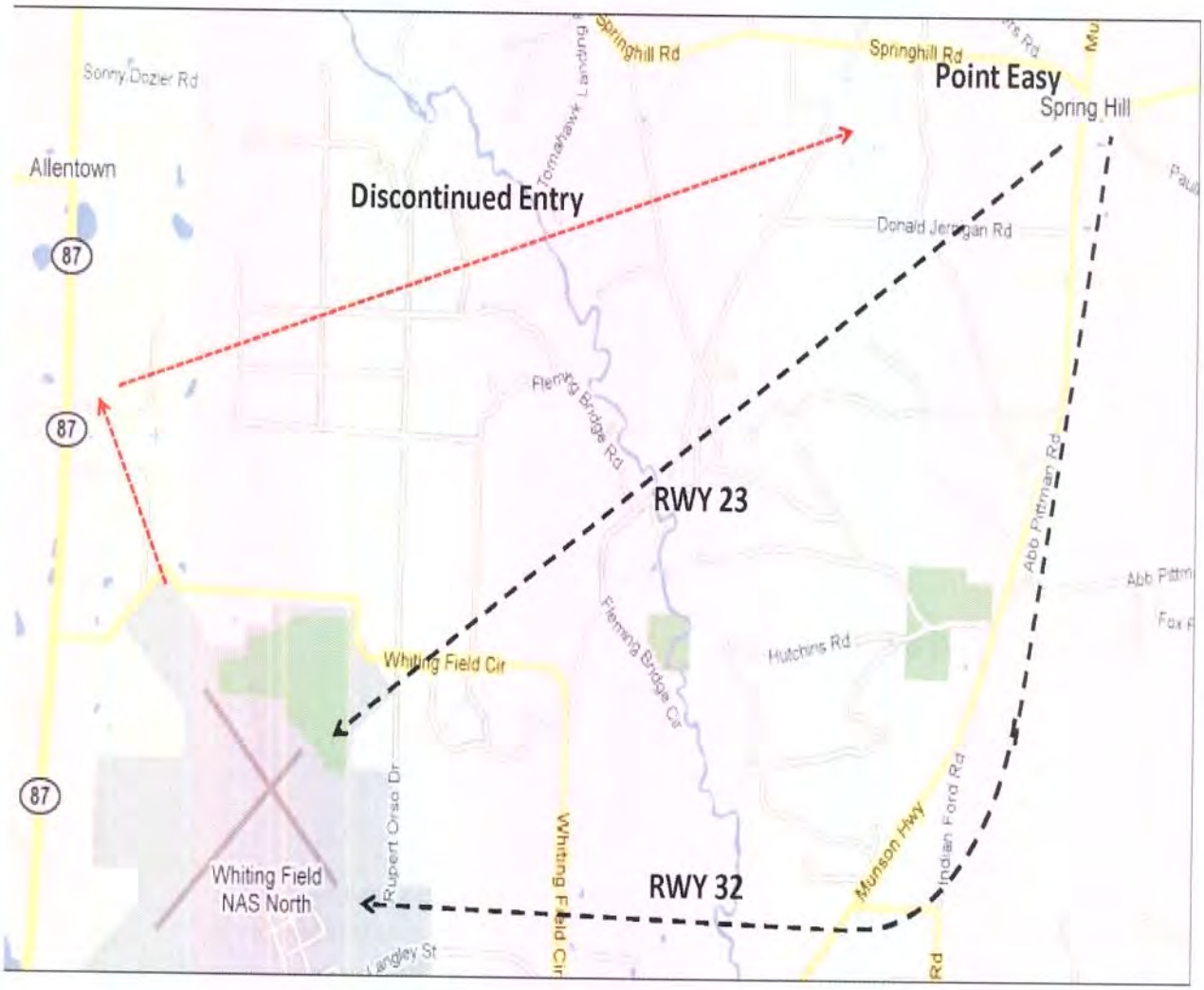
(1) Passing over Point Easy, turn to line up between the Control Tower and RWY 23. (See Figure 3-11).

c. Runway 32. After Point Easy, flying south along the east side of HWY 191:

(1) At the first red-dirt road "Y" intersection with HWY 191 south of Point Easy, commence a turn to remain north Langley Road. Continue the turn until headed between RWY 32 and Langley Road.

(2) Maintain this heading until able to turn and line up between the Control Tower and RWY 32. Remain north of Langley Road at all times. (See Figure 3-11).

Point Waldo Entry to Runways 14 and 05
Figure 3-10



Point Easy Entry to Runways 23 and 32
Figure 3-11

3.13 NORTH FIELD BREAK

a. Break altitude and airspeed at KNSE are 1,300' MSL at 200 KIAS. Position the aircraft between the control tower and the runway (approximately 1/4 WTD) to keep the runway in sight. Abeam the approach end of the runway:

A/C: "North Tower, (call sign), Numbers (runway)."

Comply with North Tower's instructions. Unless otherwise directed, break abeam the upwind numbers. Break direction will always be away from the tower.

NOTE: *If required for RWYs 23 and 14 permission for a South Field airspace penetration may be obtained from North Whiting Tower. Do not*

continue past Langley Road unless cleared for "South Field Penetration."

b. Short Break: The short break is conducted prior to the hub for traffic de-confliction. SNAs are not authorized to conduct the short break.

c. If no reply from North Tower is received and traffic permits, break between the upwind numbers and two miles beyond the upwind end of the runway. Exercise extreme caution, and observe the tower for ALDIS signals. When landing RWY 14 or 23, if unable to break prior to Langley Road, execute discontinued entry.

d. Do not descend from break altitude until abeam the upwind numbers on the downwind leg. Pattern altitude is 1,000' MSL.

3.14 NORTH FIELD STRAIGHT-IN APPROACH

NOTE: *A straight-in approach needs to be requested on initial check-in with Pensacola Approach. Failure to do so may cause North Tower to deny training request.*

3.14.1 Single Aircraft. Aircraft requiring a wide or straight-in procedure should use the following options:

a. At Point Waldo/Easy, contact North Tower and request "VFR Straight-In."

b. Once approved, slow as necessary until intercepting the extended centerline for the runway in use. Execute landing per the Contact FTI.

c. Track over the ground remains the same as normal course rules.

WARNING: ***Straight-in landing traffic must use extreme caution due to conflicting traffic overtaking at 1,300' MSL and conflicting 180-position traffic.***

3.15 NORTH FIELD PRACTICE PEL. The Practice PEL entry is conducted in the same direction as the normal pattern, away from the tower.

NOTE: *Practice PEL needs to be requested on initial check-in with Pensacola Approach. Failure to do so may cause North Tower to deny training request.*

a. Call North Tower at High Key (3,200' MSL, 1/4 WTD tower-side of the duty runway.)

"North Tower, (Call-sign), High Key, RWY ____, Practice PEL."

b. Execute the PPEL procedure per the Contact FTI/NATOPS.

c. Call North Tower at Low Key for landing clearance.

"North Tower, (Call-sign), Low Key, gear down, full stop"

3.16 APPROACH AND LANDING

3.16.1 Normal Procedures

a. Call North Tower for landing clearance at the 180 position and read back the clearance to North Tower.

"North Tower, (call sign), 180, gear down, full stop/touch-and-go"

NOTE: During the approach turn to final for RWY 32 at North Whiting (KNSE), aircrew may fly South of Langley Road to ensure adequate final distance. It is recommended aircrew use approximately a 1/4 WTD South of Langley Road at the 90 degree position to provide adequate final distance to RWY 32 KNSE and separation from KNDZ traffic. Aircrew **SHALL** avoid going any further South than the tree line that parallels the North side of RWY 23/5 at KNDZ, to maintain separation from KNDZ traffic.

b. Landing should be accomplished within the first 1,500' or a waveoff should be executed.

3.16.2 Rollout

a. In an effort to reduce the possibility of a blown tire, aircraft shall:

(1) Exit the runway at KNSE after the hub when landing RWYs 5/23 or after the off-duty runway when landing RWYs 14/32. Aircraft landing RWY 5 may exit to the off duty runway with tower approval. Once clear of the active runway, switch to Ground Control (251.15 UHF/CH 3) unless advised otherwise.

(2) SNA solos shall exit the runway on a taxiway at the departure end.

3.17 WAVEOFFS

a. A waveoff, sometimes called a "go around," given by Tower, RDO, wheels watch, or in some cases other aircraft, requires mandatory compliance. The exception to this is an aircraft experiencing an emergency that would jeopardize flight safety by complying with the waveoff.

b. Mandatory or elected waveoffs shall climb to pattern altitude over the runway unless otherwise directed by Tower.

c. Request clearance from the Tower to turn downwind for landing and comply with Tower instructions.

NOTE: If a waveoff radio call or waveoff lights are desired for training at KNSE, contact Tower (121.4 VHF/CH 4) inside Point Waldo or Easy to determine if the request can be accommodated due to operations.

3.18 DISCONTINUED ENTRIES

a. A discontinued entry is used to depart the entry channel at any place after Point Waldo or Point Easy and prior to executing the break. Discontinued entries are mandatory:

(1) If directed by North Whiting Tower.

(2) Any time setup for an incorrect runway has been commenced.

WARNING: If the setup for an incorrect runway occurs or when directed by Tower, commence an immediate climb to 2,700′ MSL to avoid traffic in the pattern.

(3) If landing RWY 14/23 and about to pass south of Langley Road without clearance for "South Field Penetration."

b. To execute a discontinued entry:

(1) Turn to the climb out heading for the runway in use and climb to 2,700′ MSL, weather permitting.

(2) Advise North Whiting Tower. Traffic permitting, the tower may sequence aircraft for the radar downwind or base leg entry.

(3) Expect instructions to contact Pensacola Departure (291.625 UHF/CH 6) and advise them of discontinued entry and intentions.

NOTE: *Pre-planned discontinued entries shall be coordinated with Pensacola Approach North (291.625 UHF/CH 6) on initial check-in for course rules.*

3.19 NORTH FIELD ARRIVAL VFR TO IFR

a. Pilots shall maintain VMC and contact Pensacola Approach on UHF 291.625/CH 6 or 269.375/CH 7, as appropriate. TRACON shall assign a transponder code and vector the aircraft to an instrument approach. Pilots may expect instructions to proceed to PENSI to hold VFR, awaiting an IFR clearance, if Pensacola Approach becomes saturated with requests for IFR handling and/or approaches.

b. When conducting an IFR approach and the airfield is operating VFR, pilots shall cancel IFR when able to expedite traffic flow.

NOTE: *Between 0900-1500 local, if normal course rule recoveries are in effect, practice instrument approaches are discouraged. If returning during this timeframe on an IFR flight plan, when able, cancel IFR and*

proceed to a VFR entry point. FITU flights may conduct one approach to KNSE during this timeframe as required for training.

3.20 INBOUND TAXI PROCEDURES

a. When clear of all runways, aircraft shall stop, and at a minimum, accomplish the first three steps of the "After Landing Checklist." At pilot's discretion, aircraft may continue to taxi, contact North Ground (251.15 UHF/CH 3) and then complete the checklist.

NOTE: *If taxiway width allows, aircrew executing the entire checklist shall position the aircraft such that it does not impede traffic behind it. Approval from Ground Control is required to pass another aircraft.*

NOTE: *Aircraft at North Field only, are permitted to taxi while attempting to establish contact with North Ground. This is an authorized deviation from FAR/AIM normal procedures.*

b. Inbound taxi directions will be according to Figures 3-12, 3-13 and 3-14.

(1) Aircraft parking on rows A-D returning through the hub will taxi in front of row D, then take the appropriate taxi line to the row in use. Aircraft parking A-D returning via Taxiway A will taxi directly to the row in use. (Fig. 3-13).

Note: *Adherence to the yellow taxi line guarantees clearance from the shelter stanchions and adjacent aircraft.*

CAUTION: ***Use caution to observe wingtip clearance from aircraft parked adjacent and from the shelter support stanchions.***

(2) When landing RWYs 23 and 32, aircraft parking on rows F-H will taxi behind row H from the hub. If parking rows F or G, remain on the taxi line until clear of the marked parking spots, then taxi to the row in use. Do not taxi across empty parking spots. (Fig. 3-13).

(3) When landing RWYs 5 and 14, aircraft parking on rows F-H will taxi directly to rows F-H from either Taxiway E or the departure end of Runway 14. Taxi down the row in use from east to west.

(4) I & J inbound taxi directions: When landing RWY 5, 14, or 32, inbound aircraft to Rows I & J shall taxi south from the Hub and turn behind the respective row (I or J) to park. When landing RWY 23, inbound aircraft may taxi from A line into the I & J line and taxi behind the respective row to park.

CAUTION: ***Taxi between Rows I & J on taxi line during fueling operations does not provide sufficient clearance between the aircraft and the fuel truck.***

CAUTION: ***Due to the proximity of aircraft wingtip to external power cart, use caution when taxiing behind Row I or J when these rows are launching aircraft.***

c. When linemen are available, an aircraft shall wait to park until under positive lineman control.

d. Back-taxi is permitted with lineman in sight after notifying Ground Control to spots between line numbers 26 through and including spot 20 on the A-D line, and to the first 5 spots on the F-G line. Back-taxi beyond these spots is prohibited.

NOTE: *Arriving aircraft landing RWYs 14 or 32, assigned to Rows I & J for parking, will give way to departing traffic from I & J taxing onto the hub.*

NOTE: *Back-taxi to all spots is allowed during the time in which North Field is closed, i.e., Sunday night CCX recoveries.*

NOTE: *Solo flights are not allowed to back-taxi EXCEPT to avoid fueling operations or other safety related obstructions.*

e. During periods of heavy rain or thunderstorms when the line area is secured:

(1) Aircraft shall taxi to the A line and park in the first available covered spot (back-taxi is permitted at the discretion of the pilot in command). If no spots are available, proceed to the B-D line and park in the first available covered spot. Notify maintenance control of parking spot.

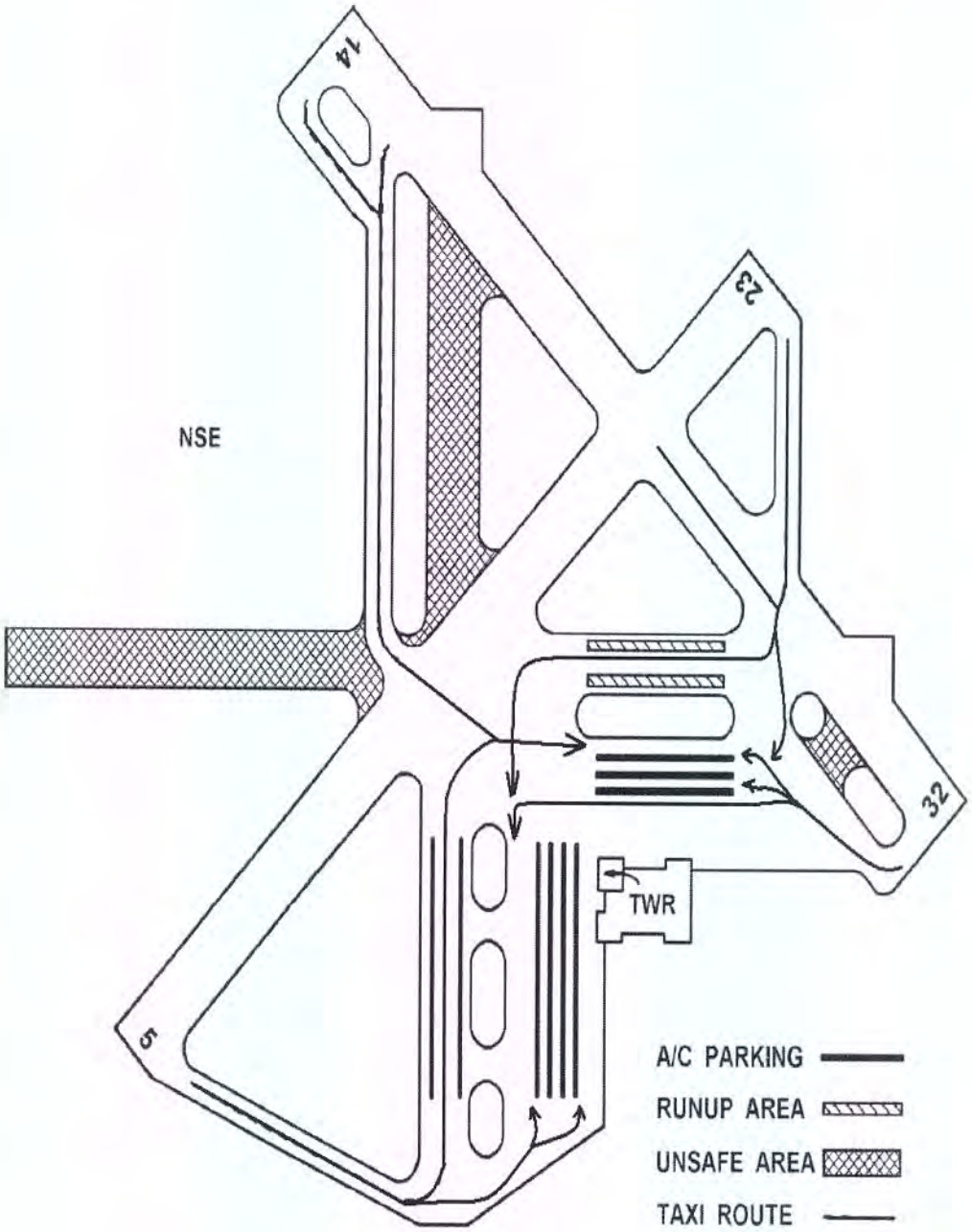
(2) Pilots shall chock their own aircraft after shutdown. If only one chock is available, chock the nose wheel to ensure that the aircraft does not weather-vane into the wind.

CAUTION: *Deep standing water poses the possibility of engine damage from a prop strike. Deep standing water should be avoided. Advise North Ground of intentions.*

NOTE: *Aircraft returning through the primary run-up should offset to the north taxi-line when primary run-up is in use.*

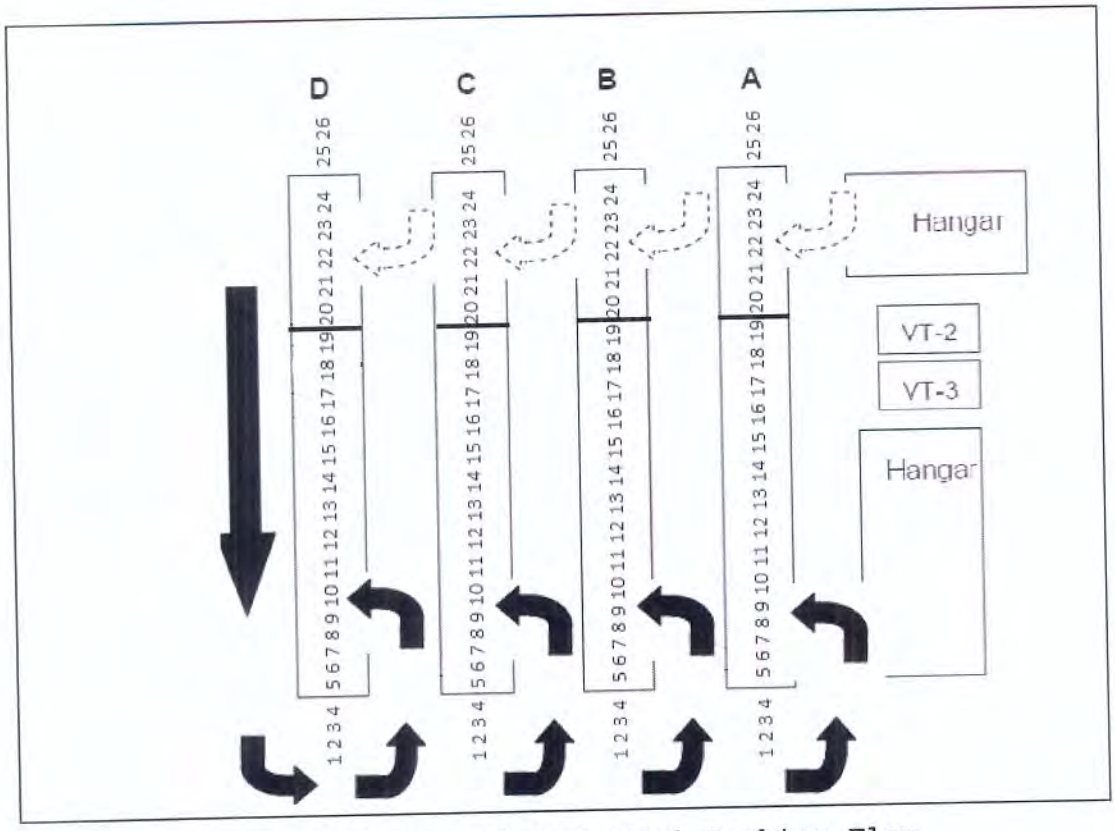
3.21 SHUTDOWN

Engine Shutdown. Either the anti-collision lights or navigation lights (night) shall remain on until the propeller has come to a complete stop.

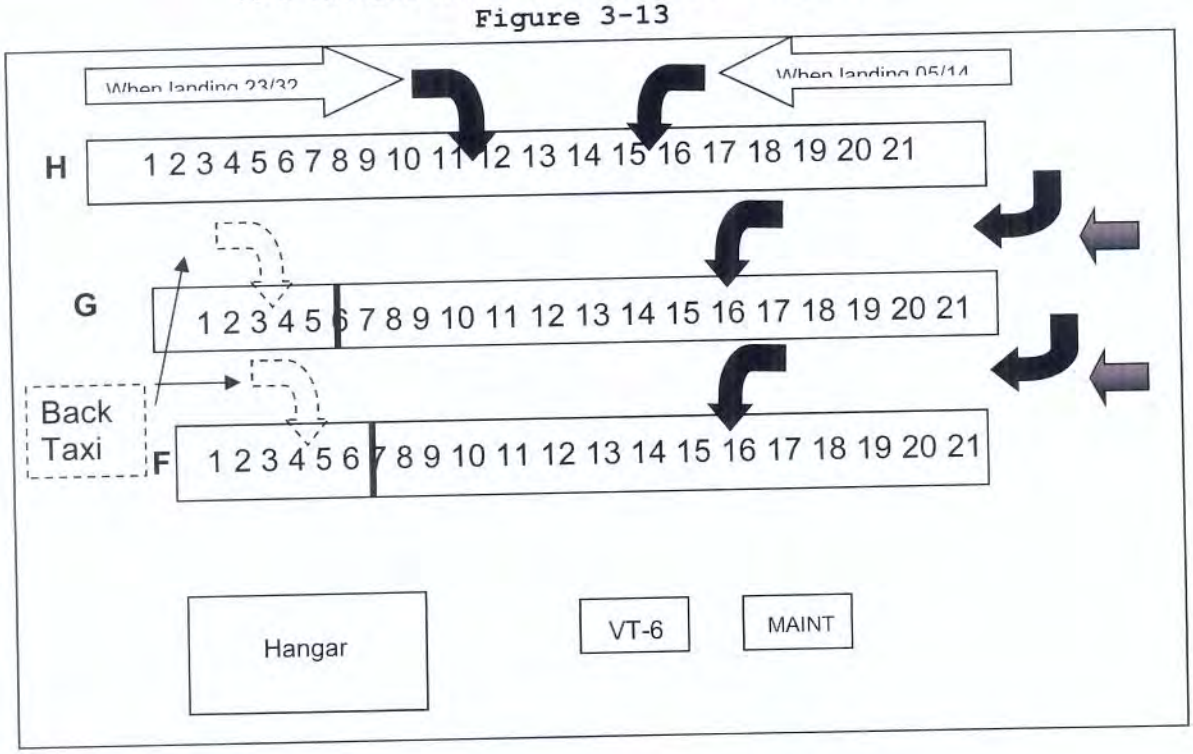


TAXI ROUTES

NAS Whiting Field Inbound Taxi Routes
Figure 3-12



A-D Normal and Back Taxi Parking Flow
Figure 3-13



F-H Normal and Back Taxi Parking Flow
Figure 3-14

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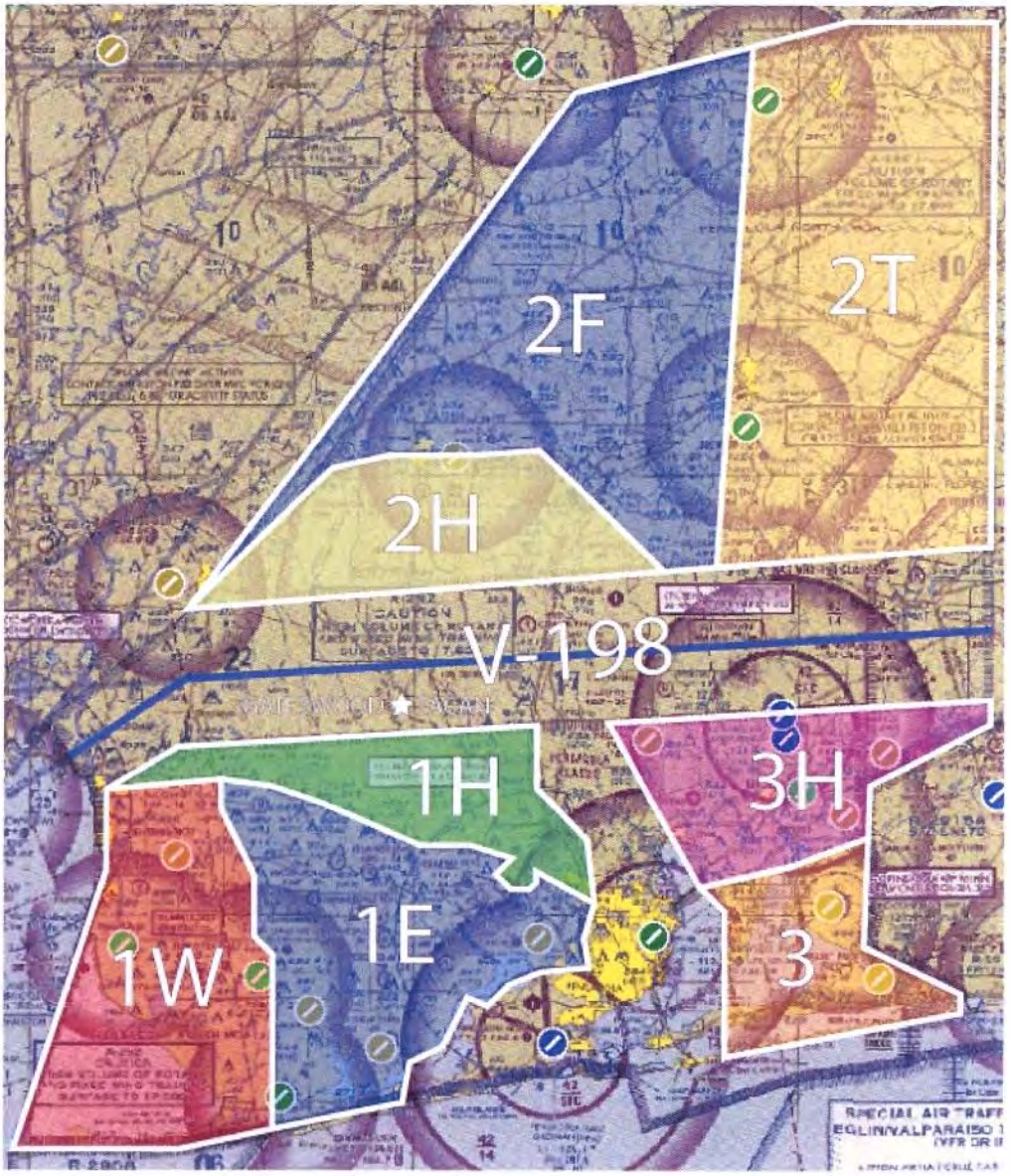
CHAPTER FOUR
ALERT AREA 292 & SPECIAL USE AIRSPACES

4.1 GENERAL INFORMATION

a. The training area used by Pensacola Training Complex (PTC) aircraft is designated Alert Area 292 (A-292). Figure 4-1 depicts how Pensacola TRACON divides the Alert Area.

NOTE: *Due to the high volume of VFR traffic in A292 pilots should monitor area common frequencies whether IFR or VFR while operating within A292.*



Alert Area 292
Figure 4-1

b. A-292 Rotary-Wing Operating Altitudes contained in reference (f) are summarize in Fig 4-2 for reference.

AREA	DAY	NIGHT
1W/E	Prohibited (Note 1)	Surface-7,500 feet(Note 2)
1H	Surface-5,000 feet	Surface-7,500 feet
2T (Note 3)	Surface-4,000 feet	Southern area of 2T
2H	Surface-3,000 feet	Surface-5,000 feet
3 (Note 4)	Surface-1,399 feet	Surface-1,399 feet
3H	Surface-3,000 feet	Surface-3,000 feet
V-198/241	Surface-3,000 feet	Surface-3,000 feet

NOTE:

1	Rotary-Wing aircraft are authorized to transit areas 1E and 1W only with appropriate ATC flight following, or for HURREVAC Operations. **CAUTION:** High density fixed-wing training. Remain well clear of traffic patterns at the numerous airfields.
2	Night operations shall remain well clear of traffic patterns at NOLF's Saufley & Barin.
3	BI training is authorized day or night in 2T east of HWY 191 (Munson) and south of the Conecuh River up to 4,000 feet.
4	Rotary-Wing traffic in the East Bay Operating Area should stay below 500 feet AGL whenever practicable. Always maintain a minimum of 500 feet slant range to all dwellings. Operations shall remain clear of Pensacola Class C & D airspace at NOLF Choctaw unless coordinated with appropriate ATC.

Rotary Wing Altitudes in A292
Figure 4-2

4.1.1 Aerobatics/OCF

a. When conducting aerobatics or OCF outside a MOA, care shall be taken to ensure these maneuvers are not performed over congested areas such as shopping centers, malls, schools, towns, or cities.

(1) Area 1 and Pelican: Squawk 4700. Resume a 1200 squawk when maneuvering is complete.

(2) Area 3: Check in with TRACON required. Expect a discrete squawk.

(3) Aircraft with known or suspected transponder mode C malfunction/failure shall not conduct aerobatics or OCF in Area 1 or Area 3.

(4) Not authorized above any FAA Class C surface area (inner ring) or Class D. Choctaw, a Navy controlled tower, is exempt from this restriction. Operations inside a designated MOA are also exempt.

4.1.2 Practice ELP Training

a. ELP training conducted to an unprepared surface is prohibited. Only one aircraft at a time may conduct ELP training to a closed NOLF. ELPs conducted to a closed NOLF shall wave off. Wave-off shall be conducted by the IP.

b. Courtesy calls shall be made when conducting ELP training to a closed NOLF over appropriate area common frequency. If crash crew is on site, advise the crash crew of intentions over appropriate NOLF frequency.

4.1.3 Transition Layers

a. Two transition layers are bounded by the entire lateral area of the Pelican / NMOA working area. The "low transition layer" is between 5,000′ MSL and 6,000′ MSL, and the "high transition layer" is between 11,000′ MSL and 12,000′ MSL. In the low transition layer, transit altitudes are 5,200′ MSL westbound and 5,700′ MSL eastbound. In the high transition layer, transit altitudes are 11,200′ MSL westbound and 11,700′ MSL eastbound. These transition layers are used to ingress, egress, and transit to area Fox, Pelican, 2T, and the NMOA.

b. When in transition layer, aircraft should monitor 254.9 UHF/CH 12.

c. There is no transition layer in Area 1 or 3. Use appropriate VFR cruising altitudes and monitor appropriate frequency.

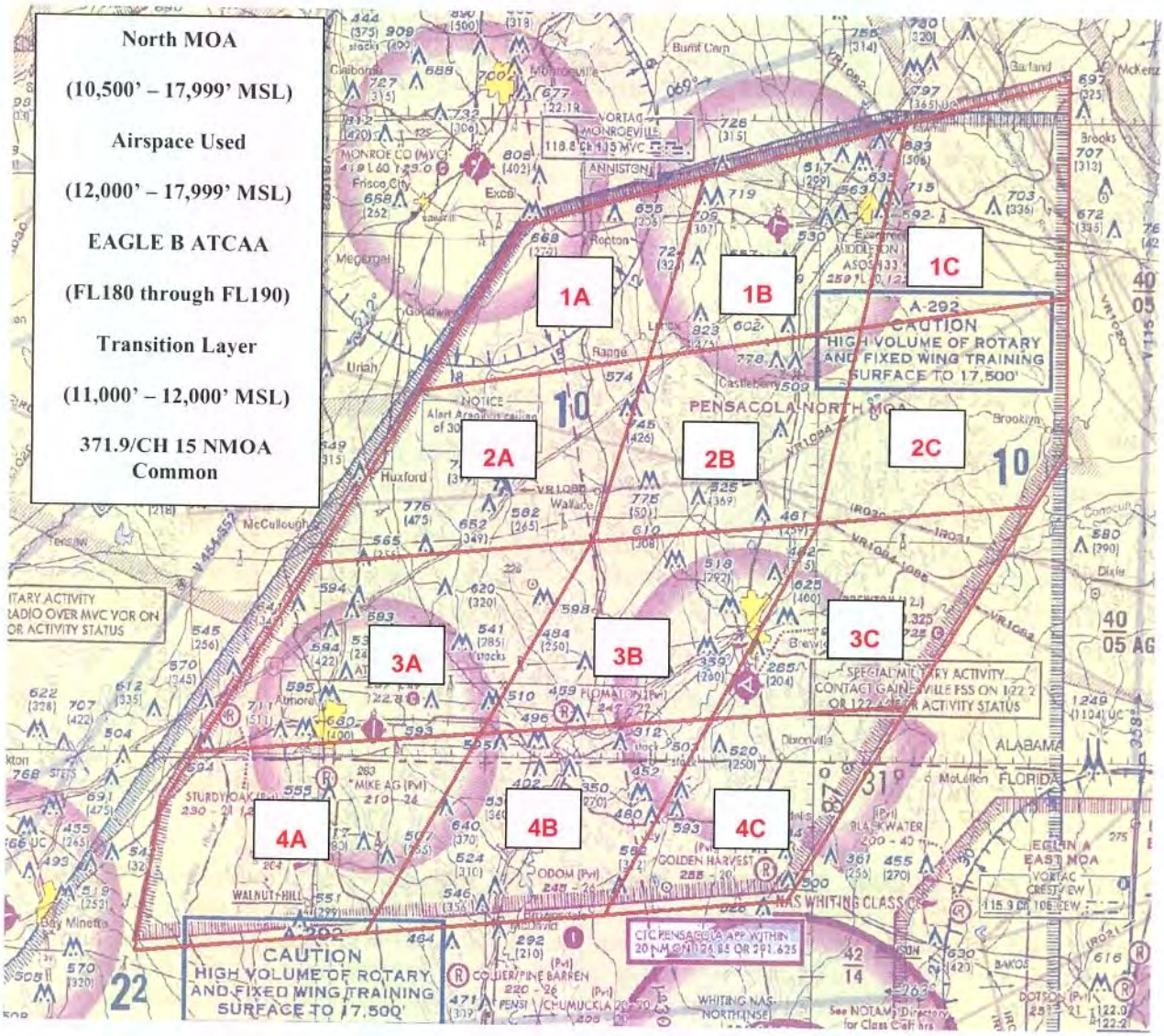
4.2 NORTH MILITARY OPERATING AREA (NORTH MOA). The Pensacola North MOA extends from 10,500′ MSL up to but not including FL 180 and is comprised of 12 blocks as depicted in Figure 4-4. This airspace is directly over the Pelican working area. Its purpose is to provide separation of PTC aircraft operating VFR above 10,000′ MSL and airway traffic under instrument flight rules (IFR). Working airspace in the NMOA begins at 12,000′ MSL and extends upward to, but **NOT INCLUDING** FL 180.

EAGLE B ATCAA - Working blocks are the same as the NMOA and from FL180 through FL190.

EAGLE C ATCAA (Maintenance Area) - Lateral confines of the NMOA working blocks 2B/C and 3B/C from FL180 to FL310.

NOTE: *Eagle B and Eagle C are not normally used for SNA flights.*

WARNING: All dynamic maneuvers shall be planned for completion between 12,500′ MSL and 17,500′ MSL while operating in the NMOA airspace due to operations within the surrounding airspace.



NMOA Working Area
Figure 4-3

a. Military aircraft operating in the NMOA are considered to be MARSA, therefore Center will not issue traffic advisories between participating aircraft. However, Air Traffic Control will provide separation from non-participating IFR traffic. A clearance into the NMOA does not relieve participating pilots from the requirements of Visual Flight Rules (VFR) as prescribed in FAR Part 91.

b. Aircraft operating in ATC assigned airspace must have an operating radar beacon transponder with altitude encoding capability and shall squawk the Mode 3 specified by Jacksonville Center and/or Pensacola TRACON.

c. Authorized users must observe VFR upon egress from the Pensacola NMOA unless an IFR clearance has been obtained prior to

exiting. (An IFR clearance is only in effect once the aircraft reaches 11,000' MSL unless instructed differently by ATC).

d. Deviations from the procedures contained herein are authorized only after prior and/or real-time coordination has been accomplished.

4.2.1 NMOA ENTRY PROCEDURES

a. From NASWF VFR

(1) Pilots will file an NSE-2 stereo route. Use the appropriate VFR departure headings described in section 3.6.1.a. Expect to climb and maintain 4,500' MSL and expect higher (10,000' MSL). Comply with all heading and altitude assignments, advising ATC of deviations to remain VMC.

(2) At or below 10,000' MSL, TRACON will direct aircraft to contact JAX center (monitor) on 134.15 VHF/338.3 UHF/CH 16. Pilots will switch to JAX center and request a block:

"JAX center, (call sign), request (block)."

***NOTE**: Aircraft requiring more than one block may coordinate request with JAX center (monitor).*

Caution: If communication is delayed contacting JAX Center for clearance into NMOA while VFR, aircraft should maintain last assigned heading and altitude until intercepting the northeast line that divides B and C Blocks. Fly northeast along the line and make an advisory call on CH 12. Once in contact with JAX Center, make request and continue with paragraph (3).

WARNING: Aircraft utilizing more than one block in the Pelican shall avoid using a B and C Block together.

(3) Once cleared into the NMOA by JAX center, climb to the appropriate transition altitude.

(4) Aircraft will proceed to the lateral confines of assigned block, climb to block working altitudes and switch to NMOA common 371.9 UHF/CH 15.

b. From NASWF IFR

(1) Pilots will file an NSE-1 stereo route. Use the departure headings as listed in section 3.6.1.a or as assigned by ATC until vectored to the NMOA. Expect to climb and maintain 4,000' MSL and expect further clearance to 10,000' MSL. Comply with all ATC heading and altitude instructions.

(2) Block request and assignment will be exactly the same as VFR entry procedures. When cleared into the NMOA by JAX Center

(monitor), ensure VMC can be maintained and monitor North MOA Common (371.9 UHF/CH 15). Cancel IFR clearance once VMC can be maintained. IFR clearance is automatically canceled upon entering the NMOA. If unable to attain or maintain VMC once in the NMOA, coordinate with JAX Center (monitor) on 134.15 VHF/338.3 UHF/CH 16 for further clearance.

Caution: ***If communication is delayed contacting JAX Center for clearance into NMOA while IFR, aircraft shall maintain last assigned heading and altitude. If VMC, and IFR has not been canceled, pilot maintains responsibility to see and avoid traffic if a conflict arises. Once in contact with JAX, make request and continue with paragraph (3).***

(3) Once cleared into the NMOA by ATC climb to the appropriate transition altitude for direction of flight.

(4) Aircraft will proceed via the appropriate transition altitude until within the lateral confines of assigned block, then climb to block working altitudes and switch to NMOA common 371.9 UHF/CH 15 UHF.

NOTE: *If Pensacola Approach or JAX Center delays clearance into the North MOA, remain alert for possible maneuvering traffic in the Pelican working area. Request a deviation with ATC as needed.*

WARNING: ***Advise Pelican traffic of potential conflict on 254.9 UHF/ CH 12.***

c. RANDOM ENTRIES. Request entry from JAX Center (monitor) on 134.15 VHF/338.3 UHF/CH 16 while outside the NMOA lateral boundaries or below 12,000' MSL. When cleared into the NMOA by JAX Center, follow normal NMOA entry procedures.

d. NMOA SEPARATION PROCEDURES: Due to the proximity of Victor airways surrounding the NMOA, pilots working near the external borders of the airspace must ensure they do not spill-out of their assigned working block.

e. BLOCK CHANGES: Aircraft requesting to transition from their assigned block to another shall make their request through JAX center (monitor) on 134.15/338.3 CH 16. MOA monitor will advise if another block is available, and if so, will provide transition instructions.

f. EAGLE B ATCAA PROCEDURES: Shall only be included with the activation of a corresponding NMOA working block(s). All participating aircraft are considered to be MARSA within EAGLE B. Pilots can activate EAGLE B above their block by requesting as follows:

"JAX center, (call sign), request Eagle Bravo (block)."

As soon as EAGLE B is no longer needed, pilot shall release airspace to JAX center by stating:

"JAX center, (call sign), clear of EAGLE BRAVO."

g. EAGLE C ATCAA PROCEDURES (Maintenance Area): The lateral confines of NMOA working blocks 2B/C and 3B/C from FL180 to FL310 (or as assigned by ATC). EAGLE C ATCAA is restricted to one aircraft at any one time and is used primarily for maintenance flights.

(1) Entry Procedures: TRACON will hand off aircraft to JAX center approaching ROMEK, JAX center will clear aircraft to FL230. JAX center will then clear aircraft to FL250 or FL310 and into EAGLE C by stating:

"(call sign), cleared EAGLE C, maintain (altitude)."

(2) Exit Procedures: Pilot will request descent at least (5) minutes in advance. Aircraft will be directed to switch to NMOA monitor frequency 134.15 VHF/338.3 UHF/CH 16, JAX center (monitor) will clear aircraft to 12,000' MSL by stating:

"(call sign), cleared NMOA 4C, descend and maintain 12,000' MSL."

Aircraft shall exit EAGLE C by flying from block 3C to block 4C and crossing the 3C/4C boundary line at or above FL180. Pilot shall report leaving FL180 and: cancel IFR, or request to remain IFR in VMC conditions, or request to work in NMOA. Pilot shall remain within working block 4C until leaving 12,000' MSL.

4.2.2 NMOA DEPARTURE PROCEDURES: Upon completion of operations in the NMOA aircraft may exit the MOA utilizing any of the procedures described below.

a. VFR EXIT PROCEDURES (Random departures). When aircraft are ready to depart NMOA working block, make appropriate call to JAX center (monitor) on 134.15 VHF/338.3 UHF/CH 16:

"JAX center, (call sign), request random descent VFR."

JAX center's reply: "(call sign), roger, report leaving 12,000' MSL."

"JAX center, (call sign), leaving 12,000' MSL."

JAX center's reply: "(call sign), squawk 1200, frequency change approved."

Radar services are terminated upon squawking 1200. Aircraft will now transit in the high transition layer and monitor the frequency appropriate for the route of flight. Aircraft may depart the transition layer laterally, coordinate a descent through an unused Pelican block or descend along Pelican border lines.

NOTE: *Be vigilant when descending through course rules corridors or Fox Area below Pelican.*

(1) When descending along Pelican block borders, advise Pelican traffic referencing to the blocks on both sides. For example, the border between 2A and 3A could be referred to as the "2A and 3A border." Make an advisory call while in the transition layer before beginning a descent. No response is required from aircraft established in the Pelican blocks unless a potential conflict exists. Use caution for formation aircraft using more than one block. After descending to the low transition layer, transit at the appropriate altitude for the direction of flight.

Example: "(Call sign) descending 2A/3A border."

b. IFR EXIT PROCEDURES. When aircraft are ready to depart NMOA working block and receive an IFR clearance, make appropriate call to JAX center (monitor) on 134.15 VHF/338.3 UHF/CH 16:

"JAX center, (call sign), request IFR recovery to (destination)".

Pilot shall: remain within the lateral confines of the assigned block until reaching 11,000' MSL, maintain MARSA until reaching 11,000' MSL, proceed as cleared upon reaching 11,000' MSL.

4.2.3 MARSA PROCEDURES. If JAX Center is unable to provide monitoring of the NMOA (i.e., radar down, excessive traffic, etc.), flight into the NMOA is still permitted, provided the weather in the NMOA is VMC utilizing the transition layer and block procedures described in this chapter. Aircraft will be operating under MARSA without ATC control. Aircraft must self-announce and coordinate blocks on 371.9 UHF/CH 15 when operating under these conditions.

a. Entries from NASWF under MARSA:

(1) If North Field is VFR, depart Whiting VFR, after canceling advisories, squawk 1200 and enter the NMOA VFR. Maintain VMC and monitor North MOA Common 371.9 UHF/CH 15.

(2) If North Field is IFR, depart using NSE-1 or other IFR clearance, once VMC cancel IFR and squawk 1200. Climb and maintain VFR into the NMOA and monitor North MOA Common (371.9 UHF) CH 15

b. Recoveries to NASWF under MARSA:

(1) NORTH FIELD IS VFR. Make a random departure followed by a course rules recovery from the North.

(2) NORTH FIELD IS IFR. Make random departure out of the NMOA, leveling off to maintain VMC. Contact Pensacola Approach approximately 20 NM north of NSE and request an IFR recovery to NASWF.

c. Entries from other than NASWF under MARSA can enter VFR and monitor North MOA Common 371.9 UHF/CH 15.

d. Recoveries under MARSA not terminating at NASWF can use a random departure (maintain VMC).

4.3 PELICAN WORKING AREA. An area of training airspace that is a subset of AREA 292 and consists of 12 adjoining blocks depicted in Figure 4-3. This airspace is directly underneath the NMOA and extends from 6,000′ MSL to 11,000′ MSL within the same lateral confines as the NMOA. Blocks 1B and 4C are not used for training and are primarily used for ingress and egress of the airspace. All aircraft operating in the Pelican working area will monitor Pelican and Fox Common on 254.9/CH 12.

WARNING: All dynamic maneuvers shall be planned for completion between 6500′ MSL and 10,500′ MSL while operating in the Pelican airspace due to operations within the surrounding airspace.

WARNING: Although the Pelican working area is within the confines of Alert Area 292, it is not protected airspace. Non-TW-5 aircraft do not recognize the boundaries of the Pelican working area. To prevent the potential for a mid-air collision, aircrews must exercise vigilance and apply See-and-avoid principles.

4.3.1 ENTRY PROCEDURES

a. Aircraft should enter the Pelican working area utilizing either the low or high transition layers. Make traffic calls and determine available blocks on Pelican Common Frequency 254.9 UHF/ CH 12.

Example: "Anyone working 3A?"

NOTE: *Additional calls may be required to ensure block is not occupied.*

b. Proceed to the desired working block. Once established within the block make an advisory call on Pelican Common.

Example: "(Call sign) established 3A."

c. If weather precludes use of the transition altitudes, aircraft may transit along block lines by making a traffic call on Pelican Common.

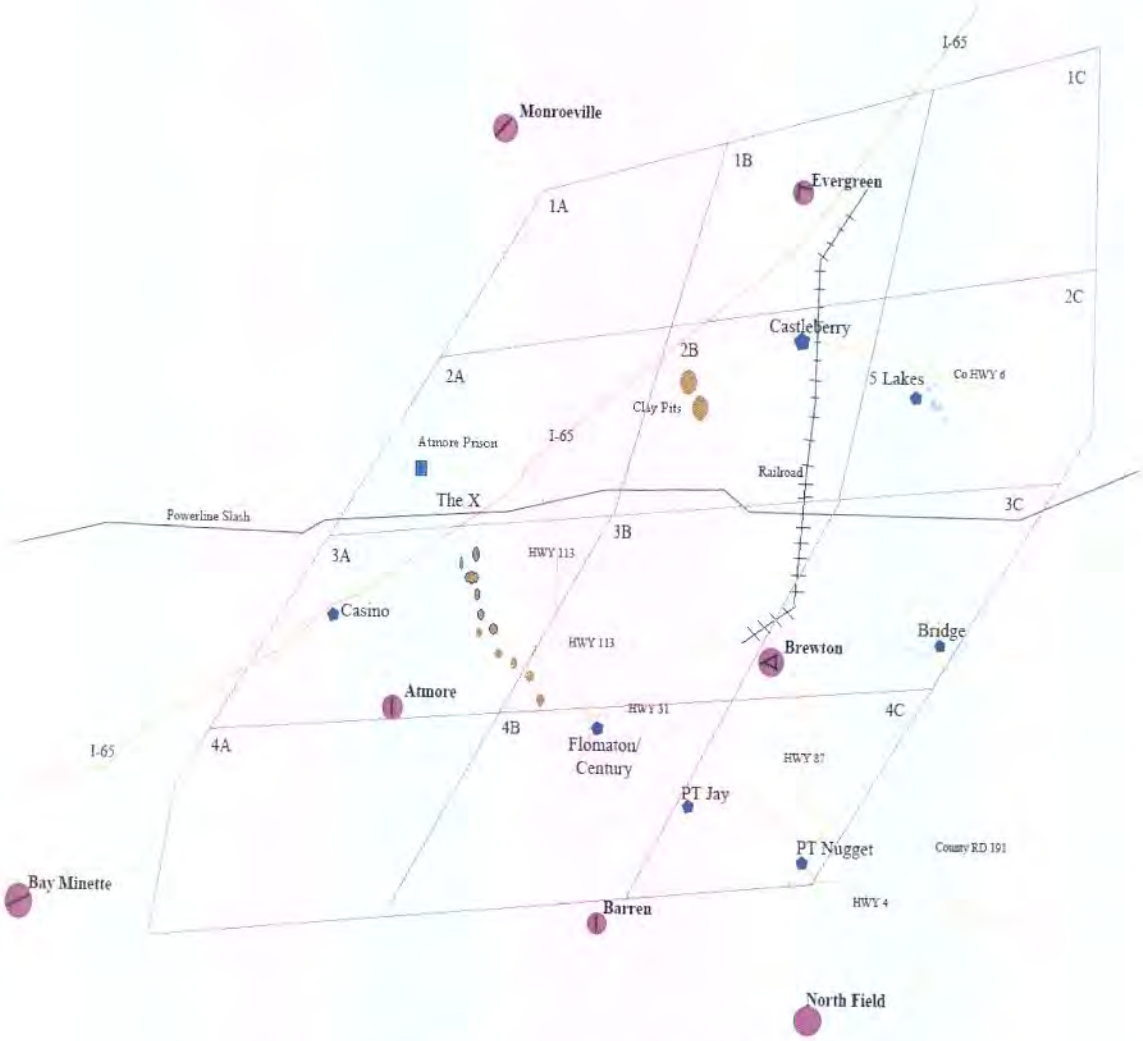
Example: "(Call sign) transiting 1B/2B at 7,500′ MSL."

4.3.2 PELICAN WORKING AREA SEPARATION PROCEDURES. Aircraft will ensure separation by remaining within their block(s) and self-announcing if they inadvertently vacate their block. No ATC traffic separation is provided between military aircraft or between military and civilian aircraft operating in the Pelican working area. Standard VFR "see and avoid" principles apply. Aircraft shall squawk 4700 as required by maneuvers.

WARNING: ***Aircraft utilizing more than one block in the Pelican area shall avoid using a B and C block together.***

4.3.3 PELICAN WORKING AREA DEPARTURE PROCEDURES. Aircraft should exit the Pelican working area either laterally or by descending within their blocks to the transition layer. When exiting a Pelican block, an advisory call may be made, if warranted, but it is not required.

WARNING: ***Air Force traffic routinely uses VR 1082/1084/1085 (The full description and GPS depiction is in the AP-1B. Refer to the Pensacola Training Area Chart for pictorial depiction.) Aircraft on these routes fly generally northwest at 100′ AGL to 1,500′ AGL while monitoring 255.4 UHF. Aircraft utilizing these routes should check in on Area 2 Common (254.9 UHF/CH 12) immediately prior to entering the area. After the call on Area 2 common these aircraft will return to monitoring 255.4 on UHF.***



Ground References in the Pelican Area
Figure 4-4

4.4 SOUTH MILITARY OPERATING AREA (SOUTH MOA/PNSS/GATOR AREA)

a. The operational limits of the Pensacola South MOA and associated ATCAA extends from 10,500' MSL to 23,000' MSL above Area 1 bounded north by a line 4 NM south of V198, west by a line from Loxley to Fort Morgan, south along the NPA 272 radial, and east by a line running along the west side of Garcon Point Peninsula. Working altitudes are 10,500' MSL to 16,500' MSL for the low blocks, 17,000' MSL to 23,000' MSL for the high blocks and 10,500' MSL to 23,000' MSL for a combined high and low block.

NOTE: *Actual South MOA eastern boundary extends to Eglin R-2915. By letter of agreement, the operational area (Gator Area) of the South MOA is confined to that described above.*

b. The operational area of the Pensacola South MOA called the "GATOR AREA" is sub-divided into 12 high blocks and 11 low blocks, and is depicted in Figure 4-6.

c. Aircraft operating within the GATOR AREA shall use the local altimeter setting. When the local altimeter setting is below 29.92, 22,000' MSL shall be the highest useable working altitude within the GATOR AREA.

d. Aircraft shall be responsible for operating within the confines of their assigned block(s) within the South MOA. Frequency 360.725 UHF/CH 29 is allocated for utilization in the South MOA. On a workload-permitting basis Pensacola Approach (MOA monitor) will issue boundary and traffic advisories on frequency 120.05 VHF/372.0 UHF/CH 28 and 360.725 UHF/CH 29. The MOA monitor will not normally monitor 360.725 UHF/CH 29 except when issuing boundary and traffic advisories.

e. IFR clearances are automatically canceled upon entering the South MOA, and operations within the South MOA shall be conducted VFR. Aircrews are responsible to advise ATC in the event VFR cannot be maintained.

4.4.1 South MOA (GATOR AREA) entry/transition procedures. Entry points and transition lines are depicted in Figure 4-5. NASWF aircraft file an NSE 4 or NSE 5 for entry into the Gator Area. Pensacola Approach (MOA monitor) on frequency 372.0 UHF or 120.05 VHF/CH 28 will transition aircraft to/from assigned block(s) and issue GATOR Clearance as follows:

a. Via vectors to intercept lines A, B, C, 1, or 2 around active blocks:

Pensacola Approach: "(Call Sign) fly heading 330°, intercept LINE CHARLIE, maintain (altitude), expect TWO CHARLIE HIGH."

Then, "GATOR TWO CHARLIE HIGH, frequency change approved."

b. Via direct points A, B, C, D, E, F, H, or I to intercept transition lines A, B, C, 1, or 2 around active blocks:

Pensacola Approach: "(Call Sign) proceed direct to point FOXTROT, transition via LINE CHARLIE, Maintain (altitude), expect TWO CHARLIE HIGH." Then, "GATOR TWO CHARLIE HIGH, frequency change approved."

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

c. Via radar vectors and/or assigned altitude through inactive blocks:

Pensacola Approach: "(Call Sign) fly heading 360°, maintain 13,000, GATOR TWO CHARLIE LOW, Frequency change approved."

NOTE: *Aircraft transitioning via radar vectors and/or assigned altitude will maintain assigned heading and altitude until reaching their assigned block(s), upon which a climb or descent may be initiated as appropriate. MARSA is cancelled and MOA monitor shall ensure appropriate radar separation between aircraft on assigned vectors/altitudes through inactive blocks and other participating aircraft.*

d. GATOR clearance authorizes aircraft to climb and/or descend from assigned altitude and maneuver only after the aircraft is established inside the lateral confines of assigned working block(s). Maintain assigned altitude and heading until established in working block(s).

e. All aircraft will monitor 360.725 UHF/CH 29 while in the GATOR AREA.

4.4.2 South MOA (GATOR AREA) exit procedures. Aircraft requesting clearance out of the GATOR AREA shall contact Pensacola Approach (MOA monitor) on 120.05 or 372.0 CH 28 and advise their intentions prior to leaving their working area. VHF equipped aircraft should make exit requests on 120.05 and continue to monitor 360.725 UHF/CH 29 until clear of the Gator Area. UHF-only aircraft will make exit requests on 372.0 UHF/CH 28 Aircraft shall remain within their assigned block(s) until given exit instructions by MOA monitor.

a. Exit procedures (VFR). Contact Pensacola Approach (MOA monitor) on 120.05 VHF/CH 28 (Primary) or 372.0 UHF/CH 28 (Secondary) and advise complete:

"Pensacola Approach, (call sign) complete in block 1A high, cancel VFR advisories."

NOTE: *Aircraft operating in high blocks that require a VFR descent through the confines of the low blocks will descend via MOA section line(s) or through cold areas and will do so only after receipt of ATC instructions.*

NOTE: *Aircraft requesting VFR flight following after leaving the MOA will coordinate that request with Pensacola Approach (MOA monitor) on 120.05 VHF/372.0* UHF/CH 28, *ten minutes prior to departing the GATOR AREA.*

b. Exit procedures (IFR). Contact Pensacola Approach (MOA monitor) on 120.05 VHF/CH 28 (Primary) or 372.0 UHF/CH 28 (Secondary) with intentions:

"Pensacola Approach, (call sign) complete in block 1A high, with (ATIS code) request vectors GPS 14 North Whiting full stop."

(1) Pensacola Approach will issue a clearance to depart the Gator Area via transition lines and/or via transition altitude.

Pensacola Approach: "(Call Sign), maintain (altitude), intercept line CHARLIE southbound, depart point Foxtrot heading 180°."

NOTE: *Aircraft are still under MARSA rules with MOA aircraft. To the extent practical, VHF equipped aircraft should make exit requests on 120.05 VHF/CH 28 and continue to monitor 360.725 UHF/CH 29 for MOA traffic.*

(2) Time and traffic permitting, Pensacola Approach may issue a clearance directly from the working sector with a vector and altitude.

Pensacola Approach: "(Call Sign), fly heading 180°, descend and maintain (altitude)."

NOTE: *Aircraft will comply with ATC-assigned heading and altitude immediately. MARSA is cancelled and ATC shall ensure appropriate radar separation between exiting aircraft on assigned vectors/altitudes and other participating aircraft.*

c. Block changes. Aircraft requesting to transition from one block to another shall make their request to the MOA Monitor on 120.05 or 372.0. (CH 28) MOA monitor will advise if another block is available, and if so, will provide transition instructions:

Pensacola Approach: "(Call Sign) transition via line 2 to block TWO CHARLIE LOW."

Block Altitudes MSL		
GATOR & ATCAA	**LOW (11) (3A N/A Low)**	**HIGH (12)**
10,500' – 23,000' MSL	10,500' – 16,500' MSL	17,500' – 23,000' MSL

SOUTH MOA/PNSS/GATOR AREA
Transition Lines/Entry Points
Figure 4-5

4.4.3 TRAWING FIVE Gator Area Lost Comm Procedures

a. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are able to maintain VMC, proceed VFR to NSE at or above 3,500' MSL for a PEL to the active runway.

b. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are unable to maintain VMC, maintain last assigned altitude and proceed direct MERTY, or ANTUA. Enter holding at MERTY, or ANTUA as published and execute a descent to the depicted altitude for the RNAV approach to the runway in use if known, or the departure runway if the active runway is unknown.

c. Aircraft who **HAVE** received a GATOR CLEARANCE and are able to maintain VMC, descend VFR until below the working areas then proceed to NSE at or above 3,500' MSLfor a PEL to the active runway.

d. Aircraft who **HAVE** received a GATOR CLEARANCE and are unable to depart the MOA VMC, should descend to lowest VMC altitude (minimum of 11,000' MSL). Proceed via transition lines 1 or 2 to Points D, or E.

e. At Points D or E, descend to 9,000' MSL and proceed direct MERTY, or ANTUA. Enter holding at MERTY, or ANTUA as published and execute a shuttle descent to the depicted altitude for the RNAV approach to the runway in use if known, or the departure runway if the active runway is unknown.

f. Conduct RNAV approach to active runway. If active runway is unknown, use departure RWY. For RWYs 5 and 32, use circling maneuver from RNAV 14 or 23 respectively.

g. Aircraft experiencing radio failure must squawk 7600.

4.4.4 TRAWING SIX/479th GATOR AREA Lost Comm Procedures

****FOR TRAWING SIX ONLY****

a. Aircraft who **HAVE NOT** received a GATOR CLEARANCE and are able to proceed VMC should return to NPA via the Course Rules using the active runway if known or the departure runway if the active runway is unknown.

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

c. Aircraft who are unable to proceed to NPA VMC while operating in the Gator Area:

(1) High Block: shall depart the lateral confines of the MOA southbound via the closest north/south transition line and maintain FL 230 using altimeter setting of 29.92, then proceed direct to the initial approach fix and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for runway 19, TACAN or GPS 7L circle to RWY 19).

(2) Low Block: shall depart the lateral confines of the MOA southbound via the closest north/south transition line and descend to 11,000' MSL. Upon departing the lateral confines of the MOA, proceed direct to the initial approach fix and execute a TACAN/GPS approach to the runway in use if known, or the departure runway if the active runway is unknown (for RWY 19, TACAN 7L circle to RWY 19).

d. Aircraft operating in the Gator Area, who are able to maintain VMC should descend VFR until below their working area, then proceed

via the "Course Rules" to the runway in use if known or the departure runway if the active runway is unknown.

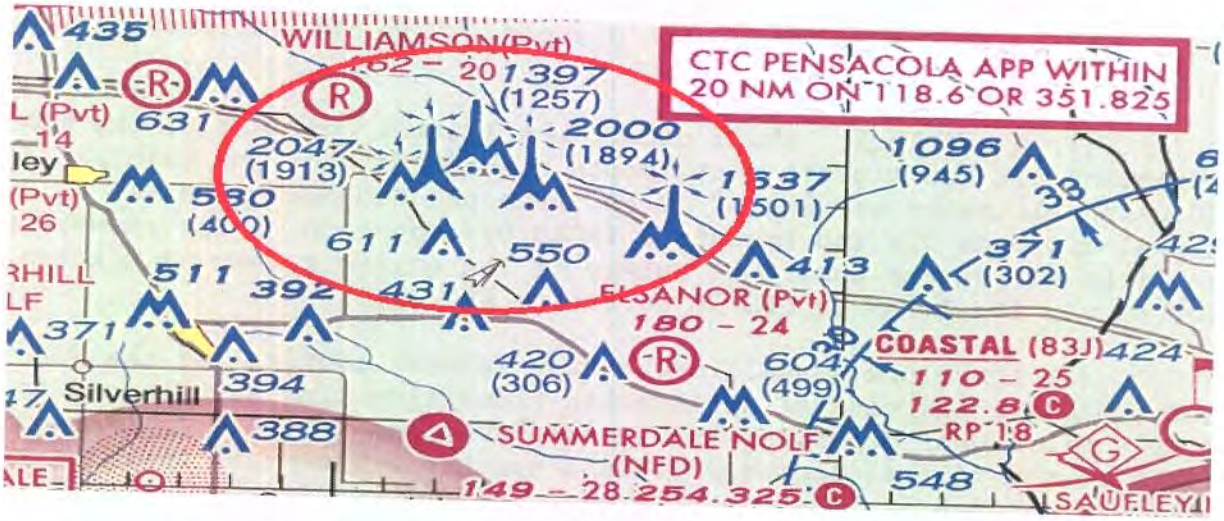
e. Aircraft experiencing radio failure must squawk NORDO (7600).

4.5 AREA ONE (1)

a. Area 1 is primarily allocated for Contact operations from the surface to 9,500' MSL exclusive of Area 1H. It is bounded on the north by V-198; on the east from a point west of Molino along HWY 29 South to I-10, and south to the southern end of Crescent Lake; on the south by Bayou Marcus Creek until it enters Perdido Bay, along the east shore of Perdido Bay, across the Lillian HWY Bridge, west along the north side of the Intracoastal Waterway to Jack Edwards Airport, and southwest from Jack Edwards Airport to Mobile Point; and on the west by a line drawn from Mobile Point, northward to the city of Fairhope, where the West boundary conforms to the contour of Mobile Bay. Area 1 is divided into two sections, 1W and 1E. The dividing line is HWY 59, which runs north/south.

b. Aircraft transiting in the vicinity of Saufley VOR should contact other fixed wing instrument training aircraft on RI Common 274.7 UHF/CH 18 and monitor other instrument aircraft on Pensacola Approach (118.6 VHF/CH 11). Instrument Stage aircraft work up to a 10-NM radius around Saufley VOR between 4,500' and 9,500' MSL.

c. Aircraft transiting on course rules to Area 1 north of I-10, 5,000' MSL and below, should be alert for helicopters performing instrument training. Aircraft transiting above 5,000' MSL should be alert for IFR commercial traffic descending to Pensacola International and aircraft performing precision aerobatics.



Area 1 Tower Hazards
Figure 4-6

WARNING: *The MEF (Maximum Elevation Figure) for Northern area 1E/W is 2,200' MSL due to several towers along I-10 (antenna farm).*

WARNING: *Be alert for TRAWING SIX Formation traffic working in the formation area south of the beach line in R-2908.*

NOTE: *The southern beach line in Area 1 is not in A-292. Additionally, R-2908 (Blue Angel practice area) Northern boundary runs from Mobile Point eastward to just south of Jack Edwards Airport.*

4.5. Area 1 Common Use Section Lines. The section lines are listed below. See Figure 4-9 for depiction. Some section line working areas should operate between 5,000'-9,500' MSL due to course rules traffic in the vicinity.

a. North of Point Clear. Eastern bank of Mobile Bay from Point Clear to I-10. **Conflicts:** V-198 immediately north of the section line. I-10 is within 4 NM of airway centerline.

b. South of Point Clear. Eastern bank of Mobile Bay from Point Clear to Weeks Bay.

c. Weeks to Oyster. Eastern bank of Bon Secour Bay from Weeks Bay to Oyster Bay. **Conflicts:** VFR and IFR traffic from point TRADR to Sherman Field.

d. Highway 98. Over HWY 98 from east of NOLF Barin to the Lillian Highway Bridge. **Conflicts:** ELPs to Barin, Course Rules to Chicken Ranch, Class C airspace approx. 4 NM west of Lillian Highway Bridge. Minimum working altitude is 5,000' MSL.

e. 59 North. Over HWY 59 from Robertsdale to I-10. **Conflicts:** ELPs to Summerdale OLF, traffic entering Area 1, Course rules to Chicken Ranch. Minimum working altitude is 5,000' MSL.

f. 59 Central. Over HWY 59 from Foley Outlet Center to Robertsdale. **Conflicts:** ELPs to Summerdale and Barin OLFs. Minimum working altitude is 5,000' MSL.

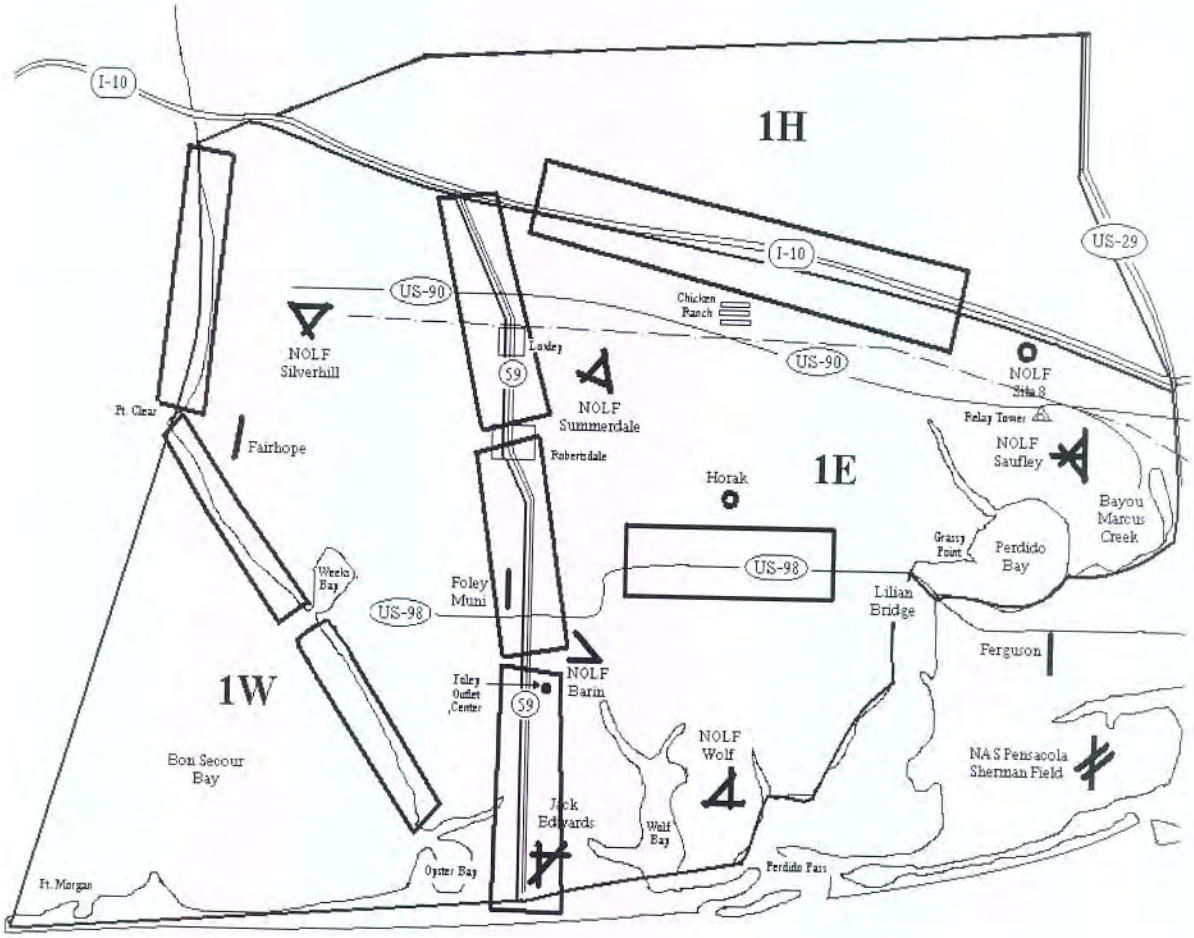
g. 59 South. Over HWY 59 from the Inter-coastal Waterway to the Foley outlet center. **Conflicts:** Sherman Course Rules, ELPs to Barin OLF, civilian traffic into Jack Edwards.

NOTE: *Aircrew shall not conduct aerobatics over congested populated areas while operating in Area 1. While HWY 59 South is depicted on the diagram below, a portion of HWY 59 South resides over congested civilian areas. Work over potions that are less developed.*

h. I-10. Over I-10 from a point directly north of NOLF Summerdale to Coastal Airport. **Conflicts:** Traffic entering Area 1 and traffic enroute to the Chicken Ranch. Minimum working altitude is 5,000' MSL due to course rules traffic.

WARNING: *Aircraft using I-10 section line stay clear of HWY 59 North.*

WARNING: *Aircraft should not use I-10 as a section line West of HWY 59 due to the proximity of V-198.*



Area 1 Common Use Section Lines
NOTE: Not to scale.
Figure 4-7

4.6 AREA FOX. (Area Fox is used for basic formation training.)

a. Area Fox consists of airspace beneath Pelican blocks 1A, 2A, 3A, from 1,000' MSL to 5,000' MSL and 4A from 3,000' MSL to 5,000' MSL. The blocks are split between the north and south (1A/2A or 3A/4A). The airspace beneath Pelican blocks 1A and 2A are referred to as "North" and the blocks under 3A and 4A as "South" (see Figure 4-8). Fixed Wing aircraft shall not fly below 3,000' MSL in block 4A due to 2H traffic.

b. TRAWING SIX operations in Area Fox consist primarily of navigator training routes. TRAWING SIX aircraft shall self-announce and comply with transiting guidelines established in 4.7.2.

4.6.1 Basic Formation Flights. Basic formation flights are conducted at 1,500' MSL, 2,500' MSL, 3,500' MSL or 4,500' MSL referred to as Fox 1, 2, 3 and 4. Solo formation training flights are prohibited below 2,500' MSL, except for course rules.

4.6.2 Entry Procedures. Aircraft shall enter the Fox working area laterally at their chosen working altitude or from the transition layer located above Fox between 5,000' MSL and 6,000' MSL. The transition layer overlays the entire lateral area of the Pelican working area and Fox and may be used for ingress, egress or transit. Aircraft using this transition layer will transit at 5,200' MSL westbound and 5,700' MSL eastbound. Aircraft operating in the Pelican/Fox working area or the transition layer will monitor and use 254.9 UHF/CH 12 to make traffic calls and determine available altitudes. If weather precludes use of the transition altitudes, aircraft may transit along the border lines between blocks by making a traffic call on 254.9 UHF/CH 12.

Example: "Fox traffic, state working altitudes."

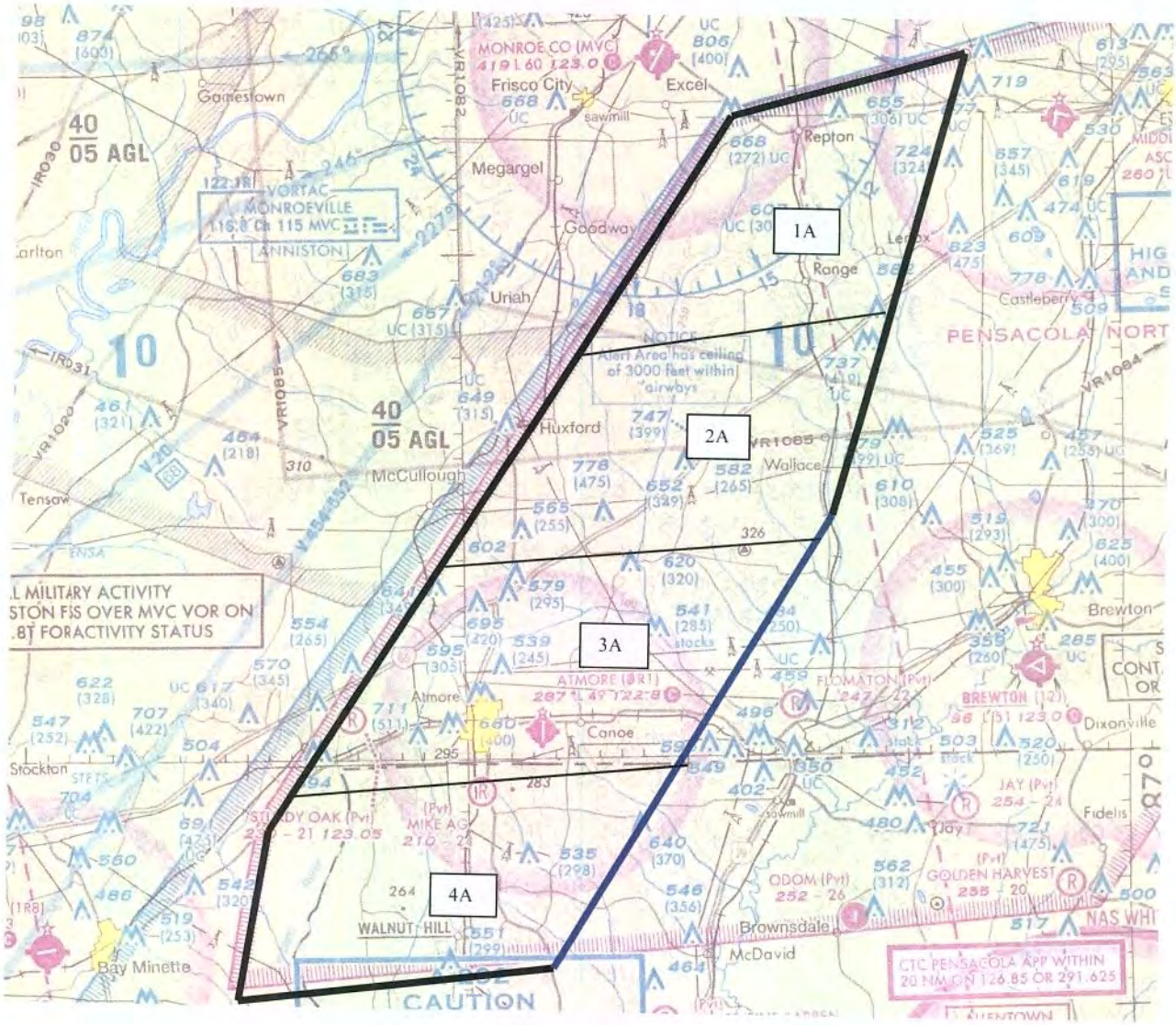
"Vegas flight, working Fox 4 South"

4.6.3 Fox Working Area Separation Procedures. Under normal circumstances, the Fox Area is divided between Fox North (under Pelican blocks 1A and 2A) and Fox South (under Pelican blocks 3A and 4A). Aircraft will ensure separation by remaining within their block assignment and altitude. No ATC traffic separation is provided between military aircraft or between military and civilian aircraft operating in the Fox working area. Standard VFR "See and Avoid" principles shall apply.

4.6.4 Fox Working Area Departure Procedures. Aircraft shall exit the Fox working area by maneuvering to the transition layer or exiting the airspace laterally. Formations desiring to depart via the Point Jay course rules will self-announce their departure on 254.9 UHF/CH 12.

"Vegas flight, departing Fox 4 South for course rules."

If weather precludes use of the transition altitudes, aircraft may transit along block lines between blocks. Once clear laterally or vertically from the airspace continue on course or join course rules as described in Chapter 3.



Area Fox
Figure 4-8

4.7 AREA THREE (3)

a. Area 3 is bounded to the north by V-198; to the west by a line from V-198 southeast through Pace, to the east end of I-10 bridge, and the west shore of the Bagdad Peninsula, south along the Garcon Point Bridge to the southern shore of Santa Rosa Island; on the south by the southern shore of Santa Rosa Island; and on the east by Restricted Area 2915 (HWY 87 to the south end of Yellow River Bridge, then due north to HWY 90 and northeast on HWY 90 to Holt) and north from Holt to V-198. All training maneuvers should be conducted south of I-10. Area 3 is primarily used for Contact, and Maintenance flights from the surface to 9,500′ MSL. The Out-of-Control-Flight Training Area will also incorporate the airspace above the ceiling of Area 3 up to 14,500′ MSL. The Eastern Spin Area extends from 5,000′ MSL to 17,500′ MSL.

b. An increase in commercial and military traffic and potential for Near Mid-Air Collision (NMAC) incidents has generated the need for improved communication between Pensacola Approach, commercial traffic, and PTC Aircraft. The procedures listed herein are specialized for Area 3 only.

c. Instructor pilots shall maintain a discrete squawk and VHF radio contact with Pensacola Approach while operating in Area 3.

4.7.1 Common Use Section Lines

a. Aerobatics will be flown in Area 3 along the following section lines. They are listed in order of TRACON requested priority to minimize risk and provide maximum separation from arriving and departing civilian traffic. **Pilots are encouraged to use the following section lines in order:**

(1) **Choctaw**: Extended runway centerline, Choctaw NOLF.

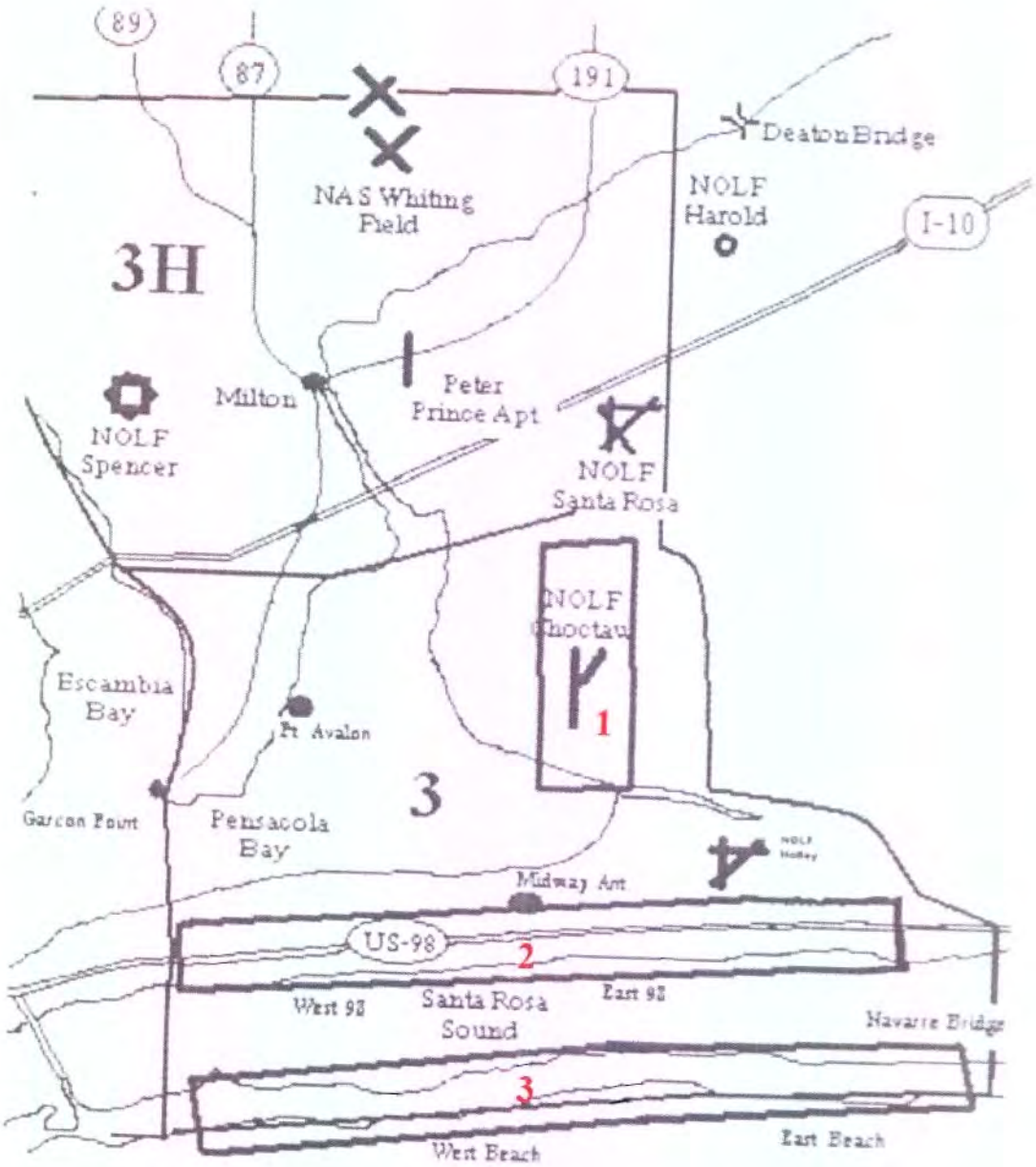
(2) **Highway 98**: East along HWY 98 on the Gulf Breeze peninsula from the Garcon Point Bridge to the Navarre Bridge.

(3) **Beach**: Imaginary points on the Gulf side of the beach due south of the Garcon Point Bridge to due south of the Navarre Bridge.

WARNING: *The VARRE Intersection, located just south of the Navarre Bridge, is the eastern arrival/departure gate for Pensacola TRACON. Expect a high volume of civilian air traffic using this arrival checkpoint.*

WARNING: *The beach line is also part of the "Beach Training Area" used extensively for civilian general aviation training (operating on 123.3 VHF). This area is a high-density traffic area.*

WARNING: *There is a General Aviation Practice Area over NOLF Choctaw surface to 5,000' MSL during non-operating hours and 2,700' MSL to 5,000' MSL when Choctaw Tower is open.*



Area 3 Common Use Section Lines
NOTE: *Not to scale.*
Figure 4-9

4.7.2 OPERATING PROCEDURES FOR AEROBATICS/OCF TRAINING

a. Radio setup south of I-10.

(1) 119.0 VHF/CH 7 Pensacola Approach (or as assigned).

(2) 299.5 UHF/CH 19 Area 3 Common.

b. Remain on assigned discrete squawk.

NOTE: *Aircraft entering Area 3 squawking 1200 can contact Pensacola Approach on 119.0 VHF for a discrete squawk.*

c. Do not cancel advisories crossing into Area 3.

d. Coordinate section line with other aircraft on Area 3 Common (299.5 UHF/CH 19) passing I-10 or entering area.

e. Report section line and intentions no more than 5 minutes prior to Pensacola Approach on 119.0 VHF/CH 7. Examples:

"Pensacola Approach, (call sign), aerobatics, Beach."

"Pensacola Approach, (call sign), OCF, Choctaw."

NOTE: *TRACON is aware of working altitudes and maneuvering requirements for both OCF and aerobatics.*

NOTE: *This communication sequence DOES NOT constitute clearance into the Class C Airspace. TRACON will expect aircraft to remain clear unless entry is specifically requested.*

f. All aircraft will report completion of OCF or aerobatics on 119.0 VHF/CH 7 (or as assigned) and state intentions. Example:

"Pensacola Approach, (call sign), aerobatics complete for Choctaw, cancel advisories."

g. Expect a squawk change to 1200 unless intending to join course rules. Pilots shall continue to monitor Pensacola Approach for the entire flight duration in Area 3.

4.7.3 Restrictions

a. OCF and Aerobatics Training shall not be conducted over the Garcon Point Bridge or Bagdad Peninsula.

b. Avoid airspace below 2,000' AGL west of the Midway Antenna including Pensacola Bay and Santa Rosa Sound.

4.7.4 Eastern Spin Area

a. The Eastern Spin Area extends from 5,500' AGL to 17,500' MSL and is located within the northwestern corner of W-155A. For visual reference, pilots can use the Midway Antenna as the western boundary and the eastern edge of NOLF Holley as the eastern boundary within 3-6 NM from Santa Rosa Island. See Figure 4-10.

b. Monitor Pensacola Approach (120.65 VHF) and Area 3 Common (299.5 UHF/CH 19).

c. Entry to the Eastern Spin Area will be via Course Rules to Area 3 using Area 3 OCF flight plan. Maintain squawk and request Eastern Spin Area.

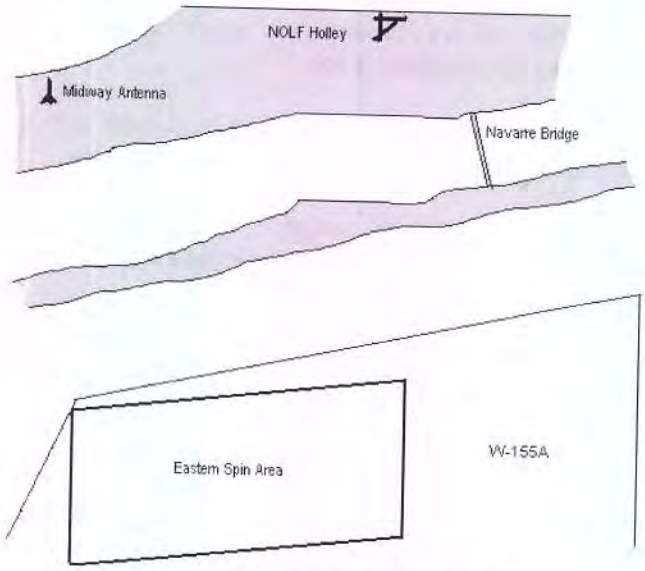
d. Military Assumes Responsibility for Separation of Aircraft (MARSA) applies in the Eastern Spin Area.

4.7.5 Progressive Spin/Spiral Areas

a. PRIMARY: North and South MOA.

b. ALTERNATES: ATC may authorize altitude above 17,500' MSL on a limited basis in Area 3 or Eastern Spin Area.

WARNING: Be alert for commercial, military, and general aviation traffic along the beach, HWY 98, and the VFR training areas near NOLF Choctaw and the Midway antenna.



Eastern Spin Area
Figure 4-10

4.8 TRAWING SIX FORMATION WORKING AREA. **TRAWING SIX ONLY**

***WARNING:* TRAWING FIVE aircraft shall remain north of the beach line to ensure separation from TRAWING SIX formation and transiting civilian traffic.**

a. TRAWING SIX T-6s conduct formation training in R-2908 south of Area 1W from 5,000' MSL to 10,000' MSL. The area is divided into two working areas: West Form Area and East Form Area. See Figure 4-3.

b. West Form Area. From between the golf course and the large condos south for 6 NM to the double oil rig, west to a point due south of Fort Morgan, north to Fort Morgan.

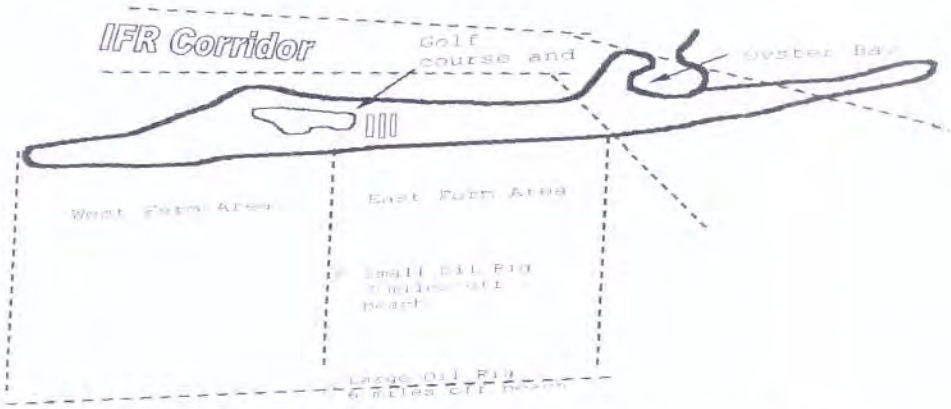
c. East Form Area. From the beach 1 NM west of Oyster Bay, west to the golf course/large condos dividing line, south 6 NM to the double oil rig.

d. Aircraft enter the formation area via Area 1 monitor Area 1 Common (303.15 UHF/CH 8). When approaching R-2908, switch to the formation common frequency (362.8 UHF) and determine which formation area is open. If both form areas are in use, it is up to the flight leads to determine whether an area can be subdivided (laterally or vertically) safely for both flights. Squawk 4700 if conducting cruise maneuvering. Pensacola or Mobile Approach will not provide flight following or traffic advisories in the Form Area.

e. Aircraft depart the formation area VFR direct to destination monitoring Area 1 Common (303.15 UHF/CH 8) while transiting.

***WARNING:* Do not conduct formation training over Mobile Bay due to IFR traffic near TRADR intersection.**

NOTE: *Flight leads shall check R-2908 status via NPA NOTAMS prior to departure to ensure the Blue Angels have not activated the Restricted Area. The Blue Angels have priority.*



TRAWING SIX Formation Area, Figure 4-11

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CHAPTER FIVE
GENERAL INFORMATION FOR NAVAL OUTLYING LANDING FIELDS

5.1 GENERAL INFORMATION

a. Eight Naval Outlying Landing Fields (NOLFs) are available in A-292 for use by TRAWING aircraft. Not all NOLFs are currently open for landings but are included for ELP training and future use.

OPEN NAVAL OUTLYING FIELDS

AREA 1	PELICAN (AREA 2)	AREA 3
Barin	Evergreen	Choctaw
Summerdale*	Brewton	

CLOSED NAVAL OUTLYING FIELDS

AREA 1	PELICAN (AREA 2)	AREA 3
Wolf**	N/A	Holley
Silverhill**		

*Projected to be re-opened in FY16.
**Runways with less than 3,000'.

b. Normal traffic patterns to manned fields in Area 1 and Pelican are oriented to the left. Choctaw normal pattern is oriented to the west.

c. Simultaneous ELP and normal pattern operations are authorized, with a Runway Duty Officer (RDO) on station, unless student solo aircraft are present. ELP traffic patterns are oriented to the opposite side of the normal traffic pattern, except Choctaw, where it is on the same side. Practice Precautionary Emergency Landing in the Pattern (PEL/P) are conducted on the normal traffic pattern side. Additionally, entry to the ELP pattern at a manned NOLF must be from high key.

d. An RDO is required for takeoff and landing operations at all NOLFs. When the RDO is not present, operations at Area 1 NOLFs are limited to one aircraft and low approaches only (no student solos). Any operations at Area 2 NOLFs require an RDO on station. Exceptions: RDO arrival/departure, emergencies and contingencies approved by ODO.

(1) RDO arrival requires crash crew on station. Crash crew is NOT responsible for wheels watch or entry coordination services. Pilots are responsible for their own separation and landing gear configuration.

NOTE: *When operating at an airfield with a VHF frequency, aircrew should monitor the VHF frequency for increased situational awareness.*

5.1.1 Airfield Altitudes.

a. The chart below shows the elevation in MSL rounded to the nearest 100′ MSL for local Navy airfields. Add the field elevation to the AGL altitude reference per the Contact FTI.

Profile	OTHER NOLFs (Barin/Brewton/Summerdale)	NORTH WHITING	EVERGREEN
ELP HIGH-KEY 3,000′ MSL +	+100′	+200′	+300′
ELP LOW-KEY 1,500′ MSL +	+100′	+200′	+300′
LANDING PATTERN ALT = 800′ MSL +	+100′	+200′	+300′
BREAK ALT = 1,100′ MSL +	+100′	+200′	+300′
DELTA PATTERN = 1,300′ MSL +	+100′	Note 1	+300′
Note 1: KNSE Delta pattern is used as the emergency orbit pattern and is flown at 2,500′ MSL.			

Airfield Altitudes
Figure 5-1

5.2 **ENTRY PROCEDURES**. Two-way radio communication with the RDO/crash crew is required for entry into NOLF traffic patterns. If the initial call has not been acknowledged by the RDO prior to 2 NM from the airfield boundary execute a discontinued NOLF entry. See 5.2.2.

a. To determine the runway in use, aircraft shall remain well clear of the NOLF, switch to the appropriate frequency and call:

AIRCRAFT: "(NOLF), Landing."

b. The RDO will respond with the runway in use and request read back:

"(NOLF) landing runway ____, acknowledge."

(Evergreen RDO needs to state direction for runways 01 and 10 i.e. "Evergreen landing 01 to the north.")

c. The aircraft shall respond:

"(NOLF) landing ____."

(At Evergreen, pilot acknowledges direction)

"Evergreen landing 01 to the North."

NOTE: *Straight in landings are permitted on a not-to-interfere basis. Coordinate with the RDO prior to arrival.*

5.2.1 Break. Aircraft shall enter via a four-mile initial point. Intercept the extended runway centerline prior to the four mile initial point at no greater than a 45 degree angle of intercept, at break altitude and airspeed. Aircraft will offset 1/4 WTD from the extended runway centerline, opposite the side of the pattern.

NOTE: *Any depiction of entry into NOLFs in the Flight Management System (FMS) is for reference only and is not intended for use as procedure.*

a. Once established at the 4 NM initial, report:

"(NOLF) RDO, (Call sign), initial runway_____, (SNA event)."

(1) The RDO will respond with either:

"(Call sign), roger. You are (#) for that, and (#) in the pattern. Call your break."

(2) The pilot will respond:

"(Call sign), # for #, WILCO."

(3) Or if the RDO is not able to accept an aircraft into the pattern, the RDO will direct a discontinued entry. If directed to discontinue, see 5.2.2.

"(Call sign), execute discontinued entry."

WARNING: If an aircraft is established on the ELP between high key and low key, and an aircraft calls inbound at the initial, the RDO shall immediately direct the aircraft at the initial to execute a discontinued entry.

WARNING: If a traffic conflict arises between ELP traffic and inbound break traffic inside 2 NM of the field, the break traffic will continue inbound while maneuvering as required to avoid the conflict.

b. Aircraft shall call for the break when:

(1) Abeam or beyond the upwind numbers, and...

(2) Pattern interval traffic is 45 degrees aft of the breaking aircraft's wingtip and through 90 degrees of turn to downwind.

NOTE: *If established pattern traffic and break traffic approach the crosswind turn simultaneously, the aircraft obtaining interval and calling for the crosswind first shall have priority, unless the RDO or the aircraft involved coordinate otherwise.*

NOTE: *If extended past the upwind numbers and the pilot is in doubt as to whether proper interval exists, inform the RDO and depart the pattern.*

"(NOLF) RDO, (Call sign), crosswind break."

c. The RDO will either acknowledge the break, or direct a discontinued entry. If directed to discontinue, see 5.2.2.

"(Call sign) roger break."

or

"(Call sign) negative, check interval."

or

"(Call sign) discontinue."

d. Break after acknowledged by RDO.

e. Descend to pattern altitude once established on downwind.

NOTE: *Once in the break, an aircraft is considered established in the pattern and only the aircraft side number is required when making radio calls.*

f. At the 180 position:

"(Side number), 180, gear down."

5.2.2 NOLF Discontinued Entry

a. A discontinued entry shall be executed immediately if:

(1) Directed by the RDO.

(2) The RDO has not acknowledged the aircraft's initial call by 2 NM from the runway threshold.

(3) Lined up on the incorrect runway.

b. Aircraft executing a discontinued entry at any NOLF outside of 2 NM shall immediately turn away from the normal traffic pattern a

minimum of 90 degrees off the inbound runway heading while maintaining break altitude until clear of the pattern.

c. Aircraft inside of 2 NM shall maintain break altitude and depart when beyond the upwind numbers and clear of traffic.

NOTE: *Responsibility for traffic de-confliction remains primarily with the aircraft not established in the pattern.*

5.3 CROSSWIND

a. An aircraft has crosswind interval in the normal or PEL(P) pattern when the preceding aircraft is abeam, and through 90 degrees of their turn to downwind.

NOTE: *Once an aircraft has commenced the crosswind turn or is departing, the next sequential aircraft becomes the 'Number 1, Upwind' aircraft.*

b. Turn crosswind when 'Number 1, Upwind' and proper interval is established.

"(Side number), crosswind (maneuver)."

NOTE: *The (maneuver) is for 'touch and go', 'PEL/P', or 'AOA'.*

NOTE: *Additional spacing may be required behind AOA traffic.*

5.4 PRACTICE EMERGENCY LANDING PATTERN AT MANNED NOLFS

NOTE: *ELP refers to traffic entering the OLF on an ELP profile whether conducting a PPEL or Power Loss. PEL/P refers traffic established in the pattern proceeding to Pattern Low-Key.*

5.4.1 Practice Emergency Landing Pattern Entry

a. Instructors shall announce Practice ELP intentions when 3 to 5 NM from High Key. Use "Practice ELP" whether conducting a PPEL or power loss.

"(NOLF) RDO, (Call sign), ___ miles to the (cardinal direction), (altitude), Practice PEL, (runway), (event)."

b. The RDO will respond:

"(Call sign), roger. You are (#) for that, and (#) in the pattern. Call High Key."

c. The pilot will respond:

"(Call sign), # for #, WILCO."

NOTE: *At Evergreen and Brewton de-confliction between multiple aircraft inbound to High-Key shall be conducted on VHF at RDO's request.*

d. Maneuver to the appropriate High Key position:

"(NOLF) RDO, (Call sign), High Key, Runway ____."

5.4.2 Practice ELP & PEL/P

a. ELP Traffic vs. PEL/P and Normal Traffic. At NOLFs, when an aircraft is between Low-Key and the Base-Key position and another aircraft is at any location between the 180-degree (or Pattern Low-Key) and the 90-degree position, the landing pattern traffic shall immediately execute a wave-off on the pattern side of the runway. ELP traffic has priority.

WARNING: Due to possible traffic conflicts during practice ELPs, when a practice ELP aircraft decides to wave off, the practice ELP aircraft should initiate wave-off procedures to remain on the Low Key side of the runway.

WARNING: Aircraft at Low Key shall wave off to the Low Key side of the runway if unable to report Low Key due to radio saturation.

b. PEL(P) shall be conducted on the same side as touch-and-go traffic.

WARNING: A possible traffic conflict exists between PEL/P aircraft climbing to pattern low key and a PPEL aircraft descending from high key on the ELP.

c. SNA SOLO EVENTS. Neither practice ELPs or PEL/Ps are authorized with SNA solo flights in the pattern or inbound to the pattern. Only aircraft already executing practice ELPs and PEL/Ps may continue at the discretion of the RDO if no conflict exists.

5.5 NOLF DEPARTURE PROCEDURES

a. To depart the NOLF:

(1) Ensure 'Number 1, Upwind.'

(2) Raise the Gear and Flaps.

(3) Turn approximately 45 degrees away from runway heading (opposite pattern direction).

NOTE: *At NOLF Barin, all traffic departing maintain runway heading until clear of the pattern. Once clear of the pattern, turn in desired direction. Be alert for traffic operating at Foley Airport and NOLF Summerdale.*

(4) Call the RDO:

"(NOLF) RDO, (call sign), departing."

(5) Maintain at or below pattern altitude until visually clear of pattern traffic.

WARNING: Potential hazards exist on departure from some NOLFs. The above departure procedures can be modified for potential conflicts, i.e., the paper mill near Brewton.

5.6 DELTA PATTERN

a. With the exception of the circular DELTA pattern described below, the DELTA pattern is a racetrack pattern that is oriented around the duty runway and flown in the same direction as the normal landing pattern. The purpose of the DELTA is to de-conflict between civilian and military aircraft. Refer to 5.1.1 for altitude.

b. Aircraft are required to enter a DELTA Pattern as civilian aircraft depart or arrive at NOLF Brewton or NOLF Evergreen.

(1) After the RDO calls for commencement of the DELTA Pattern at Brewton or Evergreen due to civilian traffic, aircraft shall only be authorized by the RDO to depart at or above DELTA Pattern altitude. The RDO is responsible for coordination between aircraft departing the DELTA Pattern and incoming civilian traffic.

(2) Aircraft departing from the Delta Pattern will remain at or above Delta Pattern altitude until outside 5 NM from the field.

5.6.1 DELTA Pattern Entry and Exit Procedures

a. When advised by the RDO to enter the DELTA Pattern, climb from present position in the pattern to DELTA Pattern altitude while maintaining traffic interval. On the upwind leg maintain 1/4 WTD; on the downwind leg, maintain 3/4 WTD. Configuration is 120 KIAS, Gear Down, Flaps Up.

In the DELTA, pilots will make calls at the crosswind and at the 180:

"(Side number), crosswind, DELTA."

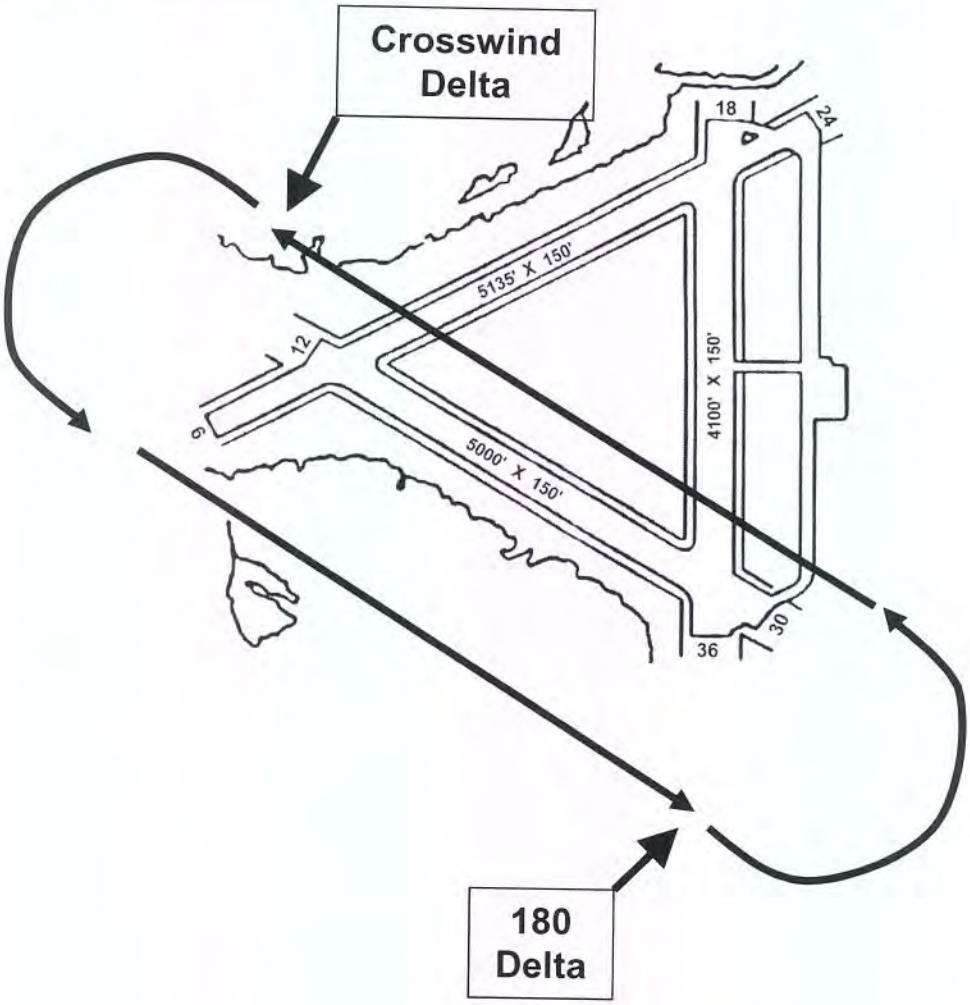
"(Side number), 180, DELTA."

b. When the RDO signals a return to normal operations, descend to pattern altitude prior to commencing touch and go's. The descent shall be commenced on downwind between abeam the upwind numbers and the 180 or Pattern Low Key. Maintain interval and the current configuration and speed requirements.

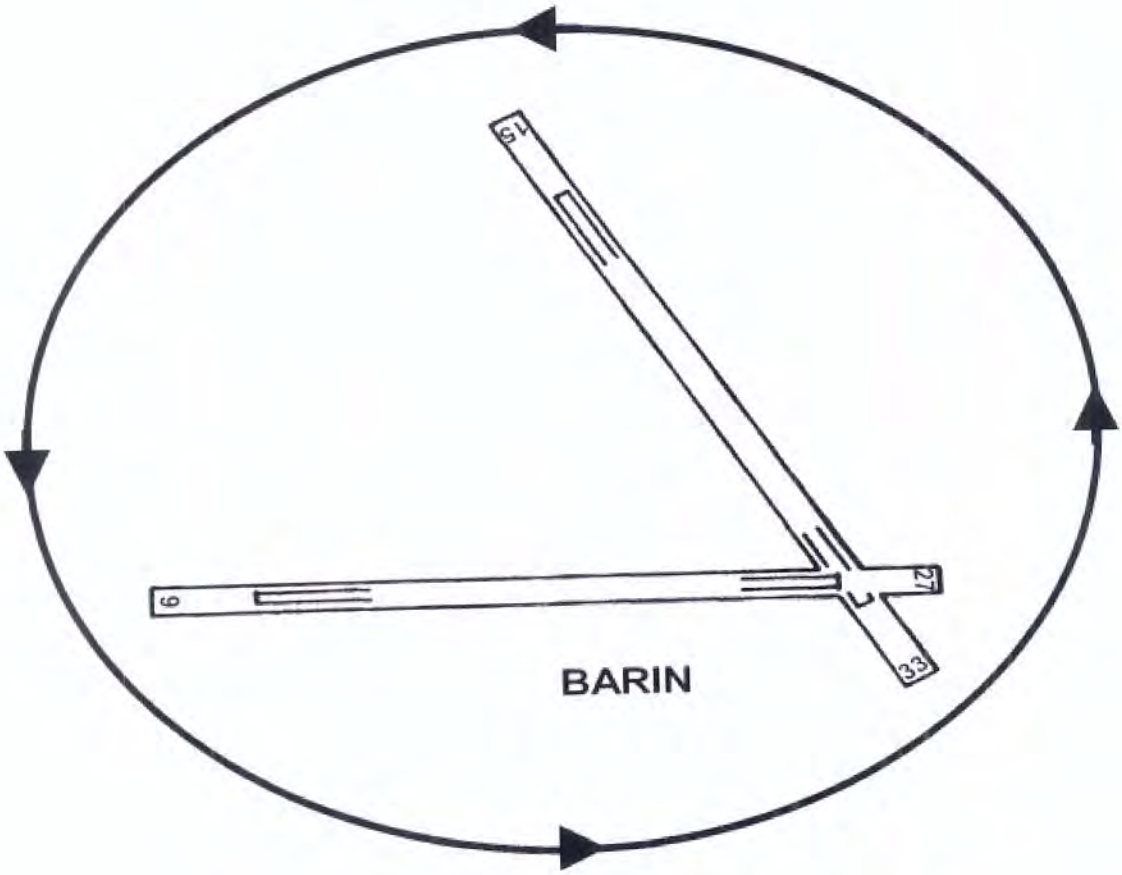
c. RDOs shall ensure all aircraft descend from the DELTA Pattern prior to allowing any aircraft to enter via a 4 mile initial or High-Key. This is to avoid conflicts between aircraft descending from the DELTA and inbound traffic.

d. A Circular DELTA Pattern will be used for runway changes. The pattern will extend to the perimeter of the airport until the new runway is ready for traffic. The aircraft established number one upwind on centerline for the new runway will be considered the lead aircraft for the runway change. When directed by the RDO, the lead aircraft will turn crosswind and be established at pattern altitude by the 180 position. Subsequent aircraft will follow to execute crosswind turn with interval.

e. When a NOLF is in the DELTA Pattern, no new aircraft may join the pattern. All aircraft not in the DELTA Pattern will remain outside of the Initial Point.



Example of DELTA Pattern
Figure 5-2



Example of Circular DELTA Pattern
Figure 5-3

5.7 RUNWAY DUTY OFFICERS

a. Instructor pilots may be assigned duties as a Runway Duty Officer (RDO) at one of several outlying fields or at North Whiting Field. Several instructions and directives govern the execution of these duties. All RDOs shall become familiar and comply with COMTRAWINGFIVEINST 1601.1 or COMTRAWINGSIXINST 1601.2 as appropriate. Refer to these instructions for specific details concerning qualifications, duties, and responsibilities.

NOTE: *The RDO works for CTW-5 and has the final authority regarding the safe and orderly conduct of all operations at a NOLF. All aircraft operating at a NOLF shall comply with RDO instructions.*

b. To allow NOLFs to remain open for training until sunset (if scheduled), RDOs may takeoff up to 15 minutes past scheduled sunset from manned, unlighted NOLFs.

c. The RDO may limit the number of aircraft in the pattern when safety dictates.

d. Student solo operations: The RDO shall have a radio immediately available.

e. The RDO shall not delegate responsibility for monitoring pattern aircraft to crash crew personnel. The RDO shall remain on station if any TW5 aircraft are in the pattern.

f. RDOs will close and lock the aircraft canopy and CFS doors after shutdown if unable to visually monitor their aircraft.

5.8 **PRACTICE EMERGENCY PROCEDURES AT UNMANNED NOLFS**. At unmanned NOLFs, the ELP may be used for training using the following procedures:

NOTE: *Aircraft are prohibited from using Brewton/Evergreen without the RDO present, per Letters of Agreement with those respective cities.*

a. Remain on Area Common Frequency.

b. Only one aircraft shall practice the emergency landing profile within 2 NM and 3,000' AGL of unmanned NOLFs.

c. NOLFs that are closed for repairs or maintenance shall not be used for practice approaches, ELPs or patterns.

d. When practicing an ELP to the runway of a closed NOLF, descent below 500' is authorized to approach the runway surface. Landings are not authorized. If setup for the runway surface is in doubt, wave-off.

e. Radio communications on area common shall be:

"Any aircraft working (NOLF) low?"

(1) Any aircraft already using the field will respond:

"(Call sign) is working (NOLF) for the next ____ minutes."

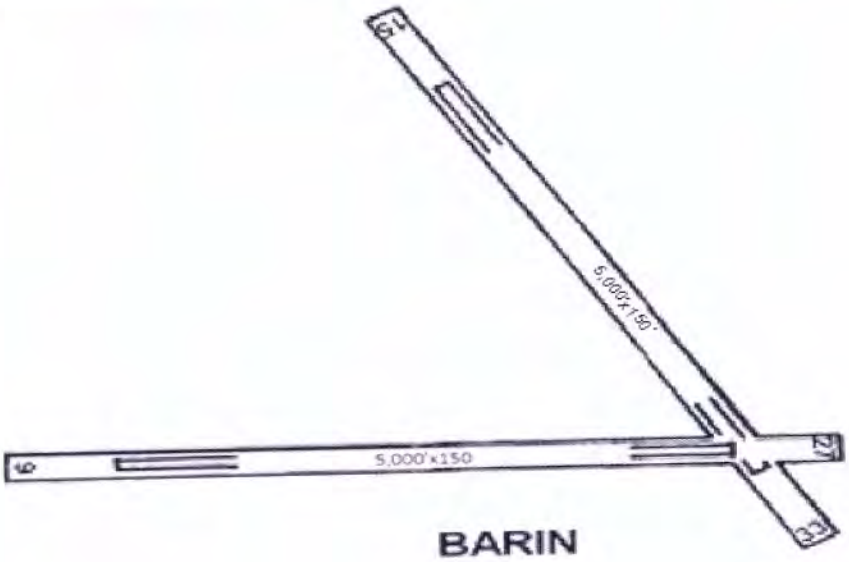
f. When emergency landing profile practice is complete:

"(Call sign) departing (NOLF) to the (direction)."

5.9 AREA ONE MANNED NOLFs

5.9.1 NOLF Barin (KNBJ)

a. Field Elevation. 54' MSL.



NOLF Barin
Figure 5-4

b. Location. NOLF Barin is located at latitude 30° 23' 20"N, 87° 38' 06"W. It is immediately east of the Highway 59 toll road and immediately south of Highway 98, near Foley, Alabama.

c. Frequency. 269.425 UHF/CH 9

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
09/27	5,000	150
15/33	5,000	150

e. Airfield lighting. NOLF Barin has airfield lighting.

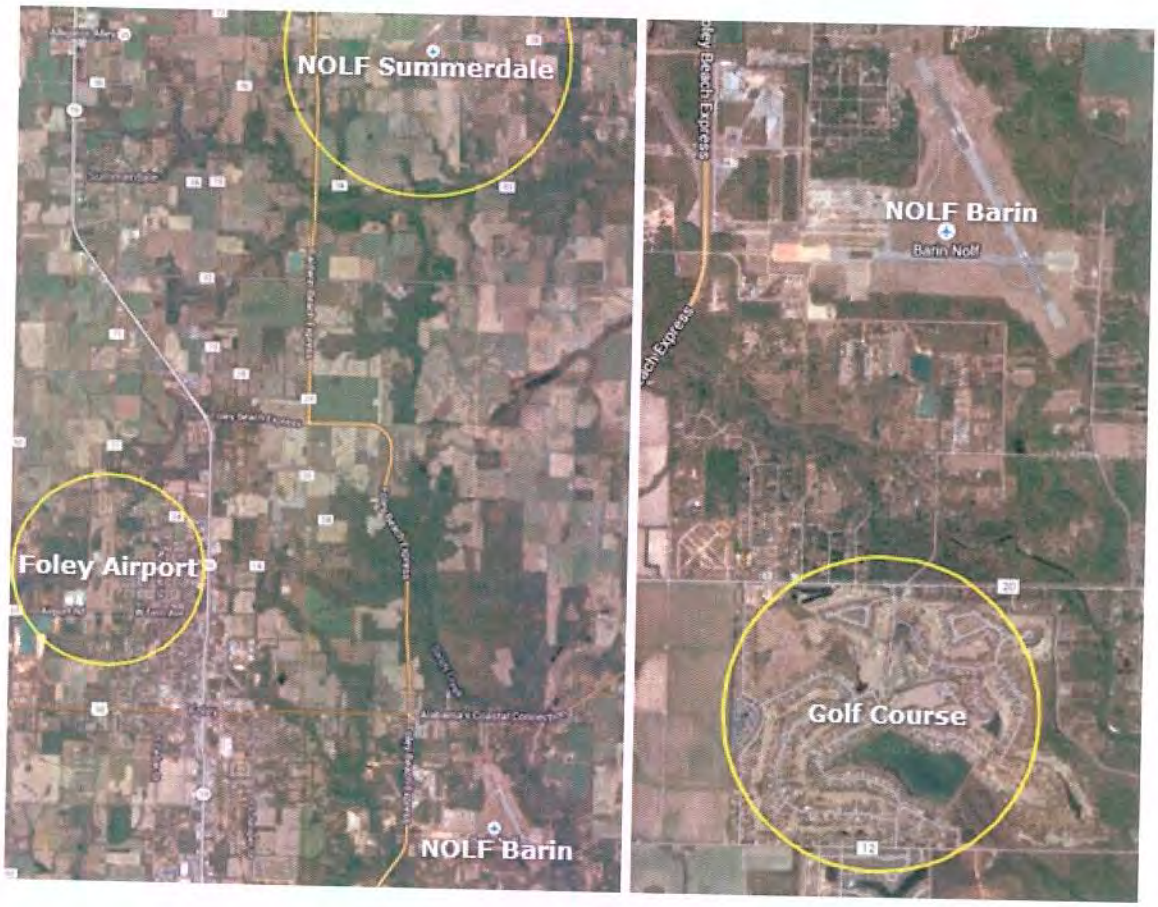
f. Authorized Operations. Day dual T&G, ELP, PEL/P and solo T&G. ELPs and PEL/Ps are not authorized if Barin is conducting solo operations.

g. Restrictions.

(1) No night operations.

(2) All traffic departing, maintain runway heading until clear of the pattern. Once clear of the pattern, turn in desired direction.

Be alert for Foley airport and NOLF Summerdale. In addition, to the maximum extent practicable, avoid overflying below 1000′ AGL the golf course community located 2 NM south of the NOLF.



NOLF Barin Local Area Chart
Figure 5-5

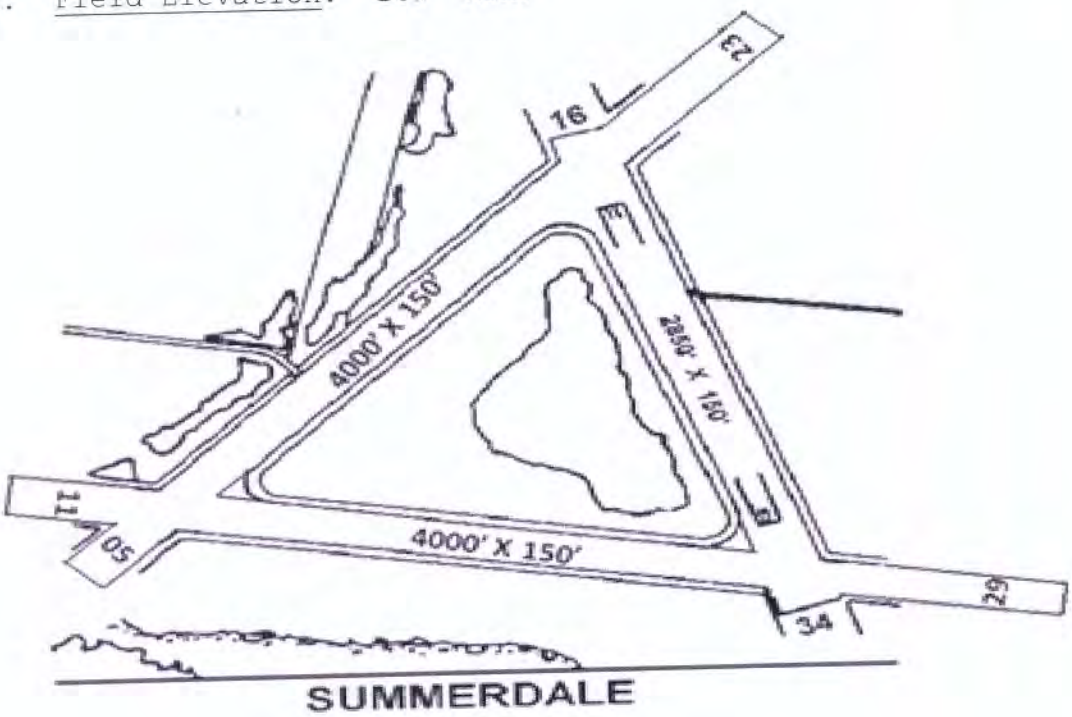
WARNING: *Banner towing aircraft operate from a grass strip located approximately 1 NM to the southwest of the NOLF and an additional strip located just off the departure end of RWY 33. In addition, Foley airport is located just to the northwest of Barin. Aircraft entering the break for RWY 09 should be aware of aircraft departing Foley RWY 18. TRAWING-6 T-6A course rules traffic transit approximately 4 NM south of NOLF Barin at 2000′ when landing RWY 07 at KNPA.*

WARNING: *Multiple towers less than 200′ AGL west and northwest of NOLF Barin.*

WARNING: *Trees up to 100′ tall stand just outside the 500′ centerline of all runways. Care should be taken to avoid an excessive overshoot of all centerlines while on final approach.*

5.9.2 NOLF SUMMERDALE (KNFD) (Airfield scheduled to be re-open FY-16)

a. Field Elevation. 149′ MSL.



NOLF Summerdale
Figure 5-6

b. Location. NOLF Summerdale is located at approximately latitude 30° 28′ 8″N, 87° 38′ 44″W. It is 3 NM east of HWY 59 and 7 NM south of I-10, near Summerdale, Alabama.

c. Frequency. 345.2 UHF/CH 10

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
05/23	4,000	150
11/29	4,000	150
16/34	2,850	150

e. Airfield Lighting. NOLF Summerdale has no airfield lighting.

f. Authorized operations. While the airfield is closed only an ELP entry to a low approach is permitted, limited to one aircraft. While the airfield is open only PPEL entry and Day dual T&G, ELP, PEL/Ps are permitted. No initials to the airport are permitted.

g. Restrictions.

(1) PPEL entry only.

(2) No night operations.

(3) No SNA solo operations.

(4) RWY 16/34 is closed to TRAWING FIVE aircraft. Low approaches to RWY 16/34 are not authorized.

h. Notes. NOLF Summerdale is currently closed. Planned to re-open in FY-16.

WARNING: ***Inbound ELP traffic shall remain clear of course rules traffic inbound to Chicken Ranch. Remain above 3,500′ MSL until clear.***

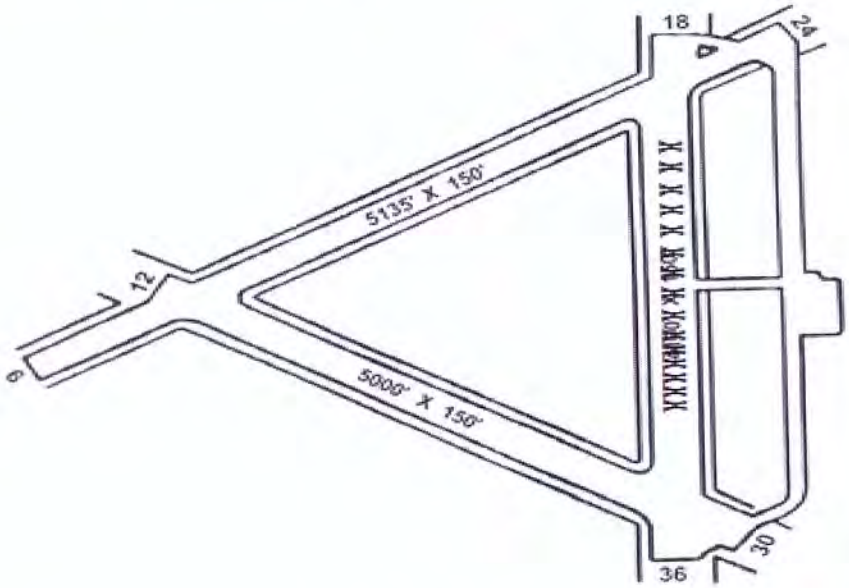
WARNING: ***Aircraft departing the NOLF, be alert for course rules traffic transiting both north and east of the field towards Chicken Ranch at or below 3500′ MSL.***

NOTE: ***Aircraft departing the NOLF to the east for course rules may intercept direct Chicken Ranch at 2,500′ MSL. After crossing Chicken Ranch and clear of traffic, climb to course rules altitude of 3,500′ MSL.***

5.10 PELICAN AREA MANNED NOLFs

5.10.1 NOLF BREWTON (BREWTON MUNI AIRPORT) (K12J)

a. Field Elevation. 99′ MSL.



NOLF Brewton
Figure 5-7

b. Location. NOLF Brewton is located at latitude 31° 03′ 02″N, 87° 03′ 56″W. It is 3 NM south of the city of Brewton, Alabama.

c. Frequencies

(1) AWOS-3: 119.325 VHF

(2) NOLF Common: 257.975 UHF/CH 13 (122.725 VHF/CH 13)

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
06/24	5,136	150
12/30	5,001	150
18/36*	4,100	150

e. Airfield Lighting. NOLF Brewton has pilot controlled runway lights and a 2-light PAPI indicator on runway 12/30.

f. Authorized Operations - Day dual T&G, ELP, PEL/P and solo T&G. ELPs and PEL/Ps are not authorized if Brewton is conducting solo operations.

g. Restrictions/Hazards

(1) Aircraft are NOT authorized to use NOLF Brewton at night due to TH-57 night operations.

(2) Aircraft not entering, departing, or established in the pattern shall remain outside of a 5 NM radius of the airport if below 3,000′ MSL.

*(3) RWY 18/36 is closed to TRAWING aircraft. Low approaches to RWY 18/36 are not authorized.

(4) Flights directly over the paper mill just to the north of NOLF Brewton are not authorized.

(5) No aircraft high power ground run-ups shall be conducted in the vicinity of the civilian parking ramp. Run-ups shall be conducted at the extreme northern, southern, or western portion of the airport.

NOTE: *Civilian traffic patterns are normally at 1,000′ AGL and can extend 3 NM from any given point on the airfield.*

NOTE: *Per the letter of agreement, a gyro-plane may operate on a not-to-interfere basis with aircraft in the pattern without aircraft being sent to the DELTA.*

WARNING: ***Aircraft maneuvering for 4 NM initial to RWYs 24 or 30, or departing RWY 06 or 12, use caution to avoid course rules traffic transiting between Conecuh River Bridge and Point Nugget between 2,200-3,500′ MSL approximately 5 NM to the east of Brewton field.***

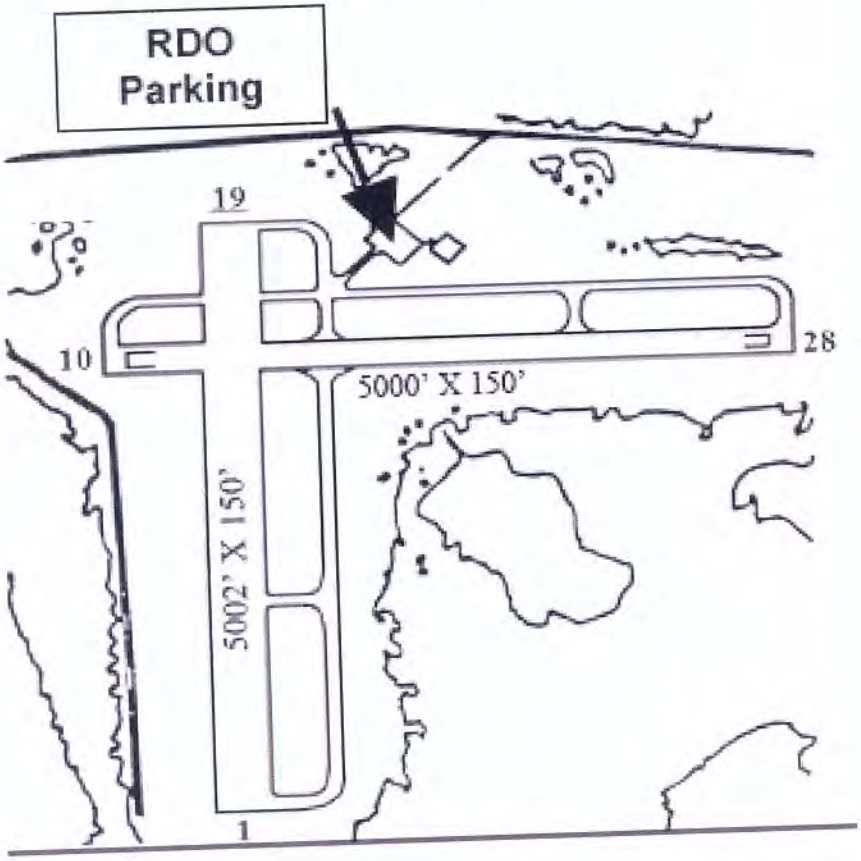
WARNING: ***Aircraft departing to the west, use caution to avoid aircraft arriving at Point Jay for course rules.***

WARNING: ***Aircraft arriving Brewton, use caution to avoid aircraft departing NASWF.***

WARNING: ***Numerous trees up to 100′ AGL grow in close proximity to the runways. Despite the T-6B Contact FTI final (groove) altitude of 100′ to 150′, TRAWING Five aircrew shall use 150′-200′ as the groove altitude when 1200-1500′ from the approach end of the runway for all runways in order to maintain a constant sight picture and reduce the risk of collision with the trees.***

5.10.2 NOLF EVERGREEN (MIDDLETON FIELD) KGZH

a. Field Elevation. 259′ MSL.



NOLF Evergreen
Figure 5-8

b. Location. NOLF Evergreen is located at latitude 31° 24′ 57″N, 87° 02′ 39″W. It is 5 NM west of the city of Evergreen, Alabama, and just north of I-65.

c. Frequencies

(1) ASOS: 133.425 VHF

(2) NOLF Common: 254.35 UHF/CH 14 (122.7 VHF/CH 14)

d. Runways (both runways will be lengthened to 5,000′)

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
01/19	5,002	150
10/28	5,000	150

e. Airfield Lighting. NOLF Evergreen has pilot controlled runway lights on 10/28 and a 4 light PAPI indicator on RWY 10.

f. Authorized Operations - Day dual T&G/ELP, PEL/P and solo T&G. Practice ELPs and PEL/Ps are not authorized if Evergreen is conducting solo operations.

g. Restrictions

(1) No high power run-ups will be conducted on the ramp.

(2) Ramp parking is on the southwest corner of the ramp and is limited to two aircraft. All other aircraft must park on the inactive taxiways.

(3) Night operations are not authorized.

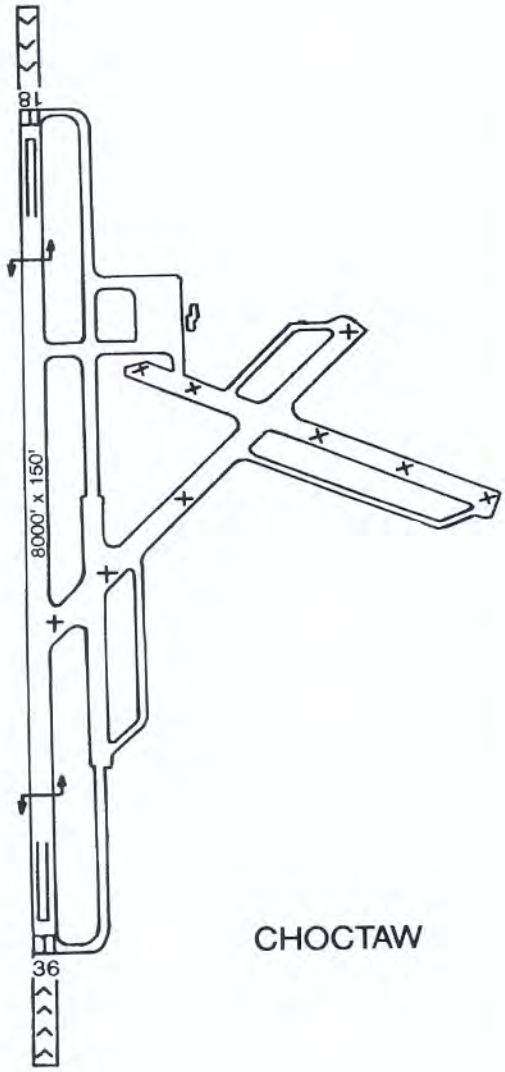
WARNING: ***Aircraft setting up for an initial entry to RWY 10 will be flying close to, if not in, Area Fox and should be particularly vigilant for formation traffic.***

WARNING: ***Numerous trees up to 100′ AGL grow in close proximity to the runways. Despite the T-6B Contact FTI final (groove) altitude of 100′ to 150′, TRAWING Five aircrew shall use 150-200′ as the groove altitude when 1200-1500′ from the approach end of the runway for all runways in order to maintain a constant sight picture and reduce the risk of collision with the trees.***

5.11 AREA THREE MANNED NOLFs

5.11.1 NOLF CHOCTAW (KNFJ)

a. Field Elevation. 102′ MSL.



NOLF Choctaw
Figure 5-9

b. Location. NOLF Choctaw is located at latitude 30° 30′ 25″N, 86° 57′ 35″W. It is approximately 5 NM south of NOLF Santa Rosa, near Milton, Florida.

c. Frequencies

(1) ATIS: 290.55 UHF/CH 21
(2) Tower: 259.25 UHF/CH 24 (121.4 VHF/CH 4)

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
18/36	8,000	150

e. Airfield Lighting. NOLF Choctaw has runway lights available during operational hours.

f. FAA Classification of NOLF Choctaw. A Class "D" Surface Area is centered at NOLF Choctaw. All pilots shall contact Choctaw Tower prior to entry. The Class D Surface Area extends 2.5 NM from the airfield up to 2,600' MSL. A Southern Extension exists south of Choctaw that is approximately 1 NM long and 3 NM wide.

NOTE: *NOLF Choctaw Class D airspace ceiling may be reduced due to the duty runway at Pensacola Regional Airport. DO NOT ASSUME clearance to conduct pattern ELP training up to 2,600' MSL, Choctaw Tower may restrict aircraft altitude.*

g. Authorized Operations.

(1) Day and night dual T&G/ELP.

(2) All Fixed-Wing aircraft shall work the non-tower side (western side) of the runway for both T&G and ELP patterns. Aircraft shall comply with control tower's instructions.

(3) TH-57 aircraft conduct operations to the taxiways and duty runway. (Figure 5-11)

h. Arrivals.

(1) The normal entry shall be by ELP. Aircraft shall call Choctaw Tower for entry into the Class D, reporting High Key and Low Key to tower. High Key will be located on the East side of the runway in use and the pattern flown to place low key on the West side of the duty runway. The ELP is oriented in the same direction as the normal landing pattern. Aircraft conducting practice ELPs will normally be given priority over other pattern traffic upon reaching High Key.

(2) Entry to the Break. (Figure 5-10)

(a) Coordinate a Point Avalon entry with Choctaw Tower.

(b) Aircraft shall call Pensacola Approach Southeast (269.375 UHF/CH 7) for clearance through the Class C Airspace to Point Avalon, if required. When directed by TRACON, contact Choctaw Tower.

(c) Runway 36: Proceed southeasterly remaining over water until extended runway centerline.

(d) Runway 18: Proceed northeasterly to intercept and follow Weaver River until extended runway centerline.

(e) Lineup east of extended runway centerline. Tower shall control the break. Descend to 900′ MSL when abeam the upwind numbers on the downwind leg.

NOTE: *Use caution for helicopter operations in vicinity of NOLF Santa Rosa when inbound for break from Point Avalon.*

NOTE: *PNS Class C Airspace begins 2 NM west of Choctaw NOLF. Point Avalon is within the Class C outer ring.*

Point Avalon Entry to Choctaw
Figure 5-10

i. Departures. All departing aircraft shall call clear of the Class D Airspace on Choctaw Tower frequency.

(1) RWY 18: Maintain runway heading at 1,000′ MSL until over land on Gulf Breeze Peninsula south of East Bay.

(2) RWY 36: Depart the pattern from a left downwind, heading 180. Maintain 1,000′ MSL until over land on Gulf Breeze Peninsula south of East Bay.

"(Call sign), clear to the south."

WARNING: Use caution for 750′ MSL Midway Antenna located approximately 1-2 NM southwest of Choctaw.

(3) Aircraft continuing to Sherman Field will head south to the beach line prior to turning west. Remain below 5,000' AGL unless ensuring aerobatic/OCF section lines along the beach and Highway 98 are clear of traffic. Contact Pensacola Approach 270.8 UHF/CH 29 prior to entering Class C Airspace for course rules clearance.

(4) Aircraft departing for NSE will remain clear of Pensacola Class C and Restricted airspace and contact approach on CH 7 with ATIS.

j. Waveoffs. Aircraft in the normal touch-and-go pattern that are given a "Waveoff" or a "Go-around" shall follow Tower instructions. If no specific instructions are given, the following procedures shall apply:

(1) Aircraft that have commenced descent from the 180 position for landing shall continue their descent to or climb to and maintain 500′ MSL to rejoin the normal traffic pattern.

(2) Aircraft prior to the 180 position shall maintain downwind altitude and rejoin the normal traffic pattern.

k. Restrictions

(1) Two-way radio communications with tower shall be maintained at all times in the Class D Airspace. All normal communications with tower shall apply, including clearance downwind, a gear report at the 180, High Key, and Low Key with gear report.

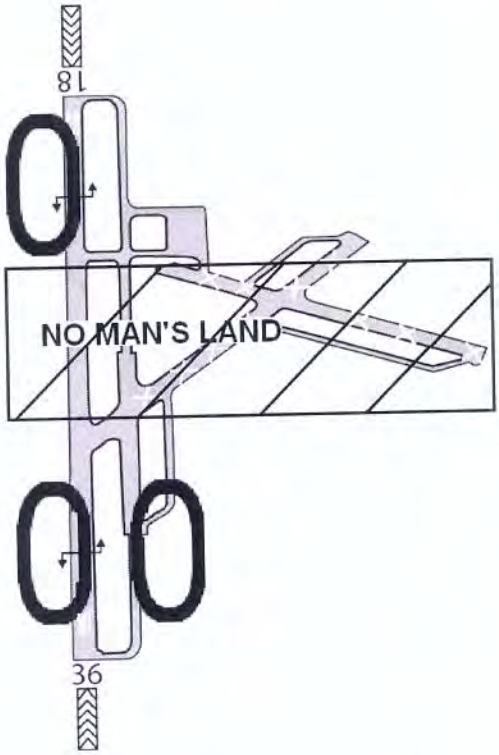
(2) The maximum number of aircraft in the pattern is six, in any combination.

(3) Remain clear of Class C Airspace, approximately 2 NM west.

(4) ELPs shall be used for all night entries. Aircraft shall call tower no later than 6 NM prior to High Key.

NOTE: *Choctaw's arresting gear has been removed UFN.*

WARNING: *Be aware of helicopters operating from the parallel taxiway to the tower-side of the runway. Helicopters may request practice auto rotations to the duty runway. Comply with Tower instructions.*

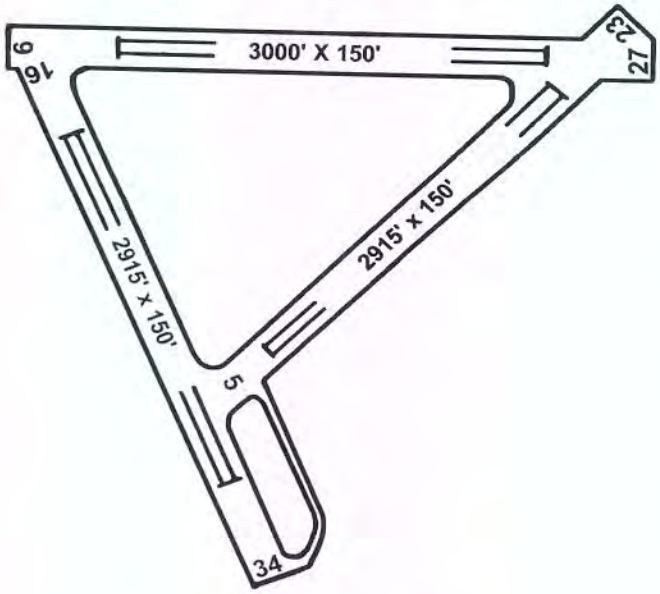


TH-57 Choctaw Operating Pattern
Figure 5-11

5.12 UNMANNED NOLFs

5.12.1 NOLF SILVERHILL (CLOSED)

a. Field Elevation. 129′ MSL.



NOLF Silverhill (Closed)
Figure 5-12

b. Location. NOLF Silverhill is located at approximately latitude 30° 35′N, 87° 48′W. It is 4 NM west of the Highway 59 toll road and 7 NM south of I-10, near Daphne, Alabama.

c. Frequency. Coordinate on Area 1 UHF frequency 303.150 UHF/ CH 8.

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
09/27	3,000	150
16/34	2,915	150
05/23	2,915	150

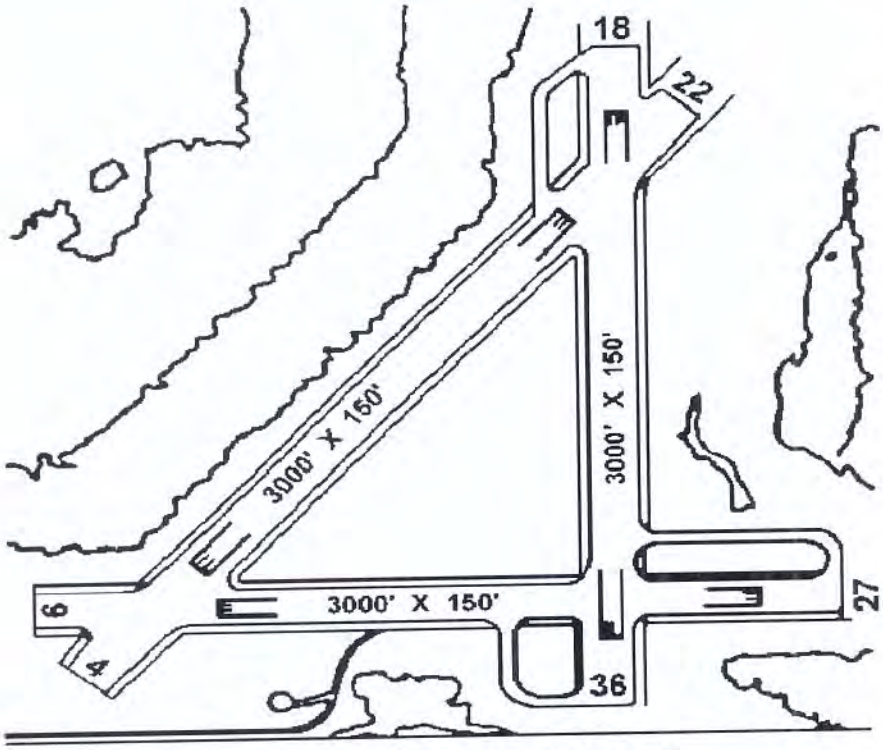
e. Airfield Lighting. No lighting is available.

f. Authorized operations. ELP or break to low approach only.

g. Restrictions. The pattern shall be limited to one aircraft.

5.12.2 NOLF WOLF (CLOSED)

a. Field Elevation. 61′ MSL.



NOLF Wolf (Closed)
Figure 5-13

b. Location. NOLF Wolf is located at approximately latitude 30° 27′N, 87° 32′W. It is 2 NM south of HWY 98 and 4 NM east of NOLF Barin.

c. Frequency. Coordinate on Area 1 UHF frequency (303.150/CH 8).

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
18/36	3,000	150
09/27	3,000	150

e. Airfield Lighting. No lighting is available.

f. Authorized operations. ELP below 1,200′ MSL/Break entry to low approach only.

g Restrictions

(1) The airfield is an unmanned NOLF and the pattern shall be limited to one aircraft for low approach only.

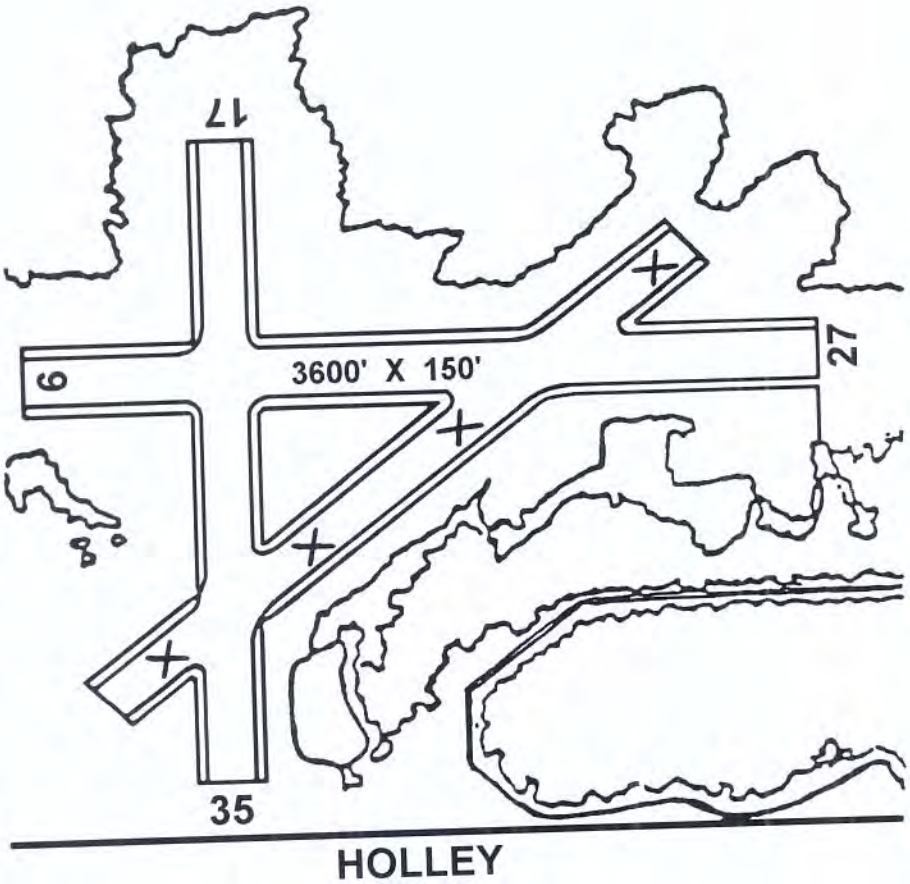
(2) NOLF Wolf **shall not** be used for ELP practice above 1,200′ AGL due to conflicts with GCA traffic to NAS Sherman Field. However, practice pattern and ELP work below 1,200′ MSL to low approach is authorized.

WARNING: ***GCA traffic to RWY 7 at Sherman Field typically passes Wolf at 1,500′ MSL.***

NOTE: *Remain clear of Class C Airspace located 2 NM to the east.*

5.12.3 NOLF HOLLEY (KNKL) (CLOSED)

a. Field Elevation. 39′ MSL.



NOLF Holley (Closed)
Figure 5-14

b. Location. NOLF Holley is located at latitude 30° 25′ 31″N, 86° 53′ 38″W. It is 15 NM west of Fort Walton Beach, Florida.

c. Frequency. n/a.

d. Runways

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
09/27	3,600	150
17/35	3,600	150

e. Airfield Lighting. NOLF Holley has no lighting available.

f. Authorized Operations. ELP or break to low approach only.

g. Restrictions

(1) A maximum of one aircraft shall operate in the pattern.

(2) Departures should exercise extreme caution to remain clear of numerous towers and antennas in vicinity.

(3) Unannounced civilian traffic/model aircraft flying is commonplace.

(4) Eglin Restricted Area (R-2915) is located 2 NM east of Choctaw. R-2915 western border is HWY 87. Remain west of HWY 87 at all times.

(5) Avoid populated beach areas and housing.

CHAPTER SIX
INSTRUMENT TRAINING OPERATIONS

6.1 INSTRUMENT FLIGHT TRAINING. Instrument flight training is conducted throughout A-292 by both TRAWING FIVE and SIX aircraft. TRAWING FIVE fixed-wing and rotary-wing aircraft conduct instrument air-work along with instrument approaches in this area. Numerous geographic areas and procedures are used to conduct student instrument flight training at NAS Whiting Field. This includes extensive radio navigation training for both fixed and rotary wing aircraft at both North and South field. Student VFR practice approaches have been developed to help reduce the impact of instrument flight training on local air traffic control.

a. Students may fly both VFR student instrument approaches published by TRAWING FIVE and actual IFR instrument approaches authorized by DOD and the FAA. Some of the predominant instrument training areas are the Saufley VOR and Pensacola Regional Airport, Monroeville VORTAC, Crestview VORTAC, South Whiting GCA, Andalusia GCA, Sherman GCA, and Cairns GCA. Information about many of these areas is included in this chapter.

b. Instrument Navigation (INAV) flights that are being conducted while VFR shall monitor INAV Common (274.7 UHF/CH 18) unless another UHF frequency is required, and any appropriate VHF frequencies when not in Whiting Class C Airspace. When approaching local NAVAIDs pilots should make a courtesy call on INAV common to determine the position and altitude of other traffic in order to de-conflict.

c. Aircraft conducting VFR holding should use appropriate VFR altitudes based on their inbound holding course.

6.2 INSTRUMENT TRAINING DEPARTURES

a. VFR Departures: **Instructors will not issue simulated radar departure instructions which differ from the VFR heading and altitude restrictions.**

b. IFR Departures: Advanced instrument curriculum sorties planned for IFR or VFR-on-top should file individual DD-175s or use the established NSE STEREOTYPE flight plans.

6.3 INSTRUMENT TRAINING AREAS

a. Instrument Training over Crestview VORTAC. The Crestview operating area for Fixed-Wing aircraft is defined by the airspace from 3,000' MSL to 10,000' MSL within a 10 NM radius of the CEW VORTAC excluding R-2914 and R-2915.

(1) TRAWING FIVE fixed wing aircraft shall use flight following by requesting with Eglin approach on 124.05 VHF or 393.0 UHF:

"Eglin approach, (call sign), 10 NM west of CEW, 5500 VFR, will be working CEW VOR for the next __ minutes. Request flight following."

Workload permitting Eglin approach will provide a current altimeter, discrete transponder code and traffic advisories.

NOTE: *Aircraft should monitor both Eglin Approach on 124.05 VHF and CEW Common on 307.375 UHF when working near CEW.*

(2) When conducting FAA/DOD published approaches or descending below student approach plate altitudes, pilots shall coordinate with Eglin approach on 124.05 VHF or 393.0 UHF and with CEW airport traffic on 122.95 VHF.

(3) If conducting student approach plates and Eglin approach is unable to provide flight following squawk 4676 and monitor CEW Common on 307.375 UHF. Eglin approach will provide pertinent traffic advisories in the blind on 307.375 UHF, but does not monitor the frequency. Traffic advisory calls will be given for TH-57, T-6, MOA activity and other traffic considered a factor to TRAWING FIVE operations. TH-57 aircraft do not monitor 307.375 and instead use "Eastern Area Common" 389.1.

(4) The Crestview VORTAC and airport is used by a variety of military aircraft, such as the T-6, TH-57 and C-130 aircraft.

NOTE: *C-130 aircraft are based at CEW airport.*

(5) If receiving flight following advise Eglin Approach when complete working the CEW VORTAC or Bob Sikes Airport and squawk 1200 when flight following is terminated.

WARNING: ***Aircraft are to remain clear of R-2915A and R-2918 at all times.***

b. Instrument Training over Monroeville VORTAC. TRAWING FIVE aircraft conducting student instrument training in the vicinity of Monroeville (MVC) VORTAC should monitor RI common (274.7 UHF/CH 18) UHF and local Monroeville Unicom on 123.0 VHF if conditions permit. During transit to/from MVC through Area Fox INAV training aircraft should remain in the transition layer (5,200' MSL westbound/5,700' MSL eastbound) and de-conflict with Fox and Pelican area traffic by communicating on 254.9 UHF/CH 12.

c. Instrument Training over Saufley VOR. TRAWING FIVE aircraft conducting student instrument training in the vicinity of Saufley VOR (NUN) should de-conflict with fixed wing military traffic on RI common (274.7 UHF/CH 18) UHF and monitor Pensacola approach area traffic on 118.6 VHF if conditions permit. Aircraft working in the vicinity of Saufley should be alert for VFR contact training aircraft in Area 1.

d. Practice Instrument Approaches within the Pensacola Training Complex.

(1) When handling aircraft which are operating under Instrument Flight Rules (IFR), Pensacola Terminal Radar Approach Control (TRACON) can accept no more than three aircraft at any given airfield for approaches.

(2) TRACON can accept more than three aircraft for approaches when the aircraft are operating under Visual Flight Rules (VFR). Aircraft requesting practice approaches under IFR may expect delays and/or holding depending on current traffic volume.

(3) TRACON provides practice approaches on a first-come, first-served basis, regardless of whether aircraft are IFR or VFR.

(4) When conditions permit, TRAWING FIVE aircraft that are able to maintain Visual Meteorological Conditions (VMC) during the approach and climb out should cancel IFR to allow for higher training capacity within the Pensacola Training Complex.

(5) When operating under IFR, TRACON will not approve practice approaches to intersecting runways. Pilots will either need to cancel IFR or request clearance to shoot approaches to the active runway.

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CHAPTER SEVEN
NAS WHITING FIELD EMERGENCY PROCEDURES, INFORMATION, AND TRAINING

7.1 EMERGENCIES

7.1.1. Ground

a. When experiencing a malfunction or emergency while on the ground, aircrew should come to a stop before continuing with any troubleshooting and advise Ground of intentions when able.

b. The ground run-up area not in use is the designated hot-brake holding area and the dropped seat-pin area. Park at the midpoint of the line running through the run-up area to maximize separation from other aircraft.

7.1.2. Flight

a. Approach control will advise Tower of any aircraft squawking 7700 that appear inbound and ensure conflicting traffic under their control is vectored clear of emergency aircraft. When an in-flight emergency is declared directly to tower, they will notify Approach Control.

b. Should an intentional emergency wheels-up landing be required, it should, if at all possible, be made at NAS South Whiting Field on a suitable runway. Every effort will be made to ensure an experienced pilot from the same squadron is in two-way radio communication with the aircraft on the squadron's base frequency, that fire equipment, crash and salvage equipment, and an ambulance are in place on the runway prior to the landing approach. Situation permitting, an appropriate number of low passes (minimum of one) should be flown prior to the landing approach. A mobile radio is available for communication between the designated pilot and the emergency aircraft.

(1) Dual aircraft. Enter North Field Delta Pattern. Obtain in-flight check, if possible. Expect final landing at South Field.

(2) Solo aircraft. Enter North Field Delta Pattern. Communicate with North Tower on the VHF radio and Contact Squadron FDO on the UHF radio. Expect assistance in coordinating an in-flight check from a dual aircraft. Dual aircraft shall follow solo in a trail position to South Field for final landing. Escort aircraft should assist solo emergency aircraft in transiting to South Field and establishing an appropriate pattern over the designated runway.

c. Any time an aircraft executes a PEL, the squadron FDO shall ensure the PEL checklist promulgated by TRAWING FIVE Safety is completed. This document ensures that all necessary personnel are notified. The aircraft commander is responsible for completing all necessary after-action maintenance forms.

7.2 NORTH FIELD DELTA PATTERN. This pattern is used as the emergency orbit pattern for situations requiring visual inspection or special assistance.

a. This racetrack pattern is oriented over the duty runway. Pattern altitude is 2,500' MSL, weather permitting.

b. Pattern airspeed is 120 KIAS, gear down, flaps up (Situation permitting).

c. Turns in the pattern will conform to the pattern direction for runway in use (away from the Tower & South Field).

d. Entry to the Home Field Delta Pattern from the operating area will be made by contacting Pensacola Approach Control outside the Class C Airspaces for a random pickup/vector. Approach will direct aircraft to switch to tower frequency for entry into the pattern. Comply with tower instructions. Once established, coordinate frequency change with tower to contact appropriate FDO. Recommended radio setup: VHF - North Whiting Tower (121.4), UHF - squadron base frequency. The squadron FDO shall contact the NASWF ODO with any information or assistance needed (e.g., another aircraft to join up with an emergency aircraft, a dual aircraft to join with a solo aircraft).

e. Airborne gear inspections shall not be performed by another aircraft below 2,000' AGL.

f. No TRAWING FIVE aircraft shall join up with another aircraft without positive radio or visual signals. Only a pilot currently qualified in the CNATRA Formation Instructor syllabus should conduct an emergency join up. To the maximum extent possible, emergency aircraft should conduct a thorough radio brief prior to joining up for assistance.

g. The squadron FDO and NASWF ODO shall keep each other and all parties concerned (the TRAWING FIVE Operations Officer; TRAWING FIVE Safety Officer) informed of the status of the aircraft.

h. When ready to depart the Home Field Delta Pattern, notify North Tower and comply with tower's instructions.

7.3 LOST COMMUNICATIONS

7.3.1 General

a. All aircraft experiencing radio failure, whether IMC or VMC, shall squawk 7600 for the duration of the flight. If at any time the Lost-communication aircraft experiences an actual emergency, the aircraft should squawk 7700.

b. Pilots should attempt to use both cockpits' UHF and VHF radio and the Standby VHF before squawking 7600. Approach will advise the tower of any 7600 squawks that appear inbound and will clear the airspace ahead of the lost-communication aircraft.

c. Whether IMC or VMC, all radio calls will be made "in the blind."

7.3.2 VFR

a. In the landing pattern: If radio failure is experienced while in the landing pattern, exercise extreme caution and execute a full stop landing.

(1) Limit troubleshooting while airborne to checking helmet connections and audio panel positions and trying the other cockpit's transmitter.

(2) Observe tower for the ALDIS signals (if applicable), land, and taxi clear of the active runway.

(3) Comply with ALDIS signals from the tower to return to parking (if applicable).

b. Radar identified on course rules: remain on course rules.

(1) Rock wings at the break, and maintain interval on any conflicting arrivals. Pilots are responsible for maintaining their own separation.

(2) Approaching the 180-degree position, look for the appropriate ALDIS signals from the tower.

(3) Land and taxi clear of the active runway. Comply with ALDIS signals from the tower to return to parking.

c. All other times: Overfly North Field (South Field during cross-country recoveries) at 3,500' MSL or above to determine the duty runway.

NOTE: *It is possible that RDO carts will be positioned on more than one runway at North Field.*

(1) Execute a PPEL to the duty runway. Rock the wings at High Key and maintain interval on any conflicting arrivals. Pilots are responsible for maintaining their own separation.

(2) Approaching Low Key, look for appropriate ALDIS signals from the tower.

(3) Land and taxi clear of the active runway. Comply with ALDIS signals from the tower to return to parking. If at South Field,

taxi clear of the runway and shutdown so as not to restrict other traffic. Expect a tow to North Field.

7.3.3 IFR. If IMC, execute one of the following procedures as appropriate:

a. If able to establish VMC, remain VMC, proceed to the nearest suitable field and land.

b. All IFR NSE canned routes and DD-175 Out & Ins/Cross-country flights must adhere to standard FAA lost comm procedures, as outlined in the Flight Information Handbook and Aeronautical Information Manual (AIM).

c. If conducting GCAs in IMC at KNDZ comply with section 9.9.1 and ensure controller issues lost communication procedures.

d. If unable to establish VMC during a VFR-on-Top Departure:

(1) Prior to reaching VFR-on-top: If IMC, maintain last assigned altitude and proceed direct to NSE approach IAF for the active runway and execute the approach.

(2) After reaching VFR-on-top and unable to return VFR to NSE, proceed VFR to a NOLF or other airport as required. If unable to land VMC, maintain the last assigned altitude and proceed direct to an NSE approach IAF for the active runway and execute the approach.

7.4 UNINTENTIONAL/INADVERTANT IMC ENCOUNTER. The first and primary concern of any pilot encountering IMC conditions should be to maintain aircraft control. If VMC cannot immediately be regained, the pilot's second consideration should be to ensure adequate terrain and obstacle clearance. If the presumed position places the aircraft at risk for a collision with terrain or an obstruction, or if any doubt exists about the aircraft's position with regard to obstructions or terrain, the pilot shall take action. This action may require, but is not limited to, initiating an immediate climb to a safe altitude using maximum allowable power and contacting air traffic control. After the aircraft is above any immediate hazard the pilot shall comply with any additional applicable procedures.

WARNING: Pilots should not delay a climb in order to attempt to maneuver below IMC or hesitate to declare an emergency if doubt exists concerning the aircraft's geographical position in relation to obstructions and terrain.

7.5 CONTROLLED EJECTION AREA. The purpose of the Controlled Ejection Area is to provide aircrew a known position during controlled ejection to aid in the safe abandonment of the aircraft and the resulting search and rescue (SAR) efforts. The Controlled Ejection Areas are defined as a 2 NM radius around two geographic points: 1) Over water is latitude 30° 28'N, longitude 87° 00"W, also defined as the CEW 215R

at 28 DME and is labeled "EJECW" in the FMS user-defined waypoint database. 2) Over land is latitude 30° 59'N, longitude 87° 26"W also defined as the CEW 283R at 41 DME and is labeled "EJECL". Aircrew should attempt to review and complete all appropriate NATOPS checklists and agency coordination prior to applying the procedures below.

a. **VMC Conditions**

(1) Over water- Overfly Choctaw (KNFJ) located approximately 13NM south of KNSE, and depart Choctaw on a heading of 215. Once feet wet, complete the NATOPS Controlled Ejection procedure.

(2) Over land- Overfly Atmore Airfield (0R1) located approximately 30NM northwest of KNSE and depart on a heading of 180. Complete the NATOPS Controlled Ejection procedure.

b. **IMC Conditions**

(1) Over water- If VMC conditions cannot be attained, overfly Choctaw enroute to "EJECW." The heading will be approximately 215 degrees. When within 2NM of "EJECW," complete the NATOPS Controlled Ejection procedure.

(2) Over land- If VMC conditions cannot be attained, overfly Atmore enroute to "EJECL." The heading will be approximately 180 degrees. When within 2 NM of "EJECL," complete the NATOPS Controlled Ejection procedure.

NOTE: *The decision to eject over water or land is up to the pilot in command. Items for consideration include but are not limited to: water temperature, damage to flotation, day or night.*

Overwater Controlled Ejection Area
Figure 7-1

Overland Controlled Ejection Area
Figure 7-2

7.6 ON-SCENE COMMANDER RESPONSIBILITIES

a. If an aircraft observes another aircraft in distress or is the first on the scene of a crash, the Instructor Pilot of that aircraft will immediately assume responsibility as the On-Scene Commander (OSC).

b. The OSC's initial responsibilities will include alerting the ODO, assessing the status of the crew and aircraft, and directing the search and rescue effort until a better-qualified relief appears on scene or fuel state dictates a return to home field.

c. Figure 7-3 is the On-Scene Commander Checklist and outlines the procedures to be followed by the On-Scene Commander. Figure 7-4 lists the frequencies for all outlying fields used by TRAWING FIVE aircraft. These two kneeboard cards provide all the information needed by the On-scene Commander to direct the SAR effort and shall be carried by all TRAWING FIVE instructor pilots while flying. Carrying a New Orleans VFR Sectional and a Pensacola Area Training Chart is recommended, but not required for flights in A292.

d. Reference (g) provides additional requirements for TRAWING FIVE Squadron or Flight Duty Officers.

TRAWING FIVE ON-SCENE COMMANDER CHECKLIST

1. Check fuel status
   a. Identify recovery airfield (night options / W/X)
   b. Set BINGO fuel for search/OSC
2. If a search is required, begin from last known position of downed aircraft
   a. For search use altitude/sector differential (if formation)
   b. Attempt to contact downed aircrew on UHF 282.8 (SAR Common freq.)
   c. Consider Hi-Lo split of formation for loiter time/radio reception/area clearing once found
   d. Ensure both aircraft are "eyes on" scene prior to splitting the formation
3. Record pertinent information:
   a. Determine GPS coordinates
   b. Time over scene
   c. Call sign or tail # of downed aircraft
   d. # of survivors / Survivors seen or located
   e. Condition of survivors
   f. Fire / wreckage / condition of scene
   g. Assistance currently at scene
   h. Access to zone via aircraft & ground vehicles
   i. Other means of communicating w/ downed crew such as cell phone #
4. Notify ODO (UHF 233.7) CH 23
   a. Relay known information of scene and time on station
   b. If ODO unavailable, relay information to either Whiting Tower or an FDO
5. Contact approach control agency for that sector (VHF if possible)
   a. Identify yourself and the situation
   b. Declare an emergency if required
   c. Relay only pertinent information (open mic to everyone on freq.)
   d. Advise ATC you will be on UHF 282.8 as required
   e. Request assistance in keeping other aircraft clear of area if possible
   f. May be able to assist in finding follow-on coverage / OSC replacement
7. Assign aircraft to assist / lead crash crews to scene as necessary.
8. Control traffic in and around the scene.
9. Designate & brief replacement OSC (remember to allow enough time for relief prior to reaching Bingo).

TRAWING FIVE ON-SCENE COMMANDER CHECKLIST
FIGURE 7-3

TRAWING FIVE COMMON UHF FREQUENCIES

NORTH FIELD OPERATIONS

North Whiting Tower:	306.925(121.4 VHF)/CH 4
North Whiting Ground:	251.15 UHF/CH 3
NMOA Common:	371.9 UHF/CH 15
Area Common:	(Area 1) 303.15 UHF/CH 8, (Area 2T/Fox/Pelican) 254.9 UHF/CH 12 (Area 3) 299.5 UHF/CH 19
Barin Field RDO:	269.425 UHF/CH 9
Brewton RDO:	257.975 UHF/CH 13
Choctaw RDO/Tower:	259.250 UHF/CH 24
Evergreen RDO:	254.35 UHF/CH 14
Night Common/RI Common:	274.7 UHF/CH 18

SOUTH FIELD OPERATIONS

South Whiting Tower:	348.675 (121.4 VHF)/CH 34
South Whiting Ground:	317.475 UHF/CH 33
HITU:	253.1
HT-8 FDO:	303.6
HT-18 FDO:	255.1
HT-28 FDO:	365.7
Instructor Common:	121.95
Harold Crash:	237.9
Pace Crash:	250.0
Santa Rosa Crash:	361.1/361.9
Site 8 Crash:	251.3
Spencer Crash:	358.8

OTHER

Duke Field Tower:	290.425 (133.2)
Hurlburt Field Tower:	351.675 (126.5)
Pensacola Regional Tower:	257.8 (119.9) CH 54
NAS Pensacola Tower:	340.2 UHF (120.7) CH 44
Mobile Downtown Tower:	251.1 (118.8) CH 64

TRAWING FIVE COMMON UHF FREQUENCIES
FIGURE 7-4

CHAPTER EIGHT
CROSS-COUNTRY OPERATIONS

8.1 GENERAL INFORMATION

a. Cross-country flying is an integral part of training. Squadrons should not schedule aircraft to remain away from NASWF for more than two working days (Saturday and Sunday do not count). This limitation applies to student curriculum flights, flights in support of static display commitments, and flights to meet individual OPNAV minimums.

b. Commanding Officers (COs) must ensure these flights achieve training requirements and can be conducted safely. A thorough risk assessment shall be conducted per reference (a).

c. Safety is paramount. No training objective requires a pilot to push their capabilities, or those of the aircraft.

NOTE: *Aircrew conducting static display refer to paragraph 1.28.*

8.2 FLIGHT CONDUCT CRITERIA

a. Flights shall not deviate from the planned itinerary without the approval of the CO, unless flight conditions along the planned route jeopardize safety. If adverse flight conditions along the planned route jeopardize safety such that a deviation is necessary, the CO or the direct representative shall be notified as soon as possible.

b. Pilots shall ensure cross-country flight packets include sufficient FLIP publications and aeronautical charts to cover the entire route, including alternates.

c. Flights should be conducted under IFR except when curriculum requires flight in a VFR environment or training objectives require VFR flight.

d. When commercial jet fuel is used, anti-ice/fungicide (commercial name PRIST) is required per NATOPS.

8.3 AIRCRAFT REQUIREMENTS. All aircraft communication, navigation, and interrogation equipment required for IFR flight shall be functioning prior to departure from NASWF.

8.4 MAINTENANCE REQUIREMENTS

a. The FITU will coordinate initial cross-country training for IUTs.

b. Aircraft must begin their Return to Base (RTB) mission prior to the expiration of their Daily Inspection. The RTB mission may

involve multiple sorties (assuming the aircraft remains up and there is no overnight stay).

c. Aircraft that have not started the RTB mission within the 72 hour Daily Inspection window due to weather delay are required to obtain CTW-5's approval via the chain of command prior to commencing their RTB.

d. Off-station, the Air Card may be used to purchase aircraft oil and/or pay for hangar or tug fees.

8.5 CROSS-COUNTRY FLIGHT REPORT. All cross-country requests shall be approved per reference (b). Squadrons shall notify the TRAWING FIVE Operations Officer of events that are scheduled to remain overnight (RON) away from NASWF no less than 48 hours prior to scheduled departure time. This notification is usually accomplished at the weekly TRAWING FIVE Operations meeting.

8.6 HOME FIELD DEPARTURE. At least 30 minutes prior to expected departure time, file a DD-175 flight plan with a current weather brief (a stereo route is an acceptable substitute for the DD-175). Aircraft operating outside the local operating area shall use the appropriate ICAO call sign.

8.7 EN ROUTE PROCEDURES

a. Stopover Flight Plans. If, after departing NSE, the destination changes enroute, the PIC must contact Base Operations and inform the ODO when safe-on-deck at new location. This is in addition to closing out the flight plan as required by reference (a) i.e. filed an MVC-4, but landed at BFM due to weather.

NOTE: *DO NOT use a STEREOTYPE flight plan, unless the flight is intending to land at that destination.*

NOTE: *Cross-country flights, flights out of the local area or flights to airfield not covered by the "on-top" require an individual DD-175-1 weather brief. If a DD-175-1 is unavailable, a weather brief from a source authorized in reference (a) shall be obtained.*

8.7.1 Final Destination

a. Arrival

(1) In order to RON on a cross-country training flight, the airfield must be a military field, have a military tenant, or have an FBO (manned 24 hrs.) with adequate ramp security. It is the pilot's responsibility to ensure adequate security for the aircraft and all flight gear. Contract fuel shall be purchased. Landing/parking fees are the responsibility of the pilot in command and will not be reimbursed by TRAWING FIVE unless such fees are the result of a divert

or another destination is impractical as deemed by squadron OPSO, XO, CO, FITU OIC, or CTW-5.

NOTE: *Cancellation of an instrument flight plan does not meet the requirement for closing out the flight plan. PIC shall close out flight plan per reference (a).*

(2) Prior to leaving the aircraft, T-6B aircrews shall use the Strange Fields Procedures-Post flight Inspection checklist in the Pilot's Abbreviated Flight Crew Checklist (PCL). Once at the final destination, the aircraft shall not be moved without the aircraft commander present. It is the aircraft commander's responsibility to ensure support personnel are aware of this requirement. If CNATRA contract maintenance personnel take custody of the aircraft, it will alleviate the aircraft commander from this responsibility.

NOTE: *If only one chock is provided, chock the nose wheel to prevent weather-vanning of the aircraft in high winds.*

(3) The pilot shall notify the appropriate squadron of his/her safe arrival and whether any aircraft problems have been encountered.

NOTE: *Stopping at other than the final destination due to aircraft problems requires immediate notification of the squadron.*

b. Departure. Aircrews shall use the Strange Field Procedures-Preflight Inspection checklist in the PCL.

CAUTION: *Exercise extreme caution any time deviating from normal procedures, i.e., taxiing without a lineman, etc.*

8.8 HOME FIELD ARRIVAL. Expect to land at South Whiting Field during Sunday arrivals. T-6B aircrews landing at South Whiting Field during the Sunday recovery window shall adhere to the following:

a. When South Whiting Field is VFR (1,000/3 or greater):

(1) Aircrews may accomplish visual straight-ins only to the duty runway and shall be established on final by 5 NM.

(2) Aircrews may accomplish a GCA or an instrument approach to the duty runway or the non-duty runway indicated by ATIS. For the latter, aircrew should expect to break off at 2 NM to enter a downwind/base to land on the duty runway.

(3) Formation flights may execute a visual straight-in to the duty runway as a section, but shall achieve adequate landing separation 2 to 5 NM on final.

(4) Aircrews are not authorized to execute the break.

b. When South Whiting Field is IFR (less than 1,000/3):

(1) Aircrews shall recover via GCA or instrument approach.

(2) At a minimum, an ASR approach should be available to the duty runway. The PAR approach should be available to RWYs 23 or 32.

NOTE: *A high volume of aircraft arriving during the cross-country recovery often causes excess delays posing an unnecessary risk. Consider traffic volume when requesting approaches.*

NOTE: *During weekends and holidays, Pensacola Approach covers Eglin Approach's airspace. Aircraft arriving from the east, contact Pensacola Approach on VHF 124.05 or 133.0 for clearance through restricted areas near Eglin AFB.*

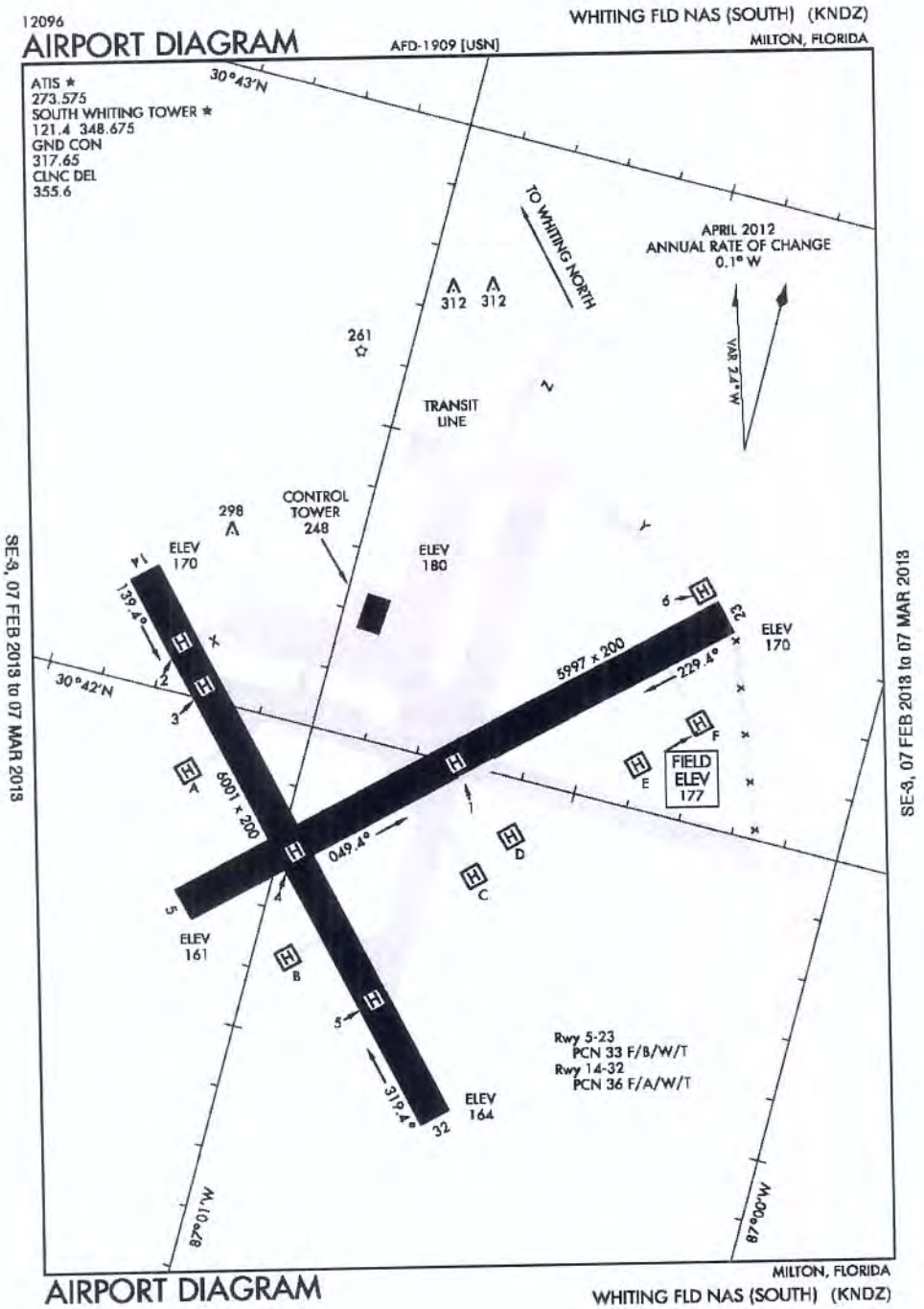
a. Ensure the following are accomplished upon return:

(1) Normal items (flight plan closed, E-flirs etc.)

(2) Cross-country fuel packet returned. Fuel packets are considered a part of the aircraft. If a packet is not returned in its entirety, the aircraft is down until the packet or parts within are located and accounted for.

CHAPTER NINE
SOUTH WHITING FIELD

9.1 FIELD ELEVATION. 177′ MSL.



KNDZ AIRPORT DIAGRAM
Figure 9-1
Not For Navigation

9.2 LOCATION. NASWF is located at latitude 30° 41′ 55″N, longitude 87° 00′ 52″W. It is 4 NM north of the city of Milton, Florida.

9.3 COMMON FREQUENCIES UHF (VHF)

a.	ATIS:	273.575 UHF/CH 31
b.	Clearance Delivery:	355.6 UHF/CH 32
c.	Ground:	317.65 UHF/CH 33
d.	Tower:	348.675 UHF/CH 34 (121.4 VHF/CH 34)
e.	Base ODO:	233.7 UHF/CH 23
f.	Pilot to METRO:	316.95 UHF/CH 22

9.4 RUNWAYS. South Field is comprised of four crossing asphalt runways. Runways markers are located at 1,000-foot intervals on both sides and indicate the length of runway remaining in thousands of feet.

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
05/23	5,997	200
14/32	6,001	200

9.5 FIELD LIGHTING. All runways have Air Force, Navy, and FAA approved lighting systems. PAPI lights are installed for all active runways. All active taxiways are marked with blue lights on both sides. A standard military aerodrome rotating beacon is located on a water tower midway between North and South Fields.

NOTE: *Airfield lighting intensity is controlled by tower personnel and can be adjusted at the request of the pilot.*

9.6 GENERAL OPERATIONS. Fixed-wing aircraft may execute practice radar approaches to KNDZ subject to procedures and restrictions as contained in this section. Compliance with the procedures is necessary to maintain separation from other routine South Field traffic. Particular attention must be given to adhering to missed approach procedures.

a. For practice approaches to KNDZ, the minimum ceiling and visibility is 1,000 feet and 3 NM.

b. Fixed-wing aircraft shall not request practice approaches to South Field when KNDZ is operating Special VFR (SVFR). South Field ATIS will state when KNDZ is operating SVFR.

9.7 TAXI OPERATIONS. During periods where North Field is closed, and Fixed-wing traffic must land at South Field, the following procedures should be used. (See Fig 9-2)

NOTE: *TH-57 aircraft may be landing and taking off from runways different than T-6 aircraft. Be aware of both the duty runway (ATIS) and the current winds.*

a. Aircraft will normally land on RWY 32 and taxi clear on the last taxi way. Aircraft landing RWY 23 may exit at 14/32 with Tower approval.

b. Taxi east on the FOX line which is the line north of helicopter parking (there may be a few maintenance helicopters parked north of the taxi-way along the grass).

c. At the base of the tower turn north and follow the ALPHA line north.

d. The ALPHA line will terminate at the north end of the ramp area on the ZULU taxiway, which connects North and South Fields. Taxi along ZULU taxiway until in a position to see the red "STOP" or green "GO" light for crossing Langley Road. Report this light in sight to South Ground.

e. Aircraft landing RWY 05 expect to taxi on YANKEE to ZULU.

f. With permission, taxi to North Field and report when clear to the north.

CAUTION: *Aircraft taxiing from South Field to North Field, use caution crossing Langley Road. Monitor lights and ensure road is clear of traffic, pedestrians and FOD before crossing.*

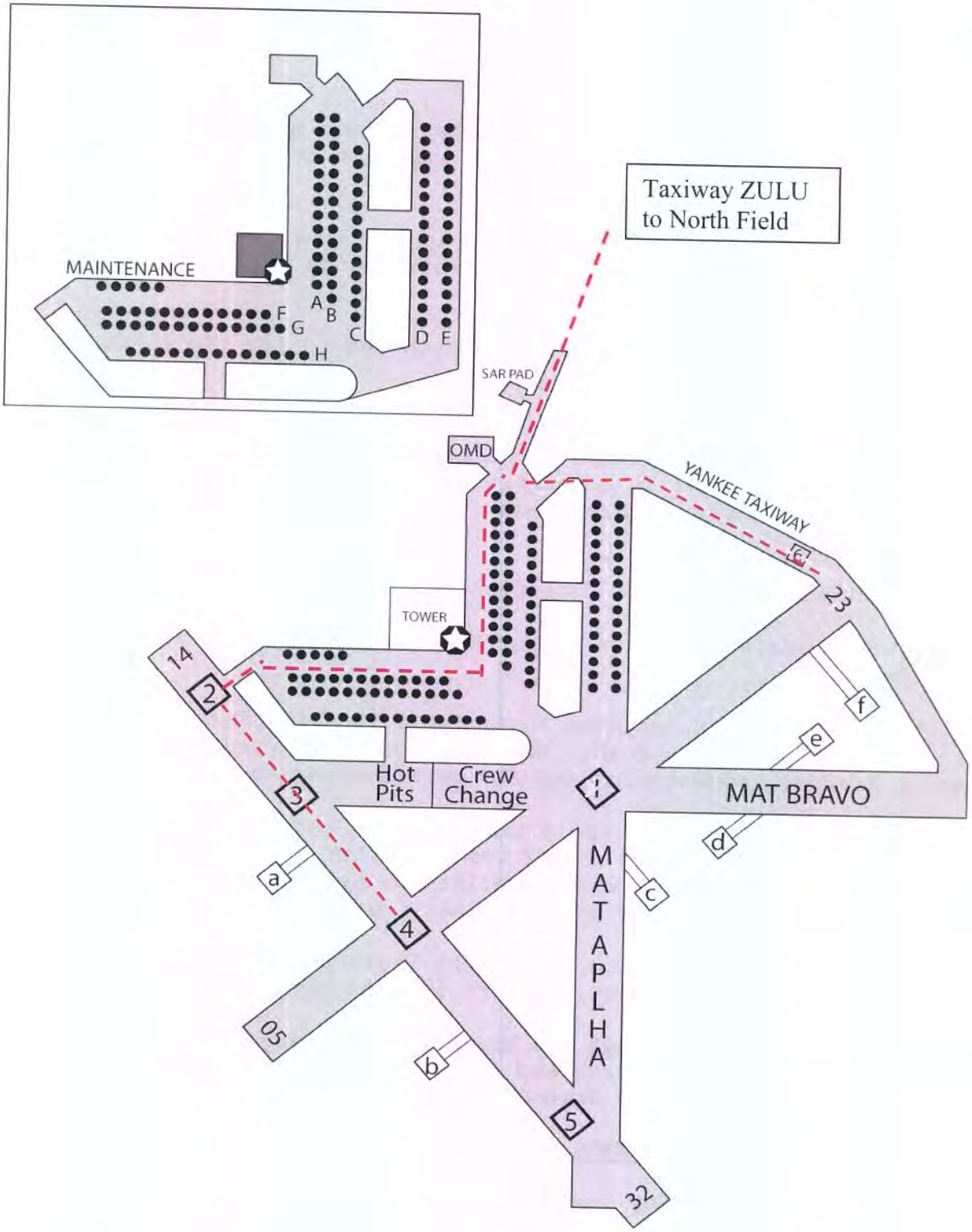
g. Continue taxi along the Z taxiway until established on North Field at the extreme eastern end of the F parking line. Maintenance will usually place a tow tractor with a reflective parking sign along the F line. This sign depicts the parking line in use.

h. Taxi along the appropriate North Field taxiway until established in a parking spot. Report safe in chocks to South Ground.

WARNING: ***Do not taxi through the Hot Pit/Crew Change area which is the turn-off between RWY 05/23 and the last taxi way. Request a progressive taxi from South Ground if needed.***

9.8 TOWER TO TOWER TRANSITION

a. Aircraft executing tower-to-tower maneuver from KNDZ to KNSE will typically climb to 1,000' MSL off of the instrument approach while transiting north of Langley Road. Aircraft executing a PAR approach to KNDZ RWY 32 should turn as directed by their approach controller and remain clear of the KNDZ traffic pattern.



KNDZ FIXED WING TAXI ROUTES
Figure 9-2

b. During the Tower to Tower transition, maintain a minimum of one wing-tip distance from South Field, to ensure lateral de-confliction with helicopter landing pattern traffic.

9.9 SOUTH FIELD GCA PATTERN

a. Entry procedures

(1) Requests to enter the South Field GCA pattern may be made by filing an appropriate stereo flight plan with NSE Base Operations and then calling North Whiting Clearance Delivery. Aircraft will be vectored to the South Field radar approach pattern and handed off to Approach Control when appropriate.

(2) For a random pickup contact Pensacola Approach on an appropriate frequency. Make the initial call outside 10 NM. Expect a radio change to one of six Single Frequency Approach (SFA) frequencies (288.325, 298.9, 323.15, 336.2, 343.65 or 353.6) for vectors into the GCA pattern.

(3) All Pensacola Training Complex aircraft are considered as having requested a waiver per FAA Handbook 7110.65 Series of the requirement to intercept the FAC at least 2 NM outside the approach gate. Aircraft will be given a vector to intercept the FAC inside the approach gate, but no closer than the final approach fix.

b. Runway 32 GCA Pattern. Left traffic, 120 KIAS (pilots may request faster airspeeds in the pattern with the controller). Pattern control will be accomplished by direct liaison between South Whiting GCA and Approach Control. Traffic advisories will be issued when under radar control. The final approach course is intercepted at approximately 6 NM and the glide slope at 4.8 NM. Maintain VFR within 2 NM on final unless on an IFR clearance. (See Figure 9-3)

c. VFR Climb out Instructions. When the Class C Airspace is VFR, the radar controller will issue climb out instructions.

WARNING: *Pilots are reminded to be extremely alert during climb out for other VFR traffic, i.e., helicopters inbound from Point Igor (southern intersection of HWY 87 and HWY 89) and Fixed-wing traffic at Peter Prince Airport on the left.*

d. Practice PAR RWY 32 to Decision Altitude (DA) climb-out instructions. The instructor shall ensure the climb out will be executed at DA. Climb runway heading (overfly runway) to 2,200' MSL. Over the upwind numbers, turn left to heading 220°. The IP shall ensure a minimum of 1,400' MSL over the upwind numbers and that the aircraft remains south of Langley Road.

9.9.1 GCA Weather Requirements and Procedures. The following procedures shall apply to PTC aircraft during the following weather conditions:

a. Class C Airspace is VFR.

(1) Pilots shall maintain VFR.

(2) Pilots shall inform TRACON if VFR flight in the pattern is not possible.

(3) Instrument approaches at North Field may be conducted simultaneously.

b. Class C Airspace is VFR; pattern cannot be flown VFR.

(1) Standard IFR separation shall be provided.

(2) Pilot will be issued an instrument clearance. Upon receipt of an instrument clearance, pilot is authorized to fly IFR in the pattern and on final approach. GCA shall inform pilots to maintain VFR at 2 NM. Pilots shall advise GCA when VFR from the 2 NM GCA point is not possible.

(3) Instrument approaches to North Field may be conducted simultaneously.

c. Class C Airspace is IFR.

(1) Standard IFR separation shall be provided.

(2) Instrument approaches to North Field may not be conducted simultaneously unless a general weather recall is in effect.

(3) When reported airfield weather is below 500/1 and the active runway at NDZ is RWY 23, pilots may request the PAR 23. PAR 23 approaches shall be planned to a full-stop. Planned multiple approaches are not authorized.

d. Class C Airspace is IFR and North Field operations are secured.

(1) Standard IFR separation shall be provided.

(2) Multiple practice instrument operations may be conducted.

(3) IFR Climb Out Instructions/Missed Approach.

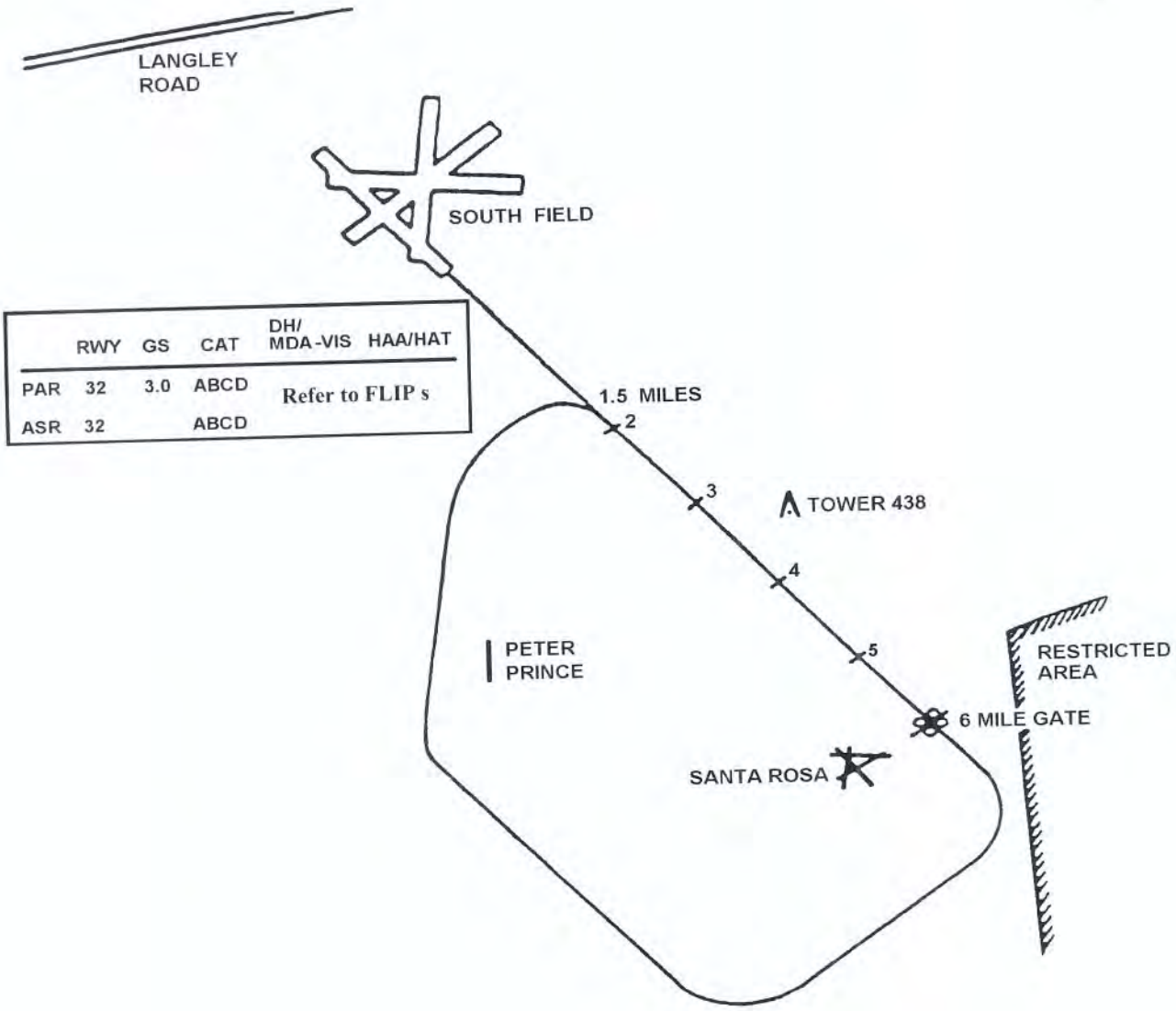
(4) Lost communications. TRAWING FIVE aircraft can expect:

"(Call Sign), lost communications procedures will be (type of approach to expect)."

NOTE: *Issuance of this shall mean the following: "IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR FIFTEEN SECONDS ON FINAL APPROACH FOR AN ASR OR FIVE SECONDS ON FINAL APPROACH FOR A PAR, ATTEMPT CONTACT SOUTH WHITING TOWER ON (348.675 UHF/CH 19/121.4) AND PROCEED VFR (Section 1602 LOA). IF UNABLE, PROCEED WITH*

THE (Type of approach assigned) APPROACH, MAINTAIN LAST ASSIGNED ALTITUDE UNTIL ESTABLISHED ON APPROACH PROCEDURE."

NOTE: *When conducting GCAs in actual IMC ensure MAP instructions are received from the controller.*



KNDZ Runway 32 GCA Pattern
Figure 9-3

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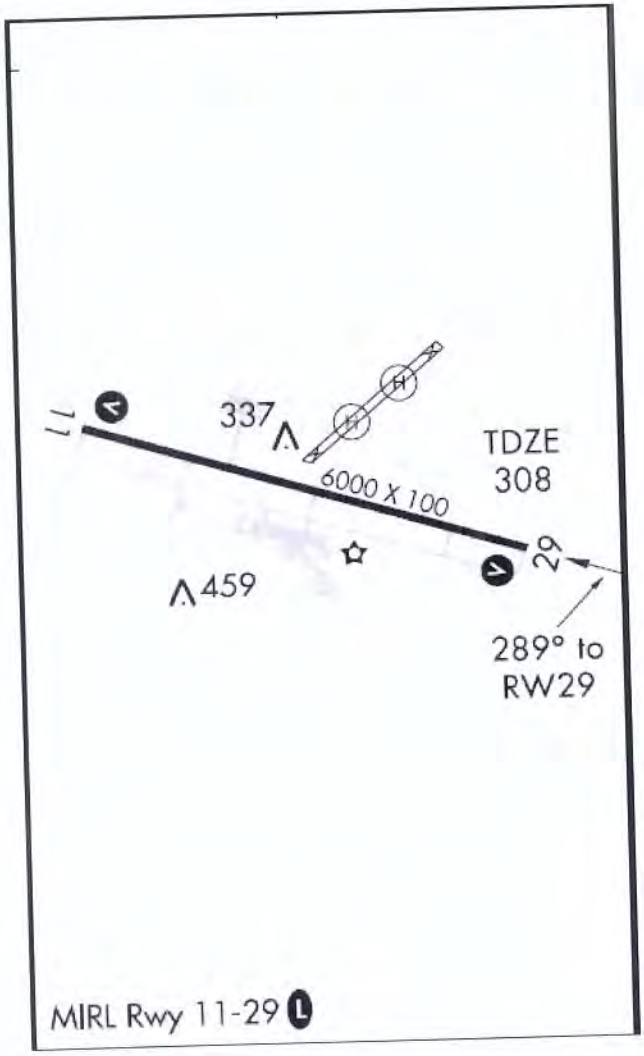
CHAPTER TEN
ADDITIONAL AIRFIELDS

NOTE: *Pattern altitude at all additional airfields is approximately 1,000′ AGL. Traffic permitting, use a standard racetrack pattern. A box pattern is authorized for training or if necessary for traffic.*

10.1 SOUTH ALABAMA REGIONAL (ANDALUSIA/OPP) - K79J

10.1.1 Field Elevation. 310′ MSL.



South Alabama Regional - K79J
Figure 10-1

10.1.2 Location. South Alabama Regional Airport is located at latitude 31° 18′ 32″N, longitude 86° 23′ 38″W. It is 4 NM east of the town of Andalusia, Alabama.

10.1.3 Common Use Frequencies UHF (VHF).

a.	ASOS:	(134.875 CH 25)
b.	Cairns Approach:	239.4(133.45 CH 26)
c.	UNICOM:	(122.8 CH 27)

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

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
11/29	6,001	100

10.1.5 Field Lighting. Andalusia has pilot controlled medium intensity field lighting. Both runways have 4-light VASI indicators.

10.1.6 General Operations. Aircraft may perform day-only Precision Approaches, and day and night dual Touch & Go, and emergency landing pattern practice using the following basic guidance:

a.	Direction of Traffic	Left
b.	Break Altitude	1,400' MSL.
c.	Pattern Altitude	1,100' MSL.
d.	High Key	3,300' MSL.

10.1.7 Restrictions

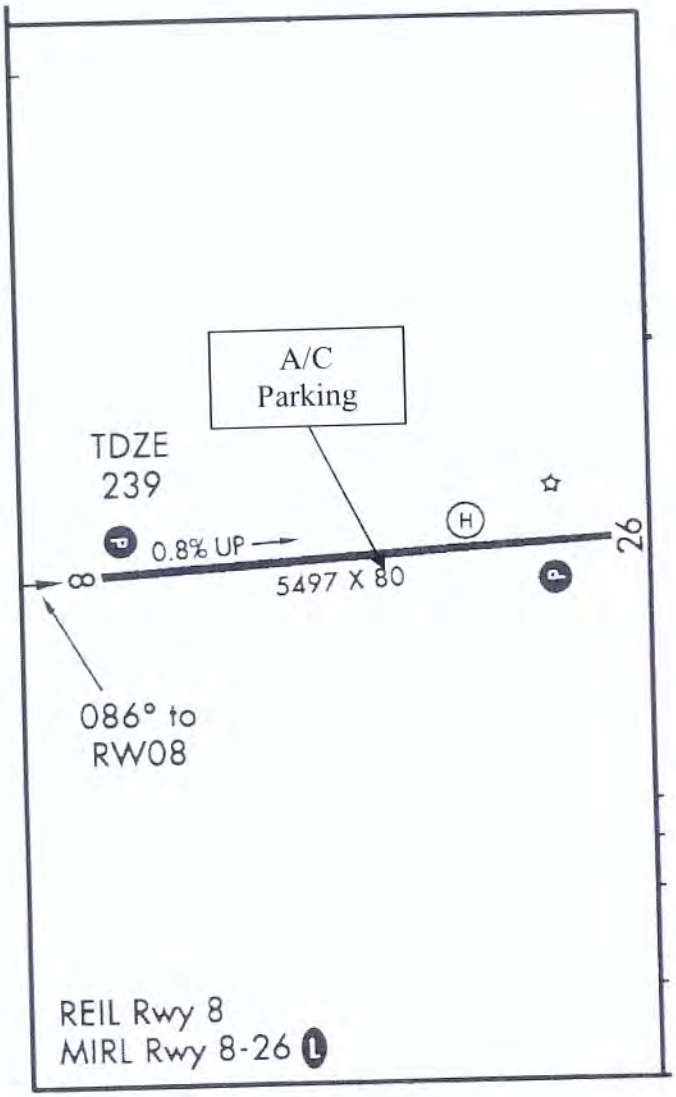
a. ELP may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes. See A-4 for sample voice procedures

b. Break entries are authorized per Paragraph 1.11.

WARNING: ***South Alabama Regional is heavily used for both day and night helicopter operations by the Army, Army Reserve, National Guard, Air Force, and Navy; at night most helicopters operate utilizing NVGs and minimal lighting.***

10.2 BAY MINETTE MUNICIPAL AIRPORT - K1R8

10.2.1 Airfield Elevation. 248′ MSL



Bay Minette Municipal Airport - K1R8
Figure 10-2

10.2.2 Location. Bay Minette Municipal Airport is located at latitude 30° 52′ 13″N, longitude 87° 49′ 09″W. It is 3 NM southwest of Bay Minette, Alabama.

10.2.3 Common Use Frequencies UHF (VHF)

a. CTAF/UNICOM: (122.8 CH 27)

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

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
08/26	5,497	79

CAUTION: *RWY 26 has a 0.8% down gradient which lengthens landing roll-out by about 350' for a dry runway.*

10.2.5 Field Lighting. Bay Minette Municipal Airport has runway and taxiway lighting, with PAPI indicators on both runways. Lighting is pilot controlled on 122.8 VHF.

10.2.6 General Operations. Aircraft may perform day and night dual Touch & Go, and emergency landing pattern practice using the following basic guidance:

a.	Direction of Traffic	Left
b.	Break Altitude	1,400' MSL.
c.	Pattern Altitude	1,100' MSL.
d.	High Key	3,300' MSL.

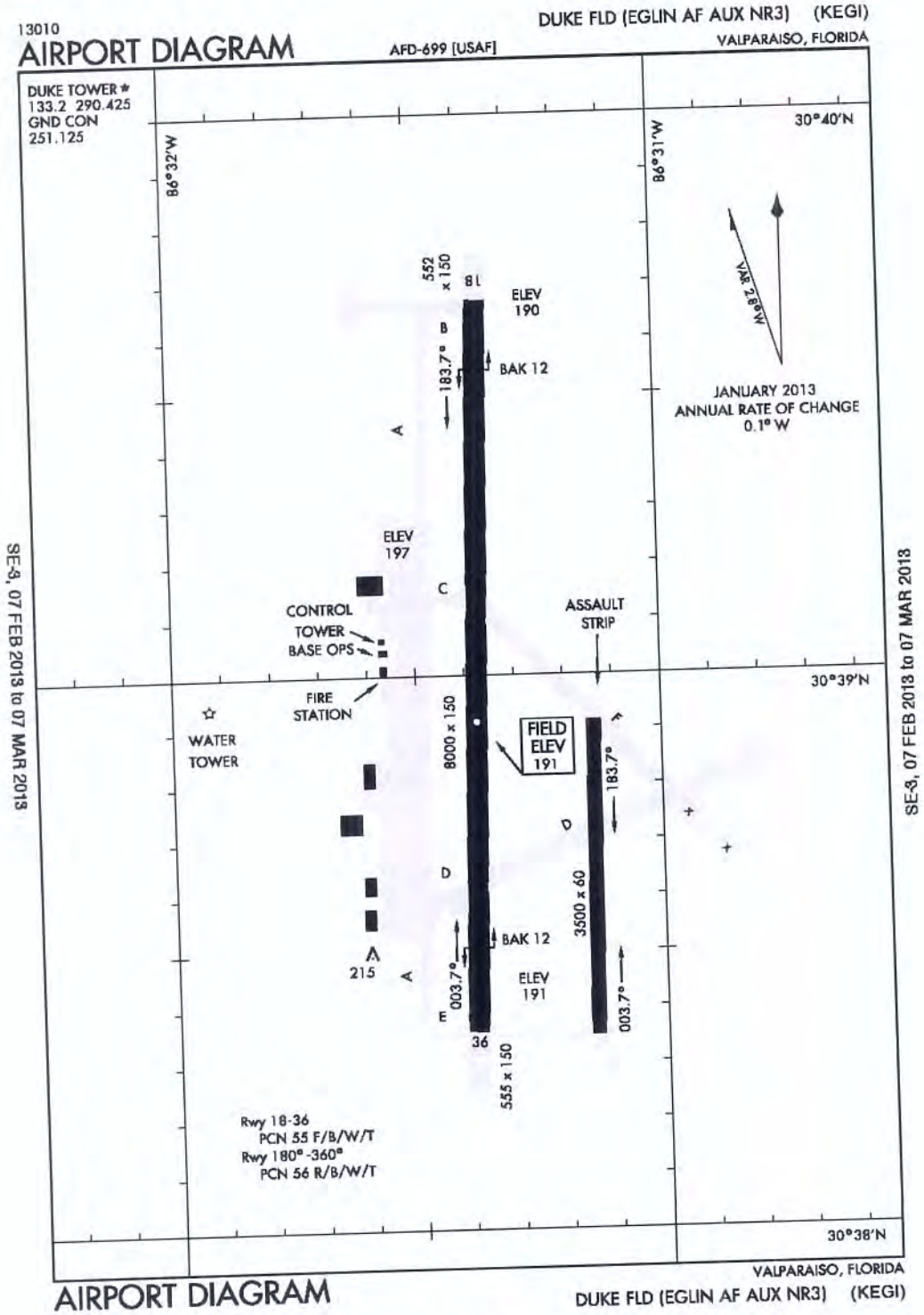
10.2.7 Restrictions

a. ELP may be accomplished day and night, but pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes. See A-4 for sample voice procedures.

b. Break entries are authorized in accordance with Paragraph 1.11.

10.3 DUKE FIELD (Eglin Auxiliary Field NR3)- KEGI

10.3.1 Field Elevation. 191′ MSL.



Duke Field - KEGI
Figure 10-3
Not For Navigation

10.3.2 Location. Eglin Auxiliary Field NR 3 (Duke Field) is located at latitude 30° 39′ 01″N, longitude 86° 31′ 22″W. It is 5 NM southwest of the city of Crestview, Florida.

10.3.3 Common Use Frequencies UHF (VHF)

a.	ATIS:	N/A
b.	Clearance Delivery:	N/A
c.	Ground:	251.125
d.	Tower:	290.425 (133.2)
e.	919th Command Post:	225.75
f.	Eglin Pilot METRO:	342.2

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

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
18/36	8,000	150

NOTE: *The ALZ located 1000 feet east of the main runway is not available for use by non-AFSOC users.*

10.3.5 Field Lighting. Both runways have Air Force approved, but NON-STANDARD FAA lighting systems. Airfield lighting consists of non-standard ALSF-1 approach lights (RWY 18), Sequenced flashing lights (RWY 18), High intensity runway lights (HIRLs are located outside of UFC criteria), and PAPI lights for both runways.

10.3.6 General Operations. TRAWING FIVE aircraft may perform day and night dual Touch & Go and Emergency Landing Pattern practice using the following basic guidance:

a.	Direction of Traffic	Runway 18 right; Runway 36 left.
b.	Break Altitude	1,700′ MSL.
c.	Pattern Altitude	1,200′ MSL.

10.3.7 Restrictions

a. Use of Duke Field will be on a basis of non-interference with Air Force operations. Transient users should expect extensive use of Duke Field for AFSOC ALZ and NVG training.

b. Do not penetrate R-2915A or R-2918 when entering or departing.

c. Simultaneous helicopter/fixed-wing operations are limited. The number of aircraft will normally be restricted to three by Eglin Approach.

d. Practice Precautionary Emergency Landings (PPELs) and simulated power loss are authorized at Duke Field. Aircraft desiring this procedure should make their request with Eglin Approach on

initial contact. Aircraft will make their maneuver west of runway (right traffic to RWY 18; left traffic to Runway 36). High Key altitude will be 2,700' MSL unless otherwise coordinated with Eglin Approach/Duke Tower.

10.3.8 Arrivals (See Figure 10-4)

a. Aircraft desiring to use Duke Field that will be approaching from the north will make their requests with ERCF, North Arrival Sector, on frequencies 124.05 VHF or 284.65 UHF. Aircraft approaching from the south that are desiring to use Duke Field, shall either request it with Tower prior to release or with approach upon initial contact or as soon as feasible.

b. After coordination, Duke Tower will approve/disapprove the inbound based upon current operations. If approved, ERCF will direct the aircraft to report "POINT ROCK" (Intersection of HWY 85 and I-10/CEW 134 radial/8.5 DME) from the north or "Field 5" (DWG 320/9) from the south. Remain clear of Duke's class Delta airspace until cleared in by ERCF.

c. Rectangular VFR traffic pattern is established at 1,200' MSL, with 45 degree entry points to downwind. Right traffic to RWY 18: Left traffic to RWY 36. Duke Tower may direct different patterns based on current operations.

d. Overhead VFR traffic pattern is established at 1,700' MSL. Right traffic to RWY 18. Left traffic to RWY 36.

10.3.9 Departures (See Figure 10-4)

a. Pilots will advise Duke Tower of their last pattern (example: **"(*call sign*), turning base, last pattern."**).

b. After the aircraft has completed its last pattern, Duke Tower will instruct the aircraft to report Shoal River Bridge.

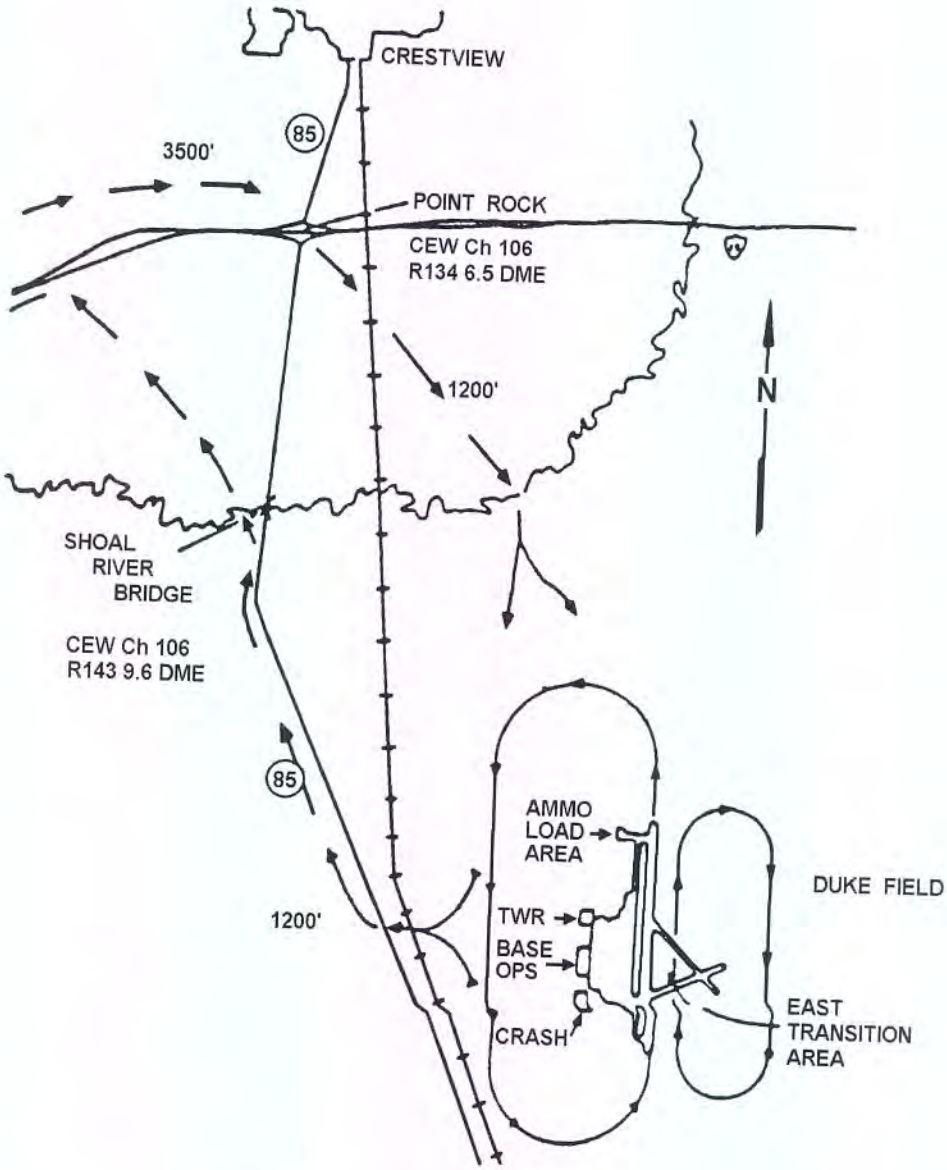
(1) Depart RWY 18 from the 180 position to the west to join Highway 85, then north to Shoal River Bridge (CEW 143 radial/9.6 DME).

(2) Depart RWY 36 upwind, then west to join HWY 85, then north to Shoal River Bridge (CEW 143 radial/9.6 DME).

c. Aircraft reporting Shoal River Bridge outbound will be directed to contact ERCF on 124.05 VHF or 284.65 UHF for advisories.

d. All other departing aircraft shall be coordinated with adjacent ATC facilities prior to aircrafts departure.

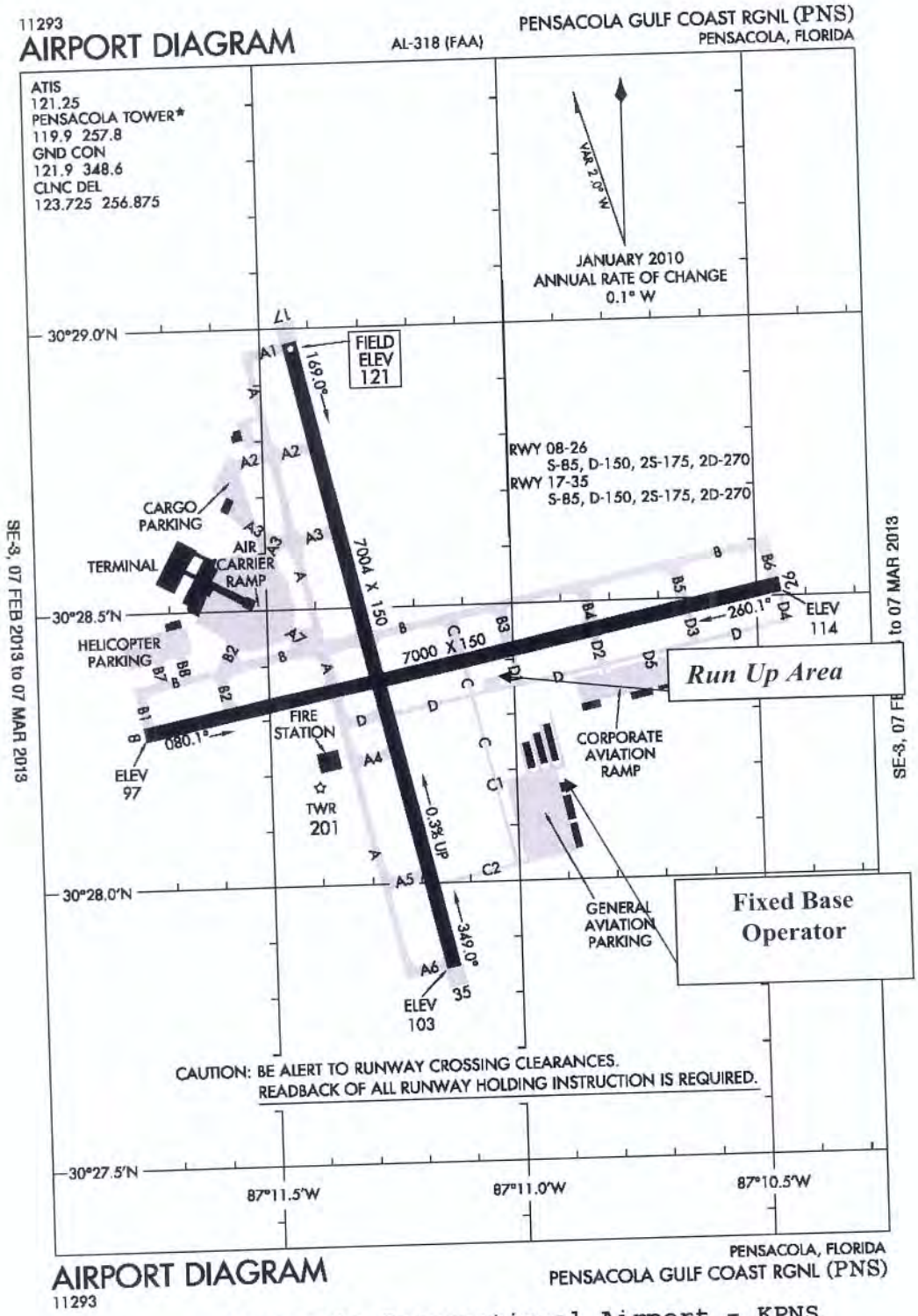
e. Aircraft shall depart at pattern altitude (1,200' MSL) or as directed by Duke Tower.



Duke Field Entry and Exit Routes
Figure 10-4

10.4 PENSACOLA INTERNATIONAL AIRPORT - KPNS

10.4.1 Field Elevation. 121' MSL.



Pensacola International Airport - KPNS
Figure 10-5
Not For Navigation

10.4.2 Location. Pensacola Regional Airport is located at latitude 30° 28′ 24″N, longitude 87° 11′ 12″W. It is in the city of Pensacola, Florida.

10.4.3 Common Use Frequencies UHF (VHF)

a.	ATIS:		(121.25 CH 51)
b.	Clearance Delivery:	256.875 CH 52	(123.725 CH 52)
c.	Ground:	348.6 CH 53	(121.9 CH 53)
d.	Tower:	257.8 CH 54	(119.9 CH 54)
e.	UNICOM:		(122.95)
f.	CTAF:		(119.9 CH 54)

10.4.4 Runways. Pensacola Regional is composed of four crossing concrete runways.

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
08/26	7,000	150
17/35	7,004	150

10.4.5 Field Lighting. Pensacola Regional has multiple different FAA approved lighting systems in effect. PAPI indicators are on all runways except RWY 17. After field close, runway lighting is pilot-controlled.

10.4.6 Ramp Areas. TRAWING FIVE aircraft are authorized to use the General Aviation Parking ramp for transient services. This ramp is accessed via the C1 or C2 taxiway. All other ramp areas are off limits to TRAWING FIVE Fixed-wing assets under normal circumstances.

10.4.7 Run Up Areas. The COMPASS ROSE located between C taxiway and the D1 taxiway is authorized for ground run up operations, with prior permission from Pensacola Ground. Aircraft may also perform run up operations at any intersection, prior to takeoff, so long as the pilot in command has permission to do so and does not interfere with other aircraft.

10.4.8 FAA Classification of Pensacola Airspace. A Class "C" Airspace Area (CCA) is centered at Pensacola Regional Airport. All VFR arrival pilots shall contact Pensacola TRACON prior to entering the CCA for RADAR services and sequencing. Pensacola Regional Airport generally closes at 2300 local and the airspace reverts to Class E.

10.4.9 General Operations. Aircraft may perform day and night instrument approaches, dual Touch & Go, and Emergency Landing Pattern operations.

a.	Direction of Traffic	Directed by Tower (Left or Right possible for ALL Runways).
b.	Break Altitude	1,600′ MSL
c.	Pattern Altitude	1,200′ MSL

10.4.10 Restrictions. Due to the noise sensitive area surrounding Pensacola Regional Airport, multiple touch-and-go's from the pattern **shall not** be conducted after 2100 (local). Avoid any turns below 700' MSL or before airport boundary, unless tower directed.

NOTE: *If conducting full stop or taxi back operations contact ground after clearing the runway and before taxiing.*

10.4.11 Weekend Operations. If repositioning aircraft to fly weekend operations from Pensacola Regional:

a. Squadron Operations should notify the FBO with the number of aircraft being repositioned to ensure ramp space is available.

b. Pensacola Aviation Center (PAC) ramp, contact frequency: 122.95 VHF.

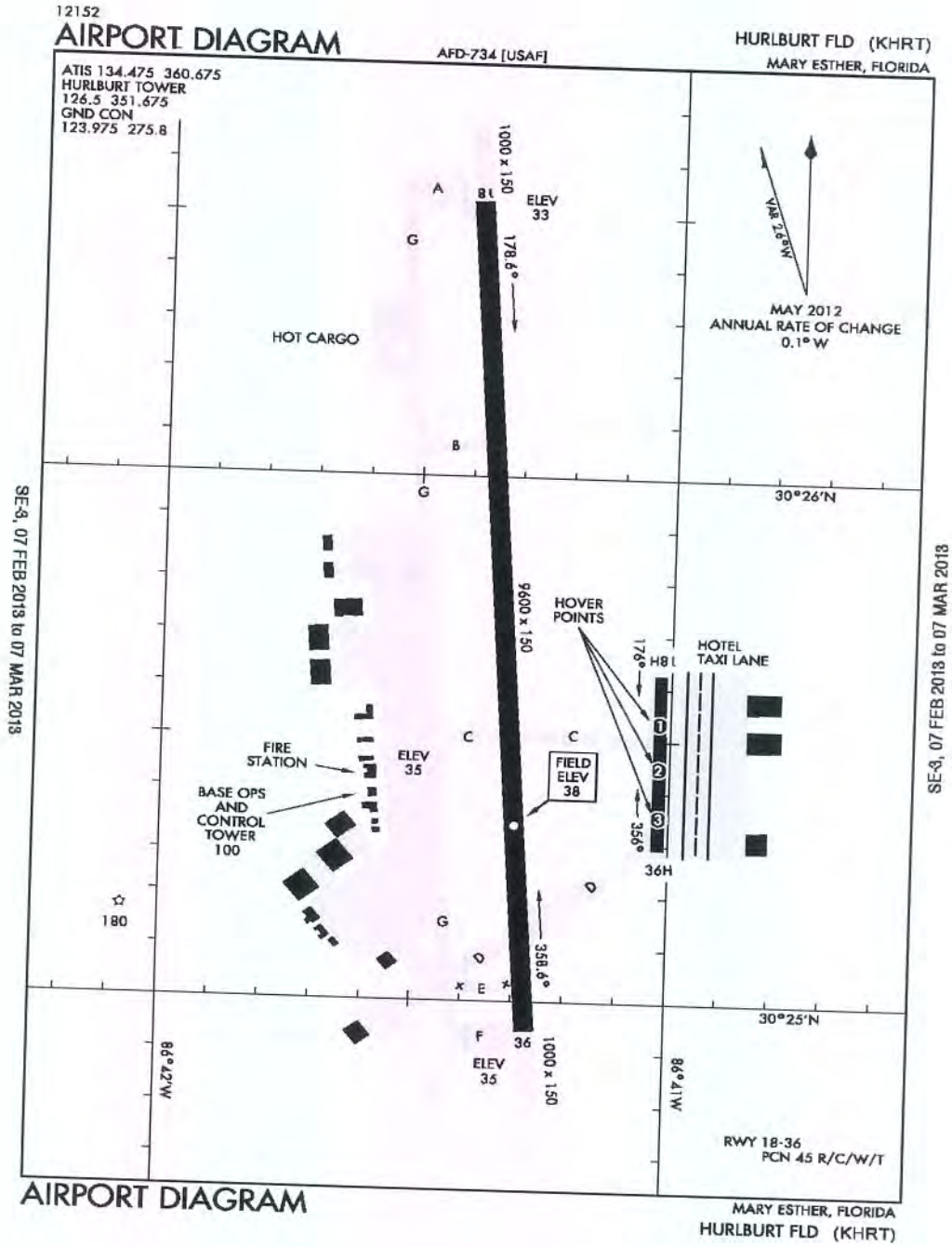
c. Wait for a lineman to indicate the desired parking line.

d. Secure or make arrangements to have the aircraft secured per the Cross Country requirements.

e. Ensure flight plan is closed out with FSS.

10.5 HURLBURT FIELD - KHRT

10.5.1 Field Elevation. 38′ MSL



Hurlburt Field - KHRT
Figure 10-6
Not For Navigation

10.5.2 Location. Hurlburt Field is located at latitude 30° 25′ 40″N, longitude 86° 41′ 22″W. It is 2 NM east of the city of Mary Esther, Florida.

10.5.3 Common Use Frequencies UHF (VHF)

a. ATIS:	360.675	
b. Clearance Delivery:	N/A	
c. Ground:	275.8	(123.975)
d. Tower:	351.675	(126.5)
e. Command Post:	251.25	(143.0)
f. Pilot to METRO:	335.45	

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

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
18/36	9,600	150

10.5.5 Field Lighting. Both runways have Air Force approved, but NON-STANDARD FAA lighting systems. PAPI or VASI lights are installed for both runways.

10.5.5 General Operations. TRAWING aircraft may perform day and night dual Touch & Go and Emergency Landing Pattern practice using the following basic guidance:

a. Direction of Traffic: RWY 18 left; RWY 36 right.
b. Break Altitude: 1,700′ MSL.
c. Pattern Altitude: 1,200′ MSL.

10.5.6 Restrictions

a. PPELs or simulated power loss are authorized, but all aircraft must maintain 3,000′ MSL or below.

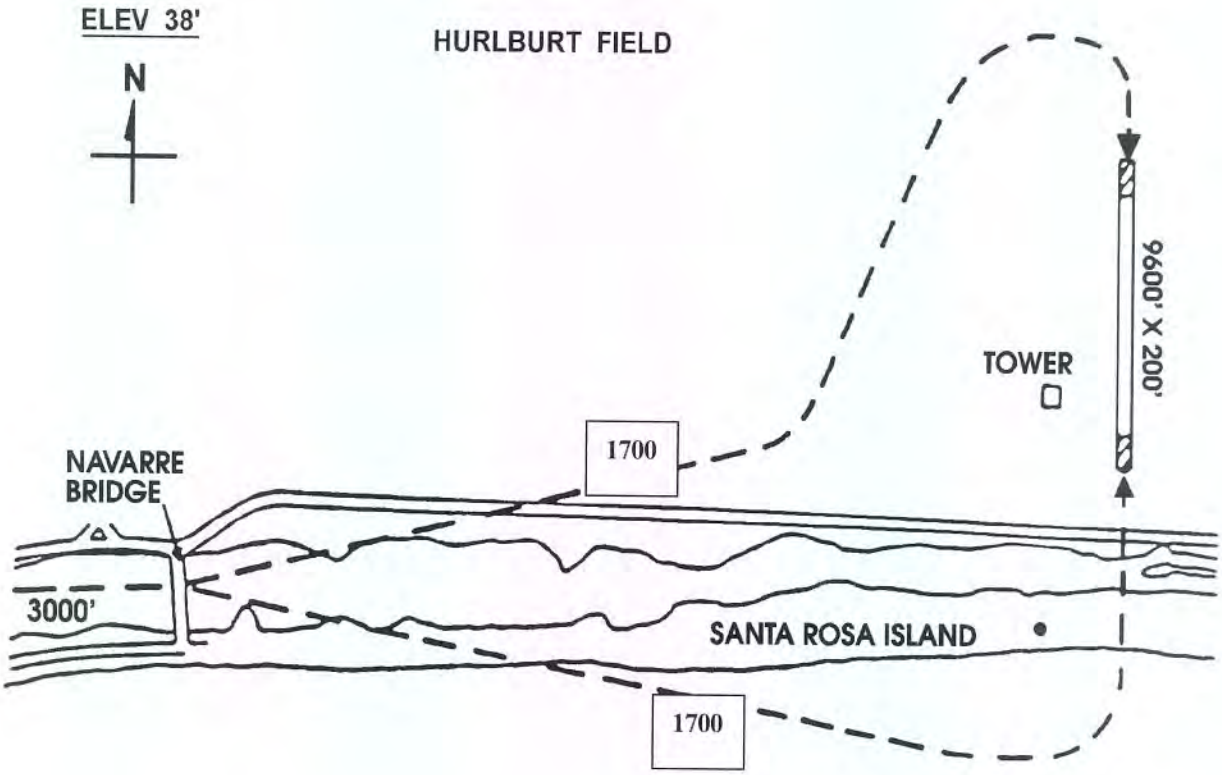
b. Avoid base housing west of runways.

c. Arresting gear is located at the end of each runway in the overrun area.

d. Touch-and-go traffic operates east of runway and radar traffic operates west of runway.

10.5.7 Arrivals (Figure 10-7). Navarre Bridge is the entry point of the East/West Corridor to Hurlburt Field. Contact Eglin Approach on 132.1 VHF or 360.6 UHF prior to abeam NOLF Holley for traffic advisories. Enter the corridor at 3,000′ MSL. Once advisories and landing information have been issued, expect transfer to Hurlburt Tower. Aircraft shall enter the break at 1,700′ MSL and descend to pattern altitude at pilot's discretion or tower direction.

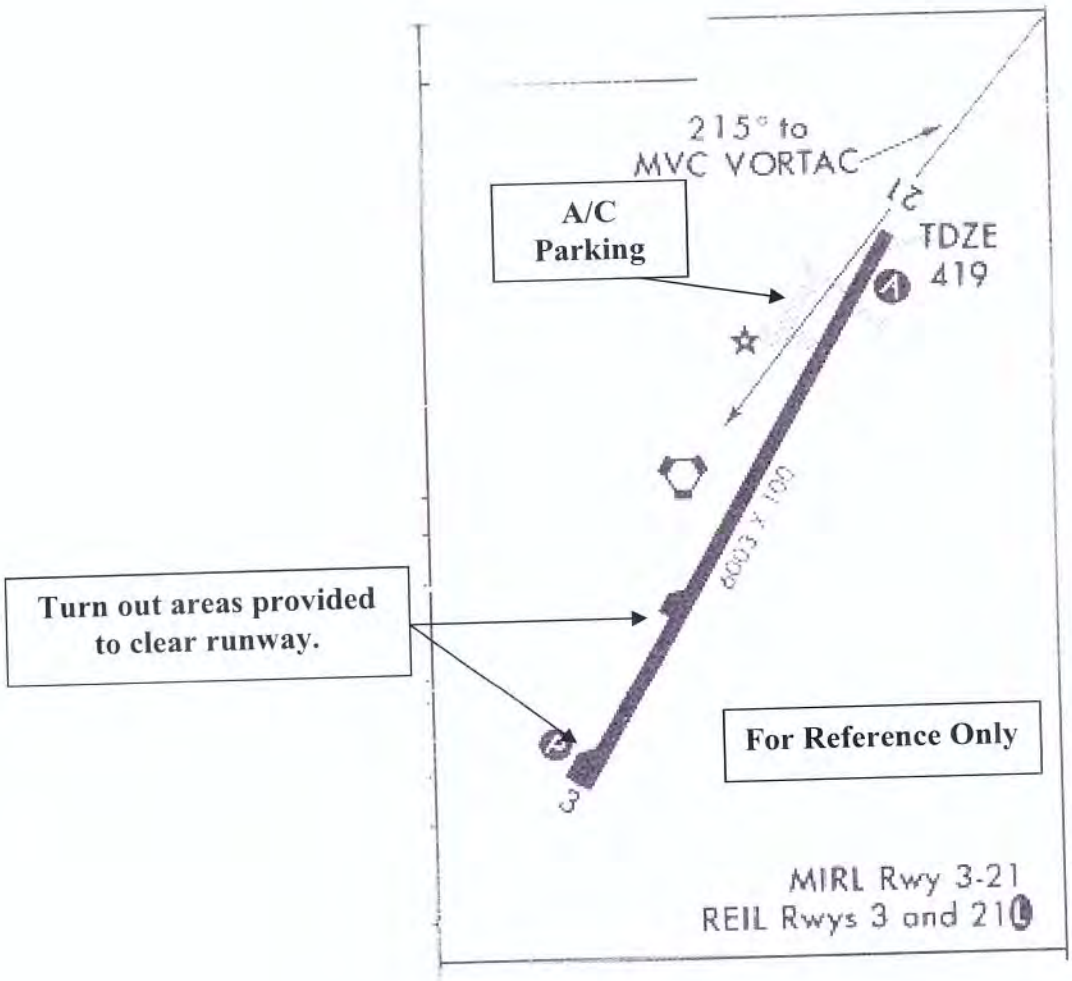
10.5.8 Departures. On departure, remain on Hurlburt Tower frequency for advisories until exiting the East/West Corridor to the west. Advise tower of intention to depart prior to last touch-and-go and follow tower instructions for departure. Depart at 2,000' MSL and do not penetrate restricted airspace.



Hurlburt Field Entry/Departure
Figure 10-7

10.6 MONROE COUNTY AIRPORT (MONROEVILLE)- KMVC

10.6.1 Field Elevation. 419′ MSL



Monroe County Airport - KMVC
For Reference Only
Figure 10-8

10.6.2 Location. Monroe County Airport is located at latitude 31° 27′ 29″N, longitude 87° 21′ 04″W. It is 3 NM south of Monroeville, Alabama.

10.6.3 Frequencies

a. CTAF/UNICOM: 123.0 VHF

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

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
03/21	6,028	100

10.6.5 Airfield Lighting. Monroe County Airport has runway and taxiway lighting, with PAPI indicators on both runways. Pilot controlled lighting is available using 123.0 VHF.

10.6.6 General Operations. - TRAWING aircraft may perform day and night dual Touch & Go and ELP using the following basic guidance:

a.	Direction of Traffic:	Left
b.	Break Altitude:	1,500' MSL
c.	Pattern Altitude:	1,200' MSL
c.	High Key	3,400' MSL

10.6.7 Restrictions/Hazards

a. ELP may be accomplished day and night but pilots are reminded general aviation aircraft are unaware of the ELP and associated altitudes. See A-4 for sample voice procedures.

b. Aircraft entering or departing Monroeville will be flying close to Fox/Low Transition/Pelican and should be particularly vigilant for aircraft maneuvering in those areas.

c. Aircrew need to pay particular attention to the power line that crosses short final for RWY 03 and ensure adequate clearance during approach.

d. Crop duster operations may occur near the vicinity of the Monroeville airport. Aircrew should be aware that these aircraft may not be monitoring the VHF CTAF frequency.

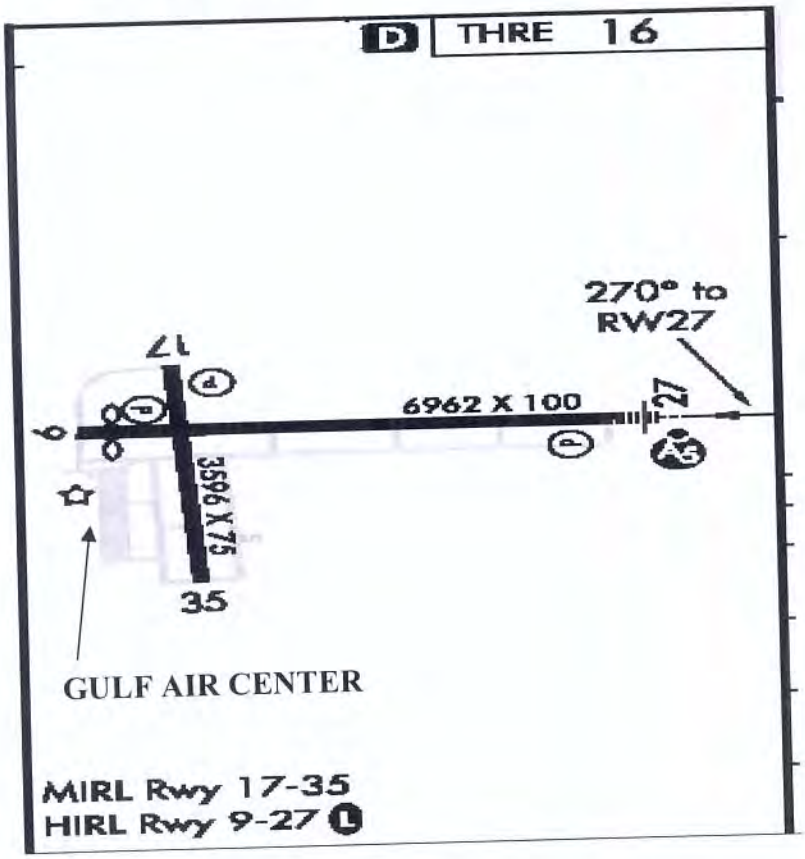
e. Numerous Rotary Wing operations (Ft. Rucker/TW-5) may occur at KMVC. Also, numerous TRAWING SIX T-6 operations may occur at KMVC.

f. Break entries are authorized per Paragraph 1.11.

g. To reduce the risk of mid-air collision and due to the high volume of Ft. Rucker helicopter instrument sorties operating in the vicinity of the Monroeville VOR, TRAWING FIVE aircrews should contact Atlanta Center on 118.55 VHF or 267.9 UHF and inform ATC of the type of practice approach they desire to conduct and how they intend to terminate it (i.e., full-stop landing, touch-and-go, missed approach, low approach maneuver), per Aeronautical Information Manual 4-3-21 para. b.

10.7 JACK EDWARDS AIRPORT, KJKA

10.7.1 Field Elevation. 17' MSL



Jack Edwards Airport - KJKA
For Reference Only
Figure 10-9

10.7.2 Location. Jack Edwards Airport is located at latitude 30°17.38' north and longitude 87°40.31'W. It is 2 NM north of Gulf Shores, Alabama.

10.7.3 Frequencies

a. CTAF/UNICOM: (122.7 VHF)
b. AWOS: (118.425 VHF)

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

RUNWAY	LENGTH (FEET)	WIDTH (FEET)
09/27	6962	100
17/35	3596	75

10.7.5 Airfield Lighting. Jack Edwards Airport has runway and taxiway lighting, with PAPI indicators on RWYs 09, 17 and 27. Pilot controlled lighting is available using 122.7 VHF.

10.7.6 General Operations. - TRAWING 5 aircraft may perform day and night dual Touch & Go and ELP using the following basic guidance:

a.	Direction of Traffic:	Left
b.	Break Altitude:	1,300′ MSL
c.	Pattern Altitude:	1,000′ MSL
d.	High Key	3,000′ MSL

10.7.7 Restrictions/Hazards

a. ELP may be accomplished day and night, however, pilots are reminded that general aviation aircraft are unaware of the ELP and associated altitudes. See A-4 for sample voice procedures.

WARNING: ***The course rules for TRAWING SIX aircraft begin over Jack Edwards airport at 3,500′ MSL. Traffic inbound to High Key shall exercise extreme caution for aircraft approaching course rules for Sherman Field.***

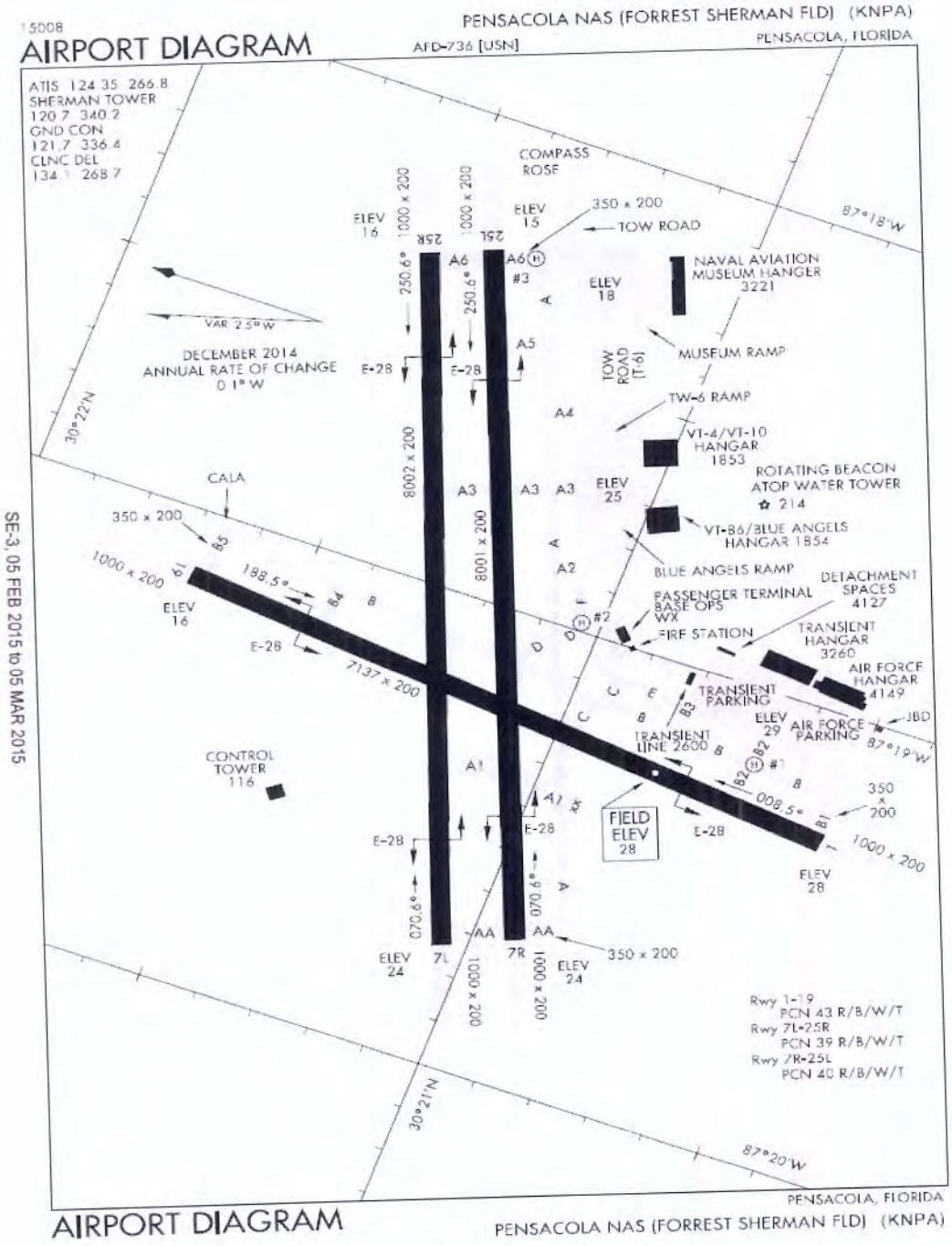
b. Aircrew shall not use RWYs 17/35 except in an emergency.

c. Numerous civilian charter and privately owned aircraft may operate at KJKA.

d. Break entries are authorized per Paragraph 1.11.

CHAPTER ELEVEN
NAVAL AIR STATION PENSACOLA
SHERMAN FIELD

11.1 FIELD ELEVATION. 28′ MSL.



SE-3, 05 FEB 2015 to 05 MAR 2015

NAS Pensacola Airport Diagram
Figure 11-1
Not For Navigation

11.2 LOCATION. Naval Air Station, Pensacola, Florida, is located at latitude 30 degrees, 21', 05.48"N, longitude 87 degrees, 19', 13.33"W, 7 NM southwest of the City of Pensacola, and just northwest of the entrance to Pensacola Bay.

11.3 COMMON FREQUENCIES UHF (VHF)

a.	ATIS:	266.8 UHF/CH 41 (124.35)
b.	Clearance Delivery:	268.7 UHF/CH 42 (134.1)
c.	Ground:	336.4 UHF/CH 43 (121.7)
d.	Tower:	340.2 UHF/CH 44 (120.7)
e.	Base ODO:	312.1
f.	Pilot to METRO:	359.6

11.4 RUNWAYS. The landing area consists of runways oriented as follows:

RUNWAY	LENGTH (FEET)	WIDTH (FEET)	ACTUAL MAGNETIC
19/1	7,137	200	188° - 008°
7R/25L	8,001	200	070° - 250°
7L/25R	8,002	200	070° - 250°

11.5 FIELD LIGHTING. Airfield lighting is operated per FAA Handbook 7110.65.

a. Airport Beacon. A rotating airport beacon is located on top of the water tower 3/8 SM southeast of the field, height 214'. It emits alternating green and white (split) light beams. The beacon operates during field hours from sunset to sunrise and anytime the field is operating under IMC.

b. Runway Lighting. Runways are lighted by elevated, variable high intensity white lights, type C-1.

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

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

e. Runway End Identifier Lights (REILS). Located on each runway and are operated in conjunction with runway lights.

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

g. Obstruction Lights. Standard red obstruction lights mark the permanent obstructions on and adjacent to the airport. These lights are illuminated from sunset to sunrise only.

h. Lighted Taxiway Signs. Lighted taxiway signs located in various parts of the airfield. These signs are illuminated from sunset to field closure.

i. Wave-Off Lights. Provide visual, mandatory wave off instruction. Wave-off lights are located on all runways at 900', 1,700', and 2,500' from threshold on both sides of the runway. The clusters are 25 feet outboard from the runway.

NOTE: *If unfamiliar with the wave off lights, it is recommended while doing a practice approach to ask for a wave off lights test from the Tower Controller.*

11.6 ARRESTING GEAR OPERATIONS

a. International (NATO) yellow disc arresting gear signs mark all bi-directional arresting gear. E 28 arresting gear is bi directional and can be used as abort gear.

b. Typical configuration is as follows:

(1) If single runway operations in use on RWY 1 or 19 the arresting gear on both ends of RWY 7R will be rigged.

(2) If the duty runway is RWY 7, both gear on 1/19 are rigged and the long field arresting gear RWY 7 right is rigged.

(3) If the duty runway is RWY 25 both gear on 1/19 are rigged and the long field arresting gear RWY 25 left is rigged.

CAUTION: ***Aircrew should obtain arresting gear information on ATIS.***

11.7 TRANSIENT AIRCRAFT OPERATIONS

a. Transient aircraft not familiar with the airfield shall be escorted by "FOLLOW ME" vehicles when weather conditions preclude the tower from continuously observing the aircraft's progress. Locally based aircraft will be escorted as required.

b. Services provided include parking, shut down, fueling, oxygen and nitrogen servicing, and startup of aircraft.

c. Personnel shall not service aircraft on ramp spaces during Thunderstorm Condition I with lighting reported within 5 SM of the airfield.

11.8 KNPA PROCEDURES FOR TW-5 AIRCRAFT

a. Due to limited weekend operational hours at NAS Whiting Field, TRAWING FIVE aircraft, with CTW-5's approval, may reposition to Sherman Field to conduct weekend operations. Generally, aircraft will reposition on Friday and return to Whiting Field on Sunday.

b. To depart Sherman Field:

(1) Notify Wing Operations (via Squadron Operations) to coordinate field services and acquire a PPR number from Base Operations.

(2) Obtain a cross-country packet prior to takeoff from NASWF.

(3) Upon arrival at Sherman Field, close out the fight plan and ask Tower/Ground to notify North Whiting Tower/Ground of safe arrival.

(4) Per OPNAV 3710.7 Series, all pilots departing Sherman Field shall file a DD-175 and receive a weather brief, regardless of the type of flight or destination.

(5) VFR arrivals to Sherman Field can expect to fly the NAS Pensacola course rules contained in 11.12. If desiring an approach or vectors to the break, inform Pensacola Approach upon initial contact.

(6) Pilots planning to conduct operations from NPA shall be familiar with all information and procedures listed in this chapter.

11.9 FAA CLASSIFICATION OF SHERMAN FIELD. A Class "C" Airspace Area (CCA) is centered at NAS Pensacola, Sherman Field. These hours may be extended or shortened by NOTAM. All VFR departure pilots shall contact Clearance Delivery prior to leaving the flight line. All VFR arrival pilots shall contact Pensacola TRACON prior to entering the CCA for RADAR services and sequencing over the appropriate VFR entry point. The NAS Pensacola Airport is within the Class "C" Tower Area Of Responsibility (AOR). The AOR is that airspace within a 4 NM radius of the center of the airport extending from the surface up to and including 3,000′ MSL.

NOTE: *Pensacola TRACON controls airspace starting at 3,001′ MSL. Do not climb above 3,000′ MSL when in contact with tower without tower approval.*

11.10 SHERMAN PRACTICE PEL PATTERN REQUEST. Request approval from TRACON and make normal position reports.

11.11 REDUCED RUNWAY SEPARATION (VFR)

11.11.1 Daylight Operations

a. Similar performance: 1,500′

b. Following higher performance: 1,500′ (4,500′ for touch-and-go following full stop)

11.11.2 Night Operations

a. Require clear deck.

NOTE: *Reduced runway separation does not apply to T-1 and non-CNATRA aircraft.*

11.12 ARRIVAL COURSE RULES. Arrivals from the west contact Pensacola Approach on 270.8 UHF/CH 6 or 120.65 VHF within 5 NM of Jack Edwards at 3,500′ MSL.

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

11.12.1 Depart Jack Edwards at 250 KIAS and 3,500′ MSL (or as assigned) then:

a. RWY 07, heading 065° direct Wolf Field, direct IAF **"Point Golf"** (NPA 254/7). Depart Point Golf heading 080°, maintain 2,000′ MSL until 3 DME, and then descend to 1,300′ MSL. Make right traffic.

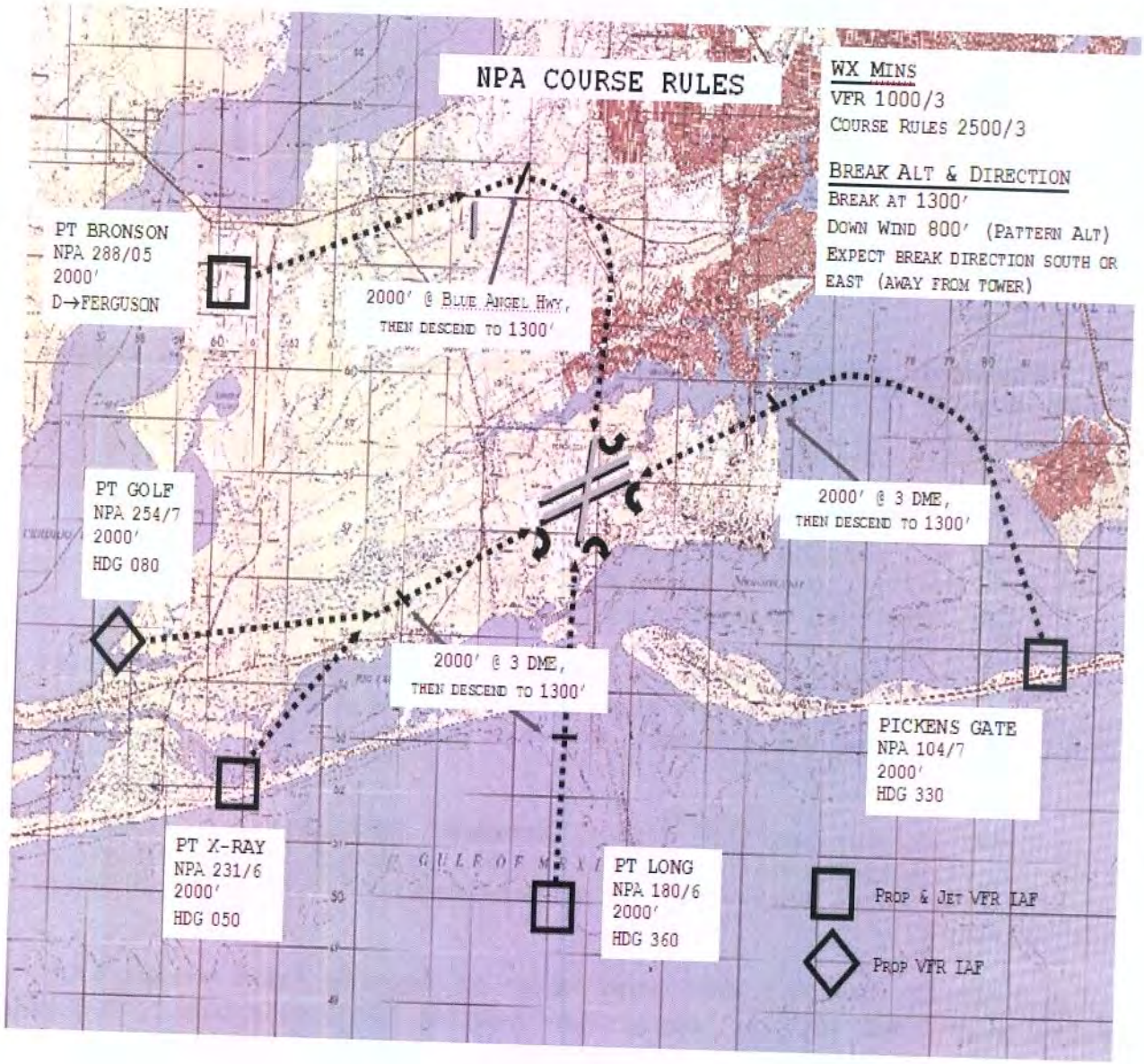
b. RWY 25, heading 100° (over water at Perdido Pass) direct Point Long (NPA 180/6), direct IAF **"Pickens Gate."** Depart IAF heading 330°, maintain 2,000′ MSL until 3 DME, and then descend to 1,300′ MSL. Make left traffic.

c. RWY 19, heading 065° direct **"Bronson"** (NPA 288/5). Depart IAF direct to Ferguson, remain south of HWY 98, maintain 2,000′ MSL until crossing Blue Angel Parkway, and then descend to 1,300′ MSL. Make left traffic.

d. RWY 01, heading 100° (over water at Perdido Pass) direct IAF **"Point Long"** (NPA 180/6). Depart IAF heading 360°, maintain 2,000′ MSL until 3 DME, and then descend to 1,300′ MSL. Make right traffic.

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′ MSL for RWY 7 or 25.***

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



NAS Pensacola Arrival Course Rules
Fig 11-2

11.13 GCA PATTERN

a. For IUT events and IP Proficiency sorties, T-6B aircrew shall observe the following procedures in the radar pattern at Sherman Field unless cleared otherwise:

(1) GCA Radar Pattern
- (a) Downwind- 200 KIAS
- (b) Base Leg- 180 KIAS
- (c) Final- 150 KIAS until 8 DME

(2) Straight-in GCA:
- (a) 200 KIAS until 15 DME

(b) 180 KIAS until 8 DME

b. These procedures are intended to help maintain separation and reduce extraneous communications from TRACON. If required by fuel state, system malfunction, or specific training requirement, deviate from these procedures as appropriate. Otherwise, aircrews not conducting SMA syllabus sorties shall use these procedures. All aircrews shall continue to comply with speed instructions issued by ATC.

11.14 MISCELLANEOUS

a. Aircraft shall not operate within the AOR except for landing or taking off from an airport within that area, unless otherwise authorized by the tower.

b. Aircraft operating within the AOR, including aircraft on the airport, shall maintain radio communications with the tower.

c. Pilots shall not perform, and ATC shall not approve requests to perform unusual maneuvers within a AOR if such maneuvers are not essential to the performance of the flight.

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

e. COMTRAWING SIX may preclude VFR touch-and-go approaches. Request to conduct touch-and-go operations from the tower, traffic permitting. Departing traffic has priority over VFR touch-and-go landings.

f. The controller or pilot may request intersection takeoffs on any runway. The tower shall issue the runway available distance with the clearance to all transient aircraft. Runway available distance will be issued to COMTRAWING SIX aircraft only upon pilot request.

NOTE: *The procedures herein have been extracted from NASPCLAINST 3722.1 (Series), Air Operations Manual (AOM), Naval Air Station, Pensacola, Florida. They have been included in this manual for TRAWING FIVE/ TRAWING SIX compatibility and safety awareness. Refer to the AOM for a more detailed description of Sherman Field Operations.*

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CHAPTER TWELVE
NIGHT OPERATIONS

The following is a compilation of references to night operations contained in the FWOP. This list does not encompass all NOLFs and commonly used fields. Reference the main body of the FWOP, along with FLIP, and other available sources to determine night restrictions at other airfields.

12.1 NIGHT MINIMUM OPERATING ALTITUDES

a. The minimum operating altitude for flight at night is 2,000' AGL.

12.2 NIGHT OPERATIONS

a. Procedures conducted at night that differ from day operations, such as ground procedures or course rules, are specified as such throughout this instruction.

b. Night operations begin 30 minutes prior to official sunset and end 30 minutes after official sunrise.

c. Aircraft shall monitor Night Common (274.7 UHF/CH 18) when utilizing the three designated working areas.

d. Simulated engine failures are prohibited.

e. Aircraft lighting:

(1) Landing/Taxi Lights: While positioned on the ground, both light switches to ON whenever aircraft is taxiing outside of the ramp. When required, turn Landing Lights and/or Taxi Lights to OFF when marshalled to parking spot by a lineman to minimize blinding. Lights should be off when positioned at the hold short line and then turned back on prior to moving the aircraft.

(2) Anti-Collision (Strobe) lights - ON from engine start to shut-down. At NAS Whiting field - Strobe lights - ON when exiting the line area and OFF when entering the line area. (Strobe lights may be turned off anytime they pose a safety hazard such as in line or run-up areas, or at the hold short, or in-flight during IMC).

(3) Navigation Lights - ON from engine start to shut-down.

12.3 NIGHT OUTBOUND TAXI PROCEDURES. All day taxi procedures apply with the following exceptions:

a. No aircraft is permitted to taxi on an unlit taxiway or runway after sunset (unless marked with reflectors).

b. All aircraft shall taxi single file with strobe lights on (when clear of the line area) and landing/taxi lights on.

c. While in the ground run-up area, temporarily secure the landing lights and strobe lights as required for other traffic.

d. Taxi on the closed or off-duty lighted runways will be in the middle of the runway. Taxi through run-up areas, the hub, or on taxiways will be in the center of the surface and on the yellow line, if provided.

***WARNING:* Use caution when taxiing behind Rows I or J if those rows are launching aircraft due to the close proximity of external power carts to the taxiing aircraft wing-tip.**

NOTE: If taxiing at KNDZ on a runway, maintain runway centerline to the hub area unless directed by South Ground to offset to allow TH-57 traffic to proceed outbound.

12.4 NIGHT TAKEOFF PROCEDURES. All day takeoff procedures apply with the following exceptions:

a. Approaching the hold short line, secure the landing/taxi lights and/or strobe lights as required for landing traffic.

b. Unless otherwise requested, call for takeoff clearance when number one at the hold short line. Once 'takeoff' or 'lineup and wait' clearance has been issued, take the duty runway. Crossing the hold short line, ensure the landing/taxi lights and strobe lights are on.

12.5 NIGHT VFR DEPARTURE PROCEDURES. All day departure procedures apply to night flights.

12.6 NIGHT VFR ARRIVAL COURSE RULES

a. Request a Night Field Entry from Pensacola Approach North (291.625 UHF/CH 6), when approximately 15 NM from North Whiting Field and clear of the Class C airspace. Inform them of position relative to the airfield.

"Pensacola Approach, (call sign), 15 miles to the ___(NE, NW, etc.,)of Whiting with (ATIS), for Night Field Entry/Recovery."

NOTE: *If desiring a practice PEL entry, request with Pensacola Approach.*

b. Pensacola Approach Control will vector the aircraft to a position approximately five miles from the approach end of the duty runway at 1,700' MSL. The position will be offset to the north for RWYs 5 and 32. At 5 NM, make airspeed 200 KIAS. From this point, Approach Control will direct a frequency change to North Whiting Tower (306.925 UHF/CH 4). Initial contact with North Whiting Tower will be:

"North Whiting Tower, (Call sign), 5 miles _____ with (ATIS), for straight in/overhead runway_____."

c. North Whiting Tower will acknowledge with the duty runway and instructions.

d. Night overhead/break entry procedures and radio calls are identical to day procedures.

12.7 NIGHT APPROACH AND LANDING. Night approach and landing procedures are identical to day procedures with the following exception:

a. North Whiting Tower requires a clear deck for landing traffic, if preceding traffic has not cleared the active runway, expect a wave-off.

12.8 NIGHT WAVE-OFFS

a. Comply with FTI wave-off procedures and tower instructions.

b. Climb on runway heading, request clearance to turn crosswind from North Whiting Tower and continue climb to pattern altitude (1,000' MSL).

12.9 NIGHT INBOUND TAXI PROCEDURES. Night inbound taxi procedures are identical to day procedures, with the following exceptions:

a. Landing lights may be turned off as the aircraft turns into the parking spot to avoid blinding line personnel.

b. No aircraft is permitted to taxi on an unlit taxiway (unless marked with reflectors) or runway after sunset.

c. All aircraft shall taxi single file with landing and taxi lights on. Avoid blinding other aircrew and line personnel.

NOTE: *Strobe lights may be secured anytime they pose a safety hazard.*

d. Taxi on the closed or off-duty runways will be in the middle of the runway, on runway centerline. Taxi through run-up areas, the Hub, or on taxiways will be on a yellow taxi line, if provided, or in the center of the paved surface.

e. Aircraft shall not cut across any empty line spaces.

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CHAPTER THIRTEEN
FORMATION PROCEDURES

13.1 TRAWING FIVE FORMATION FLIGHTS

a. Procedures specifically for formation aircraft sorties that differ from single-ship day operations are specified in this chapter.

13.1.1 Formation Training Areas

a. Aircrews should use Area Fox, South MOA, or Area 1 for basic formation training to the maximum extent possible. Furthermore, Area 3 and Rose Hill MOA are available and may also be used to conduct formation training. The Pelican should only be used if fuel, mission or weather does not permit operations in the above areas. Any other area not described will require specific approval from the squadron Commanding Officer. This does not prohibit formation flights from transiting to other operating areas, as required, or to fly to local area airfields to obtain fuel.

(1) Area Fox. Profiles shall be limited to two working blocks when operating at 3,500' MSL and 4,500' MSL: A combined 1A/2A block ("North") or a combined 3A/4A block ("South"). Aircrews working 1,500' MSL and 2,500' MSL are limited to blocks 1A, 2A and 3A. 4A is not available at 1,500' MSL and 2,500' MSL due to TH-57 training.

(2) Area 1. Working altitudes for basic formation training are 5,500' MSL, 6,500' MSL and 7,500' MSL, with 8,500' MSL as the transition altitude. Aircrews conducting basic formation training should enter laterally or via the transition altitude.

(3) Pelican Working Area. Aircrews conducting basic formation training should attempt to maximize airspace usage by using multiple altitudes in the same block(s) for separate flights.

(4) Aircrews conducting formation training should avoid conducting pattern operations at Brewton, Evergreen and Barin OLF.

(5) TRAWING FIVE has coordinated with Pensacola TRACON to use UHF frequencies for ***all*** aircraft when transiting from sector to sector or to other ATC facilities. Formation flights will maintain on VHF tactical common frequencies.

13.1.2 Formation Restrictions

a. All formation flights shall be pre-briefed except for emergency assistance. No aircraft shall join up with another aircraft without positive radio or visual signals. Only a pilot currently qualified as CNATRA T-6B Formation Instructor should conduct an emergency join up.

b. Flights of greater than three aircraft require CTW-5 approval.

c. Section Takeoff:

(1) Maximum crosswind component is 10 kts.

(2) Must have circling minimums for runway departing, or 1000' ceiling 3 NM visibility in absence of published circling minimums.

(3) No standing water/ice/snow on runway.

(4) Minimum runway width 150'.

(5) Minimum runway length 5,000'.

d. Interval Takeoff:

(1) Minimum runway width 100'. If runway width is less than 100' both aircraft will taxi onto the runway with appropriate spacing. Lead will line up on centerline and execute a normal takeoff. Once Lead begins his takeoff roll, Wing shall take centerline and commence his run-up or rolling T/O at IPs discretion, not to commence the takeoff roll until lead is airborne.

e. Section landings are not authorized unless conducted by two qualified and current TAC-Form or A-Form IPs.

13.1.3 Formation Aircraft Procedures

a. Formation flights follow current CNATRA Formation FTI procedures with the following exceptions:

(1) Solo flights with a chase instructor are permitted to have three aircraft on the runway at the same time.

13.1.4 Formation Communication Sequence

The following communications sequences are designed for T-6B formation flights from NSE to the FOX / Area 1 / Pelican. Other airfields or areas will be similar with minor modifications.

a. ATIS/Check-In. Each aircraft will individually get ATIS and then automatically select clearance delivery on UHF and tactical frequency on VHF.

INITIAL CHECK-IN: Check-in will be done on TAC frequency as well as clearance.

Lead (VHF): "TACTICAL CALLSIGN (TAC C/S), CHECK VICTOR."

Wing (VHF): "Two with ATIS CODE."

If Wing is not ready:

Wing (VHF): "Stand by." or "TAC C/S two needs ___ mikes."

When Wing is ready:

Wing (VHF): "TAC C/S two, with ATIS CODE."

b. Clearance Delivery.

Lead (UHF): "TAC C/S"

Wing (UHF): "Two"

If filed with base ops (NMOA or SMOA):

Lead (UHF): "North Clearance, (Squadron Call sign [SQD C/S] side #[XXX], flight of Two/Three VFR to (destination) clearance on request, ready to copy."

If not filed with base ops (Fox, Pelican, Area 1):

Lead (UHF): "North Clearance, (SQD C/S XXX), flight of Two/Three, wingman XXX, VFR to the Pelican/Fox/Area 1 2+00, clearance on request, ready to copy."

After obtaining squawk/clearance:

Lead (UHF): "(SQD C/S XXX) flight, (read back clearance if required), squawk ____."

North Clearance reply: "(SQD C/S XXX) flight, read back correct, contact ground."

Lead (UHF): "TAC C/S push 3."

Lead/Wing selects VHF CH 3 (Ground Control)

c. Ground

Lead (UHF): "TAC C/S"

Wing (UHF): "Two"

Lead (UHF): "North Ground, (SQD C/S XXX), Flight of Two/Three, XXX and XXX, taxi with ATIS code."

North Ground reply: (UHF): "(SQD CS XXX) flight, taxi to the primary/alternate run-up, advise further taxi."

Lead (UHF): "(SQD C/S XXX) flight, WILCO."

d. Post run-up

Lead will check out with base then returns to Ground frequency.

Lead (UHF): "SQD C/S Base, (XXX, XXX) outbound."

e. Ground

After lead returns to Ground frequency:

Lead (UHF): "North Ground, (SQD C/S XXX) flight, primary/alternate run up, further taxi."

Wing: Acknowledges with Thumbs up.

North Ground reply: (UHF): "(SQD C/S XXX) flight, taxi to approach end runway ___ via___."

Lead (UHF): "(SQD C/S XXX) flight, taxi to runway ___ via ___."

Read back all clearances to cross any inactive runways.

f. Tower

200ft prior to hold short both aircraft will auto switch to Tower.

Lead (UHF): "TAC C/S"

Wing (UHF): "Two"

When number one or two for takeoff

Lead (UHF): "North Tower, (SQD C/S XXX) flight of two/three, number 1 or 2 for departure."

(Read back all hold short, line-up and wait and cleared for takeoff clearances)

When clear of the pattern:

Lead (UHF/VHF): "TAC C/S push 6."

g. Fox / Area 1 / Pelican Departure

After frequency change to Departure:

Lead (UHF): "TAC C/S"

Wing (UHF): "Two"

Lead (UHF): "Pensacola Departure, (SQD C/S XXX) flight of two/three, passing (alt)."

Departure (UHF): "(SQD C/S XXX) flight, radar contact, report clear."

Lead reads back all headings and altitudes.

Lead (UHF): "Pensacola Departure, (SQD C/S XXX) flight, clear to the Northwest/West/North, cancel radar advisories."

Departure (UHF): "(SQD C/S XXX) flight radar service is terminated, squawk VFR, frequency change approved."

Lead (UHF): "(SQD C/S XXX) flight WILCO, (TAC CS) push 12" (8 if working area 1).

Lead/Wing selects uniform preset frequency 12/8

On CH 12:

Lead (UHF): "(TAC C/S)"

Wing (UHF): "Two"

Comply with VFR departure altitudes and headings for the intended area.

Lead (UHF): "Fox traffic, state working altitudes." or "Anyone working (4A/4B)?" for the Pelican Area, or "Anyone working I-10?" for Area 1.

Lead(UHF): "(TAC C/S) en-route to Fox 1, 2, 3 or 4." or "(TAC CS) flight will take 4A/4B" or "(TAC CS) en-route to I-10."

Lead (VHF): "(TAC C/S), fence-in."

Wing (VHF): "Two"

Perform Operations Check and Pre-stall/Aero/Spin checklist.

Wing (VHF): "(TAC C/S) two, fenced in, good G, Fuel state."

Lead (VHF): "(TAC C/S) one, fenced in, good G, Fuel state."

If less than 4.0 G's, state "good g". Fuel will be rounded down to the nearest 10 lbs.

Lead resets Joker to give each aircraft the same amount of fuel as wing.

Lead (VHF): "(TAC C/S) reset Joker 690."

Wing (VHF): "(TAC C/S) two, 690."

After the lead change an Ops check is performed.

Lead (VHF): "(TAC C/S), Ops check."

Wing (VHF): "Two"

Perform Operations Checklist.

Wing (VHF): "(TAC C/S) Two, 4.5, 700."

Lead (VHF): "(TAC C/S) One, 6.9, 710."

Lead resets Joker to appropriate Bingo:

Lead (VHF): "(TAC C/S) reset Bingo 400."

Wing (VHF): "(TAC C/S) Two, 400."

h. Recovery

Prior to beginning the recovery phase, Lead should put Wing into cruise position, fence out the flight and maneuver to intercept course rules (CFAS: cruise, fence out, ATIS, speed - 240). Once the flight is fenced out, Lead should assign Wing to retrieve current ATIS information (if desired, or Lead can retrieve ATIS and pass to Wing) while Lead continues to maneuver for course rules. Example comms:

Lead (VHF): "TAC C/S fence-out."

Wing (VHF): "Two."

Wing (VHF): "TAC C/S two, fenced out, 4.7, 480."

Lead (VHF): "TAC C/S one, fenced out, 4.6, 450."

Lead resets Bingo to appropriate Bingo

Lead (VHF): "(TAC C/S) reset Bingo 250."

Wing (VHF): "(TAC C/S) two, 250."

Lead clears Wing off for ATIS (or may elect to get ATIS himself).

Lead (VHF): "TAC C/S two, cleared off for ATIS."

Wing (VHF): "Two."

Wing (VHF): "TAC C/S two back up with (ATIS CODE)." or "TAC C/S Two with negative information."

Lead (VHF): "Send it."

Lead will give current UHF/VHF frequency to Wing, if frequency has changed while getting ATIS.

Wing will read pertinent ATIS information to lead.

Lead (VHF): "TAC C/S copy." or "Say again (information requested)."

i. Course Rules from Fox / Pelican

Lead (UHF): "(TAC C/S) flight departing ____ for the rules" (as necessary, if required).

Formation flights will intercept appropriate course rules.

Once at the appropriate check point (over T-intersection, Chicken Ranch, etc.)...

Lead (UHF): "(TAC C/S) push 6."

Lead/Wing selects UHF CH 6

Lead (UHF): "Pensacola Approach, (SQD C/S XXX) flight of 2/3 at _____ approaching _____ with information _____."

Pensacola Approach (UHF): "(SQD C/S XXX) flight, squawk ____."

Lead (UFH): "(SQD C/S XXX) flight, squawk ____."

Pensacola Approach (UHF): "(SQD C/S XXX) flight, radar contact."

Lead (UHF): "(SQD C/S XXX)."

With Easy or Waldo in sight:

Lead (UHF): "Pensacola Approach, (SQD C/S XXX) flight Waldo/Easy in sight."

Pensacola Approach (UHF): "(SQD C/S XXX) flight, contact North Tower."

Lead (UHF): "(SQD C/S XXX) push 4."

Lead/Wing selects UHF CH 4.

Lead (UHF): "TAC C/S"

Wing (UHF): "Two"

j. Tower

Lead (UHF): "North Tower, (SQD C/S XXX) flight of 2/3, POINT WALDO/EASY with (ATIS information)."

Tower (UHF): "(SQD C/S XXX) flight, report numbers runway ____."

Lead (UHF): (SQD C/S XXX) flight, WILCO."

At WALDO/EASY slow to 200kts and descend to break altitude while navigating for proper line-up.

Lead (UHF): "North Tower, (SQD C/S XXX) flight, numbers __."

Tower (UHF): "(SQD C/S XXX) flight, break approved."

Lead (UHF): "(SQD C/S XXX) flight, roger break."

At KNSE, each aircraft will call for its own landing clearance at the 180 position. Lead will use the flight call sign, Wing will be identified as "dash two," and chase (if applicable) will be identified as "dash three."

Lead (UHF): "North Tower, (SQD C/S XXX), 180, gear down, full stop."

Wing (UHF): "Dash 2, 180, gear down, full stop."

Lead, when clear of the duty runway, will switch to Ground, perform After Landing Checklist, and wait for Wing to clear the duty runway. Wing will clear the duty runway, automatically switch to Ground, and perform the After Landing Checklist.

After frequency change to Ground:

Lead (UHF): "TAC C/S"

Wing (UHF): "Two"

Lead (UHF): "North Ground, (SQD C/S XXX) flight of two/three return."

Taxi to parking in accordance with FWOP/FTI. Once checked in with Ground, Lead will direct two to switch to base frequency for a return call.

Lead (VHF): "(TAC C/S) contact base."

Wing (VHF): "Two"

Wing (UHF): "Base, (XXX, XXX) return."

After switching back to UHF Ground Control Frequency:

Wing (VHF): "(TAC C/S) two, back-up."

Lead (VHF): "Roger"

If flight was separated individual communications apply.

k. Specific Profile Comm

(1) B&R's. Once in trail and slightly stepped up with power set for 200 KIAS, trimmed:

Wing (VHF): "TAC CS two, ready."

(2) Underrun. It is assumed that Wing is stable and will join to the outside of Lead's turn unless Wing IP requests back in:

Wing (VHF): "TAC C/S two, underrun."

(3) Cruise. Once in cruise position and power set:

Wing (VHF): "TAC C/S two, ready."

At the completion of Cruise:

Wing (VHF): "TAC C/S two request terminate." (if wing requests terminate)

Lead (VHF): "TAC C/S terminate, TAC CS one terminate."

Wing (VHF): "TAC C/S two terminate."

Lead (VHF): "TAC C/S two, cleared aboard."

Wing (VHF): "Two"

(4) Tail-chase. Post G-awareness and in trail slightly offset to the 5/7 o'clock position and power set:

Wing (VHF): "TAC CS two, ready."

At the completion of Tail-chase:

Wing (VHF): "TAC CS two request terminate." (if wing requests terminate)

Lead (VHF): "TAC C/S terminate, TAC CS one terminate."

Wing (VHF): "TAC C/S two terminate."

Lead (VHF): "TAC C/S two, cleared aboard."

Wing (VHF): "Two"

1. Notes

(1) All external radio calls will be handled by the Tactical Flight Leader unless an emergency or safety of flight situation occurs.

(2) On the initial call to a controller, as Lead, Lead will announce the flight as a formation flight of two or three. On each subsequent call, if talking to the same controller, Lead should abbreviate the call with only the call sign and the term "flight."

For example: **"Razor flight of two"** on initial check in and **"Razor flight"** on subsequent calls.

(3) Attempt to direct frequency changes on the radio in use (for example, a push to UHF CH 12 would be called on the Uniform frequency: ***"Pensacola Departure, SQD CS XXX flight, switching, Rambo flight push 12."*** Use the tactical flight frequency if radio traffic on the primary frequency doesn't permit a call in a timely manner or Lead has forgotten to push Wingman to the new frequency during the call to ATC.

(4) The term **"Push"** requires no positive check out, but does require a positive check in. If the flight lead requires a positive check out as well as a positive check in he shall use the term **"go."** EG: Lead: **"Rebel go 123.0 victor,"** Wing then provides a positive check out: **"Two."** Then the flight selects 123.0 in this example and conducts a positive check in.

(5) The solo callsign will be used in solo flights: ***"SQD CS XXX, solo, flight of two/three . . .,"*** *and* ***"SQD CS XXX, solo, flight" . . .***

CHAPTER FOURTEEN
LOW LEVEL FLIGHTS

14.1 GENERAL GUIDANCE. Pilots shall adhere to the governing directives found in the AP/1B, which includes guidance on scheduling and coordination, flight plans, entry/exit, route adherence, speed, weather, communication, transponder, and aircraft separation.

a. Solo Restrictions. Low levels shall not be flown solo.

b. Daylight Restrictions. To minimize the possibility of a bird strike and avoid problems associated with visual illusions, enter the route no earlier than 30 minutes after sunrise (one hour for mountainous terrain) and exit the route no later than 30 minutes before sunset (one hour for mountainous terrain).

c. Minimum Altitudes. Fly low level navigation at an altitude of 500 to 1,500' AGL per CNATRAINST 1542.165 and 1542.166. When terrain height varies, maintain a minimum of 500' above the highest terrain within 2,000' of the aircraft.

d. Obstacle Clearances. Towers and other manufactured obstacles are more difficult to see than high terrain. Therefore, for towers on or near the route, plan to fly a minimum of 500' above the highest obstacle within 2 NM of the aircraft. Once the obstacle is acquired visually and positively identified, maintain 2,000' minimum horizontal clearance.

e. Off-Station Low Levels. Low level routes may be flown off station with Operations Officer approval and per syllabus restrictions.

f. Route Entry Call. When entering the route, make the following radio call on FSS (255.4 UHF/CH 98):

"Anniston Radio, call sign, single military T-6, entering SR 247 at entry time, point Alpha, 240 ground speed, exiting point Echo, exit time."

g. Route Exit Call. When exiting the route, make the following radio call on FSS (255.4 UHF/CH 98):

"Call sign, exiting SR 247, point India, VFR to the west, 6,500'."

h. Radar Altimeter. The radar altimeter shall be used while flying on a Military Training Route (MTR). Set the radar altimeter no lower than 10% of route altitude. For example, if flying at 500' AGL,

set radar altimeter no lower than 450'. If flying at 1,000' AGL, set no lower than 900'.

i. Bird Hazard

(1) LOW/MODERATE. Low Level route may be flown at AP/1B altitude restrictions.

(2) SEVERE. Do not enter the route if forecasted bird severe.

j. Route Entry Time. Aircrews shall not enter the route unless within +/- 3 minutes of scheduled route entry time.

APPENDIX A
SAMPLE VOICE PROCEDURES

NOTE: *The following is a sample of voice reports encountered during Contact training in the TRAWING. (Call sign) indicates the full filed call sign (e.g., Shooter 050). (Side #) indicates just the side number of the aircraft (e.g., 050).*

NOTE: *Solos are required to say "Solo" after their call sign/side # for all radio transmissions.*

A.1 WHITING FIELD GROUND AND TAKEOFF OPERATIONS

UHF 1. Obtaining squawk from NSE Clearance Delivery:

"North Clearance, (Call sign), ___ (Stereo Flight Plan) clearance on request, ready to copy."

Or if departing IFR and submitted a separate DD-175…

"North Clearance, (Call sign), IFR to ___ (destination), clearance on request, ready to copy."

Or if departing VFR and no stereo route filed…

"North Clearance, (Call sign), VFR to ___ (working area or direction of flight), (Estimated Time Enroute)."

UHF 2. Obtaining clearance to taxi from NSE Ground Control:

"North Ground, (Call sign), (parking spot), taxi, with ___ (ATIS)."

UHF 3. Outbound call to base:

A/C: "Base, (call sign), outbound, (Destination Arpt if Out and In)."

UHF 4. Obtaining clearance to taxi from run up area:

A/C: "North Ground, (call sign), primary/alternate run-up, further taxi."

North Ground: "(Call sign), runway___, taxi via ___ (taxiway(s) if applicable), cross (runway __ (if applicable))."

UHF 5. Response to NSE Ground Control:

A/C: "(Call sign) runway___, taxi via ___ (taxiway(s) if applicable), cross (runway __ (if applicable))."

UHF 6. Takeoff call approaching hold short or when # 1 or # 2 in sequence at hold short line:

"North Tower, (Call sign), runway___, #1 ready for departure."

Or

"North Tower, (Call sign), runway___, #2 ready for departure."

UHF 7. Responses to takeoff clearance issued by Tower:

a. If told to hold short:

"(Call sign), hold short, runway ____."

b. If told to line up and wait:

"(Call sign), line up and wait, runway ____."

c. If cleared to take off:

"(Call sign), cleared for takeoff, runway ____."

ICS 8. After takeoff, raise gear/flaps per instructions, then report:

"Gear up, Flaps up at ____ knots."

UHF 9. Off report to Pensacola Departure:

"Pensacola Departure, (Call sign), passing (altitude)."

ICS 10. Perform operations checklist at least once every 20 minutes:

"Hyds ___ psi, electric ___ volts/amps, fuel ___ lbs. total, balanced, OBOGS good blinker, engine instruments checked, pressurization: cockpit altitude ___, delta p____, nearest airfield is ___ (i.e., Brewton five miles to the north)."

A.2 EMERGENCY AND PRACTICE EMERGENCY OPERATIONS

ICS* 1. MAYDAY report made with engine failure or dire emergency in a non-radar environment using ISPI format (Identification/Situation/Position/Intentions):

"MAYDAY, MAYDAY, MAYDAY, (Call sign) with (type of emergency), (location), (altitude), and I plan to (intentions)."

EXAMPLE: ***"MAYDAY, MAYDAY, MAYDAY, Texan 010 with an engine failure, five miles east of Barin at five thousand. I intend to land at Barin."***

ICS* 2. Emergency report made with any emergency in a radar environment:

"(Controller), (Call sign) is declaring an emergency, (type of emergency), (position), (altitude), (intentions)."

Expect to provide fuel remaining in minutes and souls on board.

EXAMPLE: ***"Pensacola Approach, (Call sign) is declaring an emergency, engine malfunction, 10 miles west of North Whiting Field at 1,700 feet, intend a Precautionary Emergency Landing at North Whiting Field." (ISPI format)(*UHF if actual).***

A.3 PTC OUTLYING FIELD OPERATIONS

UHF 1. To determine duty runway at outlying field (NOLF) for entry or PPEL:

"(Name of field), landing." (e.g., "Barin, landing.")

UHF 2. When the Runway Duty Officer (RDO) at the NOLF has advised you of the active runway and requests an acknowledgment:

"(Name of field), landing _____ (e.g., "Barin landing 33.")

UHF 3. When approaching the Initial point for the NOLF:

"_____ RDO, (Call sign), Initial, runway _____, type of flight (i.e. C4390)."

UHF 4. When RDO at the NOLF has advised you of your entry position, the number of aircraft in the pattern and to call the break:

"(Call sign), # for #, WILCO."

UHF 5. Prior to executing break at NOLF. After checking interval:

"_____ RDO, (Call sign), crosswind, break."

UHF 6. When the RDO has directed you to discontinue, or the RDO has not acknowledged the initial call within 2 NM of the airfield boundary:

"(Side #) discontinued entry."

UHF 7. Prior to turning crosswind during touch and go's at NOLF. After checking interval and downwind traffic:

"(Side #), crosswind (maneuver)."

NOTE: *The (maneuver) is for 'touch and go', 'PPEL/P', or 'AOA'.*

ICS 7. Landing check once established on downwind, prior to the 180:

"Before Landing Checklist; Defog switch-Off, Engine instruments-Check, Gear-Down (BOTH), Brakes-Check, Flaps (Up, take-off, or landing), Speed brake-Retracted, Before Landing Checklist complete."

UHF 8. At the 180° position:

"(Side #), 180, gear down."

ICS 9. On short final prior to touchdown:

"Gear down, lights checked."

UHF 10. During wave off, when aircraft is under control:

"(Side #), wave off."

UHF 12. Approaching High Key for PPEL (approx. 3 to 5 NM from field boundary, IP will call):

"_____tower/crash/RDO, (Call sign), (distance) to the (direction), (altitude), practice PEL, (runway), (type of flight)."

Example: "Barin RDO, Texan 010, four miles to the west, 4,500 feet, practice PEL, Runway 9, C4103."

ICS 13. Landing check after gear is lowered in PEL/PPEL:

"Before Landing Checklist; Defog switch-off, Engine instruments-check, Gear-down, three-green (BOTH), Brakes-check, Flaps (Up, take-off, or landing), Speed brake-retracted, Before Landing Checklist complete."

UHF 14. At High Key:

"_____ crash/RDO, (Call sign), High Key, runway _____."

UHF 15. Approaching Low Key:

"(Side #), Low Key/pattern Low Key, gear down."

ICS 16. Approaching the 90° position in PPEL/PEL:

"Flaps, (Up, take-off or landing)."

ICS 17. On final PPEL/PEL:

"Gear down, lights checked."

UHF 18. Departing the pattern:

"_____ (RDO/crash), (call sign), departing."

A.4 PRACTICE PEL OR POWER LOSSS TO UNCONTROLLED AIRFIELDS

UHF/VHF 1. At High Key:

"(Airport name) traffic, (call sign) overhead the field at (altitude) for a high left (right) downwind, (runway), (Airport name)."

UHF/VHF 2. At Low Key:

"(Airport name) traffic, (call sign), left (right) base, (runway), touch-and-go (full stop),(Airport name)."

A.5 WHITING FIELD COURSE RULES

UHF 1. Initial contact with Pensacola Approach Control:

"Pensacola Approach, (Call sign),(entry point), with information_(ATIS letter)."

Example: "Pensacola Approach, Texan 010, Chicken Ranch, with information Golf."

UHF 2. After squawk has been assigned by Pensacola Approach:

"(Call sign), squawk ####."

UHF 3. Once Waldo or Easy is in sight:

"Pensacola Approach, (Call sign), Point Waldo/Easy in sight."

UHF 4. Initial contact with North Whiting Tower:

"North Tower, (Call sign), Point Waldo/Easy with information_(ATIS)."

*UHF (Night) Initial contact with North Whiting Tower at night:

"North Tower, (Call sign), 5 miles North with information_____, for straight in/overhead entry runway_____."

UHF 5. After Tower rogers your call with duty runway, respond:

"(Call sign), WILCO."

UHF 6. Calling for the break at Whiting Field (abeam the numbers):

"North Tower, (Call sign), numbers runway XX."

UHF 7. After cleared for the break from Tower respond:

"(Call sign), roger break."

UHF 8. Obtaining clearance to land at Whiting Field:

"North Tower, (Call sign), (position from abeam to final - e.g. 180, 90, or final), gear down, full stop."

UHF 9. After cleared for landing from Tower respond:

"(Call sign), cleared to land."

UHF 10. After clearing runway hold short and switching Ground Control:

"North Ground, (Call sign), return."

UHF 11. The return call to base will be per individual squadron SOP.

APPENDIX B
FREQUENCIES

B.1 TRAWING FIVE FIXED-WING AIRCRAFT UHF RADIO PRESETS

		UHF	VHF
1	KNSE ATIS	290.325	126.2
2	KNSE Clearance	257.775	
3	KNSE Ground	251.150	
4	KNSE Tower	306.925	121.400
5	KNSE Departure	278.800	127.350
6	Approach North	291.625	126.850
7	Approach South	269.375	119.000
8	Area 1 Common	303.150	122.700 (KJKA)
9	Barin	269.425	
10	Summerdale	345.200	
11	Approach West	351.825	118.600
12	Pelican	254.900	
13	Brewton	257.975	122.725
14	Evergreen	254.350	122.700
15	NMOA Common	371.900	
16	JAX Center MOA	338.300	134.150
17	JAX Center Discrete	346.200	120.200
18	Night/RI Common	274.700	
19	Area 3 Common	299.500	
20	VT-2	350.150	
21	Choctaw ATIS	290.550	134.525
22	Whiting Metro	316.950	
23	Base Ops	233.700	
24	Choctaw Tower	259.250	121.400
25	Andalusia(79J) AWOS		134.875
26	Cairns Approach	239.400	133.450
27	UNICOM 1R8, 79J		122.800
28	Pensacola SMOA	372.000	120.050
29	SMOA Common	360.725	
30	VT-3	342.800	
*30s	KNDZ		
*40s	KNPA		
50	FITU	273.750	
*50s	KPNS		
60	VT-6	355.550	
*60s	KBFM		
*70s	KMOB		
*80s	KNEW		
*90s	KTLH		
98	FSS	255.400	
99	Guard	243.000	121.500

*Frequencies 1-4 are ATIS, Clearance delivery, Ground and Tower. Frequencies 5-6 are for departure/approach as available.

B.2 TRAWING FIVE COMMON USE FREQUENCIES

FREQUENCY	FACILITY	Airfield ID
123.000	Monroeville UNICOM	KMVC
122.800	Atmore (Airfield is Emergency use only)	0R1
122.950	Mobile Downtown Air Center	KBFM
122.950	Crestview UNICOM	KCEW
257.500	Contract Maintenance NSE	
122.950	Pensacola Aviation Center (PNS)	KPNS
126.500/351.675	Hurlburt Field Tower	KHRT
123.000	Marianna UNICOM	KMAI

B.3 TRAWING FIVE FIXED-WING NAVAID PRESETS AND COMPANY ROUTE PAGES

1	NSE	112.300
2	I-NSE/14	111.750
3	CEW	115.900
4	MVC	116.800
5	NUN	108.800
6	GPT	109.000
7	MGM	112.100
8	MAI	114.000
9	RRS	111.600
10	OZR	111.200
11	UIA	110.200
32	I-NDZ/332	110.550
41	NPA	117.200
42	I-NPA/7L	109.300
51	NUN	108.800
52	I-PNS/17	111.100
61	BFM	112.800
62	I-BFM/32	108.500
71	SJI	115.300
72	I-MOB/14	109.900
73	I-MOB/32	111.500
81	HRV	114.100
82	I-NEW/18	111.300
91	SZW	117.500
92	I-TLH/27	111.900
93	I-TLH/36	110.300

COMPANY ROUTE PAGE(S)

1 LOCAL COURSE RULES

NOLF ENTRY PATTERNS

2 Brewton

3 Evergreen

4 Monroeville

5 Barin

STEREO ROUTES

6 NSE

7 BFM

8 BFM

9 DHN

10 DHN / JKA

11 MGM

12 MOB

13 MOB

14 MVC

15 OZR

16 PNS

17 TLH

18 TOI

19 1R8 / 79J

APPENDIX C
WHITING FIELD STEREO ROUTES AND TACTICAL CALLSIGNS

C.1 GENERAL INFORMATION

a. The following canned routes allow pilots to file a flight plan by phone or radio. Initial clearance limit is to the terminal delay point. Pilots must file an alternate when speaking to base-operations if required. Alternate for terminal delay points is KNSE. Give time en-route if different from canned route when filing.

b. Pilots of local area VFR flight plans to the working areas which terminate at KNSE may file directly with Clearance Delivery. Pilots of all other flights shall file their flight plan by radio or telephone with Base Operations.

NOTE: *All stereo flight plans are filed using TEX2/G in the TD code.*

C.2 TACTICAL CALLSIGNS

a. Stereo flight plans may file using squadron tactical call signs as follows:

VT-2	"Black Bird ###"	(BB ###)
VT-3	"Red Knight ###"	(RN ###)
VT-6	"Shooter ###"	(SH ###)
FITU	"Texan ###"	(TEXN ###)

C.3 T-6B STEREO ROUTES

Type A/C = TEX2/G

TAS = 230 kts

Flight Plan	Type	Alt	From	Route of Flight /Delays/	To	Description	ETE
				NORTH WHITING FIELD (KNSE)			
NSE1	IFR	100	NSE	NSE340025 PNMOA/(R)D 1+00 PNMOA NSE/CEW295022	NSE	IFR TO NSE VIA NMOA	2+00
NSE2	VFR	095	NSE	PNMOA/(R)D 1+00 PNMOA	NSE	VFR TO NSE VIA NMOA	2+00
NSE3	OTP	040	NSE	MERTY Remarks: (working area)	NSE	IFR OTP TO NSE VIA AREA_____	2+00
NSE4	IFR	100	NSE	PENSI PSMOA/(R)D 1+00 PSMOA NSE/MERTY	NSE	IFR TO NSE VIA SOUTH MOA	2+00
NSE5	VFR	095	NSE	PSMOA/(R)D 1+00 PSMOA	NSE	VFR TO NSE VIA SOUTH MOA	2+00
NSE6	IFR	017	NSE	NPA/(R)D 1+00 NPA NSE/MERTY	NSE	IFR TO NSE VIA NPA	2+00
NSE7	IFR	017	NSE	PNS/(R)D 1+00 PNS NSE/MERTY	NSE	IFR TO NSE VIA PNS	2+00
NSE8	IFR	017	NSE	PNS/(R)D 0+30 PNS NPA/(R)D 0+30 NPA NSE/MERTY	NSE	IFR TO NSE VIA PNS THEN NPA	2+00
NSE9	IFR	017	NSE	NPA/(R)D 0+30 NPA PNS/(R)D 0+30 PNS NSE/MERTY	NSE	IFR TO NSE VIA NPA THEN PNS	2+00
NSE10	IFR	027	NSE	NDZ/(R)D 1+00 NDZ NSE/MERTY	NSE	IFR TO NSE VIA NDZ	2+00
MX01*	IFR	250	NSE	ROMEK MVC150025 PNMOA/(R)D 1+00 PNMOA NSE/CEW295022	NSE	IFR TO NSE VIA NMOA (FCF)___	1+30

* MX01 used for T-6 Maintenance FCF

				NAS PENSACOLA/FORREST SHERMAN FIELD (KNPA)			
NPA1	IFR	040	NSE	NPA	NPA	IFR DIRECT TO NPA	0+15
NPA1R	IFR	050	NPA	NSE	NSE	IFR DIRECT TO NSE	0+15
NPA2	VFR	017	NSE	NPA	NPA	VFR DIRECT TO NPA	0+15
NPA2R	VFR	017	NPA	NSE	NSE	VFR DIRECT TO NSE	0+15

PENSACOLA INTERNATIONAL (KPNS)

PNS1	VFR	017	NSE	PNS	PNS	VFR DIRECT TO PNS	0+15
PNS2	IFR	040	NSE	PENSI	PNS	IFR DIRECT TO PNS	0+15
PNS3	VFR	017	PNS	NSE	NSE	VFR DIRECT TO NSE	0+15
PNS4	IFR	050	PNS	MERTY	NSE	IFR DIRECT TO NSE	0+15
PNS5	IFR	017	NSE	NPA/(R)D 1+00 NPA PNS/PENSI	PNS	IFR TO PNS VIA NPA	2+00
PNS6	IFR	017	NSE	PNS/(R)D 0+30 PNS/NPA(R)D 0+30 NPA PNS/PENSI	PNS	IFR TO PNS VIA PNS THEN NPA	2+00
PNS7	IFR	017	NSE	NPA/(R)D 0+30 NPA PNS/PENSI	PNS	IFR TO PNS VIA NPA	2+00

SOUTH MOA STOPOVER

PNS8	IFR	100	NSE	PENSI PSMOA/(R)D 1+30 PSMOA PNS/PENSI	PNS	IFR TO PNS VIA SMOA	2+00
PNS8R	IFR	090	PNS	PENSI PSMOA/(R)D 1+30 PSMOA NSE/MERTY	NSE	IFR FROM PNS TO NSE VIA SMOA	2+00
PNS9	VFR	095	NSE	PSMOA/(R)D 1+30 PSMOA	PNS	VFR TO PNS VIA SMOA	2+00
PNS9R	VFR	095	PNS	PSMOA/(R)D 1+30 PSMOA	NSE	VFR FROM PNS TO NSE VIA SMOA	2+00
PNS10	IFR	100	PNS	PSMOA/(R)D 1+30 PSMOA PENSI	PNS	IFR TO PNS VIA SMOA	2+00
PNS11	VFR	095	PNS	PSMOA/(R)D 1+30 PSMOA	PNS	VFR TO PNS VIA SMOA	2+00

NORTH MOA STOPOVER

PNS12	IFR	100	NSE	NSE340025 PNMOA/(R)D 1+00 PNMOA PNS/CEW295022 PENSI	PNS	IFR TO PNS VIA NMOA	2+00
PNS12R	IFR	090	PNS	PENSI PNMOA/(R)D 1+30 PNMOA NSE/CEW295022	NSE	IFR TO NSE VIA NMOA	2+00
PNS13	VFR	095	NSE	NSE340025 PNMOA/(R)D 1+00 PNMOA PNS/CEW295022	PNS	VFR TO PNS VIA NMOA	2+00
PNS13R	VFR	095	PNS	PENSI PNMOA/(R)D 1+30 PNMOA NSE/CEW295022	NSE	VFR TO NSE VIA NMOA	2+00

ACADIANA REGIONAL (KARA)

IFR STOPOVER

ARA1	IFR	260	NSE	MUURY J2 LSU	ARA	IFR TO ARA	1+10

ALEXANDRIA INTERNATIONAL (KAEX)

IFR STOPOVER

AEX1	IFR	280	NSE	MUURY SJI MCB J50 AEX	AEX	IFR TO AEX	1+00
AEX1R	IFR	270	AEX	AEX J50 CEW MERTY	NSE	IFR FROM AEX TO NSE	1+00

VFR STOPOVER

AEX2	VFR	165	NSE	PENSI SJI MCB AEX	AEX	VFR TO AEX	1+00
AEX2R	VFR	175	AEX	SJI PENSI	NSE	VFR FROM AEX TO NSE	1+00

ANDALUSIA (K79J)

NORTH MOA STOPOVER

79J1	IFR	100	NSE	NSE340025 PNMOA/(R)D 1+30 PNMOA 79J/CEW295022 ZELAS	79J	IFR TO 79J VIA NMOA	2+00
79J1R	IFR	100	79J	PNMOA/(R)D 1+30 PNMOA NSE/ CEW295022	NSE	IFR FROM 79J TO NSE VIA NMOA	2+00
79J2	VFR	085	NSE	NSE340025 PNMOA/(R)D 1+30 PNMOA	79J	VFR TO 79J VIA NMOA	2+00
79J2R	VFR	085	79J	PNMOA/(R)D 1+30 PNMOA	NSE	VFR FROM 79J TO NSE VIA NMOA	2+00

ROSE HILL MOA STOPOVER

79J3	VFR	095	NSE	RRS270020/(R)D 0+30 RRS270020 Remarks: Rose Hill MOA	79J	VFR TO 79J VIA ROSE HILL MOA	1+30
79J3R	VFR	085	79J	RRS270020/(R)D 1+00 RRS270020 Remarks: Rose Hill MOA	NSE	VFR TO NSE VIA ROSE HILL MOA	1+30

ASHEVILLE REGIONAL (KAVL)

IFR STOPOVER

AVL1	IFR	270	NSE	CEW J39 MGM ATL ODF	AVL	IFR TO AVL	1+30

ATHENS/BEN EPPS (KAHN)

IFR STOPOVER

AHN1	IFR	270	NSE	CEW J39 MGM J4 AJFEB AHN	AHN	IFR TO AHN	1+15

BAY MINETTE (1R8)

VFR STOPOVER VIA MOB

1R81	VFR	065	NSE	PENSI V241 SJI/(R)D 0+45 MOB 1R8	1R8	VFR TO 1R8 VIA DELAY MOB	2+00
1R81R	VFR	055	1R8	NUN/(R)D 0+45 NPA NSE	NSE	VFR TO NSE VIA DELAY NPA	2+00

IFR STOPOVER

1R82	IFR	060	NSE	PENSI V241 SJI/(R)D 0+45 MOB 1R8/UMMAP	1R8	IFR TO 1R8 VIA DELAY MOB	0+25
1R82R	IFR	050	1R8	BRATT NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM 1R8 VIA NPA	0+20
1R83R	IFR	060	1R8	SJI/(R)D 0+45 MOB NSE/ BFM V198 PENSI	NSE	IFR FROM 1R8 VIA MOB	0+10

NORTH MOA STOPOVER

1R84	IFR	100	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA 1R8/RERME	1R8	IFR TO 1R8 VIA NMOA	2+00
1R84R	IFR	090	1R8	PNMOA/(R)D 1+30 PNMOA NSE/ CEW295022	NSE	IFR FROM 1R8 TO NSE VIA NMOA	2+00
1R85	VFR	095	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA 1R8	1R8	VFR TO 1R8 VIA NMOA	2+00
1R85R	VFR	095	1R8	PNMOA/(R)D 1+30 PNMOA NSE/ CEW295022	NSE	VFR FROM 1R8 TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER

1R86	IFR	100	NSE	NSE PENSI PSMOA/(R)D 1+30 PSMOA 1R8/RERME	1R8	IFR TO 1R8 VIA SMOA	2+00
1R86R	IFR	090	1R8	1R8 PENSI PSMOA/(R)D 1+30 PSMOA NSE/MERTY	NSE	IFR FROM 1R8 TO NSE VIA SMOA	2+00
1R87	VFR	095	NSE	NSE PSMOA/(R)D 1+30 PSMOA 1R8	1R8	VFR TO 1R8 VIA SMOA	2+00
1R87R	VFR	095	1R8	1R8 PSMOA/(R)D 1+30 PSMOA NSE	NSE	VFR FROM 1R8 TO NSE VIA SMOA	2+00

BIRMINGHAM-SHUTTLESWORTH INTERNATIONAL (KBHM)

IFR STOPOVER

BHM1	IFR	190	NSE	CEW J39 VUZ	BHM	IFR TO BHM	0+45

CAIRNS ARMY AIRFIELD KOZR)

IFR STOPOVER

OZR1	IFR	150	NSE	CEW V198 MAI/(R)D 0+15 MAI OZR/MAI V521 RRS	OZR	IFR TO OZR VIA TERM DELAY MAI	0+35
OZR1R	IFR	160	OZR	HOUND V241 CEW MERTY	NSE	IFR FROM OZR TO NSE	0+30
OZR2	IFR	150	NSE	CEW V241 HOUND OZR	OZR	IFR TO OZR	0+30
OZR2R	IFR	160	OZR	HOUND V241 CEW MERTY NSE	NSE	IFR FROM OZR TO NSE	0+30

VFR STOPOVER

OZR3	VFR	155	NSE	CEW	OZR	VFR TO OZR	2+00
OZR3R	VFR	165	OZR	CEW	NSE	VFR FROM OZR TO NSE	2+00

NORTH MOA STOPOVER

OZR4	IFR	100	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA OZR/RUCKR	OZR	IFR TO OZR VIA NMOA	2+00
OZR4R	IFR	090	OZR	NSE340015 PNMOA/(R)D 1+30 PNMOA NSE/MERTY	NSE	IFR FROM OZR TO NSE VIA NMOA	2+00
OZR5	VFR	095	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA	OZR	VFR TO OZR VIA NMOA	2+00
OZR5R	VFR	085	OZR	NSE340015 PNMOA/(R)D 1+30 PNMOA	NSE	VFR FROM OZR TO NSE VIA NMOA	2+00

ROSE HILL MOA STOPOVER

OZR6	IFR	090	NSE	CEW RRS270020/(R)D 0+30 RRS270020 OZR/RUCKR Remarks: Rose Hill MOA	OZR	IFR TO OZR VIA ROSE HILL MOA	1+30
OZR6R	IFR	080	OZR	RRS270020/(R)D 1+00 RRS270020 NSE/MERTY Remarks: Rose Hill MOA	NSE	IFR TO NSE VIA ROSE HILL MOA	1+30

CECIL FIELD (KVQQ)

IFR STOPOVER

VQQ1	IFR	270	NSE	CEW J2 TAY VQQ	VQQ	IFR TO VQQ	1+10

CHATTANOOGA/LOVELL FIELD (KCHA)

IFR STOPOVER

CHA1	IFR	270	NSE	CEW J39 MGM LGC RMG GQO	CHA	IFR TO CHA	1+10

CHENNAULT INTERNATIONAL (KCWF)

IFR STOPOVER

CWF1	IFR	280	NSE	MUURY J2 LCH	CWF	IFR TO CWF	1+15

COLUMBUS (KCSG)

IFR STOPOVER

CSG1	IFR	190	NSE	CEW J39 MGM	CSG	IFR TO CSG	0+45

CROSS CITY (KCTY)

IFR STOPOVER

CTY1	IFR	270	NSE	CEW J2 SZW	CTY	IFR TO CTY	1+10

DAYTONA BEACH INTERNATIONAL (KDAB)

IFR STOPOVER

DAB1	IFR	270	NSE	CEW J2 TAY OMN	DAB	IFR TO DAB	1+25

DEKALB-PEACHTREE (KPDK)

IFR STOPOVER

PDK1	IFR	250	NSE	CEW J39 MGM LGC ATL	PDK	IFR TO PDK	1+00

DOTHAN REGIONAL (KDHN)

IFR STOPOVER

DHN1	IFR	150	NSE	CEW V198 MAI/(R)D 0+25 MAI DHN/MAI V521 RRS	DHN	IFR TO DHN VIA DELAY MAI	0+45
DHN1R	IFR	160	DHN	RRS V521 MAI/(R)D 0+25 MAI NSE/BJLEW V198 CEW MERTY	NSE	IFR FROM DHN VIA MAI TO NSE	0+45
DHN2	IFR	150	NSE	CEW V241 RRS	DHN	IFR TO DHN	0+30
DHN2R	IFR	160	DHN	HOUND V241 CEW MERTY	NSE	IFR FROM DHN TO NSE	0+30

VFR STOPOVER

DHN3	VFR	155	NSE	CEW	DHN	VFR TO DHN	2+00
DHN3R	VFR	165	DHN	CEW	NSE	VFR FROM DHN TO NSE	2+00

NORTH MOA STOPOVER

DHN4	IFR	100	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA DHN/RRS	DHN	IFR TO DHN VIA NMOA	2+00
DHN4R	IFR	090	DHN	NSE340015 PNMOA/(R)D 1+30 PNMOA NSE/MERTY	NSE	IFR FROM DHN TO NSE VIA NMOA	2+00
DHN5	VFR	085	NSE	NSE340015 PNMOA/(R)D 1+30 PNMOA	DHN	VFR TO DHN VIA NMOA	2+00
DHN5R	VFR	095	DHN	NSE340015 PNMOA/(R)D 1+30 PNMOA	NSE	VFR FROM DHN TO NSE VIA NMOA	2+00

ROSE HILL MOA STOPOVER

DHN6	VFR	095	NSE	CEW RRS270020/(R)D0+30 RRS270020 DHN/RRS Remarks: Rose Hill MOA	DHN	VFR TO DHN VIA ROSE HILL MOA	1+30
DHN6R	VFR	085	DHN	RRS270020/(R)D1+00 RRS270020 NSE/MERTY Remarks: Rose Hill MOA	NSE	VFR TO NSE VIA ROSE HILL MOA	1+30

ESLER REGIONAL (KESF)

IFR STOPOVER

ESF1	IFR	280	NSE	CEW J50 AEX	ESF	IFR TO ESF	1+30

GAINSVILLE REGIONAL (KGNV)

IFR STOPOVER

GNV1	IFR	270	NSE	CEW J2 SZW GNV	GNV	IFR TO GNV	1+05
GNV1R	IFR	260	GNV	CTY SZW J2 CEW MERTY	NSE	IFR FROM GNV TO NSE	1+15

GREENVILLE-SPARTENBURG INTERNATIONAL (KGSP)

IFR STOPOVER

GSP1	IFR	270	NSE	CEW J39 MGM J37 SPA	GSP	IFR TO GSP	1+30

GREENVILLE/DONALDSON FIELD (KGYH)

IFR STOPOVER

GYH1	IFR	270	NSE	CEW J39 MGM J37 SPA	GYH	IFR TO GYH	1+50

VFR STOPOVER

GYH2	VFR	175	NSE	CEW SPA GYH	GYH	VFR TO GYH	1+50

GULFPORT-BILOXI INTERNATIONAL (KGPT)

IFR STOPOVER

GPT1	IFR	120	NSE	PENSI V241 SJI V20 GPT	GPT	IFR TO GPT	0+35
GPT1R	IFR	110	NSE	GPT V20 SJI V241 PENSI MERTY	NSE	IFR FROM GPT TO NSE	0+35
GPT2	IFR	060	NSE	PENSI V241 SJI MOB/(R)D 0+45 MOB GPT/SJI V20 GPT	GPT	IFR TO GPT VIA MOB	0+25
GPT2R	IFR	050	GPT	GPT V20 SJI/(R)D 0+45 MOB NSE/ BFM V198 PENSI MERTY	NSE	IFR FROM GPT VIA MOB	0+15
GPT3R	IFR	090	GPT	ROMMY TRADR NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM GPT VIA NPA	0+30

VNAV VFR STOPOVER

GPT4	VFR	015	NSE	AXSIS	GPT	VFR TO GPT	2+00
GPT4R	VFR	025	GPT	AXSIS	NSE	VFR FROM GPT TO NSE	2+00
GPT5	VFR	015	NSE	TRADR	GPT	VFR TO GPT	2+00
GPT5R	VFR	025	GPT	TRADR	NSE	VFR FROM GPT TO NSE	2+00

HAMMOND NORTHSHORE REGIONAL (KHDC)

IFR STOPOVER

HDC1	IFR	160	NSE	PENSI V241 SJI V552 PCU V70 RYTHM	HDC	IFR TO HDC	1+00
HDC1R	IFR	170	HDC	RYTHM V70 PCU V552 SJI V241 PENSI MERTY	NSE	IFR FROM HDC TO NSE	1+00

VFR STOPOVER

HDC2	VFR	165	NSE	PENSI V241 SJI V552 PCU V70 RYTHM HMU	HDC	VFR TO HDC	2+00
HDC2R	VFR	155	HDC	RYTHM V70 PCU V552 SJI V241 PENSI MERTY	NSE	VFR FROM HDC TO NSE	2+00

HATTIESBURG BOBBY L. CHAIN (KHBG)

IFR STOPOVER

HBG1	IFR	160	NSE	PENSI V241 SJI V552 MINDO V114 LBY	HBG	IFR TO HBG	0+45

HUNTSVILLE INTERNATIONAL (KHSV)

IFR STOPOVER

HSV1	IFR	250	NSE	CEW J39 VUZ	HSV	IFR TO HSV	1+00

JACK EDWARDS (KJKA)

NORTH MOA STOPOVER

JKA1	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA JKA/VUSRY	JKA	IFR TO JKA VIA NMOA	2+00
JKA1R	IFR	090	JKA	NSE340015 PNMOA/(R)D1+30 NSE/MERTY	NSE	IFR FROM JKA TO NSE VIA NMOA	2+00
JKA2	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 JKA	JKA	VFR TO JKA VIA NMOA	2+00
JKA2R	VFR	095	JKA	NSE340015 PNMOA/(R)D1+30 NSE	NSE	VFR FROM JKA TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER

JKA3	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA JKA/VUSRY	JKA	IFR TO JKA VIA SMOA	2+00
JKA3R	IFR	090	JKA	PSMOA/(R)D1+30 PSMOA NSE/MERTY	NSE	IFR FROM JKA TO NSE VIA SMOA	2+00
JKA4	VFR	095	NSE	PSMOA/(R)D1+30 JKA	JKA	VFR TO JKA VIA SMOA	2+00
JKA4R	VFR	095	JKA	PSMOA/(R)D1+30 NSE	NSE	VFR FROM JKA TO NSE VIA SMOA	2+00

JACKSON INTERNATIONAL (KJAN)

IFR STOPOVER

JAN1	IFR	200	NSE	MUURY GCV	JAN	IFR TO JAN	0+50

JACKSONVILLE INTERNATIONAL (KJAX)

IFR STOPOVER

JAX1	IFR	270	NSE	CEW J2 TAY	JAX	IFR TO JAX	1+05

LAFAYETTE REGIONAL (KLFT)

IFR STOPOVER

LFT1	IFR	260	NSE	MUURY J2 LSU	LFT	IFR TO LFT	1+10

LAKE CHARLES REGIONAL (KLCH)

IFR STOPOVER

LCH1	IFR	280	NSE	MUURY J2 LCH	LCH	IFR TO LCH	1+40
LCH1R	IFR	270	LCH	LCH J2 MUURY MERTY	NSE	IFR TO NSE	1+40

LEXINGTON-BLUE GRASS (KLEX)

IFR STOPOVER

LEX1	IFR	270	NSE	CEW J39 MGM MCFEE	LEX	IFR TO LEX	2+00

VFR STOPOVER

LEX2	VFR	175	NSE	ROMEK V115 MGM	LEX	VFR TO LEX	2+00

LITTLE ROCK (KLIT)

IFR STOPOVER

LIT1	IFR	280	NSE	MUURY MEI SQS LIT	LIT	IFR TO LIT	1+45

VFR STOPOVER

LIT2	VFR	165	NSE	MUURY MEI SQS	LIT	VFR TO LIT	1+45

MARIANNA MUNICIPAL (KMAI)

IFR/VFR ROUND ROBIN

MAI1	IFR	110	NSE	CEW V198 MAI/(R)D 0+45 MAI NSE/ CHEWS V198 CEW MERTY	NSE	IFR TO NSE VIA MAI	0+45
MAI2	VFR	115	NSE	CEW V198 MAI/(R)D 0+45 MAI NSE/CHEWS V198 CEW MERTY	NSE	VFR TO NSE VIA MAI	2+00

VNAV VFR STOPOVER

MAI3	VFR	015	NSE	CEW	MAI	VFR TO MAI	2+00
MAI3R	VFR	025	MAI	CEW	NSE	VFR FROM MAI	2+00

IFR STOPOVER

MAI4	IFR	110	NSE	CEW V198 MAI	MAI	IFR TO MAI	0+35
MAI4R	IFR	100	MAI	CHEWS V198 CEW NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM MAI VIA NPA	0+40
MAI5	IFR	110	NSE	CEW V241 HOUND OZR/(R)D 0+45 OZR MAI/MAI	MAI	IFR TO MAI VIA OZR	0+35
MAI5R	IFR	080	MAI	CHEWS V198 PENSI/(R)D0+30 PNS NSE/MERTY	NSE	IFR FROM MAI VIA PNS	0+35

ROSE HILL MOA STOPOVER

MAI6	VFR	095	NSE	CEW RRS270020/(R)D0+30 RRS270020 MAI/ROMEK Remarks: Rose Hill MOA	MAI	VFR TO MAI VIA ROSE HILL MOA	1+30
MAI6R	VFR	085	MAI	RRS270020/(R)D1+00 RRS270020 NSE/ROMEK	NSE	VFR TO NSE VIA ROSE HILL MOA	1+30

MCGHEE TYSON/KNOXVILLE (KTYS)

IFR STOPOVER

TYS1	IFR	270	NSE	CEW J39 MGM RMG VXV	TYS	IFR TO TYS	1+30

MEMPHIS INTERNATIONAL (KMEM)

IFR STOPOVER

MEM1	IFR	280	NSE	MUURY MEI MEM	MEM	IFR TO MEM	1+20

MERIDIAN KEY FIELD (KMEI)

IFR STOPOVER

MEI1	IFR	160	NSE	PENSI V241 BRATT YARBO JANES MEI	MEI	IFR TO MEI	0+40
MEI1R	IFR	150	MEI	JANES YARBO BRATT V241 PENSI MERTY	NSE	IFR FROM MEI TO NSE	0+40
MEI2	IFR	160	NSE	PENSI V241 BRATT YARBO V209 EWA NMM/(R)D0+30 NMM MEI/MEI	MEI	IFR TO MEI VIA NMM	0+40
MEI2R	IFR	150	MEI	NMM/(R)D0+30 NMM NSE/EWA V209 YARBO BRATT V241 PENSI MERTY	NSE	IFR FROM MEI VIA NMM	0+40
MEI3	IFR	160	NSE	ROMEK V115 MGM/(R)D0+30 MGM MEI/MGM V56 MEI	MEI	IFR TO MEI VIA MGM	1+00
MEI3R	IFR	150	MEI	EWA V56 MGM/(R)D0+30 MGM NSE/MGM V115 ROMEK INBRD MERTY	NSE	IFR FROM MERIDIAN VIA MGM	1+00
MEI4	IFR	160	NSE	PENSI V198 BRATT YARBO V222 LIGIC/(R)D0+30 LUL MEI/SOSOE V455 MEI	MEI	IFR TO MEI VIA DELAY LAUREL	1+00
MEI4R	IFR	150	MEI	JANES V209 SJI/(R)D0+30 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR FROM MEI VIA MOB	1+00

MIDDLE GEORGIA (MACON) (KMCN)

IFR STOPOVER

MCN1	IFR	250	NSE	CEW J39 MGM J40 MCN	MCN	IFR TO MCN	1+00

MOBILE DOWNTOWN (KBFM)

IFR/VFR ROUND ROBIN

BFM1	IFR	060	NSE	PENSI V198 BFM/(R)D 0+45 BFM NSE/LOXLY V198 PENSI MERTY	NSE	IFR TO NSE VIA BFM	0+30
BFM2	VFR	065	NSE	PENSI V198 BFM/(R)D 0+45 BFM NSE/LOXLY V198 PENSI MERTY	NSE	VFR TO NSE VIA BFM	2+00

IFR STOPOVER

BFM3	IFR	060	NSE	PENSI V198 BFM	BFM	IFR NSE TO BFM	0+20
BFM3R	IFR	050	BFM	LOXLY V198 PENSI MERTY	NSE	IFR BFM TO NSE	0+20
BFM4	IFR	040	NSE	PENSI NPA/(R)D0+30 NPA BFM/TRADR	BFM	IFR TO BFM VIA NPA	0+20
BFM4R	IFR	050	BFM	LOXLY V198 PENSI/(R)D0+30 PNS NSE/MERTY	NSE	IFR FROM BFM TO NSE VIA PNS	0+20

VFR STOPOVER

BFM5	VFR	065	NSE	PENSI V198 BFM	BFM	VFR NSE TO BFM	2+00
BFM5R	VFR	055	BFM	LOXLY V198 PENSI MERTY	NSE	VFR BFM TO NSE	2+00

NORTH MOA STOPOVER

BFM6	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA BFM/CEW295022 LOXLY	BFM	IFR TO BFM VIA NMOA	2+00
BFM6R	IFR	110	BFM	LOXLY V198 PENSI PNMOA/(R)D1+30 PNMOA NSE/CEW295022	NSE	IFR FROM BFM TO NSE VIA NMOA	2+00
BFM7	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA	BFM	VFR TO BFM VIA NMOA	2+00
BFM7R	VFR	095	BFM	PENSI PNMOA/(R)D1+30 PNMOA	NSE	VFR FROM BFM TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER

BFM8	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA BFM/PENSI V198 LOXLY	BFM	IFR TO BFM VIA SMOA	2+00
BFM8R	IFR	090	BFM	LOXLY V198 PENSI PSMOA/(R)D1+30 PSMOA NSE/MERTY	NSE	IFR FROM BFM TO NSE VIA SMOA	2+00
BFM9	VFR	095	NSE	PSMOA/(R)D1+30 PSMOA BFM	BFM	VFR TO BFM VIA SMOA	2+00
BFM9R	VFR	095	BFM	PSMOA/(R)D1+30 PSMOA NSE	NSE	VFR FROM BFM TO NSE VIA SMOA	2+00

MOBILE REGIONAL (KMOB)

IFR/VFR ROUND ROBIN

MOB1	IFR	060	NSE	PENSI V241 SJI/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR TO NSE VIA MOB	0+25
MOB2	VFR	065	NSE	PENSI V241 SJI/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	VFR TO NSE VIA MOB	2+00

IFR STOPOVER

MOB3	IFR	060	NSE	PENSI V241 SJI	MOB	IFR TO MOB	0+20
MOB3R	IFR	050	MOB	BFM V198 PENSI MERTY	NSE	IFR FROM MOB TO NSE	0+20
MOB4	IFR	040	NSE	PENSI NPA/(R)D0+30 NPA MOB/TRADR SJI	MOB	IFR TO MOB VIA NPA	1+00
MOB4R	IFR	050	MOB	LOXLY V241 PENSI MERTY	NSE	IFR FROM MOB TO NSE	0+20

VFR STOPOVER

MOB5	VFR	065	NSE	PENSI V241 SJI	MOB	VFR FROM NSE TO MOB	2+00
MOB5R	VFR	055	MOB	BFM V198 PENSI MERTY	NSE	VFR FROM MOB TO NSE	2+00

NORTH MOA STOPOVER

MOB6	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA MOB/CEW295022 LOXLY	MOB	IFR FROM NSE TO MOB VIA NMOA	2+00
MOB6R	IFR	110	MOB	LOXLY V198 PENSI PNMOA/(R)D1+30 PNMOA NSE/ CEW295022	NSE	IFR FROM MOB TO NSE VIA NMOA	2+00
MOB7	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA	MOB	VFR FROM NSE TO MOB VIA NMOA	2+00
MOB7R	VFR	095	MOB	PENSI PNMOA/(R)D1+30 PNMOA	NSE	VFR FROM MOB TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER

MOB8	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA MOB/PENSI V198 SJI	MOB	IFR FROM NSE TO MOB VIA SMOA	2+00
MOB8R	IFR	090	MOB	LOXLY V198 PENSI PSMOA/(R)D1+30 PSMOA NSE/PENSI MERTY	NSE	IFR FROM MOB TO NSE VIA SMOA	2+00
MOB9	VFR	095	NSE	PSMOA/(R)D1+30 PSMOA MOB	MOB	VFR FROM NSE TO MOB VIA SMOA	2+00
MOB9R	VFR	095	MOB	PSMOA/(R)D1+30 PSMOA NSE	NSE	VFR FROM MOB TO NSE VIA SMOA	2+00

MONROE COUNTY (KMVC)

NORTH MOA STOPOVER

MVC1	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 MVC	MVC	IFR TO MVC VIA NMOA	2+00
MVC1R	IFR	090	MVC	PNMOA/(R)D1+30 CEW295022 NSE	NSE	IFR FROM MVC TO NSE VIA NMOA	2+00
MVC2	VFR	095	NSE	PNMOA/(R)D1+30 VFR MVC	MVC	VFR TO MVC VIA NMOA	2+00
MVC2R	VFR	095	MVC	PNMOA/(R)D1+30 NSE	NSE	VFR FROM MVC TO NSE VIA NMOA	2+00

SOUTH MOA STOPOVER

MVC3	IFR	100	NSE	PENSI PSMOA/(R)D1+30 PSMOA MVC/PENSI	MVC	IFR TO MVC VIA SMOA	2+00
MVC3R	IFR	090	MVC	PENSI PSMOA/(R)D1+30 PSMOA NSE/PENSI	NSE	IFR FROM MVC TO NSE VIA SMOA	2+00
MVC4	VFR	095	NSE	PSMOA/(R)D1+30 PSMOA MVC	MVC	VFR TO MVC VIA SMOA	2+00
MVC4R	VFR	095	MVC	PSMOA/(R)D1+30 PSMOA NSE	NSE	VFR FROM MVC TO NSE VIA SMOA	2+00

VNAV VFR STOPOVER

MVC5	VFR	015	NSE	LOXLY	MVC	VFR TO MVC	2+00
MVC5R	VFR	025	MVC	LOXLY	NSE	VFR FROM MVC	2+00

MONTGOMERY REGIONAL (KMGM)

IFR/VFR ROUND ROBIN

MGM1	IFR	130	NSE	ROMEK V115 MGM/(R)D 0+45 MGM NSE/MGM V115 ROMEK MERTY	NSE	IFR TO NSE VIA MGM	0+45
MGM2	VFR	115	NSE	ROMEK V115 MGM/(R)D 0+45 MGM NSE/MGM V115 ROMEK MERTY	NSE	VFR TO NSE VIA MGM	2+00

IFR STOPOVER

MGM3	IFR	130	NSE	ROMEK V115 MGM	MGM	IFR TO MGM	0+30
MGM3R	IFR	100	MGM	MGM V115 ROMEK INBRD MERTY	NSE	IFR FROM MGM	0+30
MGM4	IFR	150	NSE	CEW V241 HOUND OZR/(R)D0+30 OZR MGM/BANBI V521 MGM	MGM	IFR TO MGM VIA OZR	0+25
MGM4R	IFR	150	MGM	MGM V521 BANBI OZR/(R)D0+30 OZR NSE/HOUND V241 CEW MERTY	NSE	IFR FROM MGM TO NSE VIA OZR	0+25

VNAV VFR STOPOVER

MGM5	VFR	015	NSE	PIGON	MGM	VFR TO MGM	2+00
MGM5R	VFR	025	MGM	PIGON	NSE	VFR FROM MGM	2+00

NORTH MOA STOPOVER

MGM6	IFR	110	NSE	NSE340015 PNMOA/(R)D1+00 PNMOA MGM/PIGON V115 MGM	MGM	IFR TO MGM VIA NMOA	2+00
MGM6R	IFR	100	MGM	MGM V115 PIGON PNMOA/(R)D1+00 PNMOA NSE/CEW295022	NSE	IFR FROM MGM TO NSE VIA NMOA	2+00
MGM7	VFR	095	NSE	NSE340015 PNMOA/(R)D1+00 PNMOA	MGM	VFR TO MGM VIA NMOA	2+00
MGM7R	VFR	085	MGM	PIGON PNMOA/(R)D1+00 PNMOA	NSE	VFR FROM MGM TO NSE VIA NMOA	2+00

NEW ORLEANS LAKEFRONT (KNEW)

IFR STOPOVER

NEW1	IFR	160	NSE	PENSI V241 SJI V20 SLIDD WIPIB	NEW	IFR TO NEW	0+45
NEW1R	IFR	170	NEW	SLIDD V20 SJI V241 PENSI MERTY	NSE	IFR FROM NEW TO NSE	0+45
NEW2	IFR	160	NSE	PENSI V198 HRV NBG/(R)D0+30 NBG NEW/HRV	NEW	IFR TO NEW VIA NBG	0+45
NEW2R	IFR	170	NEW	HRV/(R)D0+30 NBG NSE/HRV V198 PENSI MERTY	NSE	IFR FROM NEW TO NSE VIA NBG	0+45
NEW3	IFR	120	NSE	PENSI V241 SJI V20 GPT/(R)D0+30 GPT NEW/GPT V20 SLIDD	NEW	IFR TO NEW VIA GPT	0+45
NEW3R	IFR	050	NEW	SLIDD V20 GPT/(R)D0+30 GPT NSE/GPT V20 SJI V241 PENSI MERTY	NSE	IFR FROM NEW VIA GPT	0+45

VNAV VFR STOPOVER

NEW4	VFR	015	NSE	AXSIS	NEW	VFR TO NEW	2+00
NEW4R	VFR	025	NEW	AXSIS	NSE	VFR FROM NEW	2+00
NEW5	VFR	015	NSE	TRADR	NEW	VFR TO NEW	2+00
NEW5R	VFR	025	NEW	TRADR	NSE	VFR FROM NEW	2+00

NORTHEAST FLORIDA REGIONAL (ST. AUGUSTINE) (KSGJ)

IFR STOPOVER

SGJ1	IFR	270	NSE	CEW J2 TAY VQQ	SGJ	IFR TO SGJ	1+10

SAVANNAH/HILTON HEAD INTERNATIONAL (KSAV)

IFR STOPOVER

SAV1	IFR	270	NSE	CEW J2 OJHAP NEDDY ICBOD JANIE	SAV	IFR TO SAV	1+15

SELMA/CRAIG FIELD (KSEM)

IFR STOPOVER

SEM1	IFR	130	NSE	ROMEK V115 MGM/(R)D0+30 MGM SEM/CADIP	SEM	IFR TO SEM VIA DELAY MGM	0+30
SEM1R	IFR	100	SEM	PIGON V115 ROMEK MERTY	NSE	IFR FROM SEM TO NSE	0+30

VFR STOPOVER

SEM2	VFR	115	NSE	ROMEK V115 MGM/(R)D0+30 MGM SEM/CADIP	SEM	VFR TO SEM VIA DELAY MGM	2+00
SEM2R	VFR	105	SEM	PIGON V115 ROMEK MERTY	NSE	VFR FROM SEM TO NSE	2+00

VNAV VFR STOPOVER

SEM3	VFR	015	NSE	PIGON	SEM	VFR TO SEM	2+00
SEM3R	VFR	025	SEM	PIGON	NSE	VFR FROM SEM	2+00

SHREVEPORT REGIONAL (KSHV)

IFR STOPOVER

SHV1	IFR	280	NSE	CEW J50 AEX J58 TURNN EMG	SHV	IFR TO SHV	1+50

SMYRNA (KMQY)

IFR STOPOVER

MQY1	IFR	270	NSE	CEW J39 BNA	MQY	IFR TO MQY	1+40

VFR STOPOVER

MQY2	VFR	175	NSE	CEW J39 BNA	MQY	VFR TO MQY	1+55

SOUTHWEST GEORGIA REGIONAL (KABY)

IFR STOPOVER

ABY1	IFR	170	NSE	CEW V198 MAI SAIML LEBBY V97 ELMOE	ABY	IFR TO ABY	0+50

STENNIS INTERNATIONAL-BAY ST LOUIS (KHSA)

VFR STOPOVER

HSA1	VFR	125	NSE	PENSI V241 SJI V20 GPT/(R)D 0+45 GPT HSA	HSA	VFR TO HSA VIA GPT	2+00
HSA1R	VFR	115	HSA	TRADR NPA/(R)D 0+45 NPA NSE/MERTY	NSE	VFR FROM HSA VIA NPA	2+00

IFR STOPOVER

HSA2	IFR	120	NSE	PENSI V241 SJI V20 GPT/(R)D 0+45 GPT HSA/STENN	HSA	IFR TO HSA VIA GPT	0+35
HSA2R	IFR	050	HSA	MUDDA/(R)D 0+45 GPT NSE/GPT V20 SJI V241 PENSI MERTY	NSE	IFR FROM NSE VIA GPT	0+35
HSA3R	IFR	050	HSA	GPT V20 SJI/(R)D 0+45 MOB NSE/BFM V198 PENSI MERTY	NSE	IFR TO NSE VIA MOB	0+35
HSA4R	IFR	050	HSA	GPT V20 SJI V241 PENSI/(R)D 0+45 PNS NSE/MERTY	NSE	IFR FROM HSA VIA PNS	0+35
HSA5R	IFR	110	HSA	TRADR NPA/(R)D 0+45 NPA NSE/MERTY	NSE	IFR FROM HSA VIA NPA	0+35

VNAV VFR STOPOVER

HSA6	VFR	015	NSE	AXSIS	HSA	VFR TO HSA	2+00
HSA6R	VFR	025	HSA	AXSIS	NSE	VFR FROM HSA	2+00
HSA7	VFR	015	NSE	TRADR	HSA	VFR TO HSA	2+00
HSA7R	VFR	025	HSA	TRADR	NSE	VFR FROM HSA	2+00

ST. PETE-CLEARWATER INTERNATIONAL (KPIE)

IFR STOPOVER

PIE1	IFR	270	NSE	CEW J2 SZW J41 PIE	PIE	IFR TO PIE	1+30

TALLAHASSEE INTERNATIONAL (KTLH)

IFR STOPOVER

TLH1	IFR	150	NSE	CEW V198 SZW	TLH	IFR TO TLH	0+40
TLH1R	IFR	140	TLH	QUILL V198 PENSI/(R)D0+30 NPA NSE/MERTY	NSE	IFR FROM TLH TO NSE VIA NPA	0+45
TLH2	IFR	150	NSE	CEW V198 MAI/(R)D0+30 MAI TLH/SNEAD V198 SZW	TLH	IFR TO TLH VIA MAI	0+30
TLH2R	IFR	140	TLH	QUILL V198 MAI/(R)D0+30 MAI NSE/CHEWS V198 CEW MERTY	NSE	IFR FROM TLH VIA MAI	0+30
TLH3	IFR	150	NSE	CEW V241 HOUND OZR/(R)D0+30 OZR TLH/RRS V521 MAI V198 SZW	TLH	IFR TO TLH VIA OZR	0+35
TLH3R	IFR	140	TLH	BRITS V521 RRS OZR/(R)D0+30 OZR NSE/HOUND V241 CEW MERTY	NSE	IFR FROM TLH TO NSE VIA OZR	0+35

VFR STOPOVER

TLH4	VFR	155	NSE	CEW V198 SZW	TLH	VFR TO TLH	2+00
TLH4R	VFR	145	TLH	QUILL V198 PENSI/(R)D0+30 PNS NSE/MERTY	NSE	VFR FROM TLH TO NSE VIA PNS	2+00
TLH5	VFR	155	NSE	CEW V198 MAI/(R)D0+30 MAI TLH/SNEAD V198 SZW	TLH	VFR TO TLH VIA DELAY MAI	2+00
TLH5R	VFR	145	TLH	QUILL V198 MAI/(R)D0+30 MAI NSE/CHEWS V198 CEW MERTY	NSE	VFR FROM TLH VIA MAI	2+00
TLH6	VFR	155	NSE	CEW V241 HOUND OZR/(R)D0+30 OZR TLH/RRS V521 MAI V198 SZW	TLH	VFR TO TLH VIA OZR	2+00
TLH6R	VFR	145	TLH	BRITS V521 RRS OZR/(R)D0+30 OZR NSE/HOUND V241 CEW MERTY	NSE	VFR FROM TLH TO NSE VIA OZR	2+00

VNAV VFR STOPOVER

TLH7	VFR	015	NSE	DEFUN	TLH	VFR TO TLH	2+00
TLH7R	VFR	025	TLH	DEFUN	NSE	VFR FROM TLH	2+00

TAMPA INTERNATIONAL (KTPA)

IFR STOPOVER

TPA1	IFR	270	NSE	CEW J2 SZW J41 PIE	TPA	IFR TO TPA	1+30

TUPELO REGIONAL (KTUP)

IFR STOPOVER

TUP1	IFR	280	NSE	MUURY GCV MEI IGB	TUP	IFR TO TUP	1+10

TROY MUNICIPAL (KTOI)

NORTH MOA STOPOVER

TOI1	IFR	100	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA TOI/CEW295022	TOI	IFR TO TOI VIA NMOA	2+00
TOI1R	IFR	100	TOI	PNMOA/(R)D1+30 PNMOA NSE/CEW295022	NSE	IFR FROM TOI TO NSE VIA NMOA	2+00
TOI2	VFR	095	NSE	NSE340015 PNMOA/(R)D1+30 PNMOA	TOI	VFR TO TOI VIA NMOA	2+00
TOI2R	VFR	085	TOI	PNMOA/(R)D1+30 PNMOA	NSE	VFR FROM TOI TO NSE VIA NMOA	2+00

TUSCALOOSA REGIONAL (KTCL)

IFR STOPOVER

TCL1	IFR	170	NSE	ROMEK V115 WALTY LDK	TCL	IFR TO TCL	0+50
TCL1R	IFR	170	TCL	OKW KORNR V115 ROMEK INBRD MERTY	NSE	IFR FROM TCL	0+50
TCL2	IFR	130	NSE	ROMEK V115 MGM/(R)D0+30 MGM TCL/MGM V115 WALTY LDK	TCL	IFR TO TCL VIA MGM	0+50
TCL2R	IFR	110	TCL	OKW KORNR V115 MGM/(R)D0+30 MGM NSE/REDDI V115 ROMEK INBRD MERTY	NSE	IFR FROM TCL VIA MGM	0+50

VICKSBURG TALLULAH (KTVR)

IFR STOPOVER

TVR1	IFR	260	NSE	CEW J50 MCB J35 MCGEE	TVR	IFR TO TVR	1+05

APPENDIX D
BRIEFING GUIDES

Note: *Squadrons may create their own brief or modify this brief, but shall not exclude information contained in this brief.*

D.1 TRAWING FIVE MISSION BRIEFING GUIDE

MISSION PREBRIEF

- IMSAFE
- ORM & HUMAN FACTORS
- AIRSICKNESS HISTORY
- CREW DAY / CREW REST
- WORK WEEK LIMITATIONS (SIX DAYS SCHEDULED REQUIRES TWO DAYS REST)
- MEETS MANDATORY / OPTIONAL WARMUP CRITERIA?
- TIMS REVIEW OF PERFORMANCE IN STAGE
- IS STUDENT ON SMS?
- PREVIOUS HOP INCOMPLETE? REQUIRED ITEMS TO GRADE
- IS FLIGHT AN ON-WING EVENT?

ADMINISTRATIVE

- FLIGHT GEAR
- AIRCRAFT ASSIGNMENT
- READ AND INITIAL
- NOTAMS / TFRs
- FLIGHT PLAN FILED?

SITUATION OVERVIEW

- EP / SYSTEM / NATOPS QUESTION OF THE DAY
- DISCUSS ITEMS
- MISSION STATEMENT (SPECIFIC EMPHASIS ON?)

EXECUTION OF MISSION

- GROUND OPERATIONS
- TRAINING AREA / ROUTE OF FLIGHT
- SEQUENCE OF EVENTS / ENERGY MANAGEMENT
- INTRODUCE ITEM PROCEDURES DISCUSSION
- NOLF OPERATIONS & ENTRY
- OTHER AIRFIELD CONSIDERATIONS
- COURSE RULES / HOME FIELD OPERATIONS
- G AWARENESS PROCEDURES
- SPECIAL SYLLABUS REQUIREMENTS PLAN

FORMATION

1. FLIGHT / SECTION LEADER
   - DESIGNATED
   - TACTICAL
2. TAXI / RUN - UP TROUBLE SHOOTING
3. RENDEZVOUS PLAN
4. NON-TRAINING RELATED LEAD CHANGE

5. JOKER / BINGO
6. EMERGENCIES
    a. UNSAFE GEAR
    b. LOST COMM / LOST SIGHT RENDEZVOUS POINT
    c. BLIND
    d. INADVERTENT IMC
    e. AIRBORNE DAMAGE / MIDAIR

TRAINING TIME OUT/DOR POLICY

D.2 NATOPS BRIEFING GUIDE

NATOPS BRIEFING

COMMUNICATIONS AND CREW COORDINATION
1. FREQUENCIES
2. RADIO PROCEDURES AND DISCIPLINE
3. CHANGE OF CONTROL OF AIRCRAFT
4. NAVIGATIONAL AIDS
5. IDENTIFICATION
6. LOOKOUT PROCEDURES

WEATHER
1. LOCAL AREA
2. LOCAL AREA AND DESTINATION FORECAST
3. WEATHER AT ALTERNATE

NAVIGATIONAL AND FLIGHT PLANNING
1. CLIMBOUT
2. MISSION PLANNING, INCLUDING FUEL MANAGEMENT
3. PENETRATION
4. APPROACH / MISSED APPROACH
5. RECOVERY

EMERGENCIES
1. ABORTS
2. DIVERT FIELDS
3. MINIMUM AND EMERGENCY FUEL
4. LOSS OF POWER
5. RADIO FAILURE / ICS FAILURE
6. LOSS OF SIGHT / LOST WINGMAN
7. DOWNED PILOT AND AIRCRAFT
8. BIRDSTRIKE
9. OTHER AIRCRAFT EMERGENCIES
10. EJECTION

THE FLIGHT LEADER WILL INSPECT ALL FLIGHT MEMBERS FOR THE PROPER FLIGHT EQUIPMENT.

APPENDIX E
MINIMUM EQUIPMENT

E.1 MINIMUM ESSENTIAL SUBSYSTEM MATRIX

Below is the Minimum Essential Subsystem Matrix (MESM) for T-6B assigned to TRAWING FIVE. **This MESM is for TRAWING FIVE aircrew use only.** The TRAWING FIVE MESM differs from the PWS MESM used by maintenance control. The differences are most significant in the columns under "Ferry Flights" and in the portion within the bold outline. This MESM is not intended to alleviate or modify any requirements set forth in a civilian maintenance contract. Instructor pilots/aircraft commanders will use the TRAWING FIVE MESM to accept aircraft or continue operations in the event of system failure.

	Training Missions										Ferry Flights						
	Contact		INAV		F	Low Level		VNAV									
	Day	Night	Day	Night	Day	Day	Night	Day	Night	NOTE	Local	CCX	Day VMC	Day IMC	Night VMC	Night IMC	NOTE
Airframe	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Windshield & Canopy	X	X	X	X	X	X	X	X	X	1	X	X	X	X	X	X	
Cockpit	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Landing Gear	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Brakes	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Flight Controls	X	X	X	X	X	X	X	X	X	9	X	X	X	X	X	X	
Powerplant	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
AC & Pressurization	X	X	X	X	X	X	X	X	X	3	X	X	X	X	X	X	
Electrical Power Supply	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Position Lights	X	X	X	X	X	X	X	X	X						X	X	15
Landing/Taxi Lts	X	X	X	X	X	X	X	X	X	4				X	X	X	4
Strobe Lights	X	X	X	X	X	X	X	X	X			X		X	X	X	
Warning Lights	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Interior Lts		X		X			X		X	2				X	X	X	
AMLCD Display Lighting Ctrls	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Hydraulic	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Fuel	X	X	X	X	X	X	X	X	X	6	X	X	X	X	X	X	
Oxygen	X	X	X	X	X	X	X	X	X	2		X					16
Fire & Overheat Detection System	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
IAC	X	X	X	X	X	X	X	X	X	11		X		X	X	X	17
IRS	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	18
MFD	X	X	X	X	X	X	X	X	X	2		X		X		X	19
Flight Instmnts	X	X	X	X	X	X	X	X	X	14	X	X	X	X	X	X	
Accelerometer	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Angle of Attack	X	X			X	X	X			2,7							
Clock			X	X		X	X	X	X	2,8				X		X	20
Utility Instmnts	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
Fuel Quantity	X	X	X	X	X	X	X	X	X	2	X	X	X	X	X	X	
UFCP	X	X	X	X	X	X	X	X	X	2				X		X	21
UHF/VHF Comms	X	X	X	X	X	X	X	X	X	2,10							22
ICS	X	X	X	X	X	X	X	X	X	2		X	X	X	X	X	23
XPNDR	X	X	X	X	X	X	X	X	X	30		X		X	X	X	24
DME			X	X						5,12				X		X	25
GPS						X	X			12,13				X		X	25
ILS										12				X		X	25

VOR			X	X						12,13				X		X	25
ELT	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
TCAS		X		X					X	31							26
Emer Equipment	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
Egress System	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	
RAD ALT		X		X		X	X		X								26
TAD										9,29							9
Aux Battery	X	X	X	X	X	X	X	X	X					X	X	X	27
Flap Indicator	X	X	X	X	X	X	X	X	X	32							28

This MESM is for TRAWING FIVE aircrew use only.

MESM NOTES

Ferry Flight is defined as one or more flight legs in order to directly return to local area (NSE, NDZ or PNS) with no training conducted enroute unless specifically annotated.

Local flight is a flight that takes place within the confines of A-292 or a one-leg out/in destination per paragraph 1.2 d (1) of this instruction.

Cross-country flight is any flight that takes more than one leg to recover back to local area.

1. Aircraft with canopy or windscreen distorted/crazed within TO limits are restricted to day dual local visual meteorological conditions (VMC) and no formation flights (PIC decision).

2. Aircraft may be flown solo with discrepancies in rear cockpit, which do not affect safety of flight.

3. Manual mode required for all missions. Vapor cycle air conditioning not required during cool weather (PIC decision). Inoperative pressurization system has no flight restrictions below 18,000' (with supplemental oxygen). PIC decision.

4. Both Landing/Taxi lights inoperative: restricted to day local VMC (dual or solo) if no instrument or straight-in approaches are planned. Ferry flight authorized with both inoperative. Mission completion with one bulb inoperative is allowable. Both strobes must operate for day and night flying.

5. Only required on INAV training missions where VOR/DME or LOC/DME training is conducted.

6. Restricted to NATOPS qualified pilot if fuel auto balance system is inoperative. Single point refueling not required.

7. Restricted to flight by NATOPS qualified pilot.

8. The digital clock in the appropriate cockpit is required for all INAV, Low Level and VANV flights. If digital clock is not functional, the CLK function of the UFCP may be used in its place.

9. Trim Aid Device not a required subsystem. Failure does not impact flight safety.

10. VHF/UHF are redundant except when mission profile designates system specific usage. (i.e. UHF required at USN training bases; VHF & UHF required for formation flights; etc.).

11. IAC both required. No IAC related "Caution" messages (IAC1 FAIL, IAC2 FAIL, UFCP1 FAIL, IAC1 OVHT, IAC2 OVHT, IAC1CONFIG, IAC2CONFIG).

12. In addition to these requirements, operational DME, GPS, ILS and/or VOR are mission profile dependent and at the discretion of the aircraft commander/instructor pilot.

13. At least one operational NAV device required.

14. Flight Instruments must be operational, No warning flags/indications associated with Airspeed, ADI, Baro Altitude, VSI, Turn Rate, Slip-Skid, HSI, BFI, Pitot Heat, Torque, ITT, N1, NP, Oil Temp, Oil Press, HYD Press.

15. Ferry Flight with loss of one white Navigation Light is permissible at night.

16. Ferry Flights below 10,000 feet may be conducted with inoperative OBOGS.

17. One operable IAC is required for Ferry Flight (Day/VMC only).

18. Ferry Flight with IRS DEGD message allowable. Message indicates precision navigation for tactical training not available. Basic student mode avionics will continue to work normally. Ferry Flight prohibited with IRS attitude failure.

19. Loss of a single F/C MFD does not preclude Ferry Flight. Loss of a R/C MFD does not preclude solo flight.

20. If one of the three aircraft clocks is operable, aircraft is IMC capable for Ferry Flight.

21. All necessary UFCP functions have redundant entry methods.

22. UHF or VHF and backup VHF control head must be operable in order to maintain two-way radio communications.

23. ICS is necessary for effective CRM. A single Ferry leg (DUAL) may be accomplished as long as intra-cockpit communications can be

maintained. Discrete radio frequency (UHF/VHF) may be used for necessary communications. No restrictions on Ferry Flight (SOLO).

24. Maintain VMC at all times. Ferry Flight of more than one return leg is prohibited.

25. At least one NAV system compatible with instrument approach required for IFR flight. Loss of NAV systems do not preclude VFR flight.

26. Not required for aircraft ferry.

27. Loss of Aux Battery does not preclude VFR or IFR flight. Maintain VMC at all times. Consider all external factors when making ORM decision for Ferry Flight.

28. Loss of a single Flap Indicator does not affect aircraft ferry.

29. **Solos will not accept aircraft with an inoperative TAD. Should a student solo experience a TAD failure in flight and is unable to restore its operation using the NATOPS procedure, the student shall not perform touch-and-go-landings.**

30. Sections/divisions require one aircraft with an operating transponder. Section/division leads and aircraft commanders of affected aircraft have the discretion to conduct formation training with an inoperative transponder.

31. Requirement for TCAS may be waived by the squadron CO. Lack of a TCAS may not pose an undue risk to mission safety under conditions of limited traffic volume. IPs may conduct training missions based on individual proficiency/comfort and predicted traffic saturation. If TCAS fails in flight, IPs have the discretion to continue training or proceed to landing based on ORM analysis.

32. If flap indicator fails in only one cockpit, IP may elect to fly mission.

Multiple system failures or degradations, crew-day, weather etc. must be taken into consideration when deciding whether to fly a mission with a degraded aircraft. In no case should an IP who is not comfortable with a degraded aircraft complete a mission unless a thorough ORM assessment is conducted and the IP is satisfied the risks have been identified and can be mitigated.

If cause of system degradation is known or suspected, consider consulting with maintenance on any troubleshooting that may be performed in order to provide maintenance with more information. Do not troubleshoot without consulting maintenance. If a system can be isolated to a known mode of failure, it may indicate the mission can be completed. If not, a Ferry Flight may be required.

FIP

FWOP IMPROVEMENT PROCESS

From: (Rank/Name)	Unit	Email	Date

To: TW-5 FW Standardization Officer

Via: _____ _____
Squadron Standardization Officer Date

1. FWOP recommendation (include affected page and paragraph)

Action: