TRARONEIGHTSIXINST 3710.1AF
N3
28 Jan 2019

TRARON EIGHT SIX INSTRUCTION 3710.1AF

From: Commanding Officer, Training Squadron EIGHT SIX

Subj: VT-86 STANDARD OPERATING PROCEDURES (SOP)

Ref:
(a) CNAF M-3710.7
(b) CNATRAINST 1500.4H
(c) CNATRAINST 3710.2V
(d) CNATRAINST 3710.13H
(e) CNATRAINST 6410.2B
(f) NAVAIR A1-T45AC-NFM-000
(g) COMTRAWINGSIXINST 3710.1S
(h) COMTRAWINGSIXINST 3710.17K
(i) COMTRAWINGSIXINST 3740.2T
(j) NASPINST 3722.1Y
(k) TRARONEIGHTSIXINST 5400.1M
(l) TRARONEIGHTSIXNOTE 3740
(m) VT-86 ADMIN AND TACADMIN STANDARDS
(n) COMTRAWINGONEINST 3710.7V & COMTRAWINGTWOINST 3710.7T
(o) NAVAIR P 082011Z MAR 17
(p) TRARONEIGHTSIXINST 1320.1Q

1. Purpose. To issue Standard Operating Procedures (SOP) for flight operations within VT-86. This instruction is a complete revision and should be reviewed in its entirety.

2. Cancellation. TRARONEIGHTSIXINST 3710.1AE

3. General. This instruction is written to supplement references (a) through (o) and to cover those instances where there are no governing directives. Should conflict exist between this instruction and other publications, the more restrictive directive will govern.

4. Summary of Changes. This revision includes the following major changes:
   - Changes 16-30 day currency requirements for IPs
   - Prohibits flights with winds above 25 KTS sustained or 35 KTS gusting
   - Directs aircrew to rollout minimum of 6000’ on landing
   - Limits taxi speed to 20 KGS on taxiways
5. **Action.** All personnel operating VT-86 aircraft shall comply with the contents of this instruction.

6. **Summary of References**

   - Reference (a), CNAF M-3710.7 is the NATOPS General Flight and Operating Instructions Manual: [https://airworthiness.navair.navy.mil/](https://airworthiness.navair.navy.mil/)
   - Reference (b), CNATRAINST 1500.4H is the Naval Flight Student Training Administration Manual: [https://www.cnatra.navy.mil/local/docs/instructions/1500.4.pdf](https://www.cnatra.navy.mil/local/docs/instructions/1500.4.pdf)
   - Reference (c) CNATRAINST 3710.2V is CNATRA Cross-Country and Aviation Support Operations [https://www.cnatra.navy.mil/local/docs/instructions/3710.2V](https://www.cnatra.navy.mil/local/docs/instructions/3710.2V)
   - Reference (d) CNATRAINST 3710.13H is the Flight Instructor Standardization and Training Program [https://www.cnatra.navy.mil/local/docs/instructions/3710.13H](https://www.cnatra.navy.mil/local/docs/instructions/3710.13H)
   - Reference (e) CNATRAINST 6410.2B is the Airsickness Management Program: [https://www.cnatra.navy.mil/local/docs/instructions/](https://www.cnatra.navy.mil/local/docs/instructions/)
   - Reference (g) COMTRAWINGSIXINST 3710.1R is the Standard Operating Procedures (SOP) [https://www.cnatra.navy.mil/tw6/instructions/3710.1R](https://www.cnatra.navy.mil/tw6/instructions/3710.1R)
   - Reference (i) COMTRAWINGSIXINST 3740.2S is the Flight Instructor Standardization and Training (FIST) Program: [https://www.cnatra.navy.mil/tw6/instructions/3740.2S](https://www.cnatra.navy.mil/tw6/instructions/3740.2S)
   - Reference (j) NASPINST 3722.1Y is the Air operations Manual, NSA Pensacola
   - Reference (m) VT-86 ADMIN AND TACADMIN STANDARDS
   - Reference (n) COMTRAWINGTWOINST 3710.7T & COMTRAWINGTWOINST 3710.7T is the Joint TRAWING 1/2 T-45 Standard Operating Procedures (SOP): [https://www.cnatra.navy.mil/tw1/assets/docs/instructions/3710.7.pdf](https://www.cnatra.navy.mil/tw1/assets/docs/instructions/3710.7.pdf)
   - Reference (o) is the Multiplatform Interim Flight Clearance for Portable Electronic Tablets: [https://mps.navair.navy.mil/EKB/support_docs.htm](https://mps.navair.navy.mil/EKB/support_docs.htm)
   - Reference (p) TRARONEIGHTSIXINST 1320.1Q is the Policy and Procedures for Cross Country and Travel request [https://www.cnatra.navy.mil/tw6/vt86/instructions/1320.1Q](https://www.cnatra.navy.mil/tw6/vt86/instructions/1320.1Q)

7. **Records Management.** Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of January 2012.
8. **Review and Effective Date.** Per OPNAVINST 5215.17A, VT-86 will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will automatically expire five years after effective date unless reissued or canceled prior to the five-year anniversary date, or an extension has been granted.

Releasability and distribution:
This instruction is cleared for public release and is available electronically only via the VT-86 Website, [https://www.cnatra.navy.mil/tw6/vt86/Instructions.asp](https://www.cnatra.navy.mil/tw6/vt86/Instructions.asp)
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<thead>
<tr>
<th>Date of Change</th>
<th>Affected Section(s)</th>
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</tr>
</thead>
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| 23 Jan 2019   | Various             | -Changes 16-30 day currency requirements for IPs  
                      -Prohibits flights with winds above 25 KTS sustained or 35 KTS gusting  
                      -Directs aircrew to rollout minimum of 6000’ on landing  
                      -Limits taxi speed to 20 KGS on taxiways  
                      -Clarifies high speed abort as above 100 KIAS  
                      -Mandates SNFOs only must be strapped in prior to engine start  
                      -Removes 6 inch restriction on leaving canopy open during fuel stops |
CHAPTER ONE

GENERAL

100. **Objective.** The objective of this instruction is to ensure standardization of flight operations conducted by VT-86. This SOP instruction is written to supplement general directives already in existence, thereby providing aircrew operating VT-86 aircraft with uniform procedures for flight operations and training.

101. **Scope.** These procedures are applicable to flights conducted in VT-86 aircraft, or in aircraft assigned to fulfill VT-86 training requirements. These instructions are not to be construed as restricting or impeding any deviation from standard procedures in order to maintain safety of flight; however, such deviations shall be reported as soon as possible to the Safety and Operations Officers.

102. **Waivers.** Only the Commanding Officer (CO) or his designated representative(s) may approve deviations from this instruction to meet operational commitments or to allow for unusual circumstances. In descending order, the Executive Officer (XO), Operations Officer (OPS-O), and if applicable, the detachment Officer-in-Charge (OIC) is afforded the special trust as designated representative for approving SOP deviations. Where such deviation is authorized, it will be brought to the attention of the CO as soon as possible.

103. **Reference Directives.** References (a) through (o), while not all-inclusive, provide the minimum level of required familiarity for squadron aircrew.

104. **Change Procedures.** Change recommendations to this instruction shall be submitted to the VT-86 CO via the OPS-O.
CHAPTER TWO

GENERAL OPERATIONS

200. General. Before flying in a VT-86 aircraft, all aircrew shall have an Emergency Data Sheet on file with Admin. This requirement applies to observers as well.

201. Crew Day/Crew Rest

   a. The student crew day begins 30 minutes prior to brief or at start of official duty and ends 1.5 hours after landing or completion of official duty, not to exceed 12 hours. Students shall not be scheduled for more than 6.5 hours of instructional flight time during (within) the authorized 12-hour work day. Students shall not exceed two events during one crew day, except on cross-country flights, for which up to three events are authorized.

   b. Students crew rest shall be 12 hours however, a minimum of 14 hours shall elapse between the conclusion of the student’s last scheduled event of the day (including associated debrief) and his or her first scheduled instructional event (including associated brief) or official duty of the following day. This will allow the student 12 hours of crew rest and 2 hours to prepare for their event. After six consecutive scheduled days, students shall receive one day off.

   c. The instructor crew day should not exceed 12 hours. The CO or XO may waive the instructor duty day to a maximum of 18 hours on a case-by-case basis.

   d. Instructor crew rest is 12 hours after the last completed event to include debrief and is waiverable to 10 hours by the CO or XO.

   e. The squadron flight schedule will clearly identify all aircrew scheduled for a crew day of nine hours or greater, and all students scheduled for two or more advancing X events on the same day.

202. Coordination Brief. In recognition of the many demands on instructor aircrew’s time and the often repetitive nature of flight training operations, abbreviated coordination briefs for wingman instructor aircrew are authorized for all section flights, at the lead instructor’s discretion. Coordination briefs must adhere to the following guidelines:

   a. Wingman instructor aircrew must have been instructing in the flight’s stage for a minimum of 6 months in order to qualify.

   b. The coordination brief shall be conducted by the flight lead NLT 15 minutes prior to walk

   c. At a minimum, the coordination brief must cover basic flight admin, relevant emergencies and contingencies, tac-admin, and training rules.
d. For CAS briefs, the TAC(A) instructor may provide the FAC-to-Fighter brief to the students only prior to the division conduct brief.

203. Command Duty Officer (CDO)

a. Specific responsibilities and qualification requirements for the CDO are delineated in reference (k). The CDO’s primary responsibility is to ensure the daily flight schedule is completed safely and efficiently. The CDO shall be NATOPS qualified in the T-45.

b. The CDO will coordinate changes to the squadron flight schedule with the appropriate schedules officers or designated Operations Department representative. The CDO shall request authorization to change the daily flight schedule from the OPS-O and annotate these changes in red on the flight schedule board. Additions to the flight schedule must be approved by the CO. In the absence of the CO, the XO, OPS-O, or Assistant Operations Officer (AOPS-O) may authorize the addition.

c. The CDO is authorized to add Flight Surgeons and other observers to the flight schedule if they meet the following requirements: Observers must be on the Wing ‘Authorized To Fly’ list (COMTRAWINGSIXNOTE 3710) or have verbal approval from the Commodore, be aero-medically approved to fly in the T-45, and have a current flight physical examination.

d. Addition of any Functional Check Flight (FCF) shall be approved by the CO, XO or OPS-O. Only T-45 NATOPS qualified aircrew may occupy the rear cockpit of a T-45 during FCFs.

e. The CDO shall be on station one hour prior to the first take-off and shall remain until last plane on deck. A VT-86 CDO must be assigned and on duty whenever a VT-86 aircraft is airborne during local operations. Local operations shall be defined as flights that are within one leg of NAS Pensacola. Weekend CDO shall be on station two hours prior to the scheduled land time of the last leg of any returning cross-country flights. Both the cross-country aircrew and CDO shall coordinate land times if other than scheduled so the CDO can be present. Weekend cross-country aircrew shall keep the CDO informed of take-off and land times while enroute.

f. The CDO shall be responsible for inventory and security of all T-45 Removable Memory Module (RMM) & Mission Data Transfer Unit (MDTU) storage devices. RMMs & MDTUs will be stored at the ready room duty desk under positive control of the CDO, with assistance from the SDO. The CDO shall ensure an inventory of all devices is conducted prior to and upon completion of flight operations. Aircrew shall check-out RMMs & MDTUs and log their check-out time, return time, RMM & MDTU device number(s), responsible aircrew name, and aircraft/callsign. Aircrew departing on X-C flights or transiting to detachment sites will also note the planned return date of the devices they are signing for. Specific procedures for management of RMMs & MDTUs while on detachment will be as directed by the Det Officer In Charge, but shall provide equivalent security and accountability to home station operations at a minimum.
g. The CDO shall maintain awareness to the status, current location, and planned route of flight for all squadron aircraft. In support of this requirement, all aircrew shall provide the CDO a copy of their filed flight plans and make safe-on-deck reports as delineated in reference (m).

204. Call Signs. Call Signs will be assigned to all VT-86 aircraft per reference (g).

205. Cross-Country Flights

a. Per reference (c), flights that originate or terminate at a location other than NAS Pensacola are considered cross-country flights. Aircrew shall conduct pre-flight, flight, and post-flight operations per appropriate NATOPS, reference (j) and this instruction. Instructors are responsible for all aspects of cross-country planning and ensuring that the flights are conducted professionally and safely. Reference (p) provides detailed policies and procedures for the planning and authorization of cross-country flights.

b. Non-curriculum cross-country flights may be authorized by the CO to maintain Pilot/NFO proficiency, per reference (c).

c. Enclosure 2 of reference (p), the VT-86 Cross Country Request form, will be completed in its entirety to include per diem and lodging costs. All cross-country requests are due to the AOPS-O by Friday (1600L) the week prior to the requested departure and a request for a Thursday departure for a long weekend must be in by Friday two weeks prior for Wing approval. See the AOPS-O for an electronic version of the form. The instructor is responsible for ensuring the request is thoroughly researched and completed per reference (c), as well as, per local/squadron directives, including verification of quarters availability, recall numbers, points of contact, obtaining PPR’s where required, forecasted weather, and all necessary aircraft servicing. OCONUS cross-countries must be approved by CNATRA and shall be submitted NLT 40 days prior. Basic guidelines for planning are one curriculum event per leg.

d. Cross-country requests will be routed as follows:

(1) Appropriate schedules officer – assign/schedule students and staff.

(2) AOPS-O – review

(3) OPS-O – review

(4) XO – review

(5) CO – approval

(6) Operations will then get the necessary approval, if required from CTW-6, and forward the approved requests to Admin. Orders must be created by each member via the Defense Travel
System (DTS) at least two days prior to departure. Admin will assist in the preparation of TAD orders.

e. Operations will be planned so as not to require special handling by transient maintenance crews. Cross-country flying must be planned to ensure compliance with crew day and crew rest requirements.

f. Authorized airfields for VT-86 aircraft shall be per references (c) and (g). Prior command approval is required if a landing, parking, or overnight fee is needed.

g. Flights will not be planned to locations with forecast snow accumulation during the period of stay.

h. Instructors will ensure that the VT-86 CDO receives flight time, aircraft status, recall, and any other appropriate details immediately upon reaching intermediate and final destinations on a flight. The CDO will notify the OPS-O and CO of status and of any deviations to the approved itinerary due to weather, aircraft status, etc. The CDO/SDO shall be contacted by out-and-in flights at all stopover points. The VT-86 CDO desk toll free number is (888) 762-9837.

i. Extended range cross-countries (>1500nm) should be planned for a 2nd cycle (1145) launch and recovery NLT 2100 Central time. For those that depart NAS Pensacola on Thursday, the return trip should be planned to include the final segment departing prior to the expiration of the 72-hour daily-turn-around (DTA) inspection on Sunday.

j. Cross-country flights will be mission-planned and executed as approved on the VT-86 Cross Country Request form. Deviations from this approved plan, such as addition of a flight leg, deletion of a flight leg or change of destination, will require prior approval of the OPS-O.

206. **Static Displays**

a. Approval authority is per reference (g).

b. Flight or aerial demonstration are strictly prohibited while participating in a static display or on a cross-country flight.

c. Specific aircraft requirements and regulations shall be per reference (f) and (g).

207. **Airsickness.** A student who becomes airsick shall be managed per reference (e). Airsickness binders are located at the CDO desk for reference and action.
CHAPTER THREE

AIRCREW CURRENCY REQUIREMENTS AND T-45C AIRCRAFT PROCEDURES

300. General Aircrew Training and Qualifications. Maintenance of aircrew qualifications is predominantly the responsibility of the individual aircrew. Reference (f) dictates T-45C qualification requirements. Procedures set forth do not relieve aircrew of the responsibility to ensure that they are both qualified and current prior to flying an assigned mission.

301. Aircrew Currency Requirements

a. Pilots must fly at least one sortie every 15 calendar days to remain current. If pilot currency expires, the following requirements must be fulfilled to regain it:

<table>
<thead>
<tr>
<th>Days since last sortie</th>
<th>Pilot Requirements</th>
</tr>
</thead>
</table>
| 16-30 days             | - Immediate Action procedures exam.  
|                        | - First flight shall be day VMC departure and recovery. |
| 31-60 days             | - Immediate Action procedures exam.  
|                        | - T-45C EP simulator or day VMC proficiency flight with NATOPS qualified and current aircrew. |
| 61-90 days             | - Immediate Action procedures exam.  
|                        | - Proficiency flight with a NATOPS qualified and current pilot (flight profile shall include an instrument approach, a precautionary approach and a minimum of two landings). |
| >90 days               | - Pilot shall meet NATOPS currency requirements found in the T-45C NATOPS manual to include an open/closed book NATOPS examination, Immediate Action procedures exam, and NATOPS safe-for-flight check or simulator with a NATOPS instructor or Assistant NATOPS instructor. |

b. NFOs must fly at least one sortie every 20 calendar days to remain current. If T-45 NFO currency is lost the following requirements must be fulfilled to regain it:

<table>
<thead>
<tr>
<th>Days since last sortie</th>
<th>NFO Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>21-30 days</td>
<td>- Immediate Action procedures exam.</td>
</tr>
</tbody>
</table>
| 31-60 days             | - Immediate Action procedures exam.  
|                        | - T-45C EP simulator or flight with NATOPS qualified and current pilot. |
| 61-90 days             | - Immediate Action procedures exam.  
|                        | - Proficiency Flight with a NATOPS qualified and current pilot. |
| >90 days | - NFOs shall meet NATOPS currency requirements found in the T-45C NATOPS manual to include an open/closed book NATOPS examination, Immediate Action procedures exam, and NATOPS safe-for-flight check or simulator with a NATOPS instructor or Assistant NATOPS instructor. |

c. BFM currency shall be established and maintained per reference (a). For the purposes of determining Type/Class (T/C) experience, all aircraft delineated in reference (a) as “Strike/Fighter” class and “Trainer” class will be included. SNA “Trainer” class flight time shall not be included.

(1) Pilots with <750 hours in T/C are required to fly one flight in the previous six days and two flights in the previous 14 days (one flight shall include dynamic maneuvering).

(2) Pilots with >750 hours, NFOs, SNFOs, and Flight Surgeons are required to fly one flight within previous 14 days, two flights within previous 30 days.

d. Aircrew syllabus currency flights shall be executed in compliance with reference (d) and CNATRAINST 1550.61B.

e. T-45 Instructor Pilots shall conduct practice precautionary approaches (PAs) on a quarterly basis.


g. Because the 2F205A Operational Flight Trainer fails to meet the technical requirements and intent of reference (a) for substation in lieu of basic flight time minimums, time in this simulator in any capacity shall not be logged at First Pilot Time or Special Crew Time, and may not be credited towards currency or annual minimum flight time requirements.

302. Minimum Equipment.

a. All Communications/Navigation Equipment shall be checked on every flight. Any deviations from the minimum equipment list will be at the discretion of the CO, XO, or OPS-O. Reference (h) contains the current Mission Essential System Matrix (MESM). The RADALT tone shall be tested prior to taxi and is required for all low altitude training flights.

b. A RMM is required for all flights in VMTS aircraft. For syllabus events the student/IUT shall bring the RMM(s) to the brief.

303. T-45C ADR Overflow/Degrade/Aircraft Exceedance

a. Any aircraft experiencing an ADR degrade (ADR DEGD) will be in a down status until resolved by maintenance.
b. An aircraft exceedance “X” on the BIT/MANT display is a downing discrepancy and maintenance shall be notified immediately.

c. An aircraft experiencing ADR memory overflow shall require an ADR download prior to flight if maintenance support is available. If operating on an out-in or cross country flight, aircrew shall notify the CDO. Continuation shall be at the discretion of the CO.

304. Fuel Requirements

a. All T-45 flights shall be planned to land with a minimum of 500 lbs of fuel remaining at the destination and within reference (a) alternate fuel requirements.

b. In flight, minimum fuel shall be declared whenever the estimated fuel remaining at the point of landing will be less than 500 lbs but equal to or greater than 400 lbs.

c. In flight, emergency fuel shall be declared whenever the estimated fuel remaining at the point of landing will be less than 400 lbs, or if the FUEL caution light has illuminated.

305. Weather Requirements.

a. Flights shall be planned to circumvent areas of forecast atmospheric icing and thunderstorm conditions. If unforecasted icing conditions are encountered training shall cease, and aircrew shall make all reasonable effort to exit the icing conditions in the minimum time.

b. In accordance with reference (a), VT-86 aircrew shall not file or fly into areas under a National Weather Service Storm Prediction Center-issued Weather Watch (WW) unless the storm has not developed as predicted as affirmed by the TRAWING-6 Commodore, or a competent DoD weather forecaster or a Flight Service Station.

Note:
At the time of revision of this instruction, ISIC guidance (references (c) and (g) respectively for CNATRA and TW-6) on severe weather operations cited an outdated version of reference (a). This instruction has been updated to conform to the latest guidance in reference (a).

c. VT-86 Aircrew may file and fly into and through known SIGMETs if and only if they are able to maintain VMC. If IMC conditions are likely to be encountered while transiting a SIGMET, prior approval by the CO, XO, or OPS-O is required.

d. Over-water transit and training flight operations are prohibited when water temperature is 60°F or below, or when wind chill corrected outside air temperature is 32°F or below.

e. VT-86 aircraft shall not be flown in areas where severe turbulence is forecasted. If aircrew experience severe turbulence in the low-level environment, low-level flight shall be
discontinued. Low-level flights in designated mountainous terrain shall not be flown if moderate or greater turbulence is forecast or experienced.

f. Flight operations are prohibited with winds above 25 KTS sustained or 35 KTS gusting.

306. Minimum Runway Length. Minimum T-45 normal runway length is 6000’, and minimum landing rollout is 6000’. Runways as short as 5,000’ may be used as an emergency divert.

307. Non-Towered Airfields. Operations at non-towered airfields are authorized. Special consideration shall be given during mission planning and briefing to Common Traffic Advisory Frequency (CTAF) procedures and safety impacts of limited ground support (e.g. absence of crash-fire-rescue capability). Specific procedural recommendations for operating at Jack Edwards Airfield (KJKA) in Gulf Shores, AL are included in Appendix A.

308. Taxi. T-45C aircraft will taxi per reference (f) and (g). Formation taxi interval shall be a minimum of 150’, staggered from taxiway centerline, or a minimum of 300’ on taxiway centerline. Taxi speed is limited to 20 KGS on taxiways.

309. Section Formation Flights

a. Section formation flights in the T-45C will be per reference (g), led by a qualified flight lead and will be briefed thoroughly. In emergency situations, join up of similar aircraft is approved if required to ensure safe return to the airfield.

b. The preferred section departure will be a seven-second interval go.

c. Section take-offs are not authorized if any of the following conditions exist:

   (1) 90-degree crosswind component greater than ten knots.

   (2) Standing water, ice, or slush on the runway.

   (3) Greater than 500 lbs fuel difference between participating aircraft.

   (4) Weather below published non-precision circling minimums. If circling minimums are not published, weather must be greater than 1000’ and 3sm visibility.

   (5) The absence of long field arresting gear on a runway less than 8000’.

d. The standard section recovery will be a 2-second interval break. Other breaks may be utilized at the flight lead’s discretion. All aircraft will land on centerline and transition to the inboard side of the runway once below 100 KIAS and braking action is assured.
310. Division Formation Flights

a. The preferred division departure will be a seven-second interval go on the runway with long field gear. Minimum runway width of 150 feet is required for three aircraft to be on the runway simultaneously with -4 positioned off the runway. Once the lead begins their take-off roll, -4 may taxi into position and await their interval for take-off. A minimum runway width of 200 feet is required for four aircraft to be on the runway simultaneously. The formation will join in fingertip formation with –2 crossing to the outside of the turn and –3 and –4 joining to the inside of the turn unless briefed otherwise.

b. The standard division recovery will be a 2-second interval break. Other breaks may be utilized at the flight lead’s discretion. All aircraft will land on centerline and transition to the inboard side of the runway once below 100 KIAS and braking action is assured. Diamond breaks are not authorized.

311. Safety

a. For all take-offs, aircrews shall utilize runways with long field arresting gear (to the maximum extent possible).

(1) Abort criteria. A low-speed abort is defined as a take-off abort at less than 100 KIAS. Below 100 KIAS, aircrew can safely abort the take-off for any reason deemed necessary. A high-speed abort is defined as a take-off abort at greater than 100 KIAS. Unless circumstances dictate otherwise, aircrew should high-speed abort for the following warning lights: FIRE, GTS FIRE, EGT/RPM, OIL PRESS, and HYD FAIL. If night or IMC, a high-speed abort is also recommended for a GENERATOR warning light. Aircrew should also abort for the following caution lights: TP HOT, ECA 2, or CANOPY.

b. Checklist items and aircraft configuration changes (other than speed brakes) shall not normally be initiated until clear of the active runway. The following minimum airspeeds shall be used to monitor sufficient deceleration during full-stop landings:

<table>
<thead>
<tr>
<th>Airspeed</th>
<th>Remaining Runway</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 KIAS</td>
<td>5000’</td>
</tr>
<tr>
<td>80 KIAS</td>
<td>4000’</td>
</tr>
<tr>
<td>60 KIAS</td>
<td>3000’</td>
</tr>
</tbody>
</table>

At any time if the aircraft is not decelerating normally with 3000’ of runway remaining, a go-around or long-field arrestment decision shall be made.

c. Engines should not be operated above 70 percent RPM in the line area or above 75 percent RPM while taxiing.

d. Ejection seat and safety pin requirements and restrictions:
(1) Unless otherwise briefed the Ejection Select handle will be placed in the BOTH position. At the Aircraft Commander’s discretion, the handle may be placed in the FORWARD-BOTH/AFT-SELF. Factors such as aircrew experience, aircrew proficiency, and mission type should be considered. While non-aircrew are occupying the back seat, the handle will be placed in the FORWARD-BOTH/AFT-SELF setting.

(2) SNFOs shall be properly strapped into their seats prior to engine start.

(3) Ejection seat and MDC firing handle pins shall be removed prior to taxiing the aircraft and shall be stowed in the map case.

(4) The ejection seat and MDC firing handle pins shall be replaced prior to exiting the aircraft upon shutdown. Aircrew are solely responsible for the placement of the ejection seat and MDC firing handle pins.

(5) Ejection seats shall be armed prior to crossing the hold short and shall remain armed until the aircraft has cleared all active runways to return to the line area.

(6) Whenever both seats in the T-45C are occupied, ejection seats shall be armed and de-armed together with an ICS report and acknowledgment.

d. Canopy procedures:

(1) Prior to taxi, the canopy shall be fully closed. Aircrew shall confirm this action via the ICS.

(2) Ground personnel shall not open or close the canopy from outside the aircraft while the engine is running.

(3) Prior to opening or closing the canopy both aircrew will acknowledge impending canopy movements over the ICS.

e. FOD prevention requirements:

(1) Pens or pencils shall be of a one-piece design without caps, and shall be attached with a lanyard. Government issued Skilcraft black ballpoint pens are specifically prohibited from use in the cockpit due to their shoddy construction and high FOD potential.

(2) Charts, flying publications, and flight gloves should be placed in the storage compartment until required. Soft visor covers shall be removed from helmets and stowed before engine start.

(3) While on cross-country flights, aircrew shall ensure that at RON locations the canopy is closed and locked, landing gear, tailhook, and emergency nose landing gear pins are installed,
engine inlet covers, tailpipe covers, ejection seat headbox covers, and pitot tube covers are used. During hot weather canopies may be left open during fuel stops of reasonable duration.

(4) No persons other than authorized aircrew and maintenance personnel may sit in the aircraft.

(5) All aircrew individual gear and personal belongings will be carried by aircrew or placed directly in the cockpit; At no time may any gear be placed on any external aircraft surface. Items placed in the cockpit aft of the windscreen will be placed below the canopy rail prior to engine start, to include removal from the grab handle or canopy rail itself.

f. Leg garter and ejection seat restraint cockpit placement restrictions: when preparing to exit the aircraft, all aircrew shall ensure leg garter, lap belt, and shoulder harness Koch fittings are placed such that they do not interfere with flight controls, ejection seat controls & linkages, or any other cockpit switch or control. Particular care must be taken to ensure left leg restraints do not interfere with throttle range of motion towards Idle and off.

g. Both aircrew shall ensure all covers are removed and panels are closed prior to man up. All aircrew shall visually sight check that all six landing gear/arresting hook safety pins are properly removed and stowed prior to beginning their pre-flight inspection.

312. Minimum Altitudes

a. The minimum altitude to begin OCF/Departure training is 20,000’ AGL.

b. OCF/Departure recoveries shall be initiated prior to reaching 15,000’ AGL. Stalls and slow flight recoveries shall be complete prior to reaching 10,000’ AGL.

c. With the exception of tactical turns and air to surface dives/pops, all aerobatic maneuvers(BFM), shall be performed above 10,000 ft AGL.

313. Low Level Operations

a. Aircrew are responsible for checking the Bird/Animal Aircraft Strike Hazard (BASH) predictions at www.usahas.com for their planned route of flight and ensuring the VR/IR route is scheduled for specific use. BASH condition should be checked/updated one hour prior to take-off and an assessment made based on NEXRAD activity if available. The decision to exit the route early will be at the discretion of the mission commander if at any time they deem continued operations on the route to be unsafe.

(1) BASH LOW: No action required. Exercise caution.

(2) BASH MOD: No action required. Exercise elevated caution and lookout.
(3) BASH SEVERE: Do not fly specified segment of route.

314. **Break Airspeed.** Maximum airspeed in the break is 350 KIAS, or as further directed by local airfield procedures.

315. **Functional Check Flights.** Only T-45 NATOPS qualified aircrew may occupy the rear cockpit of a T-45 during FCF flights.

316. **Aircraft Overstress.** Accelerometer readings at the time of the overstress shall be reported to Maintenance Control and the CO as soon as possible after recovery. Recovery will be a straight-in full stop.

317. **Guard Frequency.** Guard Frequency will be monitored at all times (normally on COMM 2), but may be deselected as necessary to prevent interference with safety-of-flight communications. Guard should be re-selected as soon as communications permit.

318. **Cameras/Photography.**

   a. Aircrew will not take photos or video while airborne without the approval of the Commanding Officer. This approval may be delegated to the XO and OPS-O at the CO’s discretion.

319. **Electronic Kneeboard (EKB)**

   a. T-45 Instructor pilots (IPs), Instructor Naval Flight Officers (INFOs), Contract pilots and Instructors-Under-Training (IUTs) are authorized to use personal electronic tablets as an electronic kneeboard (EKB) while airborne in accordance with reference (o). SNFO’s and IMT’s are not authorized to utilize an EKB while in the aircraft.

   b. Limitations and restrictions to use of EKBs:

      (1) Tablets must be in positive control at all times. A tablet, when used as an EKB, shall be secured to either thigh, with a leg strap, or stowed during all phases of flight. Commercial Off-the-Shelf (COTS) leg straps are authorized provided the tablet does not interfere with flight control movement or otherwise inhibit safe flight of the aircraft.

      (2) EKBs are not authorized for use as an aircraft position or attitude reference, or otherwise substitute for aircraft flight instruments. EKBs may augment but not substitute for safety of flight publications (e.g. NATOPS Pocket Checklist), which all aircrew must still carry in hard copy. EKBs may serve as the primary source of FLIP documents (approach plates, charts, etc.), if and only if each aircraft has a complete alternate source.

      (3) All IPs, INFOs, and IUTs shall ensure that their electronic flight publications are up to date and that their device is in good working condition prior to use.
(4) Additional limitations and restrictions are outlined in reference (o). All aircrew shall be familiar and abide with the most current IFC, including an understanding and adherence to all listed Notes-Cautions-Warnings prior to in-flight device utilization.
JACK EDWARDS AIRFIELD QUICK REFERENCE & PROCEDURES

A 01 Basics
a. 19nm West of Sherman Field
b. Runway 9/27 – 6962x100 with a published ILS/LOC to runway 27
c. Left traffic for both 9 and 27
d. GULF AIR CENTER (877-548-5324) has the government contract for fuel.

A 02. Ground rules
a. Plan on a straight in approach or a 250 knot overhead/turn to downwind at 1,500’, then 1,000’ on downwind.
b. Max of 2 ship for the overhead.
c. No practice approaches or landings; full stops only.
d. Single or 7 second interval take offs only.
e. Contact Pensacola Approach (124.55) on the ground for clearance and expect a void time for departure allowing you to enter IMC in controlled airspace prior to contacting ATC airborne. VFR departures allowed if VMC can be maintained until cleared by Pensacola Approach (270.8).
f. No practice precautionary approaches or other dynamic/unpredictable maneuvers.

A 03. Advantages
a. Familiarize aircrew with non-towered operations.
b. Increase aircrew comfort level for KJKA as a divert.
c. Minimize time between events for out and ins to W-155 and the Hawk 4 MOA. Potentially allowing jets to RTB earlier than the scheduled land time, thus allowing maintenance more time to work on the jet.

A 04. Concerns
a. Non-towered airfield.
b. CTAF operations with a high volume of civilian traffic
c. Ground crew has limited experience with T-45s

A 05. Procedure References