



DEPARTMENT OF THE NAVY

COMMANDING OFFICER
TRARON EIGHT SIX
390 SAN CARLOS RD SUITE G
PENSACOLA FLORIDA 32508-5503

IN REPLY REFER TO

TRARONEIGHTSIXINST 3710.1AC
N3
3 1 MAR 2015

TRARON EIGHT SIX INSTRUCTION 3710.1AC

From: Commanding Officer, Training Squadron EIGHT SIX

Subj: STANDARD OPERATING PROCEDURES (SOP)

Ref: (a) OPNAVINST 3710.7U
(b) CNATRAININST 1500.4H
(c) CNATRAININST 3710.2U
(d) CNATRAININST 3710.8K
(e) CNATRAININST 3710.13G
(f) CNATRAININST 6410.2A
(g) NAVAIR A1-T45AC-NFM-000
(h) COMTRAWINGSIXINST 3710.1Q
(i) COMTRAWINGSIXINST 3710.17H
(j) COMTRAWINGSIXINST 3740.2R
(k) NASPINST 3722.1X
(l) TRARONEIGHTSIXINST 5400.1M
(m) TRARONEIGHTSIXNOTE 3740
(n) COMTRAWINGONEINST 3710.7U & COMTRAWINGTWOINST 3710.7S

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 3710.1AB

3. General. This instruction is written to supplement references (a) through (n) 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.

31 MAR 2015

4. Action. All personnel, including Reserve, Associate, and Contract employees, operating VT-86 aircraft shall comply with the contents of this instruction.



W. P. DONNELLY

Distribution:

Electronic only, via VT-86 Website:

<https://www.cnatra.Navy.mil/tw6/vt86/Instructions>

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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 (n), 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, an Emergency Data Sheet shall be on file with Admin. This requirement exists for 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 advancing X's or three flights during one crew day.

b. 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.

c. A minimum of 12 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. After six consecutive scheduled days, students shall receive one day off.

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

202. Pre-Flight Brief. All personnel in the flight shall be present at the flight brief unless specifically waived by the CO, XO, or OPSO for scheduling purposes. 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 should 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:

(1) Observers must be on the Wing 'Cleared To Fly' list (COMTRAWINGSIXNOTE 3710), approved to fly in the T-45, and have a current flight physical examination.

d. Maintenance Functional Check Flights (FCF) shall be approved by the CO. In the absence of the CO, the XO or OPS-O may authorize the FCF. Additionally, FCFs shall be executed per reference (h).

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 Virtual Mission Training System (VMTS) Removable Memory Module (RMM) storage devices. Inventory of RMMs shall be conducted prior to and upon completion of flight operations. During flight operations, RMMs shall be stored in the Ready Room. Aircrew shall check-out RMMs and a log denoting check out time, return time, RMM number, aircrew name, and aircraft assigned shall be maintained. Upon completion of flight operations, RMMs shall be secured in the VMTS Integrated Ground Station (IGS) room (S-207) and the room shall be locked. The CDO may delegate all inventory responsibilities to the Squadron

Duty Officer (SDO) but remains accountable for their inventory and security.

g. All squadron aircraft shall notify the CDO when leaving the VT-86 line by calling "Base, ROKT XXX outbound, side XXX" and either "local" or the destination airfield if not NAS Pensacola. Upon return to the line, report "Base, ROKT XXX on deck." If in section only the flight lead will make the call to base. If aircraft are in an "up" status, no further comment is required. Any maintenance issues shall be communicated by the aircraft with the issue.

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

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.

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

c. The cross-country request form, TRARONEIGHTSIX 1320.1P (Encl 2), 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, SOAR requirements, obtaining PPR's where required, forecasted weather, and all necessary aircraft servicing. OCONUS cross-countries must be approved by CNATRA/NAVAIR 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) 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. In no case will the flight be planned to terminate later than 2400 local time or in excess of crew day requirements per reference (h).

f. Authorized airfields for VT-86 aircraft shall be per references (c) and (h).

(1) If a landing, parking, or overnight fee is required at destination; prior command approval is required.

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 final destination 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 CST. For those that depart NPA 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. All cross-country flights will be planned to arrive at NAS Pensacola as scheduled unless prior arrangement has been made with the OPS-O and CDO.

k. Cross-country flights will proceed as approved on the CROSS-COUNTRY FLIGHT REQUEST. Deviations from this approved request, such as addition of a flight leg, deletion of a flight leg or change of destination, will require prior approval of the OPS-O. This paragraph should not be construed as restricting in-flight deviations to an alternate or another suitable airfield in the event the instructor deems the deviation necessary for the safety of the aircraft and crew. This includes early departures from a field to avoid being "weathered-in." Any deviation shall be reported to the CDO immediately.

206. Static Displays

a. Approval authority is per reference (h).

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 (h) and (g).

207. Airsickness

a. A student who becomes airsick shall be managed per reference (f). Airsickness binders are located at the CDO desk for reference and action.

208. Severe Weather

a. VT-86 aircraft shall not file or fly into areas covered by Aviation Severe Weather Watch Bulletins, Military Aviation Weather Warnings, CNATRA Aviation Weather Warnings or active SIGMETs, unless the criteria listed in reference (h) are met and a waiver is granted from the CO.

b. Turbulence. 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.

CHAPTER THREE

T-45C AIRCRAFT PROCEDURES

300. General Aircrew Training and Qualifications

a. Maintenance of aircrew qualifications is the responsibility of the individual aircrew. Reference (m) 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. If T-45 Pilot currency is lost the following requirements must be fulfilled to regain it:

Days since last sortie	Pilot Requirement(s)
16-30 days	-Immediate Action procedures exam. -First flight shall be day/VMC departure and recovery and is limited to Contact, Fam, 1 st block STK, CAS support, or AWI Approach/Stern Conversion instructional sortie. -A backseat flight with qualified and current pilot can take place of the instructional sortie.
31-60 days	-Immediate Action procedures exam. -T-45C EP simulator or day VMC Contact/Familiarization flight with NATOPS qualified aircrew.
61-90 days	-Immediate Action procedures exam. -T-45C EP simulator. -Proficiency flight with a 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 warm-up flight with a NATOPS instructor or Assistant NATOPS instructor.

b. Per reference (g), pilots who have more than 45 hours in the T-45C are considered current in the aircraft series, provided they continue to satisfy the following requirements:

(1) Have satisfactorily completed the ground phase of the NATOPS evaluation check, including OFT/Written/Oral Examination/Emergency Procedures check, if available; and have completed a NATOPS evaluation check with a grade of Conditionally Qualified, or better, within the past 12 months.

(2) Have flown ten hours in aircraft and made five take-offs and landings in model aircraft within the last 90 days.

(3) Are considered qualified by the CO of the unit having custody of the aircraft.

(4) If these requirements are not maintained, see reference (g) for currency renewal requirements.

c. NFO's must fly at least one sortie every 20 calendar days. If T-45 NFO currency is lost the following requirements must be fulfilled to regain it:

Days since last sortie	NFO Requirement(s)
21-30 days	-Immediate Action procedures exam
31-89 days	-Immediate Action procedures exam -T-45C EP simulator -T-45C NATOPS open book exam
>90 days	-Immediate Action procedures exam -T-45C EP simulator -T-45C NATOPS open book exam -T-45C NATOPS closed book exam

d. 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.

e. Aircrew syllabus currency flights shall be executed in compliance with CNATRAINST 1550.61B and CNATRAINST 3710.13G.

f. T-45 Instructor Pilots shall conduct Roll-and-Go landings on a quarterly basis and annotate their completion on the applicable flight NAVFLIR in the remarks section for tracking purposes. This shall also be tracked on aircrew R&I cards. Roll-and-Go procedures will be executed from a normal full flap/slat landing. The aircraft will be allowed to decelerate to 100 KIAS or until 4000' of runway remain, whichever comes first, upon which the 'Go Around' will be executed.

g. T-45 Instructor Pilots shall conduct practice precautionary approaches on a quarterly basis and annotate their completion on the applicable flight NAVFLIR in the remarks section for tracking purposes. This shall also be tracked on aircrew R&I cards.

h. All T-45 NATOPS qualified aircrew shall conduct T-45C EP simulators on a quarterly basis. An annual NATOPS check event covers the EP simulator requirement for the respective quarter.

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 (i) 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.

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.

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. Minimum fuel shall be declared whenever the estimated usable fuel at the point of landing will be less than 500 lbs but equal to or greater than 400 lbs.

c. Emergency fuel shall be declared, with fuel remaining in minutes, whenever the estimated usable fuel remaining at the point of landing will be less than 400 lbs.

305. Weather Requirements

a. Flights shall be planned to circumvent areas of forecast atmospheric icing and thunderstorm conditions.

(1) If icing conditions are encountered, the T-45 aircraft shall not be operated in such conditions except as may be required to transit or exit the icing conditions in the minimum time necessary.

306. Minimum Runway Length

a. Minimum T-45 runway length is 6000'.

307. Taxi

a. T-45C aircraft will taxi per reference (g) and (h). Additionally, formation taxi interval shall be a minimum of 150', staggered from taxiway centerline, or a minimum of 300' on taxiway centerline.

308. Section Formation Flights

a. Section formation flights in the T-45C will be per reference (h), 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. 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.

c. The standard section recovery will be a 2-second interval break. Fan breaks may be utilized at the flight lead's discretion. All aircraft will land centerline and transition to the inboard side once below 100 KIAS and checked for good brakes.

309. 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 at the hold short. 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.

b. The standard division recovery will be a 2-second interval break. All aircraft will land on centerline and proceed to the end of the runway transitioning to the inboard once below 100 KIAS and checked for good brakes. Diamond breaks are not authorized.

310. Safety

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

(1) Abort criteria. A low-speed abort is defined as a take-off abort at less than the calculated line speed. Below line speed, 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 calculated line speed. 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.

(2) Do not initiate any checklist items or change aircraft configuration (other than speed brakes) until clear of the active runway. The following minimum airspeeds shall be used to monitor sufficient deceleration during full-stop landings:

100 KIAS	@	5000' runway remaining
80 KIAS	@	4000' runway remaining
60 KIAS	@	3000' runway remaining

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.

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

c. The following are ejection seat and safety pin requirements/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) Both aircraft occupants shall be properly strapped in 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 is 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 shall be briefed and executed via the following:

(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, an ICS report and acknowledgment shall take place.

e. FOD consideration shall be briefed and executed via the following:

(1) Pens or pencils shall be of a one-piece design, no caps, to minimize FOD and shall be attached with a lanyard. Remove all plastic clips from the kneeboard clipboard.

(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 the canopy is closed and locked when away from the aircraft with landing gear and tailhook pins installed. Canopies shall be permitted to be open during hot weather but are limited to no more than six inches of opening. If aircraft are remaining overnight, the additional use of the engine inlet covers, tailpipe covers, ejection seat headbox covers, pitot tube cover, and the emergency nose landing gear pin is mandatory.

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

(5) All personal belongings to include flight bags, helmet bags, and any other personal items will be retained on

your person at all times unless placed within the cockpit that individual will occupy. At no time will any gear be placed on any external aircraft surface.

311. 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. All aerobatic maneuvers, unusual attitudes and formation cruise maneuvering, with the exception of formation tactical turns, target attacks and wing dips to see low level points, shall be performed above 10,000 ft AGL.

312. Low Level Operations

a. T-45 aircrew shall be familiar with the TW-6 and VT-86 SOPs concerning LL operations.

b. Aircrew are responsible for checking the BASH via www.usahas.com 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 flight lead or "Pilot-in-Command" 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. Elevated caution.

(3) BASH SEVERE: Do not fly specified segment of route.

313. Overhead Airspeed

a. Due to aircraft flight characteristics aircrew shall maintain 250 knots until descending to the overhead altitude. Maximum airspeed in the break is 350 KIAS or as restricted per the Air Operations Manual.

314. Functional Check Flights

a. Only T-45 NATOPS qualified aircrew may occupy the rear cockpit of a T-45 during FCF flights.

315. Aircraft Overstress

a. 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.

316. Guard Frequency

a. Guard Frequency will be monitored at all times on COMM 2, but will be deselected as necessary to prevent interference with safety-of-flight communications.

317. IR-37/40 DeSoto MOA Deconfliction

a. Due to ATC being unable to provide separation for aircraft transiting active MOAs on IR routes, the following procedures apply:

a. All aircraft will make a call in the blind on MOA common, 228.85, prior to transiting the MOA.

(1) If the MOA is cold during the time of transit, aircraft will be provided separation by ATC and may transit the MOA under IFR control.

(2) If the MOA is active, aircraft will still be permitted to transit the MOA by ATC, but MARSAs are in effect while operating in the MOA. This will require real time deconfliction by aircrew and transit aircraft must maintain VMC during the time of transit.

(3) If IMC and unable to deconflict the airspace, aircrew may elect to transit the MOA at a different altitude or remain outside of the MOA airspace for safety considerations while coordinating with ATC.

b. To confirm the status of the MOA, aircrew may call the GPT CRTIC prior to launch at 228-214-6053/6054.

318. Cameras/Photography

a. Aircrew will not take photos or video while airborne without the approval of the Commanding Officer.

TRARONEIGHTSIXINST 3710.1AC
31 March 2015