# 14TH FTW
# T-6 In-Flight Guide

**USE CBM ALTIMETER**
LOW 8,000 – 14,000' MSL
HIGH 16,000 – 22,000' MSL

| ALTIMETER | TOP |
|---|---|
| ≥ 29.92 | 22,000' MSL |
| 29.91 TO 28.92 | 21,000' MSL |
| 28.91 TO 27.92 | 20,000' MSL |

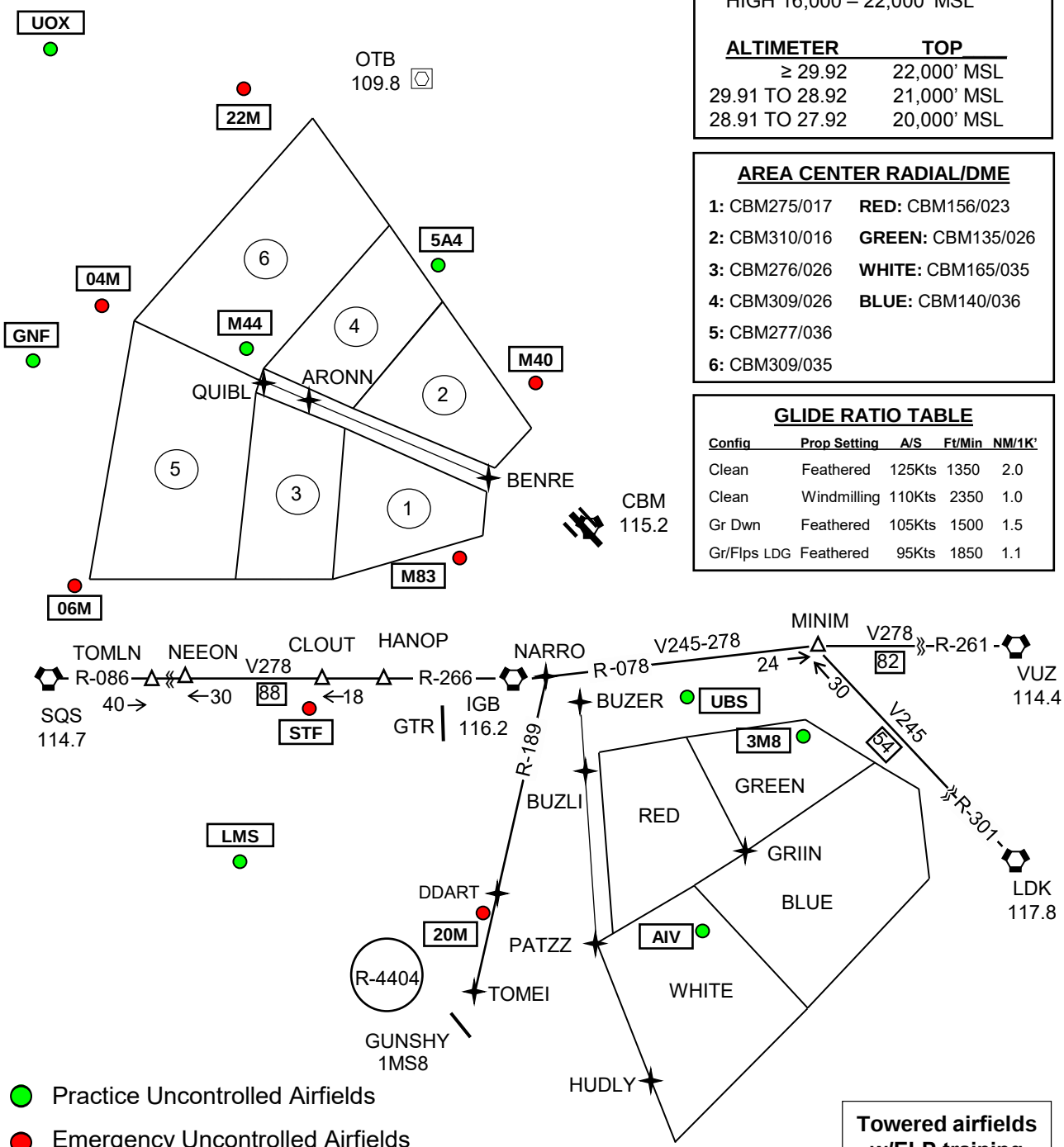
**AREA CENTER RADIAL/DME**

**1:** CBM275/017
**2:** CBM310/016
**3:** CBM276/026
**4:** CBM309/026
**5:** CBM277/036
**6:** CBM309/035

**RED:** CBM156/023
**GREEN:** CBM135/026
**WHITE:** CBM165/035
**BLUE:** CBM140/036

**GLIDE RATIO TABLE**

| Config | Prop Setting | A/S | Ft/Min | NM/1K' |
|---|---|---|---|---|
| Clean | Feathered | 125Kts | 1350 | 2.0 |
| Clean | Windmilling | 110Kts | 2350 | 1.0 |
| Gr Dwn | Feathered | 105Kts | 1500 | 1.5 |
| Gr/Flps LDG | Feathered | 95Kts | 1850 | 1.1 |




Practice Uncontrolled Airfields

Emergency Uncontrolled Airfields

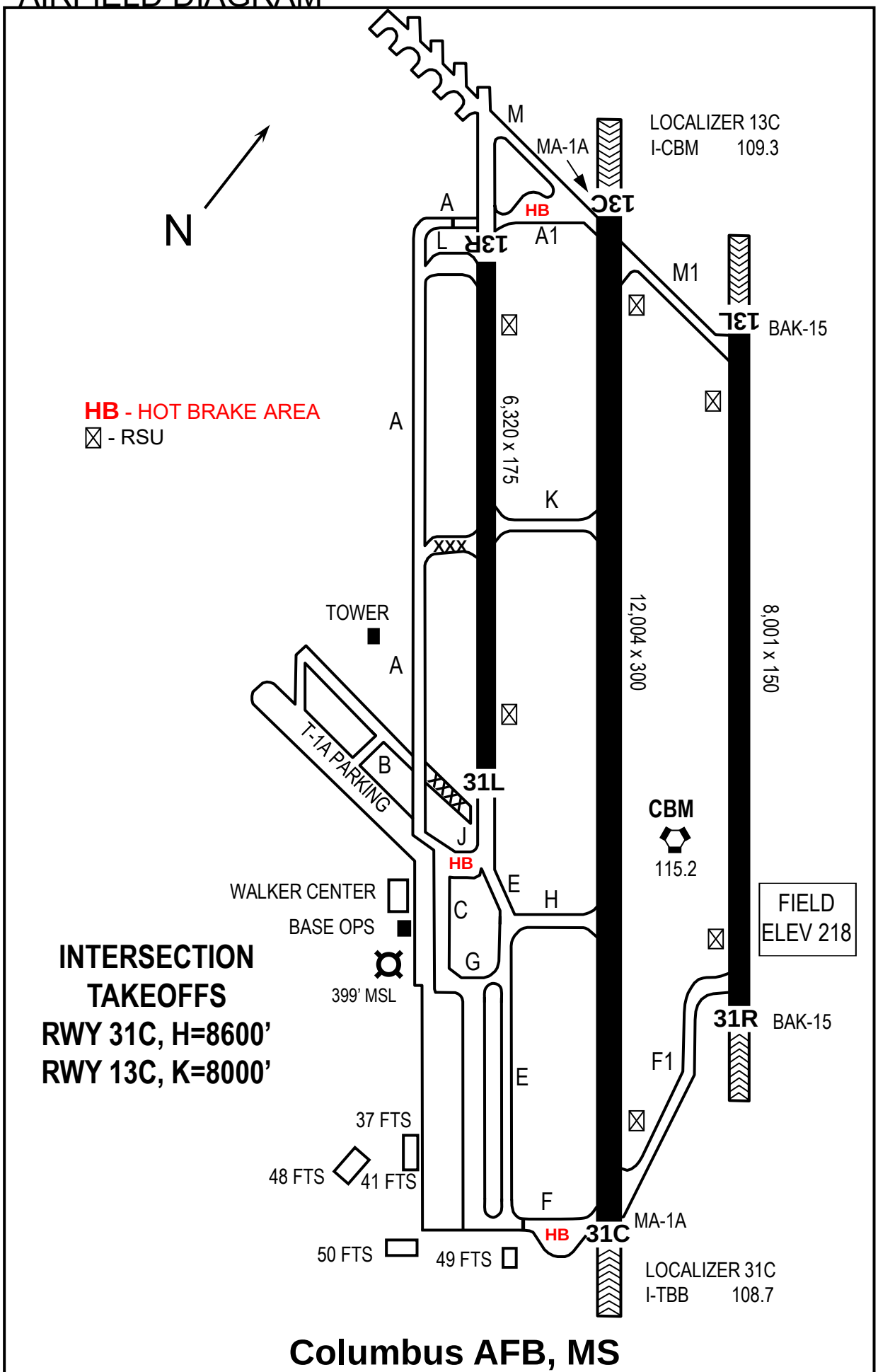
**Towered airfields w/ELP training agreement**

GTR GWO
TCL TUP

| Color | Section |
|---|---|
| Blue | Administration |
| Yellow | Instrument Procedures |
| Green | VFR Procedures |
| White | Mission Planning / Briefing Guides |
| Pink | Abnormal Procedures |
| Brown | VFR Radar Out Procedures |

**July 2020**

# AIRFIELD DIAGRAM




## Columbus AFB, MS

# LIST OF EFFECTIVE PAGES

Dates of issue for original and changed pages are:

Original ..... 0 ..... 10 July 2020

Total number of pages in the IFG is 76, consisting of the following:

| Page No. | *Change No. | Page No. | *Change No. |
|---|---|---|---|
| Cover | 0 | 33 | 0 |
| i | 0 | 34 | 0 |
| ii | 0 | 35 | 0 |
| iii | 0 | 36 | 0 |
| iv | 0 | 37 | 0 |
| v | 0 | 38 | 0 |
| 1 | 0 | 39 | 0 |
| 2 | 0 | 40 | 0 |
| 3 | 0 | 41 | 0 |
| 4 | 0 | 42 | 0 |
| 5 | 0 | 43 | 0 |
| 6 | 0 | 44 | 0 |
| 7 | 0 | 45 | 0 |
| 8 | 0 | 46 | 0 |
| 9 | 0 | 47 | 0 |
| 10 | 0 | 48 | 0 |
| 11 | 0 | 49 | 0 |
| 12 | 0 | 50 | 0 |
| 13 | 0 | 51 | 0 |
| 14 | 0 | 52 | 0 |
| 15 | 0 | 53 | 0 |
| 16 | 0 | 54 | 0 |
| 17 | 0 | 55 | 0 |
| 18 | 0 | 56 | 0 |
| 19 | 0 | 57 | 0 |
| 20 | 0 | 58 | 0 |
| 21 | 0 | 59 | 0 |
| 22 | 0 | 60 | 0 |
| 23 | 0 | 61 | 0 |
| 24 | 0 | 62 | 0 |
| 25 | 0 | 63 | 0 |
| 26 | 0 | 64 | 0 |
| 27 | 0 | 65 | 0 |
| 28 | 0 | 66 | 0 |
| 29 | 0 | 67 | 0 |
| 30 | 0 | 68 | 0 |
| 31 | 0 | 69 | 0 |
| 32 | 0 | 70 | 0 |

*Zero in this column indicates an original page

# IN-FLIGHT GUIDE CHANGES

Recommended changes, additions, and / or deletions to this IFG will be submitted to 14 OG/OGV (x7570/7558) for coordination and approval.

Annotate In-Flight Guide Changes Below

| | FCIF / Chg # | Pages Affected | Date | Initials |
|---|---|---|---|---|
| 1. | FCIF 21-08 | iii, iv,16 | 1 Feb 21 | BDZ |
| 2. | | | | |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |

# INDEX

# PHONE NUMBERS

**Columbus AFB Numbers (DSN 742-XXXX / Comm 662-434-XXXX)**

| | |
|---|---|
| T-6 Duty Desk | 7666 / 7667 / 7668 |
| T-6 OGV Rep | 7558 / 7570 |
| 14 FTW Command Post | 7020 / 7021 / 6081 or 800-982-4258 |
| Maintenance Control | 2900 |
| Maintenance Debrief | 7582 / 7591 (Fax: 7299) |
| CBM Weather | 2970 / 2992 |
| CBM Base Operations | 2861 / 2998 (Fax: 1251) |
| Wing Safety | 2842 / 2522 / 2525 (Cell: 662-352-9299) |
| SOF | 2063 / 7639 |
| CBM Operator | 1110 |

**Other Numbers**

| | |
|---|---|
| AIR Card | 866-308-3811 |
| CTO | 855-804-4942 |
| CTO (after hours) | 855-324-7648 |
| Time Hack | DSN 762-1401 |

| Airport | | FBO | Phone# | ASOS/ AWOS# |
|---|---|---|---|---|
| MEI | Key Field | Meridian Aviation | 601-693-7282 | 601-693-5650 |
| TUP | Tupelo | Tupelo Aviation | 662-823-4359 | 662-840-8528 |
| TCL | Tuscaloosa | Bama Air | 800-937-1716 | 205-750-8940 |
| GTR | Golden Triangle | RAS | 662-328-9312 | 662-328-7798 |
| HSV | Huntsville | Signature flight Support | 256-772-9341 | 256-772-8074 |
| BHM | Birmingham | Atlantic Aviation, East Ramp | 205-591-6830 | 205-591-6172 |
| GWO | Greenwood | Cotton Belt Aviation | 662-455-4111 | 662-453-3304 |
| JAN | Jackson | Atlantic Aviation | 601-939-9366 | 601-932-2822 |
| CHA | Chattanooga | Wilson Air East | 423-855-2227 | 423-499-5973 |

**If off-station Code 3: Call SUP & Command Post, take picture of 781 write-up and send to 14MX.MXO.XCBREAK@us.af.mil**
**Coordinate rental car with CTO & Class Flight Commander (use student's GTC)**

# FREQUENCIES / GPS FLIGHT PLANS

**COMM PRESETS**

| AGENCY | UHF | | VHF | AGENCY |
|---|---|---|---|---|
| Ground | 275.8 | **1** | 121.9 | Ground |
| Sunfish | 374.1 | **2** | 143.0 | Sunfish |
| CBM Tower | 379.925 | **3** | 126.65 | CBM Tower |
| Appch / Departure | 323.275 | **4** | 135.6 | Appch / Departure |
| Form Interplane | 264.95 | **5** | 120.95 | MEI/App/Dep |
| Gunshy | 363.65 | **6** | 140.2 | Gunshy |
| Appch / Departure | 350.3 | **7** | 126.375 | GTR ATIS |
| West Dep/Arr | 317.5 | **8** | 121.075 | West Dep/Arr |
| W Area Monitor | 349.0 | **9** | 122.9 | CTAF |
| BHM App/Dep | 269.25 | **10** | 120.15 | BHM App/Dep |
| TCL Tower | 256.7 | **11** | 126.3 | TCL Tower |
| SOF | 252.1 | **12** | 140.975 | SOF |
| Clnc Del | 269.55 | **13** | 118.77 | Tupelo Tower |
| Primary Arrival | 239.25 | **14** | 135.6 | Primary Arrival |
| CBM SFA | 307.175 | **15** | 122.7 | Gunshy CTAF |
| CBM Arrival | 307.8 | **16** | 133.25 | CBM Arrival |
| GTR Tower | 298.875 | **17** | 118.20 | GTR Tower |
| South Dep/Arr | 263.15 | **18** | 134.55 | South Dep/Arr |
| S Area Monitor | 351.95 | **19** | 122.8 | CTAF |
| CBM ATIS | 273.5 | **20** | 149.4 | Texan Ops |

**NAV PRESETS**

| CH | FREQ | NAME |
|---|---|---|
| 1 | 115.2 | CBM |
| 2 | 109.3 | CBM ILS 13C |
| 3 | 108.7 | CBM ILS 31C |
| 4 | 116.2 | IGB |
| 5 | 110.7 | GTR ILS 18 |
| 6 | 108.5 | TUP ILS 36 |
| 7 | 109.1 | TCL ILS 4 |
| 8 | 117.0 | MEI |
| 9 | 111.15 | GTR ILS 36 |
| 10 | 109.8 | OTB |

**FORMATION INTERPLANE**

| FREQ | NAME |
|---|---|
| 138.175 | STINKY |
| 138.25 | HOAX |
| 138.55 | CREEK / GRUMPY |
| 138.625 | MISFIT |
| 139.60 | FRIDAY |
| 140.50 | MOHAWK |
| 141.15 | CAMEL |
| 141.40 | PSYCHO |
| 141.60 | SPEAR |
| 143.60 | KICK |
| 149.65 | BANDIT / CORONA |
| 150.15 | STORMY |

**GPS FLIGHT PLANS**

| | | | |
|---|---|---|---|
| 1 | BENGAL | 13 | SUNFISH 13 |
| 2 | BUZZSAW | 14 | SUNFISH 31 |
| 3 | GUNSHY/PICKENS | 15 | GUNSHY 13 |
| 4 | LOCAL POINTS | 16 | GUNSHY 31 |
| 5 | CATRN | 17 | UNCONTROLLED AIRFIELDS |
| 6 | TCL | 18 | ARONN |
| 7 | TUP | 19 | OXFORD |
| 8 | MEI | 20 | VIPER (FCF ONLY) |
| 9 | GTR | 21 | VULCAN |
| 10 | GWO | 22 | WEST SECTORS |
| 11 | SR137 | 23 | |
| 12 | VR1014 | 24 | |

**T-6 MANUAL FREQUENCIES**

| FREQ | NAME |
|---|---|
| 132.825 | TCL ASOS |
| 133.525 | TUP ASOS |
| 128.5 | MEM CTR (TUP) |
| 126.475<br>291.675 | MEI ATIS |
| 120.5 | MEI APP |
| 133.975 | MEI TOWER |
| 119.975 | GWO ASOS |
| 132.5 | MEM CTR (GWO) |
| 118.35 | GWO TOWER |
| 119.4 | BHM ATIS |
| 123.8 | BHM APPR |
| 119.9 | BHM TWR |
| 121.05 | JAN ASOS |

# T-6 FLYING STATUS

Status/Category

| | |
|---|---|
| **UNRESTRICTED** | Weather and facilities permit full use of all training areas for both dual and solo missions. |
| **RESTRICTED: WITH REMARKS** | Weather and / or facilities do not permit full use of training areas, VFR patterns, or outlying instrument facilities. |
| **1. WING SOLO** | a. Minimum AGL ceiling and visibility – (2500–3).<br>b. Minimum in-flight visibility of 5 miles.<br>c. Formation solos will remain clear of clouds.<br>d. Contact solos must remain in Sunfish pattern. |
| **2. PATTERN SOLO** | a. Minimum AGL ceiling and visibility – (2500–3).<br>b. Minimum in-flight visibility of 5 miles.<br>c. Weather permits VFR pattern operations, including breakout and re-entry.<br>d. Solo students must remain in Sunfish pattern. |
| **3. DUAL** | a. Minimum AGL ceiling and visibility – (2500–3).<br>b. No student solo permitted airborne.<br>c. Weather permits VFR pattern operations, including breakout and re-entry. |
| **4. RESTRICTED OVERHEAD** | a. Minimum pattern AGL ceiling and visibility – (1500–3) (2000–3 required for LK)<br>b. Minimum AGL ceiling and visibility to enter pattern via MARBLE or STENNIS – (2100–3)<br>c. Pattern entry made via straight-in from radar termination point, initial takeoff, or closed / crosswind from the center runway.<br>d. Eight aircraft maximum in RSU pattern.<br>e. No breakouts. Pattern Straight-ins require Sup, SOF and RAPCON coordination. |
| **5. CONTACT RECOVERIES** | a. Minimum pattern AGL ceiling and visibility – (1500–3) (1600–3 over radar termination)<br>b. Plan on reporting initial for the active runway (may request straight-in from radar termination, if desired). Cancel IFR no later than radar termination.<br>c. Tower controlled pattern – Four aircraft maximum.<br>d. No breakouts or ELPs; minimize VFR patterns (3 max)<br>e. Follow twr instructions for pattern spacing. Make all pattern requests w/twr (e.g. x-wind turn & closed req) |
| **6. VFR STRAIGHT-IN** | a. Minimum AGL ceiling and visibility – (1500–3)<br>b. Minimum AGL ceiling and visibility to enter pattern via MARBLE or STENNIS – (2100–3)<br>c. Pattern entry made via straight-in from radar termination and all landings will be to a full stop. |

# T-6 FLYING STATUS (cont)

| STATUS / CATEGORY | |
|---|---|
| **7. IFR RECOVERY** | a. Minimum ceiling and visibility: Published minimums for the circling approaches to the inside runway – 13R / 31L<br>b. Fly published circling approach to circle for full-stop on the inside runway (13R / 31L). |
| **8. SLOTS** | a. Minimum ceiling and visibility: Lowest compatible approach minimums.<br>b. Plan recovery to land within designated landing window.<br>c. Plan all approaches to a full stop. Coordinate radar delays, multiple approaches and cross-country / out and backs through SUP to the SOF. |
| **9. RECALL** | a. Coordinate launches with the SOF.<br>b. Conditions necessitate an orderly recovery flow.<br>c. See page 57 for airspeeds and procedures.<br>d. The SOF will coordinate with RAPCON to recover all aircraft in the desired order (i.e. student solo first).<br>e. All aircrew request recovery from area or outlying fix. Expect delays and exercise good radio discipline. |
| **10. AREA HOLD** | a. Stop all launches.<br>b. Airborne aircraft not in the pattern follow guidance on page 57. |
| **11. T-6 Recoveries Suspended Until Further Notice** | a. Launches will continue at the discretion of the SOF.<br>b. Aircrew continue normal maneuvering until reaching BINGO+100#, then comply with AREA HOLD. |
| **12. STANDBY** | a. No local aircraft airborne.<br>b. All local flying is suspended for an indefinite period of time until conditions improve to support a better status. |
| **13. GUNSHY OPERATIONS** | a. Minimum AGL ceiling and visibility – (2500–3).<br>b. Six aircraft maximum in pattern.<br>c. Must be able to maintain VFR after canceling IFR when entering Gunshy, and be able to maintain VFR until receiving an IFR clearance when leaving. |

**14. MISCELLANEOUS PROCEDURES**

- *High Key Dept/Helicopter/Civilian/Heavy/Transient A/C*: If directed to carry straight through initial, aircrew will maintain radio silence and not call “break point straight through.” Aircrew will turn x-wind at departure end unless instructed otherwise (e.g. 1mi past for Hi Key Departure).
- *Alternates*: Alternate fuels are only included on ATIS if they differ from the standard fuel requirements in the In-Flight Guide
- T-6s must have SOF approval to fly center runway approaches. (*except slots)

# RUNWAY CHANGE PROCEDURES / ITS

**RUNWAY CHANGE PROCEDURES**

PRIOR TO RUNWAY CHANGE

15 MIN ------ Solos with less than 600 # directed to FULL STOP.

10 MIN ------ Aircraft with less than 500 # (300 # if GTR is open) FULL STOP or depart the pattern.

05 MIN ------ No RADAR entries to VFR pattern. No pitchouts except for FULL STOPS. No high key.

00 MIN ------ Sunfish directs aircraft in pattern to climb and maintain 2200' MSL. Depart pattern on the turn to downwind and execute VFR re-entry procedures for new runway.

NOTE: TIMES ARE FOR MISSION PLANNING ONLY. ACCOMPLISH ONLY WHEN DIRECTED BY THE RSU / TOWER.

**INDEX OF THERMAL STRESS (ITS) RESTRICTIONS**

CAUTION ZONE:

1. IP accomplishes exterior inspection on spare aircraft.
2. Solo students may accomplish a second exterior inspection if physically fit. Consider waiting in the line shack if spare aircraft is not ready.
3. Limit ground ops to 90 minutes (time outside air-conditioned environment).
4. Avoid exercise four hours prior to takeoff.

DANGER ZONE: (In addition to CAUTION restrictions)

1. Ground operations limited to 45 minutes (time outside air-conditioned environment).
2. Maximum of one spare (two exterior inspections) on initial dual sorties under DANGER. On subsequent dual sorties, if exterior inspection has already been accomplished, no spare is authorized.
3. Solo students are authorized only one exterior inspection per sortie.
4. Wait in the line shack if spare aircraft is not ready.
5. Minimum recovery time between flights is two hours (landing time to next takeoff time) if BOTH landing and takeoff are under ITS DANGER.
   **Note: Does not apply to C4401/C4402 sorties (ALP initial solo).**

**When the ITS Reference Value is over 115 °F (42 °C), **DANGER PLUS**, consider limiting or canceling non-essential flight operations, as the thermal stress constitutes a serious drain on physiological reserves.

NOTE: Be alert for symptoms of heat stress and drink plenty of caffeine-free liquids.

**WIND CHILL RESTRICTIONS**

CAUTION ZONE:

1. Ground ops limited to 30 minutes (time outside heated environment).

NOTE: When wind chill exceeds -20° F, flights require OG/CC approval. Be alert for symptoms of hypothermia.

# 11-2T-6V3 RESTRICTIONS

## OPERATING RESTRICTIONS

**4.1. General.** Table 4.1 will assist the pilot in determining the minimum systems required for takeoff. Aircraft status is determined according to AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting,* and any applicable supplement.

**Table 4.1. Operating Restrictions (Excluding FCF).**

| ITEM | A | B | | D |
|---|---|---|---|---|
| | | May I fly this aircraft in | | |
| | Inoperative System or Condition | Day VMC Local (Dual)? | Day VMC Local (Solo)? | IMC, Night, or Cross-Country/O&B (Dual/Solo)? |
| 1 | Navigation lights | Yes | Yes | Yes (note 1) |
| | | | | |
| 2 | Landing and taxi lights | Yes (note 2) | Yes (note 2) | Yes (note 2) |
| 3 | Anticollision strobe | No | No | No |
| 4 | VHF navigation | Yes | Yes | No |
| 5 | Transponder | Yes (note 3) | Yes (note 3,4) | No (note 4) |
| 6 | GPS | Yes (note 5) | Yes (note 4,5) | No |
| 7 | Trim aid device | Yes | Yes (note 4) | Yes (note 4) |
| 8 | Traffic Avoidance System | Yes | Yes (note 4) | Yes (note 4) |
| 9 | UHF comm | No | No | No |
| 10 | VHF comm | Yes | Yes | No |
| 11 | FDR MAINT or FAIL Light Illuminated | No | No | Yes (note 6) |

**Notes:**
1. Acceptable for daytime flight.
2. Acceptable for daytime flight if either landing or taxi light is operational.
3. Acceptable for flight on pattern-only missions at the home field with ATC approval.
4. Acceptable when solo is a rated pilot.
5. Acceptable for local missions other than low-level navigation.
6. If no-over G is suspected, a one-time flight back to home station (to include intermediate stops for refueling) may be authorized with OG/CC and home station maintenance concurrence. Do not plan to fly any unnecessary increased-G maneuvers with an inoperative IDARS.

**LEGEND:**
Dual –Both cockpits occupied
Solo –Front cockpit only occupied
Yes – Aircraft is acceptable for flight
No – Aircraft is not acceptable for flight

**4.2. Factors to Consider for Aircraft Malfunctions.** Once airborne, aircraft commanders must weigh all pertinent factors when deciding whether to continue or to abort a sortie for an aircraft malfunction. Factors to consider include student mission requirements and weather conditions at the home base and divert base. Solo students will contact the RSU controller (if in the pattern) or the SOF (if outside the pattern) for instructions.

**Note: Missions originating from the home base should not normally depart for enroute stops with a known malfunction**

# RESTRICTIONS / SUNFISH PROCEDURES

## T-6 FORMATION RESTRICTIONS

| TAKEOFF | WEATHER | MAXIMUM X-WIND |
|---|---|---|
| Wing Takeoff | Highest of Circling Mins or 500–1 ½<br>No Ice/Slush/Snow or Standing Water*<br>*13C/31C ONLY - wing takeoffs permitted when s.w. outside qtrs only | 15 Knots |
| Interval Takeoff | 1500 – 3 | 25 Knots |
| Wing Approach | Highest of 500–1 ½ or approach mins | N/A |

- No wing landings
- Minimum runway width is 150' for formation wing takeoffs (does not apply to interval takeoffs)
- No formation low approaches < 100' AGL (< 300' AGL for chase aircraft)
- No night formation

## SUNFISH PROCEDURES (If TO/LDG on center runway)

TAXI OUT (13C): Monitor CH 2 (Sunfish) approaching Taxiway L until across Rwy 13R. A traffic light located on the opposite side of runway is available for minimum communications. After receiving a green light, pilots will visually clear final before crossing the active runway.

AFTER LANDING (31C): Hold short of the VFR Hold Line, north end of the inside runway. Monitor CH 2 (Sunfish) and await clearance to cross from Sunfish. Once clear of 31L taxi to park via Taxiway A and check in with CH 1 (Ground Control).

## TIRE WEAR CRITERIA

Aircrew will not accept an aircraft that exceeds the tire limit criteria. The aircraft commander may request a tire change before reaching the criteria listed below when anticipating heavy tire usage. Do not accept an aircraft with:

MAIN GEAR – **Local**: Red cord visible **O+B/XC**: ANY cords visible
NOSE GEAR – **Local**: Worn to bottom of tread groove **O+B/XC**: Insufficient tread grooves for the time off station.

# WEST PROFILES

**RADAR REQUIRED**

**CENTER RADIAL/DME**

**1:** CBM275/017

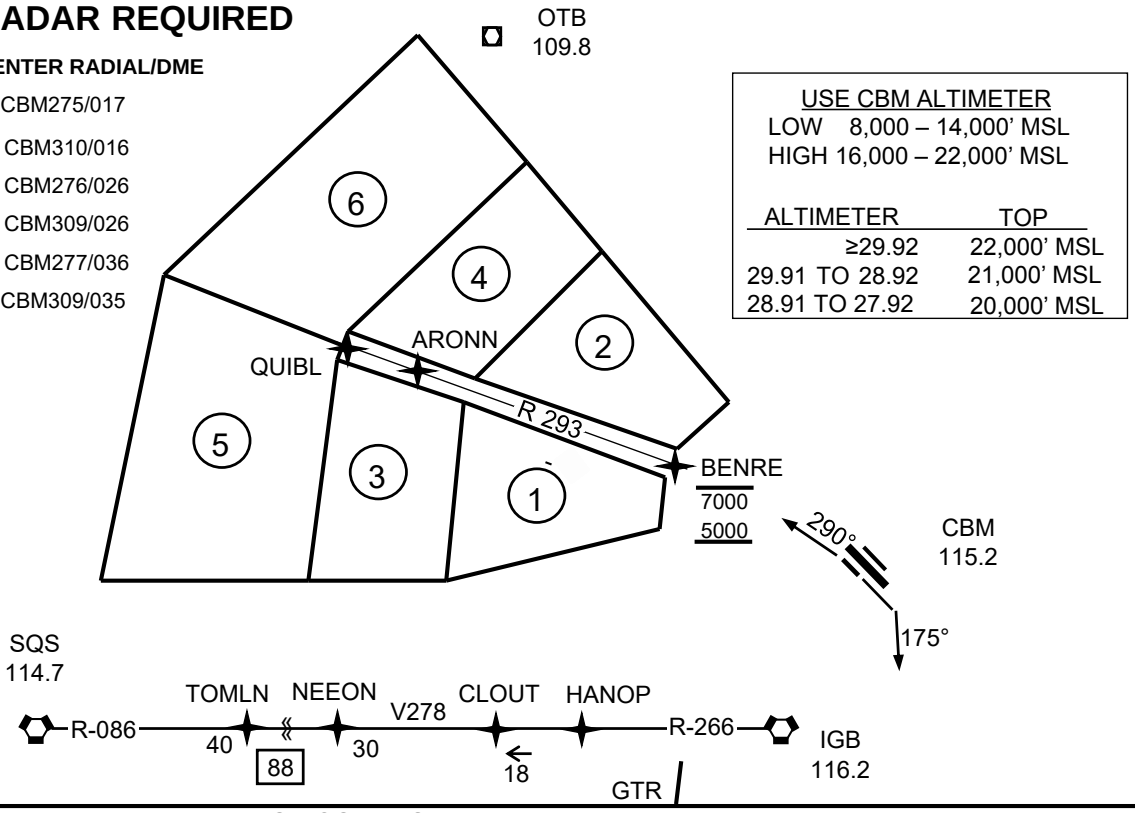
**2:** CBM310/016

**3:** CBM276/026

**4:** CBM309/026

**5:** CBM277/036

**6:** CBM309/035




USE CBM ALTIMETER
LOW 8,000 – 14,000' MSL
HIGH 16,000 – 22,000' MSL

| ALTIMETER | TOP |
|---|---|
| ≥29.92 | 22,000' MSL |
| 29.91 TO 28.92 | 21,000' MSL |
| 28.91 TO 27.92 | 20,000' MSL |

**VFR (RSU CONTROLLED) PATTERN DEPARTURE PROCEDURES**

**RUNWAY 31L**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM ALERT RAMP, TURN LEFT HEADING 290°. WHEN CLEAR OF INSIDE DOWNWIND BEGIN CLIMB. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM DEPARTURE END OF 13C BEGIN CLIMB. CROSSING HWY 45 TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL PROCEED WITH ASSIGNED PROFILE.

**IFR (TOWER CONTROLLED) DEPARTURE PROCEDURES**

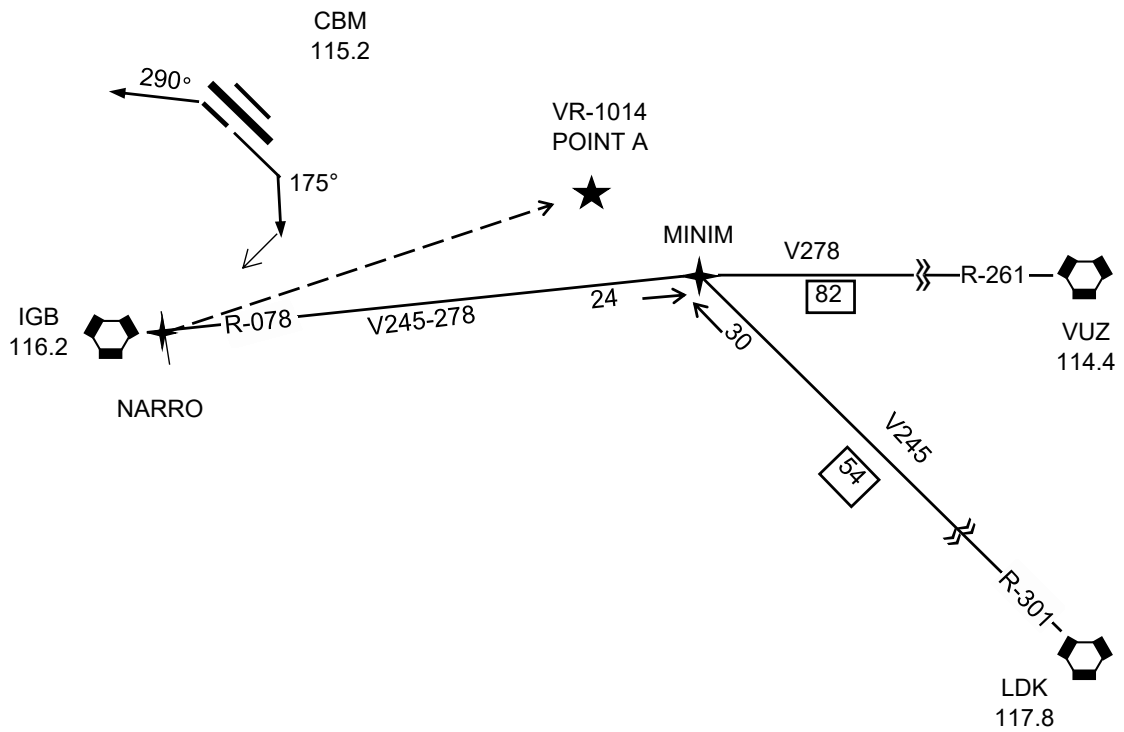
WHEN TOWER CONTROLS THE INSIDE RUNWAY FLY THE INSTRUMENT (OBSTACLE ▼) DEPARTURE PROCEDURE. IF THE STATUS IS CONTACT RECOVERIES OR BETTER (WHEN THERE IS A VFR PATTERN), REMAIN AT OR BELOW 700' MSL UNTIL DEPARTURE END OF RWY 31L/13R. FLY RUNWAY HEADING THEN:
**RUNWAY 31L**: LEAVING 1500' MSL, TURN LEFT HEADING 290°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: LEAVING 1500' MSL, TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.

**WEST PROFILES**

**ARONN (FP18)**: PROCEEED DIRECT BENRE (CBM293/009), DIRECT ARONN (CBM293/026), CLIMB AND MAINTAIN 14,000' MSL. BE AT OR ABOVE 5000' MSL BY BENRE, AND REMAIN AT OR BELOW 7000' MSL UNTIL BENRE. AIRCRAFT SHALL BE AT 14,000' MSL BY ARONN. EXPECT CLEARANCE FOR VOR/DME G/H BY ARONN. UPON COMPLETION OF APRROACH AND MISSED APPROACH HOLDING REMAIN WITHIN LOW BLOCKS OF RESPECTIVE AREA.
**BENGAL (FP1)**: PROCEED DIRECT BENRE (CBM293/009), DIRECT ARONN (CBM293/026), DIRECT QUIBL (CBM293/031). CLIMB AND MAINTAIN 15,000' MSL (7000' MSL FOR LOW TRANSITION). BE AT OR ABOVE 5000' MSL BY BENRE, AND REMAIN AT OR BELOW 7000' MSL UNTIL BENRE. BE AT 15,000' MSL BY QUIBL. UPON REACHING 15,000' MSL (7000' MSL LOW TRANSITION) PROCEED DIRECT TO ASSIGNED AREA. CLIMB/DESCEND ONCE ESTABLISHED WITHIN AREA BOUNDARIES.
**TUPELO (FP7)**: PROCEED DIRECT BENRE (CBM293/009), DIRECT ARONN (CBM293/026), DIRECT OTB (TUPELO). CLIMB AND MAINTAIN 5000' MSL. BE AT 5000' MSL BY BENRE.
**GREENWOOD (FP10)**: PROCEED DIRECT HANOP (CBM241/019), JOIN V-278 TO SQS (SIDON), DIRECT KGWO (GREENWOOD). CLIMB AND MAINTAIN 10,000' MSL.
**SR-137 (FP11)**: PROCEED DIRECT HANOP (CBM 241/019), DIRECT POINT A (IGB271/022). CLIMB AND MAINTAIN 4000' MSL.
**GTR (FP9)**: PROCEED DIRECT IGB. CLIMB AND MAINTAIN 4000' MSL. EXPECT RADAR VECTORS PRIOR TO REACHING IGB.

# EAST PROFILES

**RADAR REQUIRED**




**VFR (RSU CONTROLLED) PATTERN DEPARTURE PROCEDURES**

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**RUNWAY 13R**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM DEPARTURE END OF 13C BEGIN CLIMB. CROSSING HWY 45 TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL PROCEED WITH ASSIGNED PROFILE.

**IFR (TOWER CONTROLLED) DEPARTURE PROCEDURES**

WHEN TOWER CONTROLS THE INSIDE RUNWAY FLY THE INSTRUMENT (OBSTACLE ▼) DEPARTURE PROCEDURE. IF THE STATUS IS CONTACT RECOVERIES OR BETTER (WHEN THERE IS A VFR PATTERN), REMAIN AT OR BELOW 700' MSL UNTIL DEPARTURE END OF RWY 31L/13R. FLY RUNWAY HEADING THEN:

**RUNWAY 31L**: LEAVING 1500' MSL, TURN LEFT HEADING 290°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: LEAVING 1500' MSL, TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.

**EAST PROFILES**

**TUSCALOOSA (FP6)**: PROCEED DIRECT NARRO (CBM189/009), DIRECT MINIM, AT MINIM INTERCEPT V-245 TO LDK (CRIMSON). CLIMB AND MAINTAIN 6000' MSL. BE AT 6000' MSL BY NARRO.
**VULCAN (FP21)**: PROCEED DIRECT NARRO (CBM189/009), DIRECT MINIM, DIRECT VUZ (VULCAN). CLIMB AND MAINTAIN 9000' MSL. BE AT OR ABOVE 6000' MSL BY NARRO.
**VR-1014 (FP12)**: PROCEED DIRECT NARRO (CBM189/009), DIRECT TO POINT A (CBM122/019). CLIMB AND MAINTAIN 4000' MSL.

# SOUTH PROFILES

## RADAR REQUIRED

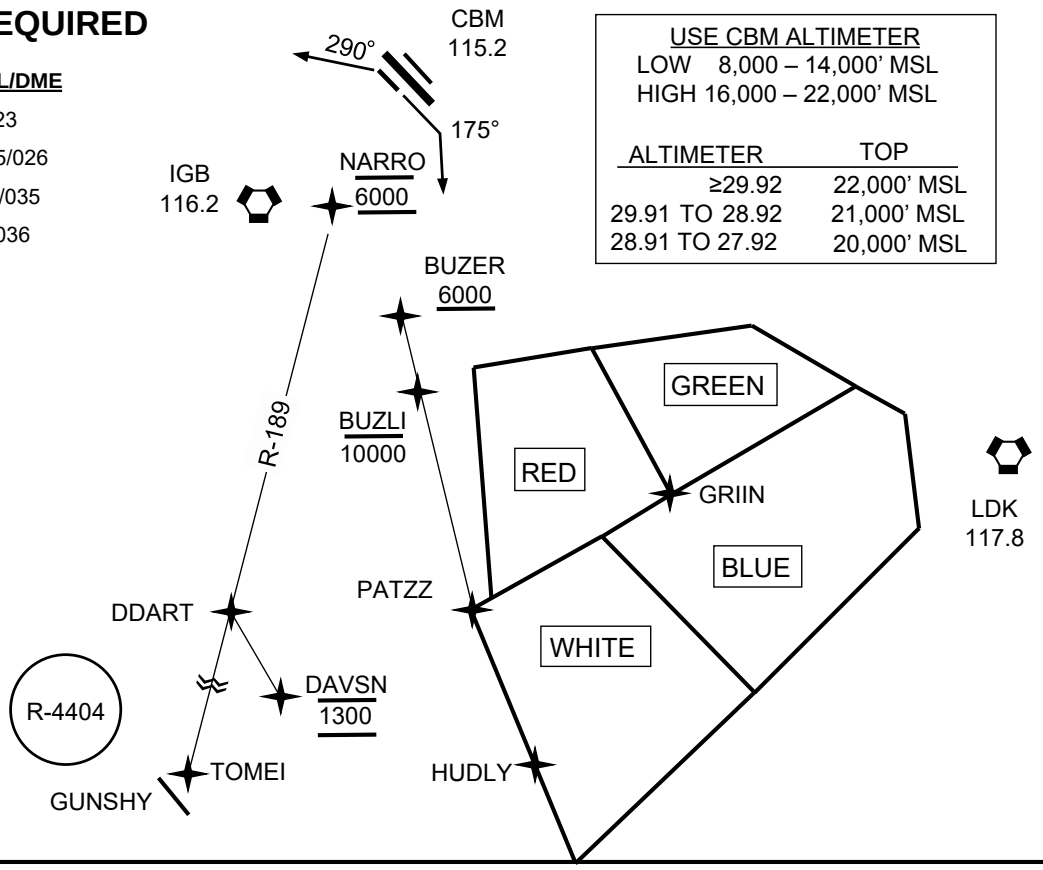
**CENTER RADIAL/DME**

**RED:** CBM156/023

**GREEN:** CBM135/026

**WHITE:** CBM165/035

**BLUE:** CBM140/036




USE CBM ALTIMETER
LOW 8,000 – 14,000' MSL
HIGH 16,000 – 22,000' MSL

| ALTIMETER | TOP |
|---|---|
| ≥29.92 | 22,000' MSL |
| 29.91 TO 28.92 | 21,000' MSL |
| 28.91 TO 27.92 | 20,000' MSL |

### VFR (RSU CONTROLLED) PATTERN DEPARTURE PROCEDURES

**RUNWAY 31L**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM ALERT RAMP, TURN LEFT HEADING 290°. WHEN CLEAR OF INSIDE DOWNWIND BEGIN CLIMB. PASSING 4 DME AND 3000' MSL PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM DEPARTURE END OF 13C BEGIN CLIMB. CROSSING HWY 45 TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL PROCEED WITH ASSIGNED PROFILE.

### IFR (TOWER CONTROLLED) DEPARTURE PROCEDURES

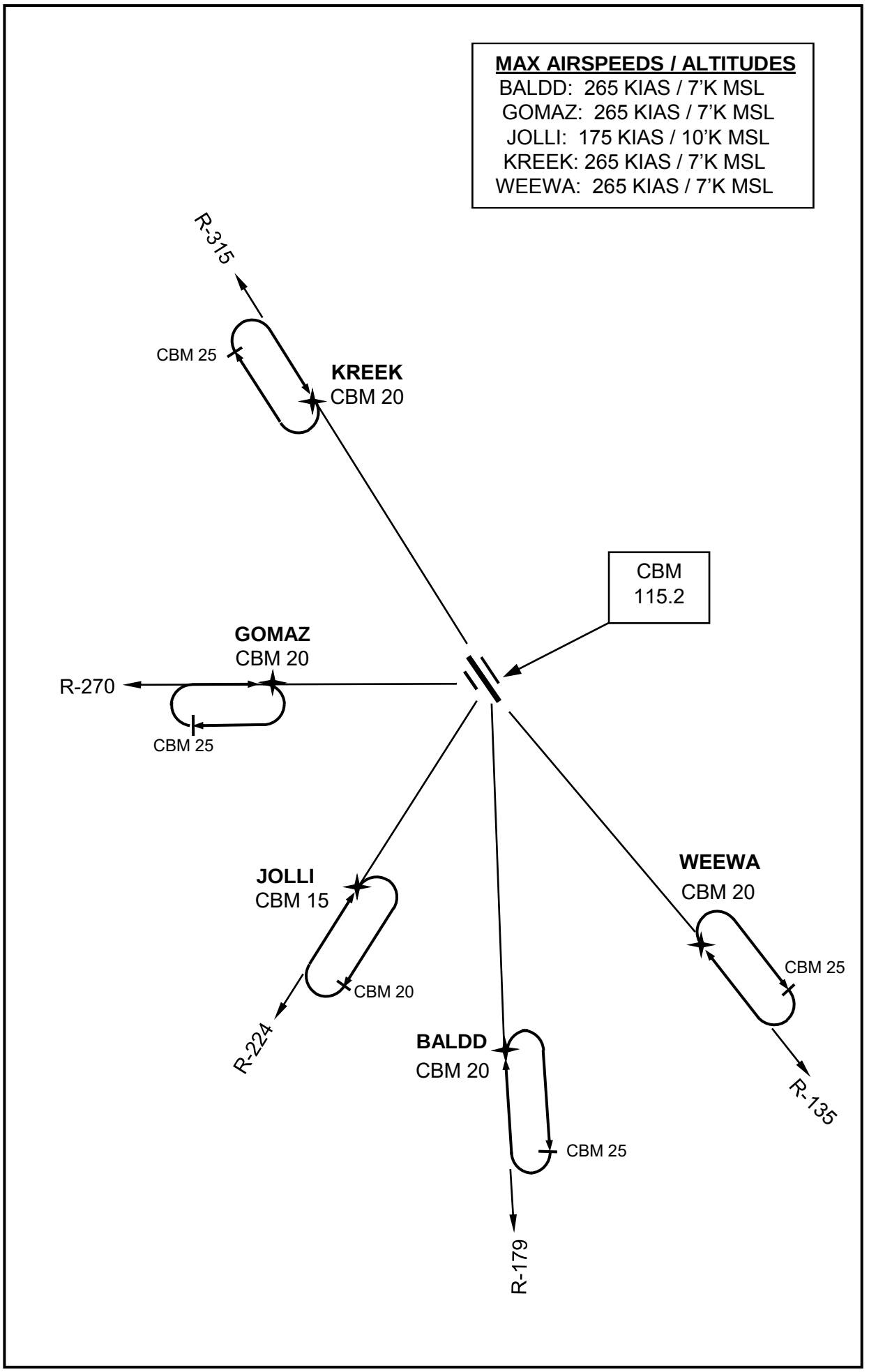
WHEN TOWER CONTROLS THE INSIDE RUNWAY FLY THE INSTRUMENT (OBSTACLE ▼) DEPARTURE PROCEDURE. IF THE STATUS IS CONTACT RECOVERIES OR BETTER (WHEN THERE IS A VFR PATTERN), REMAIN AT OR BELOW 700' MSL UNTIL DEPARTURE END OF RWY 31L/13R. FLY RUNWAY HEADING THEN:

**RUNWAY 31L**: LEAVING 1500' MSL, TURN LEFT HEADING 290°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: LEAVING 1500' MSL, TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.

### SOUTH PROFILES

**GUNSHY (FP3)**: PROCEED DIRECT NARRO (CBM189/009), DIRECT DDART (CBM189/026), DIRECT DAVSN (CBM185/037). CLIMB AND MAINTAIN 6000' MSL. BE AT 6000' MSL BY NARRO AND 1300' MSL BY DAVSN.
**MERIDIAN (FP8)**: PROCEED DIRECT NARRO (CBM189/009), DIRECT TOMEI (CBM189/041), DIRECT MEI (MERIDIAN). CLIMB AND MAINTAIN 6000' MSL. BE AT 6000' MSL BY NARRO.
**BUZZSAW (FP2)**: PROCEED DIRECT BUZER (CBM170/009), DIRECT BUZLI (CBM170/015), DIRECT PATZZ (CBM175/030), DIRECT GRIIN (CBM146/029). CLIMB AND MAINTAIN 15,000' MSL (7000' MSL FOR LOW TRANSITION). BE AT OR ABOVE 6000' MSL BY BUZER AND AT OR BELOW 10,000' MSL UNTIL BUZLI. UPON REACHING 15,000' MSL (7,000' MSL LOW TRANSITION) PROCEED DIRECT ASSIGNED AREA. CLIMB / DESCEND ONCE ESTABLISHED WITHIN AREA BOUNDARIES.

# LOCAL T-6 CBM HOLDING FIXES



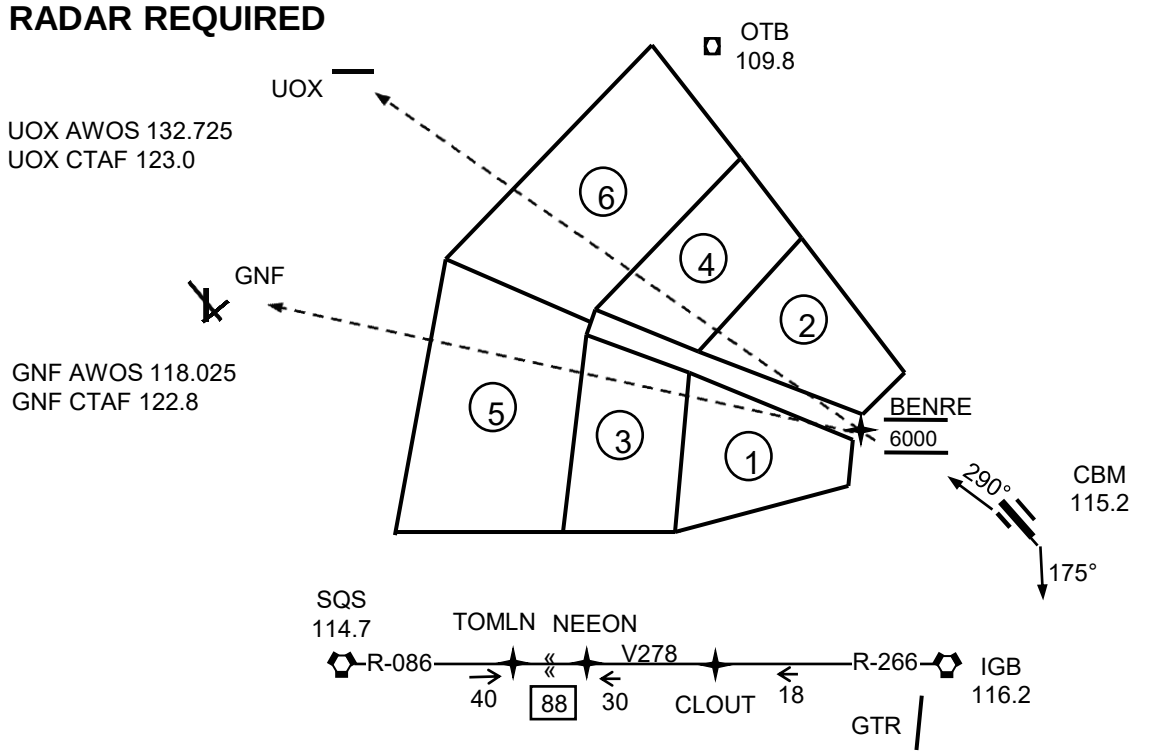
# T-6 CANNED FLIGHT PLANS

| CANNED | ALTITUDE DEP/RTB | ROUTE OF FLIGHT | ETE |
|---|---|---|---|
| ARONN | 14,000/4,000 | CBM CBM293009 (BENRE) CBM293026 (ARONN)<br>MOA1 (D0+30)<br>MOA 1 CBM | 0+55 |
| BENGAL | 15,000/4,000 | CBM CBM293009 (BENRE) CBM293026 (ARONN) CBM293031<br>(QUIBL) MOA1 (D0+30) MOA 1 CBM | 0+55 |
| BUZZSAW | 15,000/5,000 | CBM CBM170009 (BUZER) CBM170015 (BUZLI)<br>CBM175030 (PATZZ) CBM146029 (GRIIN)<br>MEI1 (D0+30)<br>MEI1 CBM | 0+55 |
| GREENWOOD | 10,000/9,000 | CBM CBM241019 (HANOP) V278 SQS<br>GWO (D0+15)<br>TOMLN V278 IGB CBM | 1+15 |
| GRENADA | 6,000/5,000 | CBM CBM293009 (BENRE)<br>GNF (D0+20)<br>GNF CBM | 1+10 |
| GTR | 4,000 | CBM IGB GTR<br>GTR (D0+30)<br>GTR CBM | 0+40 |
| GUNSHY<br>PICKENS | 6,000/7,000 | CBM CBM189009 (NARRO) CBM189026 (DDART)<br>185037 (DAVSN)<br>1MS8 (GUNSHY) (D0+20)<br>1MS8 CBM171040 (HUDLY) CBM175030 (PATZZ)<br>CBM146029 (GRIIN) MEI1<br>MEI1 (D0+20)<br>MEI1 CBM | 0+40 |
| GUNSHY<br>SUNFISH | 6,000/4,000 | CBM CBM189009 (NARRO) CBM189026 (DDART)<br>185037 (DAVSN)<br>1MS8 (GUNSHY) (D0+20)<br>1MS8 CBM | 0+40 |
| NTA NORTH | 3,500/VFR | CBM CBM241019 (HANOP) SFT M44 5A4 3M8 AIV UBS CBM | 1+15 |
| NTA SOUTH | 3,500/VFR | CBM CBM189009 (NARRO) UBS AIV 3M8 M44 STF CBM | 1+15 |
| MERIDIAN | 6,000/7,000 | CBM CBM189009 (NARRO) CBM189041(TOMEI)<br>MEI (D0+20)<br>MEI IGB CBM | 1+00 |
| MOA3/GREENWOOD | 10,000/9,000 | CBM CBM241019 (HANOP) CLOUT V278<br>TOMLN CBM267066<br>MOA 3 (D0+30)<br>CBM267066 GWO<br>GWO TOMLN CBM267066<br>MOA 3 (D0+20)<br>CBM 267066 TOMLN V278 IGB CBM | 0+55 |
| OXFORD | 6,000/5,000 | CBM CBM293009 (BENRE)<br>UOX (D0+20)<br>UOX CBM | 1+10 |
| SR-137 | 4,000 | CBM CBM241019 (HANOP) IGB 271022<br>SR137<br>IGB 210030 CBM | 1+20 |
| TUPELO | 5,000/4,000 | CBM CBM293009 (BENRE) CBM293026 (ARONN) OTB<br>TUP (D0+30)<br>TUP CBM 330020 CBM | 1+00 |
| TUSCALOOSA | 6,000/4,000 | CBM CBM189009 (NARRO) MINIM V245 LDK<br>TCL (D0+15)<br>TCL LDK V245 MINIM CBM | 1+05 |
| VIPER<br>(FCF ONLY) | 25,000 - 31,000 | CBM CLOUT CBM260040 CBM293040 CBM<br>MOA 1 (D 0+30)<br>MOA 1 CBM | 0+30 |
| VR-1014 | 4,000 | CBM CBM189009 (NARRO) CBM122019<br>VR1014<br>CBM 349023 CBM | 0+10<br><br>0+10 |
| VULCAN | 9,000/8,000 | CBM CBM189009 (NARRO) MINIM V278 VUZ<br>BHM (D0+10)<br>BHM VUZ V278 MINIM CBM | 1+05 |

FOR INFORMATION ONLY. CHART SHOWS CANNED PROFILES AND THOSE COVERED BY LETTERS OF AGREEMENT. AIRCREW CONTINUE TO USE DEPARTURES AND RECOVERIES OUTLINED IN THE IFG. ALTITUDES ARE REQUESTED ALTITUDES ONLY. WHEN NORDO, AIRCREW SHOULD FLY THE HIGHEST OF MEA, EXPECTED, OR ASSIGNED.

# UNCONTROLLED AIRFIELD/INSTRUMENT PROFILES

**RADAR REQUIRED**




**VFR (RSU CONTROLLED) PATTERN DEPARTURE PROCEDURES**

**RUNWAY 31L**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM ALERT RAMP, TURN LEFT HEADING 290°. WHEN CLEAR OF INSIDE DOWNWIND BEGIN CLIMB. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: TRACK RUNWAY HEADING REMAINING AT OR BELOW 700' MSL. ABEAM DEPARTURE END OF 13C BEGIN CLIMB. CROSSING HWY 45 TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL PROCEED WITH ASSIGNED PROFILE.

**IFR (TOWER CONTROLLED) DEPARTURE PROCEDURES**

WHEN TOWER CONTROLS THE INSIDE RUNWAY FLY THE INSTRUMENT (OBSTACLE ▼) DEPARTURE PROCEDURE. IF THE STATUS IS CONTACT RECOVERIES OR BETTER (WHEN THERE IS A VFR PATTERN), REMAIN AT OR BELOW 700' MSL UNTIL DEPARTURE END OF RWY 31L/13R. FLY RUNWAY HEADING THEN:

**RUNWAY 31L**: LEAVING 1500' MSL, TURN LEFT HEADING 290°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.
**RUNWAY 13R**: LEAVING 1500' MSL, TURN RIGHT HEADING 175°. PASSING 4 DME AND 3000' MSL, PROCEED WITH ASSIGNED PROFILE.

**PROFILES**

**GRENADA (GNF) (FP18)**: PROCEED DIRECT BENRE (CBM293/009), DIRECT KGNF. CLIMB AND MAINTAIN 6000' MSL.
**OXFORD (UOX) (FP19)**: PROCEED DIRECT BENRE (CBM293/009), DIRECT KUOX. CLIMB AND MAINTAIN 6000' MSL.

**NTA NORTH (FP17)**: (Runway 31 in Use) PROCEED DIRECT HANOP (CBM241/019) STF M44 5A4 3M8 AIV UBS (*after 5A4 the aircraft will be radar vectored with arrival until the aircarft can be cleared direct 3M8*)
**NTA SOUTH (FP17)**: (Runway 13 in Use) PROCEED DIRECT NARRO (CBM189/009) UBS AIV 3M8 M44 STF (*after 3M8 the aircraft will be radar vectored with arrival until the aircarft can be cleared direct M44*)

# UNCONTROLLED AIRFIELD OPERATIONS

**RESTRICTIONS** - Uncontrolled airfield operations are only authorized at airfields with an approved LOA. This LOA is maintained by OGV and kept on file in DOT.

Uncontrolled airfield operations will be flown:
- Single ship only
- No overhead patterns will be flown (***Exception: Gunshy***)
- Max airspeed for pattern/approach operations w/in 1,500' AGL & 3 NM of airfield is 150 KIAS (***Exception: Gunshy***)
- Instrument approaches will be flown under IFR clearance
- Immediately notify SOF if hazardous conditions exist which prevent normal ops
- All patterns will be flown to a low approach (***Exception: Gunshy RSU crew***)
- Monitor CTAF and make all appropriate radio calls and position reports
- No more than two aircraft (total), military and/or civilian may be in the pattern
- Instrument approaches, rectangular patterns, and ELPs may be flown. Rectangular patterns and ELPs will be flown left hand traffic, unless traffic pattern indicators or FLIP depict otherwise.
- Winds must be within limits for each runway the aircrew operates to. If flying instrument approaches, fly the instrument approach most suited for the winds. (If the airfield has only one approach, it may be flown under any wind conditions.) ***Monitor CTAF and visually clear to ensure safety of flight and traffic deconfliction from departing aircraft.***

Departing:
- *Turns in pattern direction:* fly straight ahead until passing pattern altitude (1000' AGL), then turn 45° off runway heading until 1500' AGL, then turn on course
- *Turns away from pattern direction:* fly straight ahead until 1500' AGL, then on course

**RADIO COMMUNICATION**

Example: "Grenada traffic, C/S, 5 mile straight-in, runway 31, Grenada traffic"

Position Reports:

VFR (ELP)
- ~10 Miles Out ( "a military T-6,10 miles [direction], for overhead spiral approaches, request airfield advisory" )
- At High Key ( "overhead field at [altitude] for a descending [left/right] spiral" )
- Low Key/Base Turn ( "[left/right] base, gear down" )
- Resetting to High Key ( "in a climbing [left/right]-hand turn to [altitude], for a descending [left/right] spiral" )
- Departing ( "departing the pattern runway XX, [direction] at [altitude]" )

IFR (Instrument Approach)
- ~10 Miles ( "a military T-6,10 miles [direction], for [instrument approach], request airfield advisory" )
- FAF Inbound ( "5 mile straight-in" )
- Terminating Approach
- Executing Missed

VFR (Rectangular Pattern)
- ~10 miles out, Entering Downwind, Base Leg, Final, Departing

# STANDARD CLEARANCES

**MIN WX FOR PRACTICE ELPs**

When flying practice ELPs, maintain proper visual flight rules (VFR) cloud clearances. Towered Fields w/ ELP Training LOA: GTR, TCL, GWO, & TUP.

**GTR STANDARD IFR CLIMBOUT INSTRUCTIONS**

Rwy 18: Fly right heading 270° and climb to 3000' MSL. Squawk assigned code and contact Columbus Approach on channel 4.

Rwy 36: Turn left heading 270° and climb to 3000' MSL. Squawk assigned code and contact Columbus Approach on channel 4.

**MERIDIAN KEY FIELD - BIGBEE RECOVERY**

Direct IGB, direct CBM, climb to 7000' MSL (or assigned).

If Active, remain clear of R4404. Intercepting IGB west of the 180 radial inbound will conflict with R4404.

**STANDARD TUPELO CLEARANCE DEFINITIONS**

1. ARRIVAL:
   Fly the Tupelo profile. Enroute to Tupelo, state your intentions with Memphis Center.

**STANDARD TUSCALOOSA CLEARANCE DEFINITIONS**

1. **TCL 270 / 300 CODED CLIMBOUT (for ILS RWY 4):**
   Fly heading 270° or 300° as assigned, join the 15 DME arc, arc south and maintain 2500' MSL. Cleared to FLOSY.

2. **TCL 340 CODED DEPARTURE:**
   Fly heading 340°, climb and maintain 4000' MSL. Join V-245 (LDK 301 radial) to MINIM, direct CBM

3. **CODED HOLDING CLEARANCES:**
   a. AWIMY, hold NE on the 221° Course Inbound, Standard Turns, 1 Minute Legs.
   b. IROSY, hold NW on the 131° Course Inbound, Standard Turns, 1 Minute Legs.
   c. FLOSY, hold SW on the 041° LOC Course Inbound, Standard Turns, 1 Minute Legs.

**LOCAL CLIMBOUT INSTRUCTIONS** (When Flying Approaches to Center Rwy)

**During VFR pattern operations:** Fly runway heading. Remain at or below 700' MSL until departure end of runway, then climb to 4000' MSL. Contact Departure CH 16.

**During IFR Recovery or Slot status:** Fly runway heading and climb to 4000' MSL. Contact Departure CH 16.

# STANDARD CLEARANCES (cont)

**COLUMBUS INSTRUMENT DELAY PATTERN**

1. From the *CENTER* runway fly runway heading, maintain 4,000'. Aircrew shall expect radar vectors for an instrument approach. Departure frequency is CH 16.
2. If the status is Contact Recoveries or better (if there is a VFR pattern), maintain 700' MSL or below until departure end of the center runway.

**Cross-Country / Out and Back (DD175):**

1. All T-6 aircraft departing 13R/31L will utilize the appropriate IFR or VFR Pattern Departure Procedures for the corresponding initial direction of flight (ref. IFG pp. 7-9) until told "CLEARED AS FILED." At that point, the aircraft is cleared to the initial fix as listed below:
   a. Westbound departure: File **IGB SQS** as initial route of flight.
   b. Northbound departure: File **CBM ARONN TUP** as initial route of flight.
   c. Eastbound departure: File **NARRO MINIM** as initial route of flight.
   d. Southbound departure: File **NARRO (Dest airport)** as the route of flight.

**Cross-Country / Out and Back (DD1801):**

1. All T-6 aircraft departing 13R/31L will utilize the appropriate IFR or VFR Pattern Departure Procedures for the corresponding initial direction of flight (ref. IFG pp. 7-9) until told "CLEARED AS FILED." At that point, the aircraft is cleared to the initial fix as listed below:
   a. Westbound departure: File **DCT IGB DCT SQS** as initial route of flight.
   b. Northbound departure: File **DCT CBM DCT ARONN DCT TUP** as initial route of flight.
   c. Eastbound departure: File **DCT NARRO DCT MINIM** as initial route of flight.
   d. Southbound departure: File **DCT NARRO DCT (Dest airport)** as the route of flight.
2. When filling out a DD Form 1801, capitalized lettering must be used.
3. Use the DD Form 1801-C for each leg after the initial leg of a stopover flight plan.
4. When filling out a DD Form 1801, items 7-19 need to be completed. Use the following T-6 entries as a guide (ref GP for additional information):

   a. **Aircraft ID (7):** Fill out the aircraft callsign (limited to 7 characters)
   b. **Flight Rules and Type (8):**
      i. Flight Rules: **I**-only IFR, **V**-only VFR, **Y**-IFR changing to VFR, **Z**-VFR changing to IFR (note: for **Y/Z**, specify point the change will happen in block 15)
      ii. Type of Flight: **M** - military
   c. **Number/Type/WakeTurb Cat (9):**
      i. Number: **02-99** - if single ship, indicate type of aircraft only
      ii. Type: **TEX2** - use **ZZZZ** for dissimilar formations with remarks in block 18 (e.g. **TYP/2T6-1T38-1T1-1A29**)
      iii. Wake Turb Cat: **L** - light (max cert weight <15,500lbs)
   d. **Equipment and Capabilities (10):**
      i. Equipment: **SDGLRUV** (standard, DME, GNSS w/remark, ILS, PBN w/remark, UHF RTF, VHF RTF)
      ii. Surveillance: **SCB1U1** (standard, Mode/C, ADS-B out, ADS-B out using UAT) **Note:** Entered in block 10 as **SDGLRUV/SCB1U1**
   e. **Dep Aerodrome/Time (13):** Use 4-character airfield ID and use Zulu time
   f. **Cruising Speed/Level/Route (15):**
      i. Speed: TAS in knots (e.g. **N0250**)
      ii. Level: Flight Level (e.g. **F190** for flight level 190) or altitude in hundreds of feet (e.g. **A160** for 16,000 MSL**)**
      iii. Route: Follow GP 4-13 through 4-15
   g. **Dest/EET/Altn (16):** use 4-character airfield ID for destination and alternate (if required). Enter estimated time en-route (e.g. **0130** for a 1+30 flight time)
   h. **Other Information (18):** Follow GP 4-15 through 4-18
      i. T-6: every flight at a minimum enter - **PBN/A1B2C2D2L1O1**. This is a required remark covering navigation capability from item 10
      ii. Other reasons not covered for special handling by ATC shall be denoted under the designator **RMK/**
   i. **Supplementary Information (19):** Follow GP 4-18

COLUMBUS, MISSISSIPPI

20352

# VOR/DME-C

| VORTAC CBM | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.2 | 060° | TDZE | N/A |
| Chan 99 | | Arpt Elev | 218 |

(USAF)

COLUMBUS AFB (KCBM)

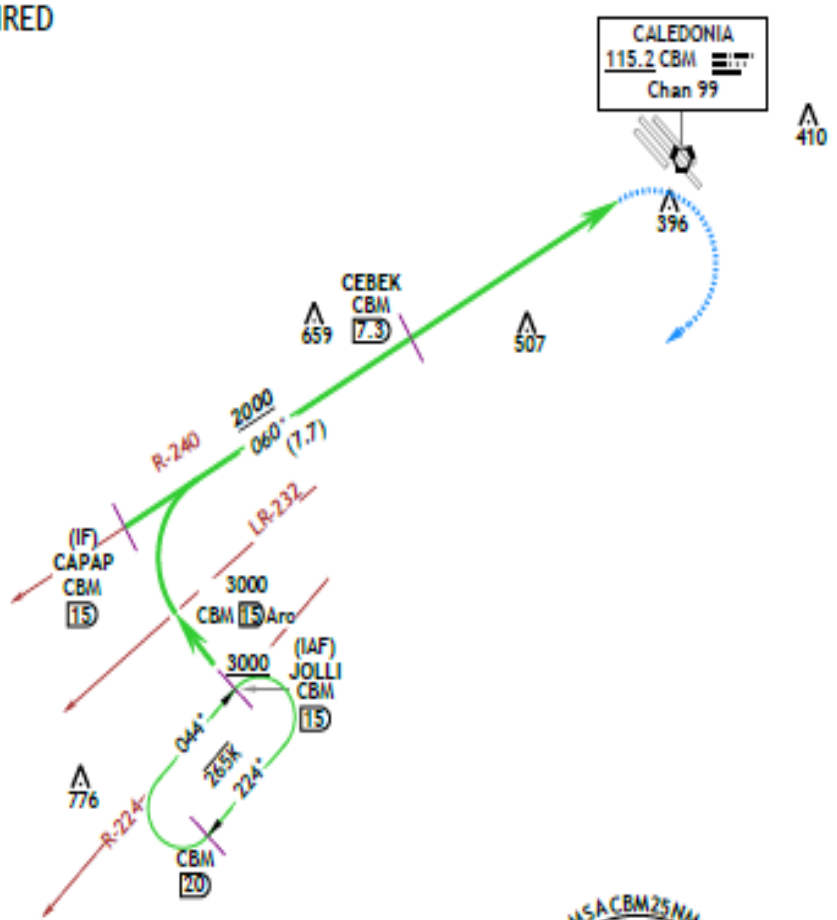
Missed approach requires use of RNAV or ATC radar monitoring.

MISSED APPROACH: Climbing Right Turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and Hold Maintain 3000.

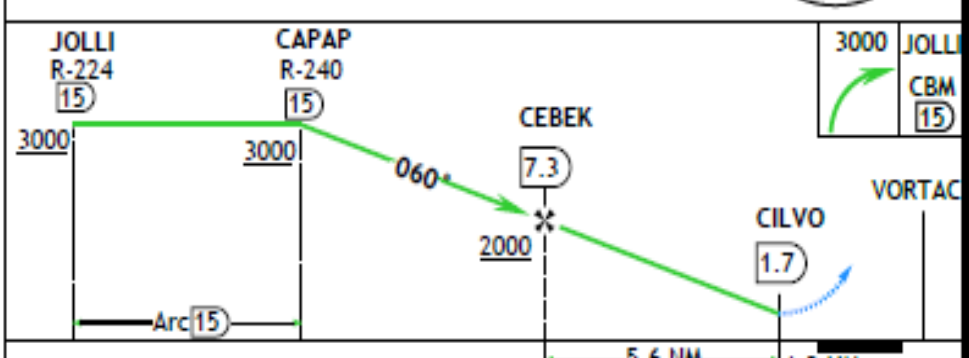
| ATIS | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | 126.075 239.25 N<br>134.55 350.3 SE<br>135.6 323.275 SW | 126.65 379.925 | 121.9 275.8 | 269.55 |

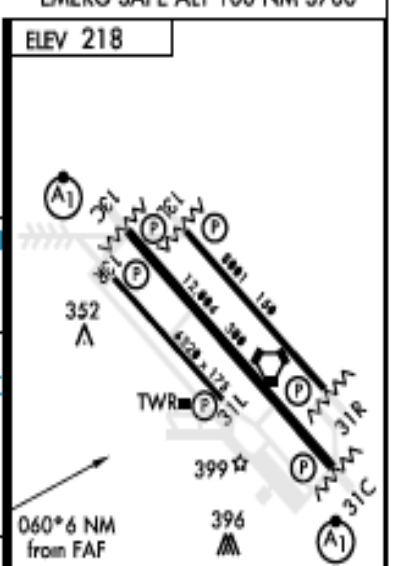
## FOR USE BY 14 FTW AIRCAFT ONLY

RADAR REQUIRED




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 760-1½ | 542 | (600-1½) | NA |

MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

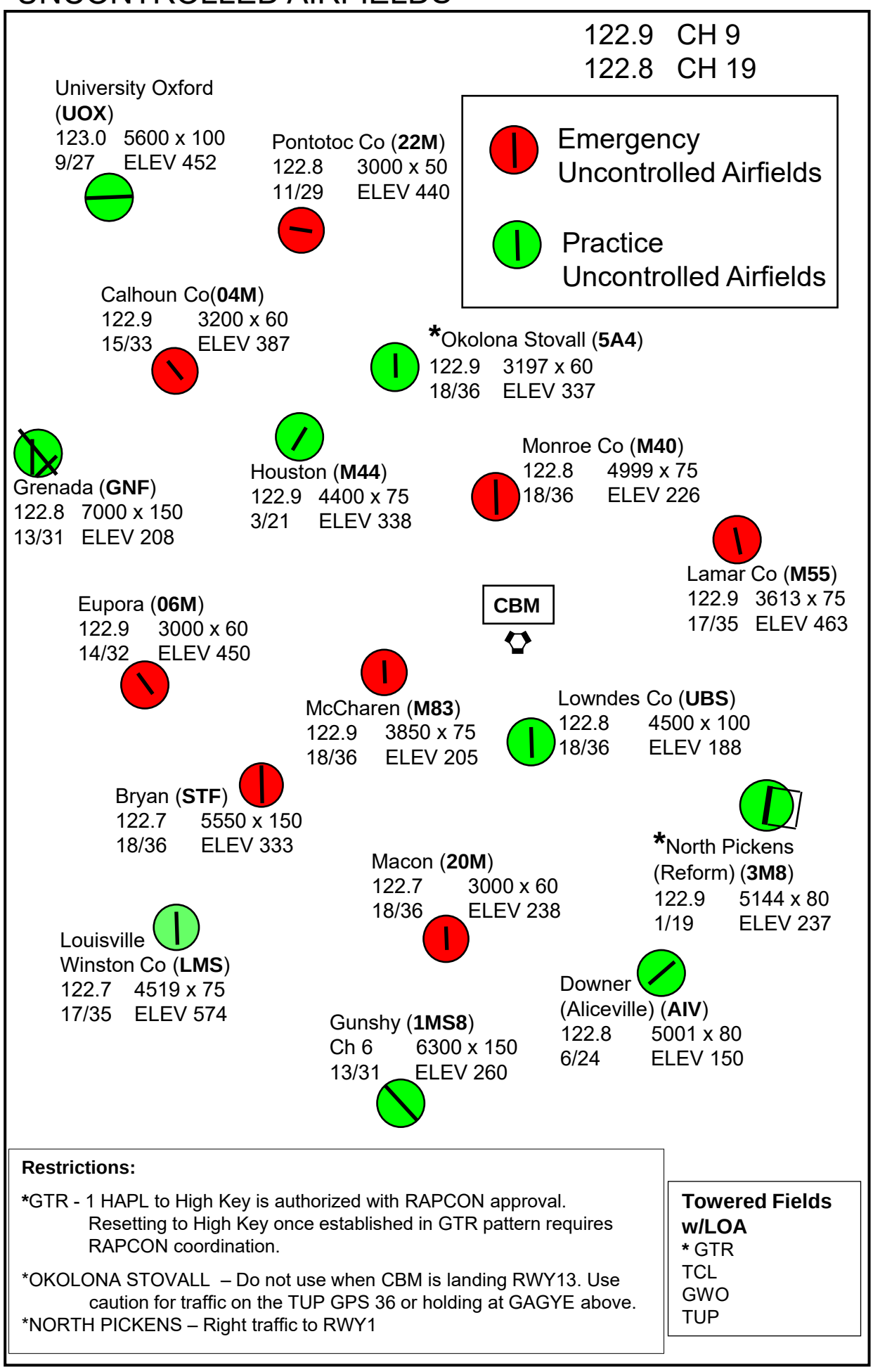
Orig
TERPS

Export Dates: 17 Dec 2020 11:29:42

29 January 2021 to 29 January 2026

VOR/DME-C

# UNCONTROLLED AIRFIELDS




**Restrictions:**

***GTR** - 1 HAPL to High Key is authorized with RAPCON approval. Resetting to High Key once established in GTR pattern requires RAPCON coordination.

*OKOLONA STOVALL – Do not use when CBM is landing RWY13. Use caution for traffic on the TUP GPS 36 or holding at GAGYE above.

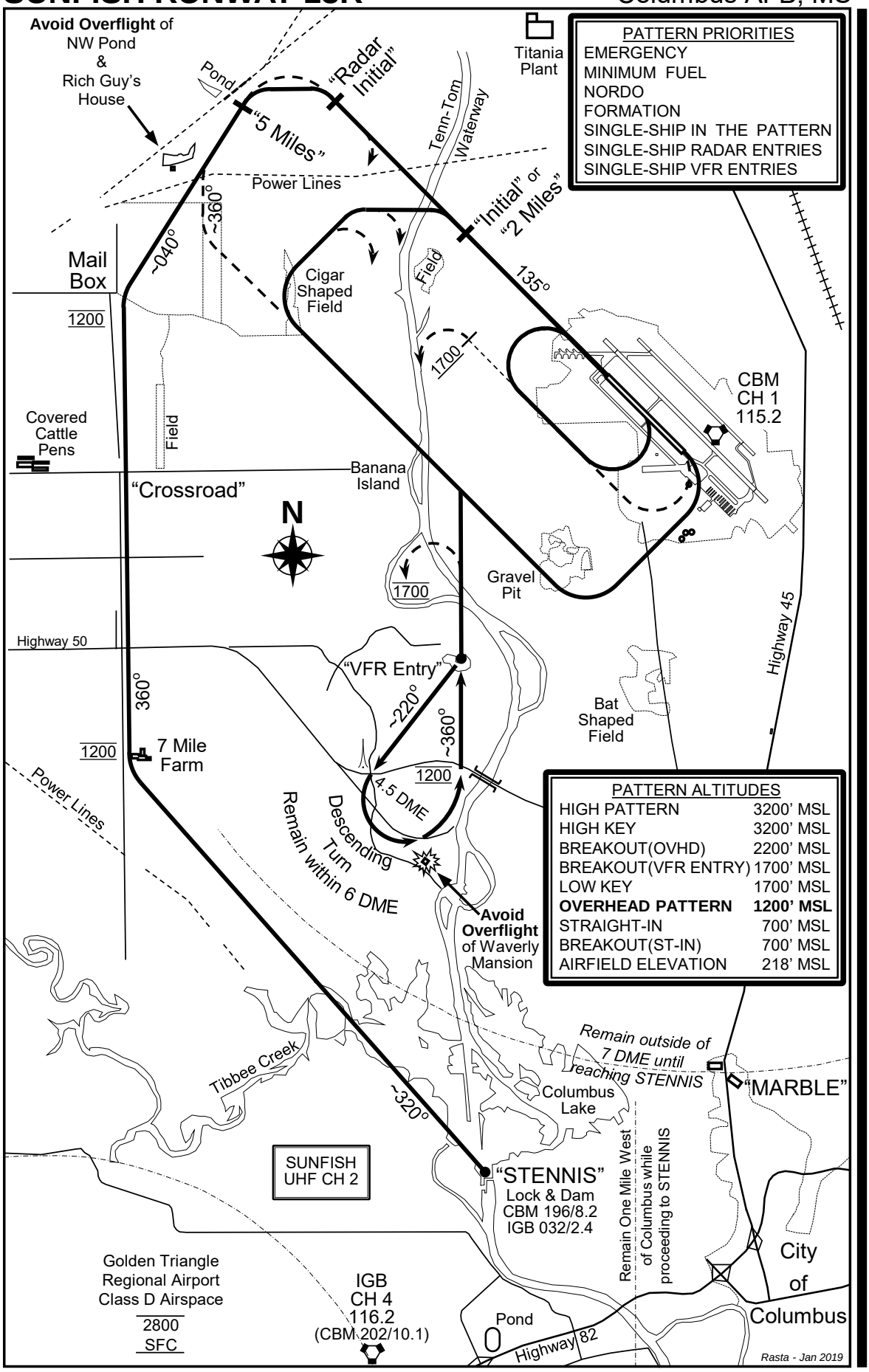
*NORTH PICKENS – Right traffic to RWY1

**Towered Fields w/LOA**

* GTR
TCL
GWO
TUP

# SUNFISH RUNWAY 13R

Columbus AFB, MS

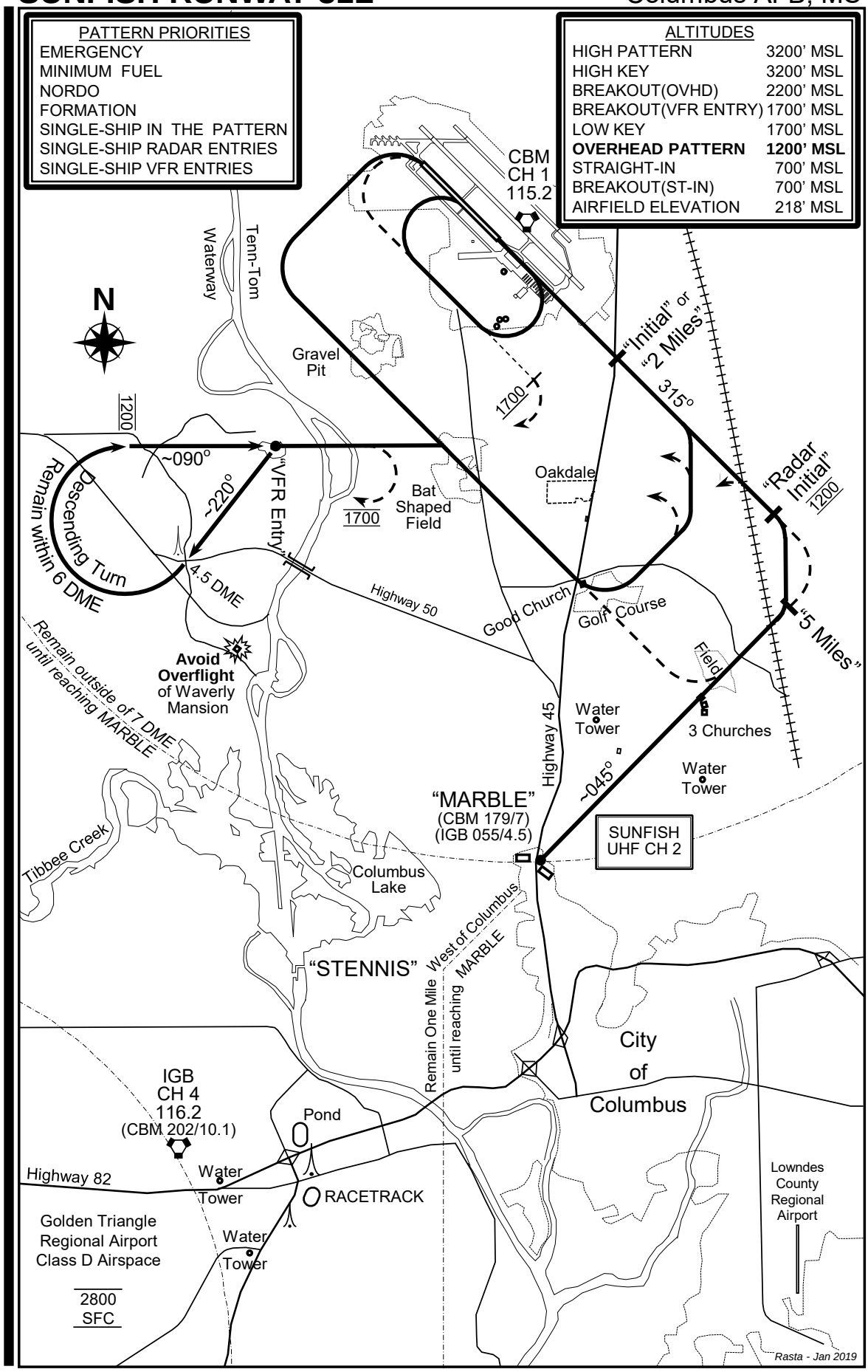



| PATTERN PRIORITIES |
|---|
| EMERGENCY |
| MINIMUM FUEL |
| NORDO |
| FORMATION |
| SINGLE-SHIP IN THE PATTERN |
| SINGLE-SHIP RADAR ENTRIES |
| SINGLE-SHIP VFR ENTRIES |

| PATTERN ALTITUDES | |
|---|---|
| HIGH PATTERN | 3200' MSL |
| HIGH KEY | 3200' MSL |
| BREAKOUT(OVHD) | 2200' MSL |
| BREAKOUT(VFR ENTRY) | 1700' MSL |
| LOW KEY | 1700' MSL |
| **OVERHEAD PATTERN** | **1200' MSL** |
| STRAIGHT-IN | 700' MSL |
| BREAKOUT(ST-IN) | 700' MSL |
| AIRFIELD ELEVATION | 218' MSL |

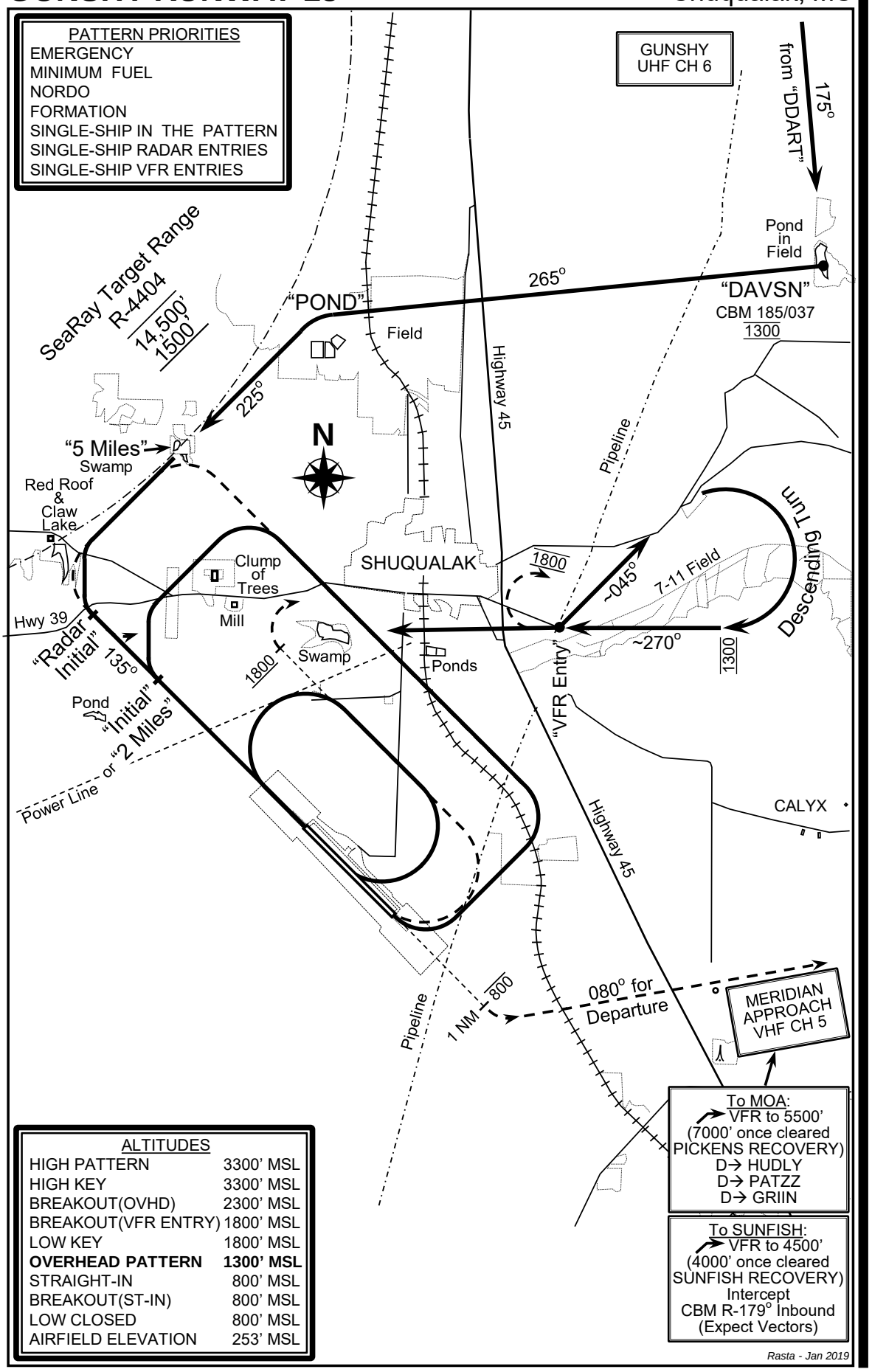
# SUNFISH RUNWAY 31L

Columbus AFB, MS



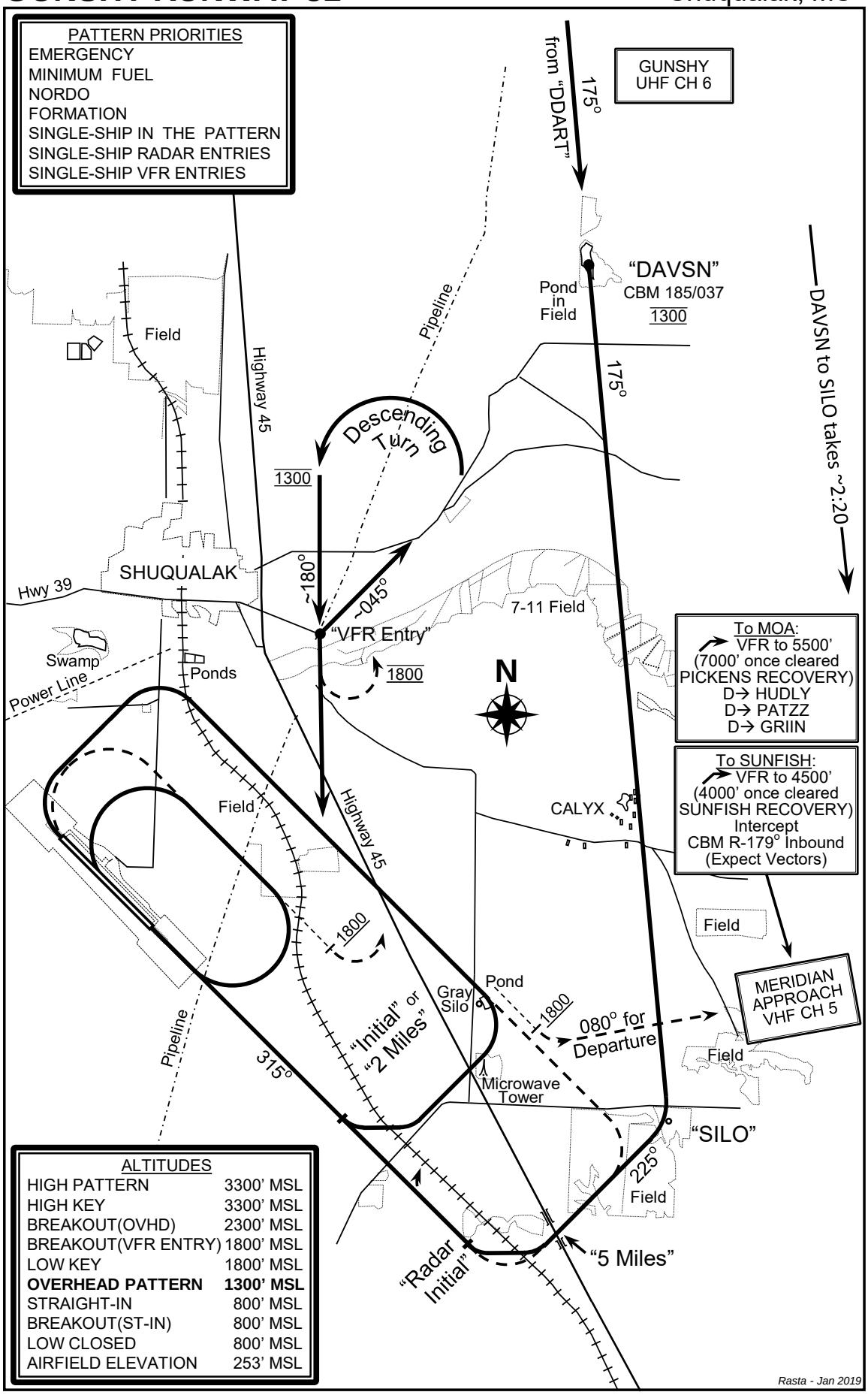
# GUNSHY RUNWAY 13

Shuqualak, MS



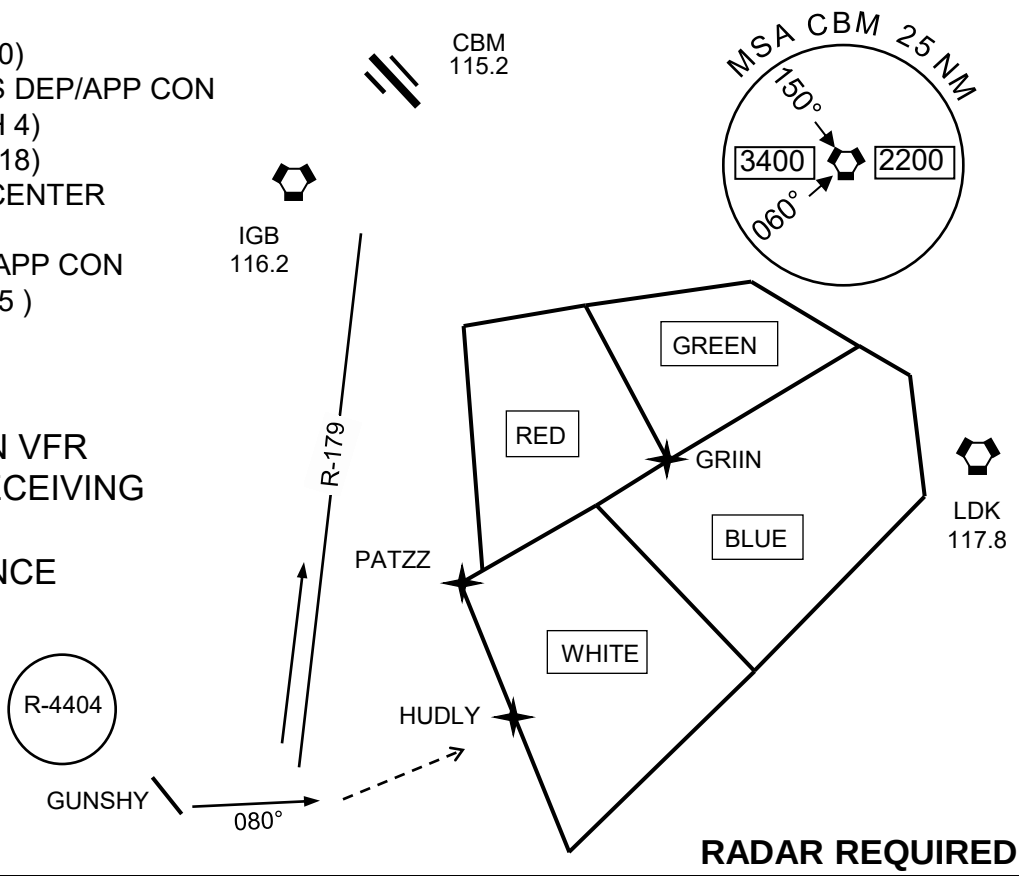
# GUNSHY RUNWAY 31

Shuqualak, MS



# PICKENS RECOVERY / SUNFISH RECOVERY

CBM ATIS
273.5 (CH 20)
COLUMBUS DEP/APP CON
323.275 (CH 4)
263.15 (CH 18)
MEMPHIS CENTER
252.7
MERIDIAN APP CON
120.95 (CH 5 )




**RWY 31:** WHEN ABEAM THE 90-TO-INITIAL GROUNDTRACK, REPORT "C/S, DEPARTING" AND BEGIN CLIMB. BE AT OR ABOVE 1800' MSL PRIOR TO CROSSING THE DAVSN-TO-SILO GROUND TRACK. UPON REACHING 1800' MSL TURN LEFT TO HEADING 080°, THENCE…

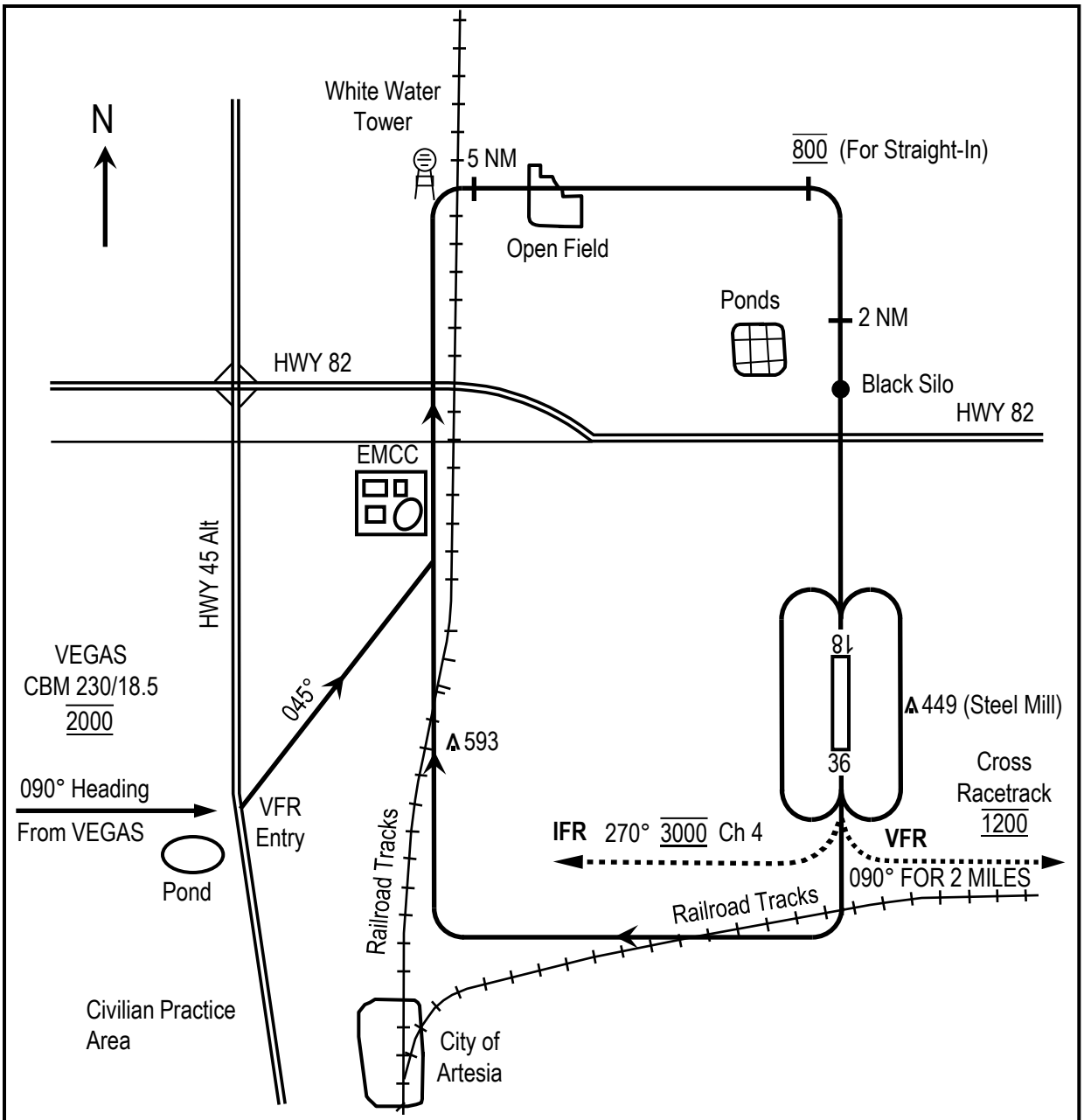
**RWY 13:** ON DEPARTURE LEG DELAY CLIMB THROUGH 800' MSL UNTIL 1 MILE PAST THE DEPARTURE END. ONCE 1 MILE PAST DEPARTURE END BEGIN CLIMB AND REPORT "C/S, DEPARTING". TURN TO HEADING 080°, THENCE…

**PICKENS RECOVERY**: (FROM GUNSHY)
…CONTACT MERIDIAN APPROACH (CH 5 VHF) AND PROCEED DIRECT HUDLY (CBM171/040). CLIMB VFR TO 5500' MSL. WHEN CLEARED THE PICKENS RECOVERY, CLIMB TO 7000' MSL. UPON REACHING HUDLY, PROCEED DIRECT PATZZ (CBM175/030), DIRECT GRIIN (CBM146/029). **MAINTAIN 7000' MSL UNTIL CLEARED HIGHER BY RAPCON**. PROCEED DIRECT AREA UPON REACHING 15,000' MSL OR AS CLEARED BY RAPCON.

**SUNFISH RECOVERY**: (FROM GUNSHY)
…CONTACT MERIDIAN APPROACH (CH 5). CLIMB VFR TO 4500' MSL AND INTERCEPT THE CBM R-179 INBOUND. WHEN CLEARED THE SUNFISH RECOVERY, CLIMB / DESCEND TO 4000' MSL. EXPECT RADAR VECTORS.

**NOTE:** IF GUNSHY IS NOT OPEN AND TWO AIRCRAFT ARE ALREADY ESTABLISHED IN THE PATTERN, SUBSEQUENT AIRCRAFT WILL BEGIN A CLIMBING LEFT TURN TO 080° AT DAVSN AND COMPLY WITH PICKENS OR SUNFISH RECOVERY.

# GOLDEN TRIANGLE RUNWAY 18




**ARRIVAL:** SQUAWK 0200. BE WINGS LEVEL ONE MILE PRIOR TO VFR ENTRY, 2000' MSL, 090° HDG.

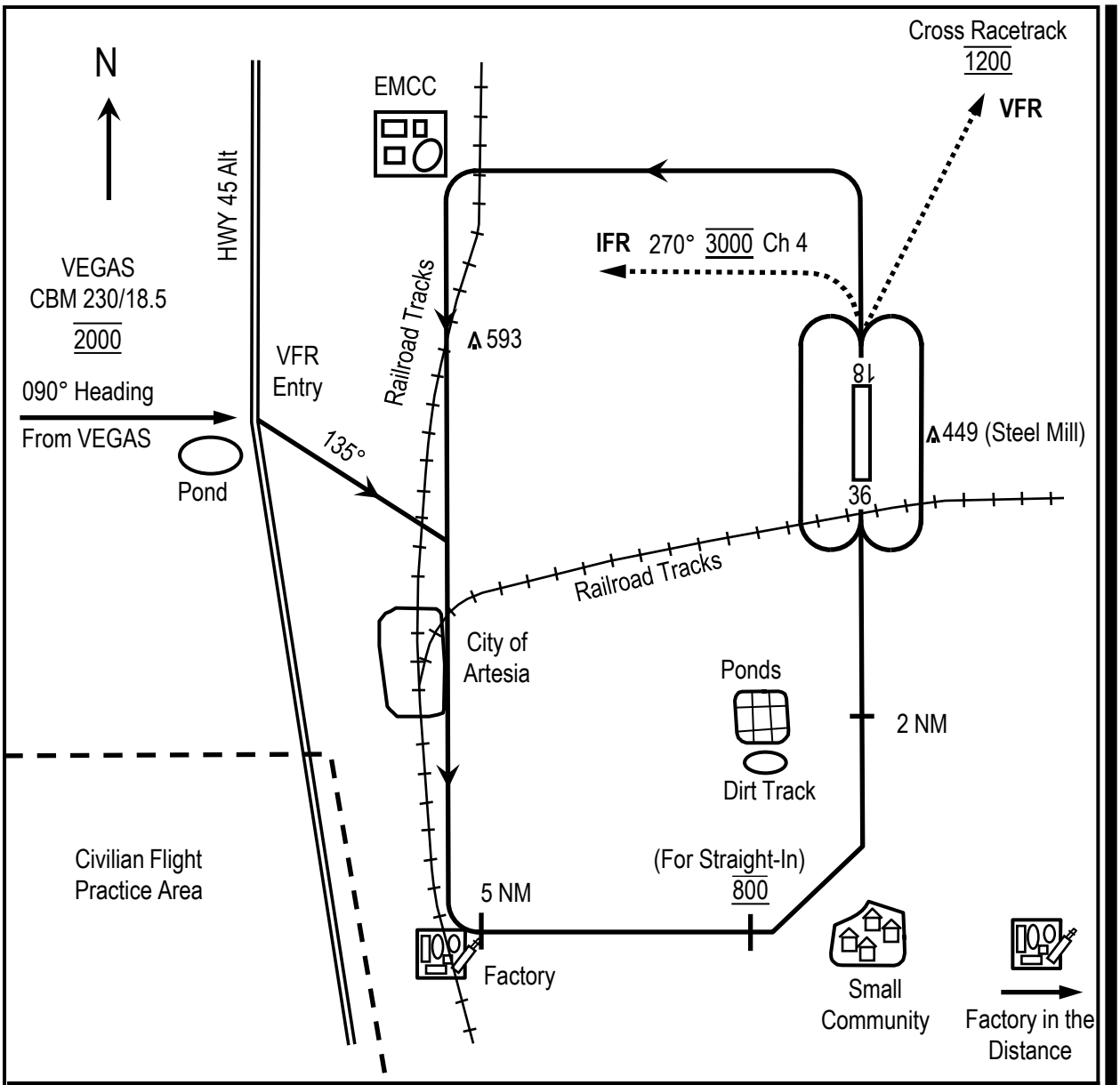
**OVERHEAD PATTERN:** 2000' MSL. DESCENDING BREAK TO 1500' MSL PERMITTED. MAY DESCEND TO 1300' MSL PERCH ALTITUDE ON INSIDE DWND ONCE CLEAR OF STEEL MILL.

| | |
|---|---|
| ELEVATION | 264' MSL |
| STRAIGHT-IN | 800' MSL |
| CLOSED PATTERN | 1500' MSL |
| INITIAL/OVERHEAD | 2000' MSL |
| LOW KEY | 1800' MSL |
| HIGH KEY | 2800'-3300' MSL |
| GTR ATIS | CH 7 (126.375) |
| GTR TOWER | CH 17 (118.2, 298.87) |
| COLUMBUS APP | CH 4 (135.6, 323.27) |

**CLOSED PATTERN:** 1500' MSL. MAY DESCEND TO 1300' MSL PERCH ALTITUDE ON CLOSED DWND ONCE CLEAR OF STEEL MILL.

**VFR RECOVERY TO SUNFISH:**
TURN LEFT 090° FOR TWO MILES, MAINTAIN 1200' MSL. PROCEED DIRECT RACETRACK THEN DIRECT RADAR TERMINATION. SQUAWK 0300 AND MONITOR CH 4. REPORT "C/S RACETRACK". (1500-3 REQUIRED TO EXIT GTR AND A STATUS OF RESTRICTED OVERHEAD OR BETTER AT SUNFISH)

# GOLDEN TRIANGLE RUNWAY 36

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PROCEED DIRECT RACETRACK, MAINTAIN 1200' MSL, THEN DIRECT RADAR TERMINATION. SQUAWK 0300 AND MONITOR CH 4. REPORT "C/S RACETRACK". (1500-3 REQUIRED TO EXIT GTR AND A STATUS OF RESTRICTED OVERHEAD OR BETTER AT SUNFISH)

# PRE-MISSION BRIEFING GUIDE

**1. PREREQUISITES COMPLETE---STUDENT OPTED?**

a. Check Go/No-Go status for all aircrew members and clear any red blocks prior to stepping.

b. Accomplish RM assessment sheet (available on EFB & 14 OG/OGV Pubs)

c. Was the student's last sortie ≥ 5 days ago? 86?

d. Was the student's last flight/sim in this category ≥ 15 days ago? 86?

e. Open student's gradesheet, hit "Syllabus Options" (lightning bolt) button, read list of opted lessons. (**Note**: If the student is on an UNSAT, the "Syllabus Options" button will still show the options as if the student was not on the UNSAT)

f. Review previous gradesheet for objectives/profile suggestions/three-ride items

**2. IS THE STUDENT ON A FAIR or UNSAT? (Any Cat: Flt, Sim, EPQ, Test, or Stand-up)**

a. Check grade of last sorties/lessons accomplished (student sortie only)

b. Check the student's HOLD status (student sortie only)

c. Check that the UNSAT/FAIR event can be cleaned up by accomplishing this event

d. IF THERE IS ANY UNCERTAINTY TO THE ABOVE, CONTACT STUDENT'S FLT/CC

**3. GROUNDED/DNIF?**

a. DNIF? Ask crewmembers and check the 4293's for DNIF / OFF DNIF documentation

**4. REQ'D TO WEAR GLASSES? ON MEDICATIONS?**

Don't just assume, make sure you ask

**5. ADEQUATE TURN TIME? WHAT IS THE START TIME OF NEXT EVENT?**

a. Determine latest possible takeoff time

b. If ITS Caution/Danger, check IFG for turn time restrictions

c. Click on resume' tab and check last actual takeoff time and scheduled start time for any events left in the day (student sortie only)

| | |
|---|---|
| 1. Aircraft to Aircraft/Sim | (3+15 Scheduled/3+00 Actual) |
| 2. Sim to Aircraft/Sim | (3+00 Scheduled/2+45 Actual) |
| 3. Aircraft to IBT lesson | (2+45 Scheduled/2+30 Actual) |
| 4. Sim to IBT lesson | (2+30 Scheduled/2+10 Actual) |
| 5. Aircraft/Sim to Aircraft/Sim **(ALP)** | (3+00 Scheduled/2+45 Actual) |
| 6. Aircraft/Sim to MIL lesson **(ALP)** | (2+30 Scheduled/2+10 Actual) |

d. Ensure student will not exceed 12-hour duty day / IP will not exceed crew duty day / IP night restrictions

**6. MIF (Student Sortie Only)**

a. Open gradesheet for the sortie you are going to fly:

1. If the maneuver is red, it is below MIF
2. If the maneuver is yellow, it is opted but not required and has not been accomplished
3. End of Block ride? If so, open previous gradesheet and ensure all EOB requirements are up to MIF

b. Check previous sortie overall grade for compliance with syllabus regression rules (Previous IP will have been warned by TIMS when he graded regression on any item but TIMS will not show that warning again)

c. Maneuvers followed by a plus (+) must be accomplished in the specified unit

d. Maneuvers with a number and no (+) are opted and if performed must meet MIF by EOB

**7. SPECIAL SYLLABUS, EPs AND OTHER REQUIREMENTS (Student Sortie Only)**

a. Check special syllabus 4293 in TIMS and in syllabus

b. Check special syllabus against gradesheet to ensure accomplishment

**8. OTHER CONSIDERATIONS**

a. How long since showtime?

b. Check for proper crew rest (quantity/quality), nutrition, and preparation for the mission

c. Remove all jewelry & turn cell phones off.

d. Other health/stress concerns?

e. All required life support equipment ready?

# BIRD AIRCRAFT STRIKE HAZARD PLAN

**BIRD CONDITION LOW**: Normal bird activities within the local pattern area with a low probability of hazard (no restrictions).

**BIRD CONDITION MODERATE**: Concentrations of birds observed in locations represent a probable hazard to safe flying operations. Exercise increased vigilance.

Traffic Pattern: Minimize pattern work to that required by training. To the maximum extent possible, flight leads will direct wingmen to route below 5,000' MSL. Aircraft conducting formation approaches may fly close formation inside 5 miles. Formations on initial will maintain route until 3 miles.

Low Level: Maintain at or above 1,000' AGL. Aircrew may fly as low as 500' AGL to complete minimum syllabus or checkride requirements. After requirements are met, aircrew will maintain at or above 1,000' AGL. Aircrews are encouraged to complete 500' AGL training on Bird Condition "low" legs if available.

**BIRD CONDITION SEVERE**: Heavy concentrations of birds on or immediately above the active runway or other specific locations represent an immediate hazard to safe flying operations. Exercise extreme caution.

Traffic Pattern: Stop all takeoffs. Divert aircraft as necessary. Landings should be accomplished from the overhead pattern to a full-stop landing. Formation procedures for BWC Moderate apply. Formation approaches will not be flown, except in an emergency.

Low Level: If the current and/or forecast AHAS indicates "severe**"** for any route segments planned to be flown, apply the following guidance, in order of precedence, to minimize the bird strike threat:

1. Select a different low-level route/mission (weather and operational constraints permitting).
2. Enter or exit the route at published (AP1/B) alternate entry/exit points to avoid the severe leg(s).
3. Maintain at or above 1,500' AGL minimum. Squadron SUPs may approve flying the affected route segments at the top of the route segment altitude block (do not exceed AP1/B route altitude restrictions) or 1,500' AGL.

**LOW LEVEL PRE-FLIGHT PLANNING PROCEDURES**: Crews should use AHAS, BAM and other reports of bird activity to minimize bird strike threats with informed decision making and sound ORM practices. The primary data source for current bird activity on low-level routes is the Avian Hazard Advisory System (AHAS) (www.usahas.com). The Current AHAS model is considered the most reliable due to the use of current NEXRAD radar data (where available). If AHAS is not operational, crews should use BAM. Prior to the mission briefing, but no earlier than two hours prior to scheduled entry time, aircrews will check the current and forecast AHAS models for their intended low level route. Crews will check the current BAM/AHAS at step time.

**OFF STATION PRE-FLIGHT PLANNING PROCEDURES:** Prior to the mission briefing for an off station sortie to a military airfield, check the current and forecast AHAS. For civil airfields, use the Bird Avoidance Model (BAM) by clicking the 'GOOGLE MAP" button on the www.usahas.com/ website. BAM is a prediction of bird activity based solely on historical data and bird migration patterns. It is not the most current source for bird activity but does contain forecast data for civil airfields. If the BAM/AHAS indicates **severe**, call the tower or Airfield Management at the destination airfield to get the current bird status. If the tower indicates high bird activity, or the bird status is severe, do not file without OG/CC approval. If the actual bird activity is moderate or low, you may file there but should have an alternate plan such as diverting or flying one approach to a full stop if the bird status is severe upon arrival. Comply with local bird avoidance procedures.

# BIRD AIRCRAFT STRIKE HAZARD PLAN (cont)

**LOCAL BIRD ADVISORIES:** Aircrews are reminded to remain vigilant for bird activity regardless of the existing BWC. Report any hazardous bird activity to the tower or RSU. The following information should be included in the PIREP: callsign, location, altitude, time, species/description, approximate number, and behavior of birds/wildlife (soaring, direction of travel, etc.). Additionally, contact the SOF as soon as practical with the same information.

**PHASE I AND PHASE II BIRD ACTIVITY**

**PHASE I**: Columbus AFB operates under Phase I usually from May-August. Bird activity is generally light during this period of the year. The primary threat during this period consists of occasional soaring raptors during the midday time period. Additionally, caution should be used during dawn and dusk hours when the majority of bird movement occurs.

**PHASE II**: Columbus AFB operates under Phase II usually from September-April. The airfield and areas of operation in/near the Mississippi Migratory Flyway have the potential for dense migratory bird activity continuously during this period. In addition, the potential exists for waterfowl feeding flights from the surface to 2000' AGL during the dawn/dusk time period from October-January.

**The following volume use airfields will be considered minimum BWC Moderate during the period ± 1 hour of sunrise/sunset:** Greenwood Leflore, MS (GWO), Greenville, MS (GLH), Monroe, LA (MLU) and Jackson, MS (JAN).

**The following low level routes will be closed during Phase II:** IR-68, IR-70, IR-91.

# COCKPIT RESOURCE MANAGEMENT

| CRM SKILL | POSITIVE FACTORS | NEGATIVE FACTORS |
|---|---|---|
| Communication | Listens, provides feedback, precision and efficiency of communication with all members and agencies (i.e., Crewmembers, Wingmen, Weather, ATC, Intelligence, etc.). | Interrupts, withholds, discounts, ambiguous, unclear, incomplete or inaccurate. |
| Crew/Flight Coordination | Flight/mission integrity, maintains contracts, team-building, leadership, responsibility, assertiveness, persistence, conflict resolution and solution driven recommendations/decisions. | Lacks flight discipline, judges, ridicules, overreacts, ignores, imposes, accepts error. |
| Mission Analysis | Adequate pre-mission analysis and planning/briefing. Ongoing mission evaluation using Threat and Error Management tools and techniques. Effective post mission debrief. Includes crewmember responses and outcomes to threats and errors | Brief: Neglects, rushed, incomplete, vague, ignores. Ongoing Mission: Fails to conduct timely threat/error management Debrief: Rushed, incomplete, vague, blames, ignores. |
| Risk Management / Decision Making | Uses risk management processes, problem-solving, evaluation of hazards, deliberate, real time and correct decisions. | Avoids decisions, delays, wavers, argues, fails to evaluate consequences of decision. |
| Situational Awareness | Anticipates, Identifies errors, prevents loss, recognizes own/others loss and uses techniques for recovering from loss. | Disorientated, confused, lost, fixated. |
| Task Management | Establishes priorities, manages automation and available resources, checklist discipline, and standard operating procedures. | Rushed, overloaded, complacent, mis-prioritizes |

# TRAINING RULES

**GENERAL TRAINING RULES**

- Extended daylight—15 min prior to official sunrise to 15 min past official sunset. All maneuvers normally accomplished during the day may be accomplished during extended daylight.
- G-Exercise—G-Warm-Up Turn: 200-220 KIAS, 3-4Gs for ~4-5 breathing cycles;
  G-Awareness Turn: 220 KIAS minimum, 4-5Gs for ~4-5 breathing cycles
- Use VHF to the maximum extent possible when on tower frequency at civil fields
- Do not climb or descend through reported icing conditions more severe than a 5000' band of LIGHT RIME
- If icing is encountered, alter course and/or altitude to exit icing conditions
- Sustained operation in any known icing condition is prohibited
- Conduct simulated EP's in day, VMC conditions only

**CONTACT TRAINING RULES**

- ELPs in a tower or RSU controlled pattern require 500 feet below clouds and 3 miles visibility
- No aerobatic maneuvers, stalls, slow flight, or abnormal flight recoveries: ≤ 6000'AGL
- Contact recoveries require day visual meteorological conditions (VMC)
- Perform aerobatic flight only in special use airspace
- No Aerobatics unless clear of clouds with 3 miles in-flight visibility and a discernable horizon
- Spin ≥ 13,500' MSL, spinning stops by 10,000' PA, Complete all spins 3,000' above clouds
- No Spins without 7,000' of clear airspace below entry altitude
- Rolling takeoffs—Day or extended daylight hours

**INSTRUMENT / NAVIGATION TRAINING RULES**

- No unusual attitude training ≤ 6000' AGL or in IMC
- No confidence maneuvers unless clear of clouds w/ 3 miles in-flt vis and a discernable horizon
- Radar Pattern Speeds:
  - KCBM: fly a minimum of 200 KIAS until on final approach and inside 13 DME
  - KGTR: fly a minimum of 200 KIAS until on base
- Minimum weather: Home Field CAT I & II – Suitable published minimums; Off station CAT I – Suitable published minimums, CAT II – 300–1, or suitable published minimums, whichever is greater
- GTR VFR return requires 1500–3 minimum weather
- Minimum altitude on non-local VFR point-to-point navigation missions is 3,000' AGL

**NIGHT TRAINING RULES**

- Taxi on the centerline with a minimum of 300' spacing
- Land on the centerline with a minimum of 6000' spacing
- No rolling takeoffs
- Night landings at other than the home field require operational glidepath guidance (visual descent path indicator or precision guidance system)
- No overhead/closed patterns unless at home field (will not be flown by students, IP only)
- Do not practice the visual circling portion of an instrument approach or perform a low closed (night circling permitted only at home station per 19 AF waiver)
- Do not file to a base of intended landing (other than the home station) unless there is an operable straight-in approach with glide-path guidance. Night alternates must have an operational instrument straight-in approach with glidepath guidance
- Logging night requirements:
  - Night – the period between the end of evening civil twilight and before the beginning of morning civil twilight (~28 min after sunset/before sunrise at CBM)
  - Night Time/Landings – logged when flown at night as defined above
  - PPT Night Sorties – no T/O or land time restrictions, night time/landings as above
  - ALP Night Sorties – T/O after end of civil twilight, land before morning civil twilight
  - IP Night Sortie – any portion flown at night as defined above
- Instructors will not fly a night MQT or syllabus sortie as the third flight-related activity of the duty day. Flight-related activities include: student/CT sortie, RSU/SOF/SUP tour, or simulator
- Aerobatics, practice OCF recoveries, practice stalls, stab demo, and practice contact recoveries are prohibited at night

# TRAINING RULES (cont)

**FORMATION TRAINING RULES**

- G-Awareness Exercise: fly the G-Ex in airspace free from potential conflict and ensure adequate spacing between aircraft in formation (3000' minimum from tactical position per Blaze Standards)
- "Knock-It-Off" Situations: "Knock-It-Off" will be called when safety of flight is a factor, doubt or confusion exists, or any of the following circumstances:
    - A dangerous situation is developing
    - Situational Awareness is lost
    - A violation of the following has occurred or appears imminent:
        - Area boundary
        - Minimum cloud separation, altitude, range
    - Weather is below minimums for the area or route
    - Aircraft exceeds maneuvering limits that compromise flight safety (i.e. over G, min A/S)
    - Radio failure is recognized or a continuous wing rock is observed
    - Bingo fuel is inadvertently over flown
    - Unbriefed/Unscheduled flight enters the working area
    - Any player calls "Knock-It-Off"
- "Terminate" will be called *by any player* to discontinue maneuvering when safety of flight is not a factor. "Terminate" will also be called in the following circumstances:
    - Bingo fuel is reached
    - Desired learning objectives are met
    - An aircraft is out of position with no expectation of expeditious return to position
- If #1 is blind, transmit "CS, blind, XXXX feet" and maintain a predictable flight path. #2 will either call "continue" and state position, or call "KIO" (as req'd) and "blind" with altitude in MSL.
- If #2 is blind, transmit "CS, blind, XXXX feet" and maneuver away from #1's last known position.
- If both aircraft are blind, #1 must immediately direct a minimum of 1,000' altitude separation
- Do not exceed approximately 90°& 2-3g while in fingertip/close trail, min airspeed is 120 KIAS
- Close Trail maneuvering is limited to turns and modified lazy eights
- Extended Trail restrictions:
    - Accomplish all maneuvers ≥ 6000' AGL
    - Weather required – clear of clouds with 3 miles in-flight visibility & a discernable horizon
    - Inside 300' or forward of 3/9 requires KIO call
    - Maximum bank angle is 120° for levels I and II, minimum airspeed is 100 KIAS
    - No abrupt turn reversals
    - Two ship only
    - Number 2 will lag last known position of Lead if lost sight and call "Blind"
    - Solo students will not fly barrel rolls or over-the-top maneuvers as Number 2
- Do not accomplish a position change < 500' AGL or > 30° aft of line abreast
- Do not accomplish Practice Lost Wingman at night, IMC, or ≤ 6000' AGL
- See page 6 for formation takeoff/landing restrictions

**LOW LEVEL TRAINING RULES**

- Single-ship low levels will not be flown solo
- Enter no earlier than 30 mins after sunrise & exit no later than 30 mins prior to sunset, 1 hour mtn
- Min WX required—VR (3000/5), SR (1500/3), SR 137—2300/3 to enter route
- Do not exceed 250 KIAS on a Slow Route
- Minimum obstacle clearance is 500' above highest obstacle w/in 2 NM of aircraft, once visual 2000' horizontal
- Minimum terrain clearance is 500' above highest terrain w/in 2000' of course
- Do not fly < 2000' AGL over National Parks, Wildlife Refuges, National Wetlands, and Federal Fish and Game preserves
- Fly first portion of route no lower than 1,000' AGL. Lower altitudes permitted after demonstrated proficiency
- Local Routes enter +- 4 min of scheduled time. Minimum actual separation for T-6s is 2 min.

# CONTACT BRIEFING GUIDE

(*) – BLAZE Standards

**1. GENERAL**
- a. Time hack (DSN 762-1401)
- b. Mission objectives and requirements
- c. Mission overview/ORM/CRM topic
- d. Mission data card/callsign/takeoff time
- e. Joker and Bingo fuels
- f. FCIF, Ops Notes, NOTAMs, TOLD, P-RAIM
- g. Statuses (Airfield, NAVAID, Alternate)
- h. WX (Takeoff, Area/Route, Recovery, Alternate)

**2. GROUND OPERATIONS**
- a. AFTO Form 781 (review/stowage)*
- b. Gear pin/Personal equip stowage*
- c. Exterior inspection*
- d. Instrument cockpit check*
- e. Engine start*
- f. Clearance and taxi procedures*
- g. End of runway procedures*
- h. Spare aircraft procedures*

**3. TAKEOFF (static/rolling, crosswinds, min torque)**

**4. DEPARTURE (routing, altitude, airspeeds)**

**5. AREA WORK**
- a. G-awareness exercise*
- b. Specific area work and parameters
- c. Engine and G envelope

**6. RECOVERY (routing, altitude, airspeed)**

**7. SIMULATED EMERGENCY PROCEDURES**

**8. ALTERNATE MISSION PROFILE**

**9. IMC PROCEDURES**
- a. Unusual attitudes*
- b. Spatial disorientation*
- c. Icing restrictions*

**10. NIGHT PROCEDURES**
- a. Equipment (flashlight, clear visor)
- b. Aircraft* and cockpit lighting
- c. Taxi procedures
- d. Spatial disorientation
- e. Visual illusions
- f. Pattern procedures*/references
- g. Night restrictions

**11. CREW COORDINATION**
- a. Aircraft commander
- b. Transfer of aircraft control (With and without intercom)*
- c. Clearing*
- d. In-flight checks*
- e. Radio procedures*
- f. PCL movement/Hand position*

**12. EMERGENCY PROCEDURES**
- a. Aircrew responsibilities*
- b. Emergency ground egress*
- c. Takeoff emergencies
- d. Physiological incident*
- e. Bird strike*
- f. Electrical Fire
- g. Engine Malfunction/Failure*
- h. Ejection (With and Without intercom */ Controlled and Uncontrolled)
- i. Visual signals with intercom failure* (Crewmember attention, Emer ldg gr extension, aux bat)
- j. Lost communications procedures*
- k. Lost procedures*
- l. Emergency divert airfields

**13. TRAINING RULES**

**14. SPECIAL INTEREST ITEMS**

**15. QUESTIONS/PERSONAL ITEMS**

# MISSION DEBRIEFING GUIDE

**1. DEBRIEF ROE** (i.e. hold questions to end/ ask questions as they arise)

**2. MISSION RECONSTRUCTION**
- a. Briefing/Ground Ops
- b. Takeoff/Join-up/Departure
- c. Area work (including AGSM)
- d. Recovery/Landing/After Ldg

**3. MISSION ANALYSIS**
- a. Radio Procedures
- b. Flight Effectiveness
- c. SIIs
- d. CRM
- e. Mission Training Objectives

**4. LESSONS LEARNED**

**5. COMMENTS/QUESTIONS/REATTACKS**

**6. NEXT SORTIE DISCUSSION**

# C4401/02 ALP INITIAL SOLO CHECKLIST

Do not rush ground operations or the sortie to adhere to the sequence below. The SP should be aware of chock time, but should not feel rushed or pressured to make chock time. It is better to incomplete the sortie or bust chock time than to rush an inexperienced crew member and force an unsafe situation. Ensure applicable EPs in TIMS are signed off.

**-1+25**: PRIOR to brief time, inform SUP that you will be conducting an Initial Solo Sortie

**-0+45**: IP & SP Step (Minimum 2+15 prior to Sunset)
- Get solo brief from SUP
- Ensure a line is added in TIMS for C4402, get solo call sign for C4402 (TIMS Line #)

**-0+25**: Pre-Flight
- Inform MX you are an initial solo sortie and will return in 45 min
- For ITS Caution/Danger you need to park under a shelter
- Recommend "stuffing" SP while IP does walk-around

**0+00**: C4401
- Min requirements: Verify with Student's Current Syllabus

**0+45**: Land and taxi to parking
- If unable to meet timing due to other than student proficiency consider a chock extension

**0+50 – 0+55:** C4401 Shutdown
- You will not be refueled between sorties; do not attempt C4202 with less than 500lbs
- Perform **ENGINE SHUTDOWN CHECKLIST,** SP remains in aircraft
- Have MX retrieve/connect an external power cart
- IP performs **BEFORE LEAVING AIRCRAFT CHECKLIST** for RCP only
- MX will tie up RCP while IP completes 781 for C4401 and prepares aircraft for C4402

**FOR ITS Caution/Danger:**
- When power cart is connected, inform SP to utilize EVAP BLWR during pre-flight.
- Comply with ITS Caution/Danger restrictions (Pg. 4 IFG)

**0+55 – 1+05:** C4402 Ground Ops
- IP performs **EXTERIOR INSPECTION CHECKLIST**
- IP inspects RCP to ensure compliance with **REAR COCKPIT (SOLO FLIGHT)** checklist
- Remind SP they are responsible for the 781 after C4402 (Aircraft and TIMS)
- SP begins with **INTERIOR INSPECTION CHECKLIST (ALL FLIGHTS)**
- SP should expect to motor the engine to bring the IOAT within tolerances
- IP should remain at the aircraft until SP taxis out

If unable to start the engine after 3 motoring runs perform **ENGINE SHUTDOWN & BEFORE LEAVING AIRCRAFT CHECKLIST**. Contact TEXAN Ops via any means available to inform SUP of the situation. Consider factors such as ITS condition, next event, turn-time and aircraft availability in determining if a spare aircraft should be coordinated for or return to the squadron. If it is determined to scrub C4402, attempt to re-schedule for later in the day.

**1+05 – 1+10:** SP Taxi and T/O for C4402 (0.6 ASD)

**SYLLABUS NOTES:**

(1) Attempt to fly C4402 in the same aircraft as C4401.
(2) If C4402 gets delayed, it may be postponed up to the last flying period of the day.
(3) No other aircraft or simulator training may occur between accomplishing the requirements of C4401 and C4402.
(4) If C4402 is not completed the same day as C4401, fly C4401(R). Exception: The student may solo the next day without flying C4401(R) with SQ/DO or CC approval.
(5) C4402 must be flown on same rwy as C4401 (i.e. no runway change)
(6) Turn time from initial solo C4402 is based off of TO time of C4402.

# ALP SOLO STUDENT BRIEFING GUIDE (Crosscheck current syllabus)

1. **SOLO STUDENTS SHOULD LAND BY SUNSET**
2. **CLEARED TO FLY (FAIR, UNSAT, DNIF, EPQ, STANDUP, OR ACADEMIC BUST)**
3. **NORM PATTERN & LANDING FAIR OR BETTER WITHIN LAST 7 CALENDAR DAYS**
4. **INITIAL SOLO/PATTERN ONLY PROFILE**
    a. Familiar with the runway (Fair or Better on Breakout)
    b. Following items FAIR or better within the last 10 calendar days: (Check syllabus)
        1. TP Stalls, Power On Stalls and ELP Pattern / Landing
    c. C4401 ONLY - Following items FAIR or better within the last 4 calendar days:
        1. ELP pattern / landing
5. **CONTACT AREA PROFILE**
    a. Familiar with the runway (Fair or Better on Breakout)
    b. Following items FAIR or better within the last 10 calendar days: (Check syllabus)
        1. TP Stalls, Power On Stalls and ELP Pattern / Landing
        2. Recoveries, Recovery from Spin
    c. If on Flying CAP and this is your second solo in a row, see Squadron Sup for approval
    d. If not on CAP and this is your third solo in a row, see Squadron Sup for approval
6. **FORMATION PROFILE**
    a. Prerequisites met: 2x ELP patterns/landings, blind ex to a FAIR level (Check syllabus)
    b. Verify student pilot's minimum solo time required.
    c. Solo students will not fly:
        1. Fingertip position when accomplishing in-flight checks/channel changes
        2. Close trail as wingman
        3. Practice lost wingman procedures while on the wing
        4. Extended trail level 3 as wing
        5. Actual or simulated instrument approaches and landings as lead or wing
        6. Formation approaches/landings (wing or lead)
        7. Chase procedures or BD check
        8. Formation wing takeoff from the wing position
7. **NOT THE THIRD FLYING EVENT OF THE DAY (SIM, RSU, AIRCRAFT)**
8. **MOST RECENT DUAL GRADE IS FAIR OR BETTER FOR ALL PLANNED MANEUVERS**
9. **ADMINISTRATIVE PROCEDURES**
    a. Complete solo self-briefing in binder at ops desk.
    b. Turn solo chit in to SUP with Tail # (Pick up chit from SUP after flying)
    c. Receive a debrief from an IP after mission and complete Form 781
    d. Watch turn time issues
    e. Print out Category Grade Summary Sheet and bring to SUP
10. **GENERAL**
    a. Thorough walk-around--rear seat secured by crew chief
    b. Problems - talk to crew chief, IP, or Texan Ops (VHF CH 20)
    c. Static TO
    d. Clear / Breakout if necessary
    e. No dual only or prohibited maneuvers
    f. Remain VMC (ask RAPCON for deviations around WX)
    g. G-Awareness, Contact Recoveries/OCF, Clearing
11. **FUEL REQUIREMENTS**
    a. Ops Checks every 15 minutes
    b. Solo Min Fuel: 200 lbs (300 lbs if dual runway ops)
    c. Depart Gunshy with at least 400 lbs, depart area with at least 300 lbs
12. **EMERGENCY PROCEDURES**
    a. Contact Columbus SOF (CH 12) or Sunfish (CH 2)
    b. Do not call Columbus SOF in the Sunfish pattern (talk to Sunfish)
    c. Use checklist & IFG (if necessary, have RSU read to you while in the pattern)
13. **RUNWAY CHANGE PROCEDURES**
14. **BRIEF APPLICABLE ITEMS OF CONTACT / FORMATION BRIEFING GUIDE**

# PPT SOLO STUDENT BRIEFING GUIDE

1. **SOLO STUDENTS SHOULD LAND BY SUNSET**
2. **CLEARED TO FLY (FAIR, UNSAT, DNIF, EPQ, STANDUP, OR ACADEMIC BUST)**
3. **DUAL DAY NORMAL OVHD LANDING "G" WITHIN LAST 7 CALENDAR DAYS**
4. **TRANSITION SOLO PROFILE (T4301)**
    a. Prerequisites complete (T4107, E3102) (Check Syllabus)
    b. Familiar with the landing runway, FAIR or Better on Breakout and Reentry
    c. AGSM to required proficiency level prior to flying solo to the area
    d. Transition Solo Currencies (within the last 7 calendar days): (Check syllabus)
        1. Abnormal Flight Recoveries, Recovery from Spin, TP Stalls, Power On Stalls and ELP Pattern / Landing
5. **FORMATION SOLO PROFILE (F4101)**
    a. Prerequisites complete (F4005, T4301, CR202) (Check syllabus)
    b. Familiar with the landing runway, FAIR or Better on Breakout and Reentry
    c. Formation Solo Currencies (within the last 30 calendar days):
        1. TP Stalls and Recovery from Spin
    d. Flown under supervision of IP who flew the preceding dual form sortie (SQ/CC may waive)
    e. Dual checkout sortie no more than 4 calendar days prior
    f. All EPs signed off
    g. Verify minimum solo time needed (1.0 hours total required)
    h. Solo students will not fly:
        1. Actual or simulated instrument approaches and landings as lead or wing
        2. Close trail as wing
        3. Fingertip position when accomplishing in-flight checks/channel changes
        4. Practice lost wingman procedures while on the wing
        5. Extended trail level 3 as wing
        6. Formation landings (wing or lead)
        7. Formation wing or interval takeoffs from the wing position
6. **NOT THE THIRD FLYING ACTIVITY OF THE DAY (AIRCRAFT, RSU, OR SIM)**
7. **MOST RECENT DUAL GRADE IS FAIR OR BETTER FOR ALL PLANNED MANEUVERS**
8. **ADMINISTRATIVE PROCEDURES**
    a. Complete solo self-briefing in binder at ops desk.
    b. Turn solo chit in to SUP with Tail # (Pick up chit from SUP after flying)
    c. Receive a debrief from an IP after mission and complete Form 781
    d. Watch turn time issues
    e. Print out Category Grade Summary Sheet and bring to SUP
9. **GENERAL**
    a. Thorough walk-around--rear seat secured by crew chief
    b. Problems - talk to crew chief, IP, or Texan Ops (VHF CH 20)
    c. Static TO
    d. Clear / Breakout if necessary
    e. No dual only or prohibited maneuvers
    f. Remain VMC (ask RAPCON for deviations around WX)
    g. G-Awareness, Contact Recoveries/OCF, Clearing
10. **FUEL REQUIREMENTS**
    a. Ops Checks every 15 minutes
    b. Solo Min Fuel: 200 lbs (300 lbs if dual runway ops)
    c. Depart Gunshy with at least 400 lbs, depart area with at least 300 lbs
11. **EMERGENCY PROCEDURES**
    a. Contact Columbus SOF (CH 12) or Sunfish (CH 2)
    b. Do not call Columbus SOF in the Sunfish pattern (talk to Sunfish)
    c. Use checklist & IFG (if necessary, have RSU read to you while in the pattern)
12. **RUNWAY CHANGE PROCEDURES**
13. **BRIEF APPLICABLE ITEMS OF CONTACT / FORMATION BRIEFING GUIDE**

# FORMATION BRIEFING GUIDE

(*) – BLAZE Standards

**1. GENERAL**
- a. Time hack (DSN 762-1401)
- b. Mission objectives and requirements
- c. Mission overview/ORM /CRM topic
- d. Mission data card/callsign/takeoff time
- e. Joker and Bingo fuels
- f. FCIF, Ops Notes, NOTAMs, TOLD, P-RAIM
- g . Statuses (Airfield, NAVAID, Alternate)
- h. WX (Takeoff, Area/Route, Recovery, Alternate)
- i. Formation Positions

**2. GROUND OPERATIONS**
- a. Engine start*
- b. ATIS*
- c. Flight check in/clearance/taxi*
- d. End of runway procedures*
- e. Maintenance delays*
- f. Spare aircraft procedures*

**3. TAKEOFF**
- a. Runway lineup
- b. Takeoff (wing, interval, 3/4 ship)*
- c. Instrument trail and rejoin*

**4. DEPARTURE (routing, altitude, airspeed)**

**5. AREA WORK**
- a. G-awareness exercise*
- b. Specific exercises (entry/parameters)
- c. Rejoins (bank, airspeed, position)*
- d. Engine and G envelope

**6. INSTRUMENT AND NAVIGATION MISSION**
- a. Routing, altitude, airspeed

**7. RECOVERY**
- a. Split-up*
- b. Recovery (routing, altitude, airspeed)
- c. Overhead pattern (entry/spacing)
- d. Wing approach
  1. Configuration and airspeed
  2. Instrument procedures
  3. Circling procedures
- e. After landing/taxi (single ship/form)*

**8. ALTERNATE FORMATION MISSION**

**9. IMC PROCEDURES**
- a. Unusual attitudes*
- b. Spatial disorientation*
- c. Icing restrictions*
- d. Aircraft lighting*
- e. Lost wingman procedures*

**10. FORMATION PROCEDURES**
- a. Radio procedures*
- b. In-flight checks*
- c. Route position and spacing*
- d. Position change*
- e. Wake turbulence*
- f . Breakout*
- g. Overshoot and collision avoidance
- h. Terminate/Knock-it-off*
- i. Lost sight*
- j. Visual signals*

**12. FORMATION EMERGENCIES**
- a. Takeoff
- b. In-flight malfunctions*
- c. Element integrity*
- d. Midair collision*
- e. Radio failure*
- f . HEFOE*
- g. Physiological incident*
- h. Bird strike*
- i. Ejection*
- j. Recovery
- k. Divert*

**13. TRAINING RULES**

**14. SPECIAL INTEREST ITEMS**

**15. QUESTIONS**

**16. INDIVIDUAL CREW BRIEFING**
- a. Aircraft commander
- b. Ground operations*
  1. AFTO Form 781 (review/stowage)*
  2. Gear pin/Personal equip stowage*
  3. Exterior inspection*
  4. Instrument cockpit check*
  5. Spare aircraft procedures*
- c. Transfer of aircraft control*
- d. Clearing *
- e. In-flight checks*
- f. Radio procedures*
- g. PCL movement/Hand position*

**17. EMERGENCY PROCEDURES**
- a. Use the CONTACT BRIEFING GUIDE Emergency Procedures section

**18. ALTERNATE SINGLE-SHIP MISSION**

**19. QUESTIONS/PERSONAL ITEMS**

# INSTRUMENT/NAVIGATION BRIEFING GUIDE

(*) – BLAZE Standards

**1. GENERAL**
- a. Time hack (DSN 762-1401)
- b. Mission objectives/requirements
- c. Mission overview/ORM/CRM topic
- d. Mission data card/callsign/takeoff time
- e. Joker and Bingo fuels
- f. FCIF, Ops Notes, NOTAMs, TOLD, P-RAIM
- g. Statuses (Airfield, NAVAID, Alternate)
- h. WX (Takeoff, Area/Route, Recovery, Alternate)
- i. Weight and Balance
- j. Required personal equipment (LPU, flashlight, clear visor, etc.)
- k. AHAS/BAM review

**2. GROUND OPERATIONS**
- a. AFTO Form 781 (review/storage)*
- b. Gear pin/Personal equip stowage*
- c. Exterior inspection*
- d. Instrument cockpit check*
- e. Engine start*
- f . Clearance and taxi procedures*
- g. End of runway procedures*
- h. Spare aircraft procedures*

**3. TAKEOFF (static/rolling, crosswinds, min torque*, VRD*)**

**4. DEPARTURE (routing, altitude, airspeed)**

**5. EN ROUTE AND CRUISE (routing, altitude, airspeed)**

**6. AREA WORK**
- a. Specific area work/parameters
- b. Engine and G envelope

**7. ARRIVAL**
- a. Checks, routing, altitude, airspeed
- b. ATIS/Wx review/Metro
- c. Instrument approach review

**8. INSTRUMENT APPROACH PROCEDURES**
- a. Holding
- b. Penetration and en route descent
- c. Circling
- d. Transition to landing

**9. LANDING**
- a. Visual illusions
- b. Barrier locations

**10. SIMULATED EMERGENCY PROCEDURES**

**11. ALTERNATE MISSION PROFILE**

**12. VFR PROCEDURES**
- a. Turn points
- b. Headings
- c. Times
- d. Altitudes
- e. Prominent ground features
- f . Obstacles
- g. Flight following
- h. VFR arrival

**13. IMC PROCEDURES**
- a. Unusual attitudes*
- b. Spatial disorientation*
- c. Icing restrictions*

**14. NIGHT PROCEDURES**
- a. Equipment (flashlight, clear visor)
- b. Aircraft* and cockpit lighting
- c. Taxi procedures
- d. Spatial disorientation
- e. Visual illusions
- f . Pattern procedures*/references
- g. Night restrictions

**15. CREW COORDINATION**
- a. Aircraft commander
- b. Transfer of aircraft control (With and without intercom)*
- c. Clearing*
- d. In-flight checks*
- e. Radio procedures*
- f . PCL movement/Hand position*

**16. EMERGENCY PROCEDURES**
- a. Aircrew responsibilities*
- b. Emergency ground egress*
- c. Takeoff emergencies
- d. Physiological incident*
- e. Bird strike*
- f . Electrical Fire
- g. Engine Malfunction/Failure*
- h. Ejection (With and without intercom*/ Controlled and uncontrolled)
- i. Visual signals with intercom failure* (Crewmember attention, Emer ldg gr extension, aux bat)
- j. Lost communications procedures*
- k. Lost procedures*
- l. Emergency divert airfields

**17. SPECIAL INTEREST ITEMS**

**18. TRAINING RULES**

**19. QUESTIONS/PERSONAL ITEMS**

# LOW LEVEL BRIEFING GUIDE

(*) – BLAZE Standards

**1. GENERAL**
- a. Time hack (DSN 762-1401)
- b. Mission objectives and requirements
- c. Mission overview/ORM/CRM topic
- d. Mission data card/callsign/takeoff time
- e. Joker and Bingo fuels
- f. FCIF, Ops Notes, NOTAMs, TOLD, P-RAIM
- g. Statuses (Airfield, NAVAID, Alternate)
- h. WX (Takeoff, Area/Route, Min Alt Setting, Recovery, Alternate)
- i. Weight and Balance
- j. Check Low Level Route Brief
- k. AHAS/BAM review

**2. GROUND OPERATIONS**
- a. AFTO Form 781 (review/storage)*
- b. Gear pin/Personal equip stowage*
- c. Exterior inspection*
- d. Instrument cockpit check*
- e. Compass check*
- f . Clock check*
- g. Engine start*
- h. Clearance and taxi procedures*
- i. End of runway procedures*
- j. Spare aircraft procedures*

**3. TAKEOFF (static/rolling, crosswinds, min torque*)**

**4. DEPARTURE (routing, altitude, airspeed)**

**5. ROUTE ENTRY**
- a. Prominent features
- b. Radial/DME or GPS
- c. Maneuvering to enter the route
- d. Transponder (IFF/SIF)
- e. Flight service station

**6. FLYING THE ROUTE**
- a. Dead reckoning/map reading tech
- b. Corridor width, min/max altitudes
- c. Alt control/height assessment tech
- d. Ground track references/corrections
- e. Groundspeed/timing corrections
- f . Obstruction/avoidance procedures
- g. Mandatory reporting points
- h. Frequencies
- i. Continuation and bingo fuels
- j. Target area/acquisition

**7. CONFLICTS ALONG THE ROUTE**
- a. Parallel/crossing low-levels
- b. Airfields
- c. Civilian VFR routes (roads, rivers, etc)
- d. Cities
- e. Noise-sensitive areas

**8. ROUTE ABORT**
- a. Altitude, IMC/VMC procedures

**9. ROUTE EXIT AND RECOVERY**
- a. Altitude
- b. Controlling agency
- c. Radio frequency
- d. Transponder (IFF/SIF)
- e. Route of flight
- f . VFR arrival

**10. IMC PROCEDURES**
- a. Unusual attitudes*
- b. Spatial disorientation*
- c. Icing restrictions*

**11. INSTRUMENT APPROACH PROCEDURES**
- a. Penetration/enroute descent
- b. Prec/Non-prec approach review
- c. Circling
- d. Transition to landing

**12. SIMULATED EMERGENCY PROCEDURES**

**13. ALTERNATE MISSION**

**14. CREW COORDINATION**
- a. Aircraft commander
- b. Transfer of aircraft control (With and without intercom)*
- c. Clearing*
- d. In-flight checks*
- e. Radio procedures*
- f . PCL movement/Hand position*

**15. EMERGENCY PROCEDURES**
- a. Aircrew responsibilities*
- b. Emergency ground egress*
- c. Takeoff emergencies
- d. Physiological incident*
- e. Bird strike*
- f. Electrical Fire
- g. Engine Malfunction/Failure*
- h. Ejection (With and without intercom*/ Controlled and uncontrolled)
- i. Visual signals with intercom failure* (Crewmember attention, Emer ldg gr extension, aux bat)
- j. Lost communications procedures*
- k. Lost procedures*
- l. Emergency divert airfields
- m. Emergencies when flying low-level*

**16. TRAINING RULES**

**17. SPECIAL INTEREST ITEMS**

**18. QUESTIONS/PERSONAL ITEMS**

# NAVIGATION FLIGHT PLANNING CHECKLIST

**1. AIRFIELD REQUIREMENTS**

a. Military field open / compatible for use
b. Civil (P) field restrictions (11-202V3)
   1. Joint Use: "P" in IFR Sup followed by A, AF, AFRES, ANG, AR, CG, MC, N, or NG
   2. Alternate when no suitable military field is available
   3. Emergency
   4. Approval from 14 FTW/CC or higher
c. Fields authorized by 11-202V3 / Columbus AFBI 13-1.
d. Airfield Suitability and Restrictions Report, (Should reference for unfamiliar airfields)
e. IFR SUP / AP-1
   1. Operating hours / servicing capability
   2. Airfield hazards / location of barriers (MA-1A) / potential FOD hazards
   3. Special arrival / departure instructions
   4. Fuel: JP-4,JP-5,P-8,JP-8+100,JET A,JET A+100, JET A-1,JET B,F-24, F-34, F-35, F-40,F-44,F-27). Commercial JETA,JET A-1 or JET B may be used, providing it contains anti-ice/fungicide (PAFAMB, MIL-DTL-85470 or equivalent).

**2. NOTAMS**

a. Check: D / L / FDC / ZZZ / Center / NTAP / TFRs / GPS / Jeppesen
   1. https://www.daip.jcs.mil / or 1-800-USNOTAM
   2. http://www.jeppesen.com/download/navdata/ndusa.pdf
   3. Civil Field 1-800-WX-BRIEF (Servicing FSS)

**3. WEATHER CONSIDERATIONS (1-800-WX-BRIEF for civil fields)**

a. Departure weather / TOLD (ceiling, visibility, temperature, pressure altitude, and surface winds). Local – use existing weather at takeoff and forecast for departure +1 hour / out base – use existing weather at takeoff.
b. Climb winds and temperature deviation
c. Cruise winds and temperature
d. Enroute weather (icing, thunderstorms, and wx warnings)
e. Current / forecast destination & alternate wx (ceiling, vis, temp, PA, turbulence, winds)

**4. VFR WEATHER REQUIREMENTS**

Forecast weather for the departure, planned route of flight, and arrival (+/-1 hour of ETA) must be at or above the following minimums:

a. Class B Airspace: 3 SM vis, clear of clouds
b. Class C, D, and E/G Airspace below 10,000': 3 SM vis, 500' below clouds, 1,000' above clouds, and 2,000' horizontal clearance.
c. Class E/G Airspace above 10,000': 5 SM vis, 1,000' below clouds, 1,000' above clouds, and 1 SM horizontal clearance

Note: The minimum altitude for VFR nonlocal point-to-point navigation is 3,000' AGL.

**5. PWC TAKEOFF AND APPROACH CEILING/VISIBILITY MINIMUMS**

Minimum weather: **Home Field** CAT I & II - Suitable published minimums; **Off station** CAT I - Suitable published mins, CAT II - 300 - 1. Destination must be highest of PWC or suitable approach minimums +/- 1 hour from ETA

**6. IFR DEPARTURE REQUIREMENTS**

a. Departure Minimum Weather: Current conditions at the departure airfield must be at or above PWC minimums or published approach minimums whichever is greater (11-2T-6V3: existing and forecast weather for ETA + 1 hour for locals).
b. USAF aircraft will depart IFR using only the following methods. In all cases, pilots must ensure climb gradient is met (for obstacle clearance):
   1. Diverse Departure - NA when an ODP, climb gradient, or non-standard weather minimum are published
   2. Omnidirectional Departure (ICAO)
   3. Obstacle Departure Procedures (ODP) - textual or graphical (one or any combination):
      i. Non-Standard Takeoff Minimums
      ii. Specific Routing
      iii. Visual Climb over the Airport (VCOA)
      iv. Reduced Takeoff Runway Length (RTRL) Procedure

4. Diverse Vector Area (DVA)
5. Specific ATC Departure Instructions
6. Standard Instrument Departure (SID)
7. MAJCOM Certified Procedure - (specific locations, MAJCOM-specific training)
8. Special Departure Procedure - (specific locations and specific MDS; MAJCOM training)

**7. FILING REQUIREMENTS**

a. **General:** Mission requirements drive selection of flight rules (IFR or VFR)

b. **Requirements:** The PIC certifies: the flight is authorized IAW AFI 11-401; mission planning requirements have have been met; flight plan was reviewed for completeness and accuracy; the flight complies with ADIZ, special use airspace, or MTR scheduling/coordination procedures specified in FLIP and NOTAMs.

i. **Additional Requirements:** Do not file to a destination unless the ceiling and visibility for the estimated time of arrival (plus or minus 1 hour) is at or above the appropriate PWC or suitable published minimums, whichever is greater **(11-2T-6V3)**

**8. REQUIREMENTS TO FILE AN ALTERNATE (11-202V3)**

**An alternate is required when:**

a. The worst weather at the destination, to include TEMPO conditions, at the ETA ±1 hour is less than a ceiling of 2,000' or a visibility of 3 SM or...

i. When there is no published compatible instrument approach

ii. When forecast winds exceed aircraft limits ± 1 hour of ETA

b. Additionally, pilots must designate an alternate airport on an IFR flight plan: **(AETC)**

i. When access to reduced vertical separation minimum (RVSM) airspace is required to reach the alternate.

c. The PIC should consider the following factors when determining if an alternate is required: (1) all compatible approaches require radar or GPS; (2) required navigational aids will be unmonitored; (3) the destination has no weather reporting capability; (4) the airfield's lowest compatible approach weather minimums are greater than or equal to a 1,500 ft. ceiling or 3SM visibility. **Note:** It is the PIC's discretion to designate an alternate based on these factors. **(AETC)**

**9. IFR ALTERNATE REQUIREMENTS (11-202V3)**

a. **Winds:** Are the alternate winds forecast (at ETA ± 1 hour) in aircraft limits; or..

b. **RVSM (AETC):** Is RVSM airspace not required to reach the alternate

c. **With a Published Compatible Approach:** The worst alternate forecast weather conditions for ETA ±1 hour, to include TEMPO conditions (except those caused by thunderstorms, rain, or snow showers), will meet or exceed:

i. A ceiling of 1,000', or 500' above the lowest compatible minimum (whichever is higher)

-AND-

ii. A visibility of 2 SM, or 1 SM above the lowest compatible minimum (whichever is higher).

**Additional Conditions that Disqualify an Alternate:**

i. All compatible approaches at the alternate require an unmonitored NAVAID.

ii. The alternate airfield *DOES NOT* report weather observations.

iii. "ANA" (Alternate not Authorized) is displayed on all compatible approaches.

iv. Any note disqualifying the airfield or all compatible approaches in the IFR Alternate Minimums section A.

v. If GPS the only compatible instrument approach at both the destination and alternate.

b. **Without a Published Compatible Instrument Approach Procedure:** If there is no compatible published approach at the desired alternate, forecast weather for the ETA (±1 hour) must permit a descent from the minimum enroute altitude (MEA), approach and landing under basic VFR. Disqualifying conditions listed above do not apply when utilizing this option.

# NAVIGATION FLIGHT PLANNING CHECKLIST (cont)

**10. FLIP**
- a. SID, STAR, takeoff climb gradient, weather reporting/NAVAID monitoring
- b. Restricted, prohibited, alert areas, airways, and Class B or C airspace
- c. Emergency airfields
- d. Planned and backup approach procedures
- e. TCN

**11. VFR MAP**
- a. Suitable terrain chart required when flying outside local area
- b. Review terrain and obstacles along planned route

**Note:** Night VFR point to point sorties will be flown no lower than 3000' AGL or an altitude that will ensure 1000' obstacle clearance (2000' in mountainous terrain) above the highest obstacle within 4 NM of the planned course, whichever is higher. Use appropriate VFR hemispheric altitude if flying above 3000' AGL.

**12. DESTINATION (call to check)**
- a. Servicing capabilities, PPR/OBO and airmen service, availability of multiple approaches, status of barriers

**13. SIMULATED EMERGENCY**
- a. Must have CBM or AETC LOA allowing ELPs
- b. Weather: Day – ceiling at or above 1,500' AGL and visibility at least 3 SMs. Maintain VFR cloud clearances during simulated emergency
- c. Discontinue if inter-cockpit communication is lost

**14. NIGHT PROCEDURES**
- a. Comply with guidance in 11-202V3 and 11-2T-6V3 14OGSup
- b. In unusual circumstances, such as an aircraft emergency or a facility outage, the PIC will determine the best method of recovery
- c. Alternates must have an operational instrument straight-in approach

**15. ENSURE THE FOLLOWING**
- a. Complete Form 70 or equivalent
- b. Complete DD Form 175/1801 IAW FLIP GP
- c. Compute TOLD
- d. Prepare charts
- e. Obtain DD Form 175-1 or verbal weather briefing
- f . Thorough BAM/AHAS review
- g. Review departure, route of flight and approaches
- h. File flight plan
- i. Accomplish appropriate mission brief/sign out
- j. Obtain SUP / WEDO briefing:
  1. Out-and-Backs sign out on off-station log
  2. Flight orders (AETC Form 4327) required if off-station over night
  3. Fuel stickers

**16. REQUIRED EQUIPMENT**
- a. Appropriate flight clothing
- b. LPUs if necessary
- c. Aircraft Key
- d. Flashlight
- e. Survival Equipment
- f. Engine/Prop covers, grounding wires

**17. PERFORM THOROUGH PREFLIGHT**
- a. Tires, check wear (Pg. 6 IFG)
- b. Lighting
- c. AIR Card
- d. AFTO Form 781 for inspection dates (will GPS database become overdue)

**18. USEFUL WEBSITES**
- a. http://www.aopa.org
- b. https://iwin.nws.noaa.gov
- c. https://www.usahas.com
- d. http://sapt.faa.gov

**19. T-6A 1800WXBRIEF FLIGHT PLANNING USER'S GUIDE**

## T-6A 1800WXBRIEF FLIGHT PLANNING USER'S GUIDE

**1.)** Go to: **http://www.1800wxbrief.com** **Username**: **aetc.a3vu@us.af.mil** **Password: AETC@3vu**
**2.)** Click "Flight Planning & Briefing" → "Briefings, Flight Plans, & NavLogs"
**3.)** Select the callsign corresponding to the altitude you want to fly, rounded down to the nearest 5,000 ft. (Ex: If you plan to cruise at 23,000' MSL → Use TEXAN20)
**4.)** Verify the cruise airspeed for your selected altitude matches the **T-6A 1800WXBRIEF FUEL PLANNING VALIDATION DATA** in Table 1.

Only data from Table 1 is authorized & validated for use by 19AF/OSU.

**Note:** Cruise fuel profiles are directly derived from TO 1T-6A-1CL-1, page P-15, ***LONG RANGE CRUISE***, using the most conservative temp deviation of STD+20. Climb data is directly derived from TO 1T-6A-1CL-1, page P-13, ***TIME, FUEL, AND DISTANCE TO CLIMB***. Descent data is derived from TO 1T-6A-1CL-1, page P-22, ***MAXIMUM RANGE DESCENT***.

If 1800WXBRIEF calculates that there is insufficent fuel for your planned route of flight at a temp deviation of STD +20, either select a new route of flight, new altitude, or use the data on page P-15 to manually compute fuel consumption for actual temp deviation.

**ONLY THE DATA FROM TABLE 1 IS AUTHORIZED FOR USE.**

**5.)** Enter "Flight Rule," "Departure," "Destination," "Cruise Altitude" (actual planned altitude, not rounded), "Departure Date & Time," and "Alternate" (if required).
**6.)** Enter the route of flight. The PIC verifies that this meets all applicable restrictions (TFR, Prohibited/Restricted Area, Class B, MOA, etc).

**Note:** If you are required to file an alternate, it is the PIC's responsibility to ensure accurate altitude, routing, and fuel planning data are used. One conservative technique is to build a separate leg from the destination to the alternate using this checklist to ensure realistic/expected altitude, routing, and fuel planning data.

**7.)** Click "NavLog" and check the appropriate navigation log options.
**8.)** Click the print icon. Sanity check technique: Is total fuel burned divided by total flight time about the same as your planned cruise fuel flow?
**9.) Flying the plan:** At cruise altitude, use the appropriate Long Range Cruise table from TO 1T-6A-1CL-1, page P-15, to set the required fuel flow and IAS that best matches the actual OAT $^{o}$C. Per page P-8, OAT is approximately IOAT minus 15 degrees C at Long Range Cruise airspeeds.

**<WARNING>** AFI 11-202, Volume 3, AETCSUP, para 4.5.1.13.3.: Use of authorized flight planning software does not relieve aircrews of the responsibility to remain knowledgeable of manual flight planning procedures.

**10.) Filing:** Change "Aircraft ID" to actual mission callsign. Change "Airspeed" if desired. Enter "Time Enroute" and "Fuel on Board" data. Click "File."

1 May 2018

**19. 1800WXBRIEF Flight Planning User's Guide (Continued):**

**Table 1.**

## T-6A 1800WXBRIEF Fuel Planning Validation Data

Aircraft Type = "TEX2",Color = "B/W", Domestic Equipment = "G",
Fuel Consumption = "Pounds Per Hour"

| T-6 Long Range Cruise - 5,000 (OAT 25°C) | | | | |
|---|---|---|---|---|
| | **Climb** | **Cruise** | **Descent** | **Units** |
| **TAS** | 150 | 261 | 198 | Knots |
| **Climb/Descent Rate** | 2500 | | 1500 | Ft/Min |
| **Fuel Consumption** | 600 | 579 | 378 | PPH |

| T-6 Long Range Cruise - 10,000 (OAT 15°C) | | | | |
|---|---|---|---|---|
| | **Climb** | **Cruise** | **Descent** | **Units** |
| **TAS** | 150 | 258 | 198 | Knots |
| **Climb/Descent Rate** | 2500 | | 1500 | Ft/Min |
| **Fuel Consumption** | 615 | 489 | 360 | PPH |

| T-6 Long Range Cruise - 15,000 (OAT 5°C) | | | | |
|---|---|---|---|---|
| | **Climb** | **Cruise** | **Descent** | **Units** |
| **TAS** | 163 | 254 | 210 | Knots |
| **Climb/Descent Rate** | 2143 | | 1500 | Ft/Min |
| **Fuel Consumption** | 549 | 413 | 348 | PPH |

| T-6 Long Range Cruise - 20,000 (OAT -5°C) | | | | |
|---|---|---|---|---|
| | **Climb** | **Cruise** | **Descent** | **Units** |
| **TAS** | 180 | 268 | 216 | Knots |
| **Climb/Descent Rate** | 2000 | | 1500 | Ft/Min |
| **Fuel Consumption** | 546 | 388 | 338 | PPH |

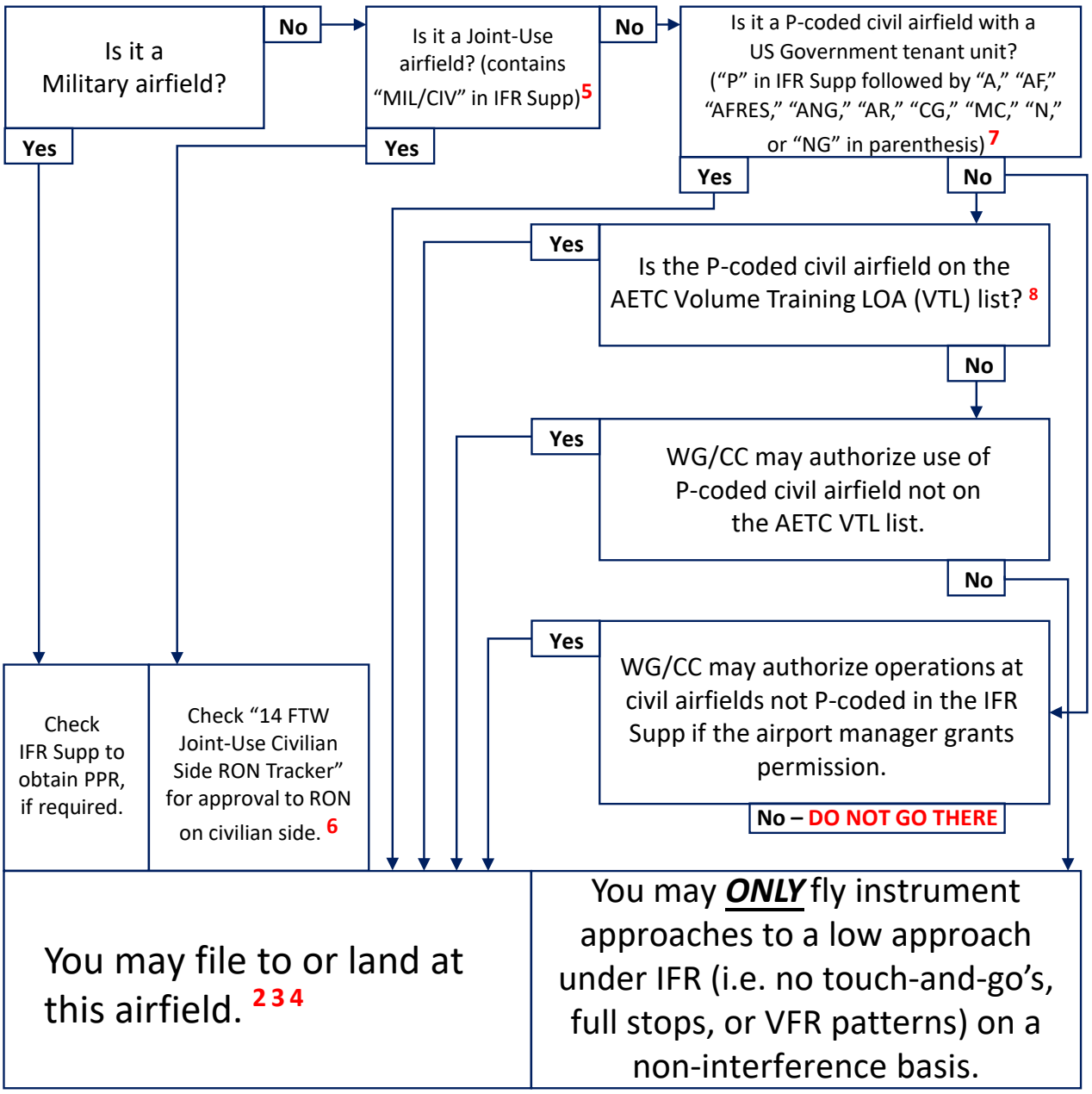
| T-6 Long Range Cruise - 25,000 (OAT -15°C) | | | | |
|---|---|---|---|---|
| | **Climb** | **Cruise** | **Descent** | **Units** |
| **TAS** | 188 | 269 | 223 | Knots |
| **Climb/Descent Rate** | 1563 | | 1500 | Ft/Min |
| **Fuel Consumption** | 469 | 340 | 328 | PPH |

| T-6 Long Range Cruise - 31,000 (OAT -26°C) | | | | |
|---|---|---|---|---|
| | **Climb** | **Cruise** | **Descent** | **Units** |
| **TAS** | 215 | 252 | 238 | Knots |
| **Climb/Descent Rate** | 816 | | 1500 | Ft/Min |
| **Fuel Consumption** | 376 | 282 | 319 | PPH |

**20. BROKEN OFF STATION PROCEDURES**

a. Notify Weekend SUP/Command Post
b. Email picture of 781 write-up to 14mx.mxo.xcbreak@us.af.mil
c. If rental car approved, coordinate rental with Class Flight CC, then call CTO 855-804-4942 or 855-324-7648 (after hours) to book.
   Ask for gov rate and GARS, no add'l insurance, use SP GTC (IP only if CT X/C).
d. If in car accident: notify SUP/Command Post, obtain police report, & notify rental car company & GTC 877-784-1407

# 14 FTW Off-Station Decision Tree[1]




## NOTES:

1. If there is no control tower, or it is closed, reference 11-2MDSV3 for specific restrictions
2. The phrase "file to or land" means having the airfield anywhere in your flight plan (including a delay for a drop-in), as well as performing touch-and-go or full stop landings.
3. Facilities or ground support equipment must be able to support your aircraft, and the following must be available: a ground attendant to help with start/fireguard, a fire extinguisher, and crash/rescue/fire response.
4. The following conditions should be considered for RON:
   a. A current government fuel contract in effect.
   b. No fees of any kind will be charged.
   c. Means to prevent unauthorized entry to the airfield and aircraft exist.
   d. Continuous airfield surveillance (24 hours a day, 7 days a week) is in effect.
   e. A process exists to ensure law enforcement or other security responds in the event of an airfield or aircraft intrusion.
5. A current government fuel contract is required for refueling on the civilian side of a Joint-Use airfield. WG/CC may waive this requirement.
6. 14 OG/CC has approved RON at the civilian side of all the Joint-Use airfields on the "14 FTW Joint-Use Civilian Side RON Tracker."
7. Ensure no fees of any kind are required, otherwise OG/CC approval is required.
8. Airfields listed with an FBO on the AETC VTL list are approved for RON. WG/CC may authorize RON at airfields without an FBO listed on the AETC VTL list.

# Alternate Decision Tree

**Is An Alternate Required?**

**Winds** - Are the Destination **W**inds forecast (at ETA +/- 1 Hour) to be out of Aircraft limits? – or –

**RVSM** - Would denial of **R**VSM airspace prevent the aircraft from reaching the planned destination? (AETC)

The PIC should consider the following factors when determining if an alternate is required: (AETC)
(1) all compatible approaches require radar or GPS;
(2) required navigational aids will be unmonitored;
(3) the destination has no weather reporting capability;
(4) the airfield's lowest compatible approach weather minimums are greater than or equal to a 1,500 ft. ceiling or 3SM visibility.
**Note:** It is the PIC's discretion to designate an alternate based on these factors.

**YES**

**NO**

**No Compatible IAP?** - Is a compatible instrument approach procedure NOT available at the destination airfield?

– or –

**Weather** ("**1**-**2**-**3**") - Is the Destination **Worst** Weather (To include TEMPO Conditions) forecast (at ETA +/- **1** Hour) to be < **2**000' or **3 SM**

**YES**

**NO**

**An Alternate Is Required**

**An Alternate Is NOT Required**

# Alternate Selection Tree

**Does A Specific Field Qualify As An Alternate?**

**Winds** - Are the Alternate **W**inds forecast (at ETA +/- 1 Hour) to be out of Aircraft limits? – or –

**RVSM** - Is **R**VSM Airspace Required to Reach the Alternate? (AETC)

**NO** (Winds)

**Alternate without a Published Compatible Inst Appr Procedure**

Does Forecast weather for the ETA (±1 hour) permit a descent from the MEA to an approach and landing under basic VFR?

**YES**

**NO**

**The Field Does NOT Qualify as an Alternate**

**NO** (RVSM)

**Weather** - Does the Alternate's forecast **W**eather (for ETA +/- **1** Hour), **including TEMPO** conditions (**except** those caused by thunderstorms, rain, or snow showers) meet or exceed:

A ceiling of **1,000' or 500' above** the lowest compatible apch minimums (whichever is higher)

-AND-

A visibility of **2 SM or 1 SM above** the lowest compatible apch minimums (whichever is higher)?

**YES**

**NAVAIDs** – Do all Compatible Approaches at the Alternate Field require an Unmonitored **N**AVAID? – or –

**Weather Reporting** – Does the Alternate **NOT** report **W**eather observations? – or –

**⚠NA** - Is **"⚠NA"** (Alternate Not Authorized) displayed on all compatible approaches? – or –

**Notes** - Are there any notes disqualifying the airfield or all compatible approaches in the IFR Alternate Minimums section ⚠? – or –

*(for non SBAS-equipped aircraft with FDE capability (T-6A) and preflight RAIM prediction performed for airfield where RNAV approach is planned)*

**GNSS** – Is a GNSS-based [RNAV (GPS)] approach needed at BOTH the destination and the alternate airfields?

**NO**

**The Field Does Qualify as an Alternate**

**YES**

**NO** (Weather)

**YES** (RVSM)

**The Field Does NOT Qualify as an Alternate**

# STRANGE FIELD CHECKLIST

**AIRCRAFT COMMANDER WILL CONSULT WITH TRANSIENT ALERT PERSONNEL TO ENSURE THEY ARE FAMILIAR WITH THE T-6.**

1. Follow Strange Field Procedures in the T-6 Checklist.
2. Check oil level within 30 minutes of engine shutdown and determine oil quantity required to bring oil level to MAX HOT. If in doubt about which oils are approved, contact the T-6A Sup for the complete list.

**NOTE**: Under no circumstances will a personal credit card be used to purchase fuel or oil.

3. At airfields where a civilian fuel contractor provides fuel, at least one rated pilot must be present during servicing to ensure refueling is done properly and to verify the quantity serviced.
4. Ensure the fuel nozzle is grounded to the aircraft for refueling. (Electrical ground support equipment requires separate grounding connections.) If single-point pressure refueling, accomplish pre-check.
5. Complete the AFTO 781 (pg. 48-49 IFG). Brief TA personnel where to stow the forms. If two or more approaches / takeoffs or any low-altitude flight below 3,000' AGL is made over salt water, make a 781 Red Dash entry, "Clear water rinse is required due to flight over salt water." This rinse is not required until returning to CBM.
6. Be aware of approaching / forecast hazardous weather and possible need to hangar or tie down aircraft. If aircraft requires moving; ensure ground personnel are familiar with towing procedures.

**NOTE**: Do not use sharp objects to remove frost / ice from aircraft. If using de-icing fluid, do not rub aircraft or use on windscreen.

7. Ensure reasonable aircraft security measures are available.
8. Out and Back: Notify the duty desk with call sign, location, status, TO time, land time, and duration.
9. Cross-Country
   a. Notify Command Post (Weekend SUP as necessary) at the end of each sortie with call sign, location, aircraft status, telephone number, TO time, land time, and duration. Obtain approval for itinerary changes for the next day, if applicable.
   b. Call Command Post prior to the first flight on the next day for messages.

# FLYOVER / STATIC DISPLAY CHECKLISTS

## FLYOVER CHECKLIST

1. Flight Lead/Aircraft Commander is responsible for:
   a. Coordination and approval for flyby (includes FAA approval).
   b. Brief 14 OG/CC or CD on profile and planning considerations.
   c. Go/No-Go decision based on Wx and other considerations.
   d. Planning and briefing with emphasis on flight safety.
2. Lead by Flyover Qualified IP (with an IP in each position).
3. Contact airshow action officer for coordination.
4. Profile of flight to, from, and during flyover.
5. Only one pass, straight and level over a fixed point.
6. No hard pull-ups or abrupt maneuvers.
7. Missing man pull-ups for memorial flyovers (Ref AFI 11-209) must be briefed to and approved by 14 OG/CC or CD.
8. Safety standards and requirements:
   a. Minimum ceiling and visibility: flyover minimum altitude plus 500', 3 miles visibility
   b. Minimum altitude normally 1,000’ AGL (11-202V3 prescribes 1,000’ feet above the highest obstacle within a 2,000’ radius).
   c. Do not overfly spectator area.
   d. Maximum speed 250 KIAS.
   e. If flyover environment is judged unsafe, CANCEL THE MISSION.
9. USAFA Flyovers contact USAFA Flight Mgt branch.
10. Review 11-202V3 and AFI 11-209.

## STATIC DISPLAY CHECKLIST

1. RESPONSIBILITIES OF ALL MISSION PILOTS:
   a. Flight suits, name tags, patches, boots, etc., are in like new condition. (NOTE: No “Friday” name tags).
   b. Life support equipment inspections do not lapse during scheduled mission time frame.
   c. Aircrew will get a key to lock up the aircraft.
   d. Ensure Canopy Emergency Access Panels are unlocked during walk-around.
   e. A thorough aircraft FOD check is performed prior to engine start.

2. AIRCRAFT COMMANDER RESPONSIBILITIES:
   a. Be briefed by the Squadron Supervisor prior to mission departure.
   b. Review AFI 11-209 and AETC Sup 1 prior to departure.
   c. Ensure the aircraft has a like new paint and (or) decals, and new “Remove Before Flight” streamers.
   d. Obtain AFOSI (Det 401) terrorist briefing for outside CONUS static displays.
   e. Ensure a minimum of one pilot remains with the aircraft during periods of public viewing to ensure spectator safety. Do not violate crew rest to accomplish this requirement.
   f. Comply with normal egress systems/landing gear safeguarding, and OBOGS regulator procedures.
   g. Canopy emergency access panel will be locked during static display (AFI 11-209).
   h. Ensure installation of covers (as appropriate).
   i. Ensure the following canopy/cockpit ROE is followed
      1. Canopy may be closed and locked.
      2. Cockpit close up viewing with the canopy open is permitted if:
         a. Ejection systems are de-armed by a certified specialist, or
         b. A pilot is seated at the controls and canopy and ejection systems are pinned.

# ORIENTATION & FAMILIARIZATION FLIGHT

REFERENCE AFI 11-401 AETC SUP & OG SUP FOR RESTRICTIONS & CHECKLISTS.
SEE SUP AND READ AIRCREW BRIEFING GUIDE PRIOR TO BRIEFING.

## BRIEFING GUIDE

**1. PREFLIGHT ITEMS**
- a. Egress training complete
- b. Personal Equipment
  1. Flight suit/BDUs
  2. Helmet
  3. Gloves (remove rings)
  4. Harness/G-suit
  5. Airsick bags
  6. Flight boots
  7. Ear plugs

**2. MISSION BRIEFING**
- a. Ground operations
  1. Callsign/takeoff time
  2. FOD Considerations
  3. Ramp safety
  4. Canopy procedures
  5. Safety pins/strap-in procedures
  6. Switches and levers
- b. Flight Overview
  1. No touch and go's
  2. Stay below 18,000' unless altitude chamber complete
  3. Takeoff and departure
  4. Airwork and profile
  5. Anti-G procedures
  6. Clearing techniques
  7. Transfer of aircraft control

**3. EMERGENCY PROCEDURES**
- a. Ground
  1. Egress - seat pin, leg restraints, seat kit, lap belt, O2 hose, comm cord, emer O2, G-suit, canopy
  2. Engine fire - depart to the rear of aircraft approx 100 yards
- b. Takeoff abort consid/procedures
- c. In-flight
  1. Birdstrike
  2. Physiological - ear/sinus/hypoxia
  3. Airsickness (discuss anti-sickness techniques)
  4. Intercom/radio failure
  5. Fire (engine or electrical)
  6. Ejection - instantly and completely obey any command given by the pilot (stress body position and handle location)

**4. PROHIBITIONS (USAF AND AETC)**
- a. Operation of electronic devices
- b. Explosive, flammable/corrosive materials, or material with toxic fumes
- c. Narcotics, alcohol, dangerous drugs
- d. Camera without 14 FTW/CC approval

**5. MISCELLANEOUS ITEMS**
- a. Ensure dispatchers have Form 76
- b. ORT folder to the SUP

**6. STRAP-IN PROCEDURES**
- a. IP will show how to remove/stow/install ejection seat pin and how to properly set the ISS selector
- b. IP will ensure passenger knows the difference between the CFS and ISS functions
- c. IP or crew chief will assist strap-in

**7. POST-FLIGHT PROCEDURES**
- a. Loose items secure prior to opening the canopy
- b. Before exit, ensure ejection seat pin installed
- c. Complete the AF Form 781
  1. Mission symbol: T3X3
  2. PAS code: XX/XP for rated pilots
  3. Pilot code: IP/FP log primary time; passenger logs Other
- d. Equipment turn-in: return life support equipment, flight suit/boots to Life Support.
- e. Present certificate (if applicable)

**NOTE**: If IP believes the passenger does not fully understand the emergency procedures, do not fly the mission.

# AFTO 781 PROCEDURES (Out & Back / Cross Country)

Ref TO 00-20-1

| | STATUS TODAY | | BOX NO | EXCEPTIONAL RELEASE *(Enter Box No)* | STATUS TODAY | | BOX NO | EXCEPTIONAL RELEASE *(Enter Box No)* |
|---|---|---|---|---|---|---|---|---|
| | ~~1~~ | 13 | 1 | *J. Crew Civ* | 25 | 37 | | |
| | ~~2~~ | 14 | 2 | *I. M. Pilot* | 26 | 38 | | |

**Change Status to a Dash, unless already on a Dash**

| SYM | JCN | DATE DISC | DOC NO. | CF ☐ 781A | XF ☐ 781K | DATE CORRECTED |
|---|---|---|---|---|---|---|
| — | | 20140417 | | | | |

| WUC/REF | FAULT CODE | STA CODE | CORRECTIVE ACTION |
|---|---|---|---|
| | | | |

DISCREPANCY

TH Not Accomplished (O/B) (X/C)

CORRECTED BY

| DISCOVERED BY *(Print)* | EMPLOYEE NO. | INSPECTED BY | EMPLOYEE NO. |
|---|---|---|---|
| *I. M. Pilot* | | | |

I MS

| SYM | JCN | DATE DISC | DOC NO. |
|---|---|---|---|
| — | | 20140417 | |

| WUC/REF | FAULT CODE | STA CODE | CORRECTIVE AC |
|---|---|---|---|
| | | | |

DISCREPANCY

BPO Not Accomplished (X/C)

CORRECTED BY EMPLOYEE NO.

| DISCOVERED BY *(Print)* | EMPLOYEE NO. | INSPECTED BY | EMPLOYEE NO. |
|---|---|---|---|
| *I. M. Pilot* | | | |

**Out & Back Sorties:**
**(LACKING QUALIFIED MAINTENANCE)**

Make the following entries into the AFTO 781:
(1) 781H Block 7: Airframe time and landings
(2) 781H Block 11: Fuel, oil, oxygen pressure
(3) 781H Block 12: Servicing certification
(i.e. "A/C Signature", KHSV, 20140417)
(4) 781A Red dash in the SYM block
(5) 781A "TH Not Accomplished (O/B)" in discrepancy block
(6) 781A Draw red line under the last 781A entry & initial the left margin beside the red line entry
(7) 781H Block 6: Annotate and ER a red dash for the TH not being accomplished

| SYM | JCN | DATE DISC | DO | CF ☐ 781A | XF ☐ 781K | DATE CORRECTED |
|---|---|---|---|---|---|---|
| — | | 20140418 ← 2nd Day | | | | |

| WUC/REF | FAULT CODE | STA CO | CORRECTIVE ACTION |
|---|---|---|---|
| | | | |

DISCREPANCY

PR Not Accomplished (X/C)

CORRECTED BY

| DISCOVERED BY *(Print)* | EMPLOYEE NO. | INSPECTED BY |
|---|---|---|
| *I. M. Pilot* | | |

I MS

| SYM | JCN | DATE DISC | DO |
|---|---|---|---|
| — | | 20140418 ← 2nd Day | |

| WUC/REF | FAULT CODE | STA COD |
|---|---|---|
| | | |

DISCREPANCY

TH Not Accomplished (X/C)

CORRECTED BY

| DISCOVERED BY *(Print)* | EMPLOYEE NO. | INSPECTED BY |
|---|---|---|
| *I. M. Pilot* | | |

I MS

**Cross-Country Sorties:**
**(LACKING QUALIFIED MAINTENANCE)**

Reference O/B procedures above unless the last sortie results in an RON
(Change "O/B" to "X/C")
Make the following entry into the AFTO 781 *after* the last sortie prior to RON.
(1) 781A "BPO Not Accomplished (X/C)" in discrepancy block.
Make the following entries into the AFTO 781 *before* the first flight of the following day:
(1) 781A "PR Not Accomplished (X/C)" in discrepancy block
(2) 781A Draw a red line under the last 781A entry & initial the left margin beside the red line entry.
(3) 781H Block 6: Annotate and ER a red dash for required inspections not being accomplished

**NOTE: Every inspection not accomplished must have a separate entry in the 781A that is ER'd**

# AFTO 781 PROCEDURES (Crew Swap)

Ref TO 00-20-1

| | STATUS TODAY | | BOX NO | EXCEPTIONAL RELEASE (Enter Box No) | STATUS TODAY | | BOX NO | EXCEPTIONAL RELEASE (Enter Box No) |
|---|---|---|---|---|---|---|---|---|
| | ~~1~~ | 13 | 1 | J. Crew Civ | 25 | 37 | | |
| | ~~2~~ | 14 | 2 | I. M. Pilot #1 | 26 | 38 | | |
| | 3 | 15 | | I. M. Pilot #2 | ~~27~~ | ~~39~~ | | |

**Change Status to a Dash, unless already on a Dash**

| SYM | JCN | DATE DISC | DOC NO. | CF ☐ 781A | XF ☐ 781K | DATE CORRECTED |
|---|---|---|---|---|---|---|
| — | | 20140417 | | | | |

WUC/REF | FAULT CODE | STA CODE | CORRECTIVE

DISCREPANCY: TH Not Accomplished (X/C)

CORRECTED BY | EMPLOYEE NO.

DISCOVERED BY (Print): I. M. Pilot #1 | EMPLOYEE NO. | INSPECTED BY | EMPLOYEE NO.

I MP

| SYM | JCN | DATE DISC | DOC NO. | CF ☐ 781A | XF ☐ 781K | DATE CORRECTED |
|---|---|---|---|---|---|---|
| — | | 20140417 | | | | |

WUC/REF | FAULT CODE | STA CODE | CORRECTIVE

DISCREPANCY: BPO Not Accomplished (X/C)

CORRECTED BY | EMPLOYEE NO.

DISCOVERED BY (Print): I. M. Pilot #1 | EMPLOYEE NO. | INSPECTED BY

| SYM | JCN | DATE DISC | DO |
|---|---|---|---|
| — | | 20140418 ← 2nd Day | |

WUC/REF | FAULT CODE | STA CO

DISCREPANCY: PR Not Accomplished (X/C)

CORRECTED BY | EMPLOYEE NO

DISCOVERED BY (Print): I. M. Pilot #2 | EMPLOYEE NO. | INSPECTED BY | EMPLOYEE NO.

I MP

| SYM | JCN | DATE DISC | DO | CF ☐ 781A | XF ☐ 781K | DATE CORRECTED |
|---|---|---|---|---|---|---|
| — | | 20140418 ← 2nd Day | | | | |

WUC/REF | FAULT CODE | STA COD

DISCREPANCY: TH Not Accomplished (X/C)

CORRECTED BY | EMPLOYEE NO.

DISCOVERED BY (Print): I. M. Pilot #2 | EMPLOYEE NO. | INSPECTED BY | EMPLOYEE NO.

I MP

** **For a Crew Change**, Pilot (2) will write up the PR Not Accomplished and ER both the BPO and PR entries prior to accepting the A/C. Add another ER above Block 6

** **Off-station aircraft/crew swaps:** The accepting aircraft commander (AC) will get a verbal briefing from the releasing AC regarding the aircraft status. The accepting AC will review the AFTO 781 and annotate as depicted above.

# FAA RUNWAY CONDITION ASSESSMENT MATRIX (RCAM)



| Assessment Criteria | | Control/Braking Assessment Criteria | |
|---|---|---|---|
| **Runway Condition Description** | **RwyCC** | **Deceleration or Directional Control Observation** | **Pilot Reported Braking Action** |
| • Dry | 6 | --- | --- |
| • Frost<br>• Wet (Includes damp and 1/8 inch depth or less of water)<br>***1/8 Inch (3mm) Depth or Less of:***<br>• Slush<br>• Dry Snow<br>• Wet Snow | 5 | Braking deceleration is normal for the wheel braking effort applied AND directional control is normal. | Good |
| ***-15 ºC and Colder Outside Air Temperature:***<br>• Compacted Snow | 4 | Braking deceleration OR directional control is between Good and Medium. | Good to Medium |
| • Slippery When Wet (wet runway)<br>• Dry Snow or Wet Snow (any depth) over Compacted Snow<br>***Greater Than 1/8 Inch (3 mm) Depth of:***<br>• Dry Snow<br>• Wet Snow<br>***Warmer Than -15 ºC Outside Air Temperature:***<br>• Compacted Snow | 3 | Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced. | Medium |
| ***Greater Than 1/8 Inch (3 mm) Depth of:***<br>• Water<br>• Slush | 2 | Braking deceleration OR directional control is between Medium and Poor. | Medium to Poor |
| • Ice | 1 | Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced. | Poor |
| • Wet Ice<br>• Slush over Ice<br>• Water over Compacted Snow<br>• Dry Snow or Wet Snow over Ice | 0 | Braking deceleration is minimal to nonexistent for the wheel braking effort applied OR directional control is uncertain. | Nil |

Note 1: The unshaded portion of the RCAM (Assessment Criteria columns) is associated with how an airport operator conducts a runway condition assessment.
Note 2: The shaded portion of the RCAM (Control/Braking Assessment Criteria columns) is associated with the pilot's experience with braking action.
Note 3: The Pilot/Aircraft Operator Operational RCAM illustration will differ from the RCAM illustration used by airport operators.
Note 4: The RCAM illustration used by airport operators in AC 150/5200-30, Airport Field Condition Assessments and Winter Operations Safety, is not intended for use by pilots and/or aircraft operators.
Note 5: Runway condition codes (RwyCC), one for each third of the landing surface (e.g., 4/3/3), represent the runway condition description as reported by the airport operator.

# INITIAL RADAR OUT PROCEDURES

**SHORT TERM OUTAGE/INITIAL RADAR FAILURE** (in effect until Long Term Radar Outage procedures are implemented)

1. Crews established in MOA cease maneuvering and standby for ATC instructions.
2. RSU and ATC Tower will stop all departures. SOF and RSU's should direct full stops as pattern saturation dictates.

IF WEATHER ALLOWS VFR RECOVERY

1. SOF will initiate "Area Hold" procedures (see IFG pg. 57).
2. Single ship solo students cancel IFR and remain in assigned area until directed by RAPCON to recover (may be relayed through ATC controllers).
3. The SOF may direct all aircraft in Columbus MOAs to cancel IFR, remain in assigned area and standby for RAPCON directed VFR recoveries. Fuel permitting, do not execute recovery without RAPCON concurrence to avoid Sunfish saturation.
4. Use the VFR Recovery Procedures for deconfliction and position reporting **(See IFG pg. 67; Brown Pages)**

*Note: All aircraft must descend to 17,500' MSL prior to cancelling IFR.*

IF WEATHER DOES NOT ALLOW FOR VFR RECOVERY

1. Expect to be placed in IFR holding patterns by RAPCON for IFR recovery sequencing via non-radar ATC procedures (see IFG pg. 10 for local holding fixes).

**LONG TERM OUTAGE DEPARTURE/RECOVERY OPTIONS**

IF WEATHER ALLOWS VFR DEPARTURES AND RECOVERIES

1. Unlimited launches per hour.
2. Local MOA sorties will be flown VFR utilizing procedures in 11-2T-6V3 14OGSup. Aircrews use self-reporting procedures on appropriate local frequencies.
3. RAPCON will provide traffic advisory assistance as workload allows.
4. All T-6 recoveries to the Sunfish pattern.
5. Local Instrument canned departures will be flown VFR until an IFR pickup can be obtained from an adjacent controlling agency. Cancel IFR upon contact with RAPCON during recovery.

**LONG TERM OUTAGE DEPARTURE/RECOVERY OPTIONS (cont)**

6. VFR to IFR pickup – number of launches restricted to 10 aircraft per hour. Planned VFR departures to IFR pickups require filed DD-175/1801. Local canned profile flight plans suffice for this requirement

IF WEATHER DOES NOT ALLOW FOR VFR DEPARTURES AND RECOVERIES

1. RAPCON can provide non-radar IFR service to a combined total of approximately 10 aircraft per hour.
2. Memphis Center assumes control of West and South MOAs above FL 180 and above 7,000' MSL elsewhere.
3. Arrivals will cancel IFR as soon as practical to expedite recoveries.
4. Do not fly the Tupelo, Tuscaloosa or CATRN profiles during radar outages.
5. Practice instrument approaches not authorized unless coordinated with the SOF and RAPCON.
6. MOA operations limited from 8,000' to 17,500' MSL. Aircrew are solely responsible for maintaining area boundaries – merging traffic advisories are not available.
7. Aircrew will fly VFR enroute to and from MOAs and contact appropriate agency prior to entry.

# RADIO FAILURE PROCEDURES

| LIGHT SIGNALS FOR CONTROL OF AERODROME TRAFFIC | | |
|---|---|---|
| LIGHT SIGNAL | GROUND | FLIGHT |
| Steady Green | Cleared to Cross / Takeoff | Cleared to Land |
| Flashing Green | Cleared to Taxi | Return to Land |
| Steady Red | Stop | Give Way to Other Acft |
| Flashing Red | Clear Active Runway | Do Not Land |
| Flashing White | Return to Starting Point | |
| Alternating Red and Green | General Warning—Exercise Extreme Caution | General Warning—Exercise Extreme Caution |

Comply with checklist procedures, once radio failure is determined:

**GROUND RADIO FAILURE PROCEDURES**

1. Alert the RSU/ATC Tower by flashing landing and taxi lights. When receiving a flashing white light from the RSU/ATC tower, aircrew shall perform the following:

   a. Holding for 31L (Taxiway J) – Return via taxiway E.
   b. Holding for 13R (Taxiway L) – Taxi down runway 13R and return via normal routing.
   c. Holding for 31C – Taxi down runway 31C and return via taxiway H.
   d. Holding for 13C – Taxi down runway 13C and return via taxiway H.

2. After landing, aircraft arriving to all runways will exit at the end of the runway and follow standard taxiing procedures to parking. Hold short of all runways and monitor RSU/ATC Tower for a flashing green light for authorization to cross the runway. Return to parking using caution and monitor ATC tower for additional light signals.

**AIRBORNE**

1. In the event of airborne radio failure, aircrews are expected to exercise good judgment, using two-way radio failure procedures as provided in the Flight Information Handbook. Squawk 7600. If fuel does not permit compliance with FLIP or local procedures or if another emergency exists, squawk 7700.
2. Expect ATC to attempt contact on GUARD (243.0) or suitable NAVAID with instructions. If asked to “squawk fuel”, set pounds of fuel remaining in transponder (use 7 for an 8 or 9).
3. If the aircrew elects not to land at an outlying field, but return to base, pilots should normally use return routes as listed below and on IFG pg. 54.

**VMC PROCEDURES**

1. If in the local operating area, VFR can be maintained and VFR pattern is open, fly recovery groundtrack at VFR hemispherical altitudes to the appropriate radar termination points.

# RADIO FAILURE PROCEDURES (cont)

**AIRBORNE RADIO FAILURE cont.**

**VFR RADIO FAILURE PATTERN**

1. When the RSU is in control of the runway, fly a normal overhead pattern rocking wings on initial. Flash the landing light on final if able.
2. Watch for a green light from the RSU on final.
3. When the RSU does not have control of the runway, or at other than AETC bases, fly 1000' AGL overhead pattern. Continue rocking wings to the departure end of the runway, then follow the above procedures. Look for a green light from tower.
4. If an emergency exists in addition to radio failure, fly the electrical failure pattern below.

**IMC PROCEDURES**

1. IF ESTABLISHED WITH AN OUTSIDE CONTROLLING AGENCY, FOLLOW THE PROCEDURES IN THE FLIGHT INFORMATION HANDBOOK.
2. CANNED PROFILES – If still with a Columbus controlling agency, return and intercept the CBM 13 DME arc and arc for an ILS final to the last known active runway.
   WEST / SOUTH MOA LOW – Descend to 7000' w/in the lateral confines of area then proceed direct CBM and intercept the 13 DME arc to last assigned runway. Descend to 4,000' once established on the arc and arc (in the shorter direction) to the ILS 13C/31C.
   WEST MOA HIGH – Descend to 15,000' w/in the lateral confines of area then proceed direct QUIBL (CBM293/031). Intercept R-293 inbound to the 13 DME arc while descending to 7000'. Cross CBM293/013 at 7,000'. Descend to 4,000' once established on the arc and arc (in the shorter direction) to the ILS 13C/31C.
   SOUTH MOA HIGH – Descend to 15,000' w/in the lateral confines of area then proceed direct CBM173/030. Intercept R-173 inbound to the 13 DME arc while descending to 7000'. Cross CBM173/015 at or below 9,000'. Descend to 4,000' once established on the arc and arc (in the shorter direction) to the ILS 13C/31C.
   OTHER – If returning from the East or West, not covered above, intercept V-278 and maintain 7,000'. Intercept CBM 13 DME and arc to last assigned runway. Descend to 4,000' once established on the arc and arc (in the shorter direction) to the ILS 13C/31C.

**TUSCALOOSA LOST COMM PROCEDURES**

1. LOST COMM (other than HI-TIDE): Aircraft experiencing radio failure prior to receiving approach clearance shall squawk 7600, maintain last assigned altitude and return to CBM via direct MINIM direct CBM. Should the radio failure occur after the aircraft has been cleared for an approach to TCL (other than HI-TIDE), the aircraft shall squawk 7600, and land at TCL airport.

2. LOST COMM (HI-TIDE). Aircraft experiencing radio failure prior to being cleared the HI-TIDE shall squawk 7600 and maintain last assigned altitude and return to CBM via MINIM direct. Aircraft experiencing radio failure after receiving HI-TIDE clearance shall execute the HI-TIDE, squawk 7600 and after missed approach, proceed to CBM via V245 MINIM direct and maintain 4000 feet.

**ELECTRICAL FAILURE PATTERN**

1. Enter traffic pattern at 500' AGL / 200 KIAS. Overfly RSU.
2. When abeam departure end of runway, pull closed.
3. Lower gear using the "landing gear emergency extension" checklist.
4. Watch the RSU for a green light to land.
5. During landing roll, use wheel brakes for directional control, stop straight ahead, and shut down.
6. Have the gear pins installed before aircraft is towed to parking.

# EMERGENCY PROCEDURES

**GENERAL**

1. DECLARATION – NOTIFY THE CONTROLLING AGENCY OF:
   A. CALL SIGN, AIRCRAFT TYPE, AND TAIL NUMBER.
   B. POSITION.
   C. NATURE OF EMERGENCY.
   D. FUEL ON BOARD (HOURS AND MINUTES).
   E. NUMBER OF INDIVIDUALS ON BOARD.
   F. LANDING INTENTIONS (TYPE PATTERN, RUNWAY, FULL STOP ON RWY, ETC.).

2. RESPONSE
   A. EMERGENCY – MET BY FIRE DEPARTMENT AND SAFETY, HOSPITAL, MAINTENANCE, AND SECURITY POLICE ARE ON STANDBY.
   B. MEDICAL EMERGENCY – MET BY FIRE DEPARTMENT, SAFETY & HOSPITAL PERSONNEL. FLIGHT SURGEON ON STANDBY.

**SUNFISH EMERGENCY PROCEDURES**

1. AIRCRAFT WILL CARRY STRAIGHT-THROUGH INITIAL AND MAINTAIN RADIO SILENCE UNTIL "EMERGENCY PATTERN PROCEDURES" ARE TERMINATED OR UPON REACHING 300 LBS. OF FUEL AND CLEARED TO BREAK BY THE RSU.

**CHASE AIRCRAFT PROCEDURES**

1. CHASE AIRCRAFT IN THE LOCAL AREA WILL BE DESIGNATED BY THE SOF OR RSU CONTROLLER. SOLO STUDENTS WILL NOT ACT AS CHASE SHIPS.

2. CHASE AIRCRAFT OUTSIDE THE LOCAL AREA MUST BE COORDINATED THROUGH THE CONTROLLING AGENCY.

3. INFORM CHASE AIRCRAFT OF LOCATION, ALTITUDE, AIRSPEED / CONFIGURATION, TYPE OF REJOIN, AND NATURE OF EMERGENCY / ASSISTANCE REQUIRED.

4. MAINTAIN AT LEAST 1000' VERTICAL SEPARATION UNTIL IN VISUAL CONTACT. IN THE LOCAL TRAFFIC PATTERN, BOTH AIRCRAFT MAINTAIN 3200' MSL IF PRACTICAL.

5. FORMATION FLIGHT WITH DISSIMILAR AIRCRAFT IS PROHIBITED, EXCEPT IN AN EMERGENCY. THE FOLLOWING ADDITIONAL GUIDANCE APPLIES:

   A. USE CAUTION TO AVOID WINGTIP VORTICES AND JET WASH.

   B. MAINTAIN CONTINUOUS RADIO CONTACT BETWEEN AIRCRAFT.

   C. MINIMUM AIRSPEED IS DETERMINED BY THE AIRCRAFT HAVING THE HIGHEST AIRSPEED REQUIREMENT.

**CONTROLLED EJECTION AREA**

THE CONTROLLED EJECTION AREA IS OVER AN UNINHABITED AREA NORTHWEST OF CALEDONIA, MS. IT IS DEFINED AS THE CBM050/006 (IGB028/016) AT 7000' MSL ON AN APPROXIMATE 050 ° HEADING. GPS FP 4 – "PUNCH"

# PHYSIOLOGICAL / HOT BRAKES PROCEDURES

**GLOC**

WHEN A G-INDUCED LOSS OF CONSCIOUSNESS (GLOC) OCCURS, TERMINATE THE MISSION AND RTB. DECLARE A MEDICAL EMERGENCY. NOTIFY THE SOF OF THE PHYSIOLOGICAL INCIDENT. FLY A NORMAL STRAIGHT-IN TO A FULL STOP. EXPECT THE FLIGHT SURGEON TO MEET YOU AT THE END OF THE RUNWAY.

**PHYSIOLOGICAL INCIDENT (OTHER THAN GLOC)**

WITH A PROVEN / SUSPECTED PHYSIOLOGICAL INCIDENT, TAKE THE FOLLOWING ACTIONS:

1. ADVISE THE OTHER CREWMEMBER (FLIGHT LEAD IF SOLO) AND DESCEND BELOW 10,000' IF PRACTICAL.
2. IF OBOGS/REGULATOR FAILURE IS SUSPECTED, CONSIDER ACTUATING THE EMERGENCY OXYGEN AND DISCONNECT AIRCRAFT OXYGEN SUPPLY AT CRU-60.
3. ADVISE THE CONTROLLING AGENCY YOU HAVE A PHYSIOLOGICAL INCIDENT AND DECLARE AN EMERGENCY.
4. FLY A STRAIGHT-IN AND LAND AT THE CLOSEST SUITABLE AIRFIELD WITH QUALIFIED MEDICAL ASSISTANCE.
5. AFTER LANDING, PERFORM AFTER LANDING AND ENGINE SHUTDOWN CHECKS.
6. AFTER LANDING, THE AFFECTED CREWMEMBER(S) REMAIN IN THE AIRCRAFT. (DO NOT DISCONNECT LIFE SUPPORT EQUIPMENT UNTIL MEDICAL ASSISTANCE ARRIVES).

A. IF AT CBM, AFTER TAXIING CLEAR, EXPECT THE FLIGHT SURGEON TO MEET YOU AT THE END OF THE RUNWAY. HAVE HELMET AND MASK IMPOUNDED FOR IMMEDIATE LIFE SUPPORT INSPECTION.

B. IF AT OTHER THAN CBM:
   1) PARK AS DIRECTED BY GROUND CONTROL.
   2) HAVE AIRCRAFT IMPOUNDED FOR OXYGEN SAMPLE.
   3) HAVE HELMET AND MASK IMPOUNDED FOR LIFE SUPPORT INSPECTION.
   4) DON'T FLY UNTIL CLEARED BY FLIGHT SURGEON.

**HOT BRAKES**

1. NOTIFY GROUND CONTROL OF HOT BRAKE CONDITION AND DECLARE AN EMERGENCY.
2. TAXI TO THE HOT BRAKE AREA (SEE PG. i).
3. PARK THE AIRCRAFT FACING INTO THE WIND, FOLLOW THE MAINTENANCE AND FIRE CHIEF'S INSTRUCTIONS.
4. IF NO ASSISTANCE AVAILABLE, SHUTDOWN THE ENGINE, CHOCK THE AIRCRAFT, AND EVACUATE TO A MINIMUM OF 300' TO THE REAR OF THE AIRCRAFT.

# RECALL / AREA HOLD / RUNWAY CLOSURE

**OPS / WEATHER RECALL**

1. CEASE MANEUVERING AND REQUEST IMMEDIATE RECOVERY.
2. IF NOT GIVEN IMMEDIATE CLEARANCE TO RECOVER, CLIMB TO THE TOP OF THE ALTITUDE BLOCK AND HOLD NEAR THE CENTER OF THE AREA AT MAXIMUM ENDURANCE AIRSPEED (~120 KIAS).
3. CONTACT THE SUP WITH CALL SIGN, AREA, AND FUEL REMAINING. THE SUP WILL GIVE ALTERNATE FIELD WEATHER INFORMATION, IF APPLICABLE.
4. SUP WILL COORDINATE WITH RAPCON FOR ORDERLY RECOVERY.
5. OPS/WX RECALL RECOVERY AIRSPEED – **250 KIAS**
6. AT BINGO / DIVERT FUEL:
   a. REQUEST IMMEDIATE RECOVERY.
   b. IF DENIED RECOVERY, NOTIFY THE CONTROLLING AGENCY AND EXECUTE DIVERT PLAN.

**AREA HOLD***

1. CEASE MANEUVERING, CLIMB TO THE TOP OF THE ALTITUDE BLOCK AND HOLD NEAR THE CENTER OF THE AREA AT MAXIMUM ENDURANCE AIRSPEED (~120 KIAS).
2. CONTACT THE SUP WITH CALL SIGN, AREA, AND FUEL REMAINING. THE SUP WILL GIVE ALTERNATE FIELD WEATHER INFORMATION.
3. FORMULATE A DIVERT PLAN AND CALCULATE A DIVERT BINGO.
4. REPORT BACK ON FREQUENCY TO AREA MONITOR AND GIVE THE NUMBER OF MINUTES OF HOLDING LEFT UNTIL REACHING BINGO FOR DIVERT – APPROXIMATELY 280 PPH IN LOW AND 250 PPH IN HIGH AREA.
5. NOTIFY THE SUP WHEN WITHIN FIVE MINUTES OF DIVERT BINGO. IF RECOVERY IS NOT INITIATED BY DIVERT BINGO, ADVISE THE CONTROLLING AGENCY AND DIVERT.

   *FOR "T-6 RECOVERIES SUSPENDED UNTIL FURTHER NOTICE" T-6'S MAY CONTINUE NORMAL MANEUVERING UNTIL REACHING BINGO+100#, THEN COMPLY WITH AREA HOLD PROCEDURES ABOVE.

**RUNWAY CLOSURE**

1. DUAL RUNWAY OPERATIONS
   a. MINIMUM FUEL FOR T-6 AIRCRAFT: 250# DUAL / 300# SOLO.
   b. INSTRUMENT PROFILES / MISSIONS WILL PLAN THE FIRST VFR PATTERN AT CAFB AS A FULL STOP.
   c. FORMATIONS WILL FLY THE MINIMUM NUMBER OF OVERHEAD PATTERNS NECESSARY FOR TRAINING.

2. SINGLE RUNWAY OPERATIONS
   a. TAKEOFFS FOR LOCAL TRAINING ARE TEMPORARILY DISCONTINUED.
   b. IF RUNWAY AVAILABILITY OR FUEL DOES NOT PERMIT LANDING AT CAFB, DIVERT.
   c. THE SOF MAY DIRECT AREA HOLD.
   d. MINIMUM FUEL FOR T-6 AIRCRAFT: 350# DUAL / 400# SOLO, OR DESIGNATED ALTERNATE FUEL.
   e. IF BOTH OVERHEAD PATTERNS ARE OPEN, UTILIZE THE SUNFISH GROUND TRACK AND FREQUENCY. CARRY STRAIGHT THROUGH INITIAL UNTIL 350# DUAL / 400# SOLO.
   f. REPORT INITIAL WITH 350# DUAL / 400# SOLO, AND EXPECT CLEARANCE FROM THE RSU TO BREAK AND LAND ON THE OPEN RUNWAY.
   g. CONTACT GROUND CONTROL ONCE CLEAR OF THE LANDING RUNWAY.

# SEARCH AND RESCUE / ON-SCENE CC CHECKLIST

1. ESTABLISH VISUAL CONTACT WITH DISTRESSED AIRCRAFT.

2. POSITION YOURSELF TO OBSERVE EJECTION AND KEEP CHUTES IN SIGHT.

   *DO NOT FLY UNDER THE CHUTES (PLAN 1000 FT/MIN DESCENT FOR PARACHUTES)*

3. FLY THE AIRCRAFT FIRST! DON'T GET LOW AND SLOW.

4. IF APPLICABLE: NOTE POSITION OF EJECTION / BAILOUT AND WINDS AT ALTITUDE.

   *BASE POSITION: VOR / TACAN, RADIAL / DME, GEO REFERENCE, GPS COORDINATES*

5. VERIFY SURVIVOR'S POSITION: CONFIRM LOCATION, IF ABLE, HAVE ATC MARK LOCATION.

6. ESTABLISH ON-SCENE COMMANDER.

7. INVENTORY STATUS: FUEL / WINGMAN / ASSETS AVAILABLE (ATC, OTHER A/C WITH MORE FUEL).

8. SET BINGO FUELS: SET A REALISTIC BINGO FUEL AND RTB PLAN FOR THE NEAREST SUITABLE AIRFIELD.

9. INITIAL CONTACT: REASSURANCE / TURN EMERGENCY BEACON OFF, CONDITION OF AIRCREW: INJURIES / ABILITY TO MOVE.

10. SWITCH FREQUENCIES: 243.0 TO 282.8.

11. RELAY INFO: **DO NOT** PASS NAMES, **DO** PASS LOCATION TO ATC / SOF / OTHER AIRCRAFT. ESTABLISH HI / LO CAP-RADIO WITH 2$^{ND}$ AIRCRAFT IF ABLE / REQUIRED.

12. SURVIVOR ACTIONS / RADIO CHECK-IN SCHEDULE.

13. HANDOFF PLAN ESTABLISH: CONTACT AIRCRAFT RELIEVING YOU AND PASS ALL INFO, ATTEMPT TO TALK THEIR EYES ON THE SURVIVORS.

# IMPOUNDMENT PROC / REPORTABLE INCIDENTS

IF ANY OF THE ITEMS LISTED BELOW OCCUR, THE AIRCRAFT SHOULD BE IMPOUNDED. AFTER LANDING, INFORM MAINTENANCE AND WING SAFETY THAT THE AIRCRAFT NEEDS TO BE IMPOUNDED. **DO NOT ALLOW THE AIRCRAFT TO BE SERVICED.**

1. ENGINE FAILURE, DAMAGE, SHUTDOWN, FIRE, OR FIRE LIGHT INDICATIONS.
2. LOSS OF THRUST SUFFICIENT TO PREVENT MAINTAINING LEVEL FLIGHT.
3. WIRE STRIKES.
4. FUEL LEAKS.
5. ANY FLIGHT CONTROL MALFUNCTION.
6. PHYSIOLOGICAL INCIDENT (GLOC, HYPOXIA, TRAPPED GAS) OR SPATIAL DISORIENTATION.
7. LOSS OF ALL ATTITUDE INDICATORS.
8. FOD DAMAGE.
9. DEPARTURE FROM A PREPARED SURFACE OR GEAR-UP LANDING.
10. LOSS OF ALL PITOT / STATIC INSTRUMENTS.
11. SMOKE OR FUMES.

# CAUTION/WARNING ANNUNCIATOR PANEL

| | | | | |
|---|---|---|---|---|
| BAT BUS | GEN BUS | PMU FAIL | GEN | CKPT PX |
| CANOPY | FUEL PX | OIL PX | OBOGS FAIL | CHIP |
| CKPT ALT | ------- | HYDR FL LO | OIL PX | BUS TIE |
| FUEL BAL | PMU STATUS | EHYD PX LO | TAD FAIL | OBOGS TEMP |
| L FUEL LO | R FUEL LO | DUCT TEMP | IGN SEL | M FUEL BAL |
| TRIM OFF | BOOST PUMP | ANTI ICE | TAD OFF | ST READY |

## RED (WARNING) ANNUNCIATORS

| Annunciator | Cause | Page # |
|---|---|---|
| **BAT BUS** | Battery Bus Inoperative | EB - 33 |
| **GEN BUS** | Generator Bus Inoperative | EB - 31 |
| **PMU FAIL** | PMU Failure | EE - 13 |
| **GEN** | Generator Inoperative | EB - 29 |
| **CKPT PX** | Cockpit pressure exceeds 3.9 psi | ED - 9 |
| **CANOPY** | Canopy unlocked/unsafe | EG - 7 |
| **FUEL PX** | Fuel pressure below 10 psi | EC - 3 |
| **OIL PX** | Oil pressure <40 psi above idle or ≤15 psi at idle & between 15-40 psi at idle for 5 seconds or more | EE - 19 |
| **OBOGS FAIL** | OBOGS Malfunction/Failure | ED - 3 |
| **CHIP** | Engine chip detector indicates oil contamination | EE - 17 |

## AMBER (CAUTION) ANNUNCIATORS

| | | |
|---|---|---|
| **CKPT ALT** | Rapid Decompression/Cockpit pressure altitude >19,000’ | ED - 11 or 12.1 (OBOGS OFF) |
| **HYDR FL LO** | Hydraulic Reservoir fluid level below 55 cubic inches (1 qt) | EA - 3 |
| **OIL PX** | Oil pressure between 15 & 40 (idle), between 40 & 90 for 10 sec(>idle) | EE - 19 |
| **BUS TIE** | Bus tie switch open or bus tie failure | EB - 37 |
| **FUEL BAL** | Fuel imbalance exceeds 30 pounds or fuel probe failure | EC - 5 |
| **PMU STATUS** | PMU detected and accommodated a fault in-flight or WOW switch failure | EE - 15 |
| **EHYD PX LO** | Emergency hydraulic pressure at or below 2400 psi | EA - 3 |
| **TAD FAIL** | Rudder Trim Aid Device failure | EG - 13 |
| **OBOGS TEMP** | OBOGS temperature > 200 deg F | ED - 5 or 5.2 (OBOGS OFF) |
| **L FUEL LO** | Left wing tank < 110 pounds usable fuel | No Procedure |
| **R FUEL LO** | Right wing tank < 110 pounds usable fuel | No Procedure |
| **DUCT TEMP** | Environmental duct or defog duct > 300 deg F | ED - 7 |

## GREEN (ADVISORY) ANNUNCIATORS

| | | |
|---|---|---|
| **IGN SEL** | Ignition on | No procedure |
| **M FUEL BAL** | Fuel Balance Switch in MANUAL position | No procedure |
| **TRIM OFF** | Trim disconnect switch activated | No procedure |
| **BOOST PUMP** | Boost Pump selected by switch, starter relay, or low pressure switch | EC - 3 |
| **ANTI ICE** | Probes anti-ice switch on | No procedure |
| **TAD OFF** | Rudder Trim Aid Device selected off | No procedure |
| **ST READY** | PCL positioned for an auto start | No procedure |

# ELECTRICAL FAILURE

**BAT BUS FAIL – Items Inop:**

EADI (use CMP on EHSI)

All Trims and TAD

FCP EFIS control panel

Bleed Air Inflow (Cabin Press)

Normal Gear and Flaps

ICS/Audio

GPS (FCP/RCP)

Airstart Capability

AEDD

HYD FL LO / OIL PX

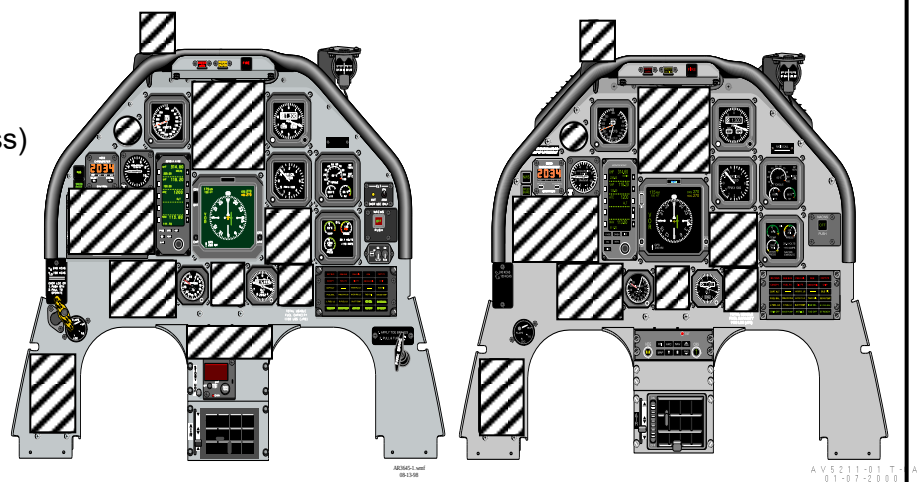
AOA

UHF Comm (Back-up works in aux bat)

(CWS annunciators light up)

NWS

Front Rear



Power off flags: Stby ADI/Turn & Slip

**Technique**: Fly VOR, radar, or formation approach. If you want to see VOR bearing pointer, don't go composite. RCP EFIS control panel operates normally. An ILS is an option if the RCP is occupied. Use UHF backup (turn on aux bat).

**GEN BUS FAIL or GEN FAILURE (BUS TIE open) – Items inop:**

EHSI (Use CMP on EADI)

RCP EFIS control panel

ASI, VSI, Altimeter (use standbys)

PEDD & Eng. Sys/NACWS

RMU (Use backup UHF)

Air conditioner

VHF comm. & VHF Nav

Warning tones

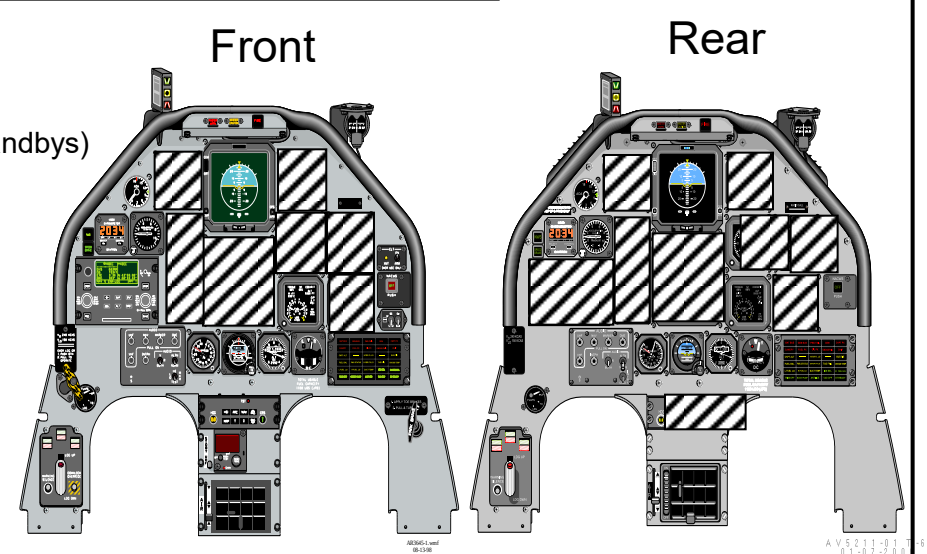
Transponder

TAD

AOA/Pitot Heat

NWS

Front Rear



**Technique:** Fly GPS from FCP, radar, or formation approach if in the weather. Use the GPS control head (FCP) to enter OBS courses. Fly the blue course indicator shown on the EADI composite presentation. No map or ARC mode available.

**AUX BAT ONLY: 30 MINUTES** – Standby instruments, Fire #1, UHF, and Mag compass works.

Radar approach off standby instruments or formation approach with emergency gear extend and no flap landing.

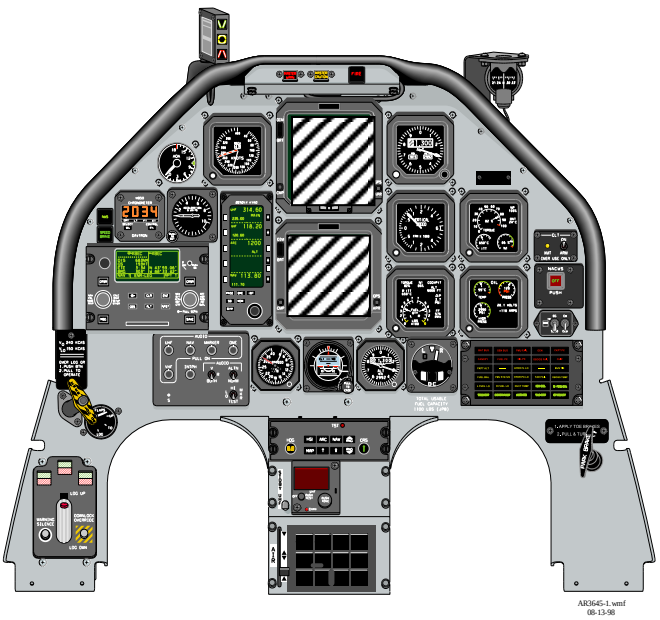
**INDICATIONS:**

• ATTITUDE FAIL Displayed on EADI

• X Over Rate of Turn HDG Displayed in RED on EHSI

• No Heading Indications on EHSI

• TAD FAIL/TAD OFF



**STILL OPERATIONAL:**

• Course Indicator at bottom of EHSI

**COMPLY WITH CHECKLIST FIRST.**

**Technique**: Use the magnetic compass or TRK UP on left side of GPS Display (Super Nav 5) to give you heading information. Fly a GPS approach (no heading info), an ILS using glideslope and CI at bottom of EHSI, a No Gyro Approach or a formation approach. As a last resort, one may consider recycling the Avionics Master Switch if VMC. Nearby fields with radar approaches are: HSV, JAN, NMM, and MGM.

# DIVERSION

**DIVERSION**

1. AIRCREW MUST NOTIFY THE CONTROLLING AGENCY AND SOF OF THEIR INTENTION TO DIVERT PRIOR TO REACHING MINIMUM FUEL FOR DIVERSION.

2. WHEN CHOOSING A DIVERT FIELD, DO NOT FLY THROUGH MARGINAL WEATHER TO THE PRIMARY, SECONDARY, OR DESIGNATED DIVERT FIELD WHEN FUEL CONDITIONS PERMIT A SAFE RECOVERY TO ANOTHER SUITABLE FIELD.

3. USE THE DIVERSION RANGE SUMMARY TABLE IN THE T-6 CHECKLIST AND PAGE 64 OF THIS GUIDE TO DETERMINE YOUR MINIMUM FUEL FOR THE CHOSEN DIVERT FIELD OR OTHER SUITABLE ALTERNATE.

4. SOLO STUDENTS WILL DIVERT TO EITHER THE PRIMARY OR SECONDARY DIVERT FIELDS IF POSSIBLE. WITH A STATUS OF “IFR RECOVERY” OR “SLOTS,” DIVERSION WILL NORMALLY BE THE ALTERNATE SELECTED BY THE SOF.

5. IF FUEL REQUIRED IS QUESTIONABLE, DECLARE MINIMUM / EMERGENCY FUEL WITH THE CONTROLLING AGENCY. THE FOLLOWING PROCEDURES SHOULD BE FOLLOWED:

   A. DIVERT TO PRIMARY (GTR) – FLY AN OVERHEAD PATTERN (WX PERMITTING) TO MAX EXTENT POSSIBLE. PATTERN ALTITUDE IS 1500’ MSL.

   B. DIVERT TO SECONDARY (TCL OR TUP) – FLY AN OVERHEAD PATTERN (WX PERMITTING) TO THE MAX EXTENT POSSIBLE.

   C. DIVERT TO GUNSHY – IF GUNSHY IS CLOSED, THE FIRST AIRCRAFT TO LAND WILL ACT AS CONTROL SHIP FROM THE AIRCRAFT OR RSU. ALL AIRCRAFT MONITOR CH 6 (UHF).

   D. DIVERT TO OTHER – FLY AN OVERHEAD PATTERN (WX PERMITTING) TO THE MAX EXTENT POSSIBLE.

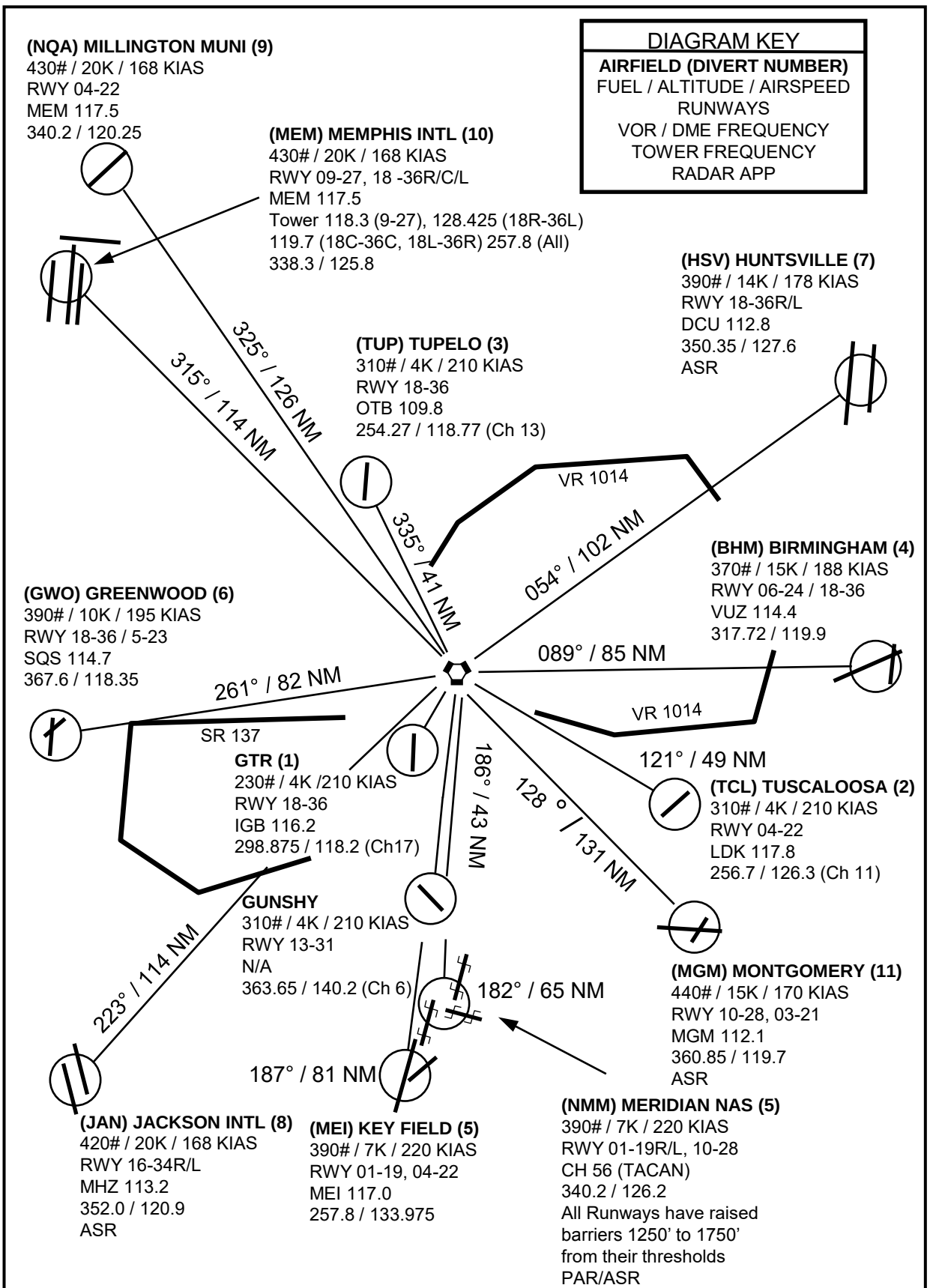
6. THE SENIOR RANKING INSTRUCTOR PILOT AT EACH DIVERSION BASE WILL ASSUME COMMAND AND ADVISE THE SUP CONCERNING AIRCRAFT STATUS AND SUPPORT REQUIREMENTS.

**NOTE:**

USE THE FOLLOWING PROCEDURE WHEN DIVERTING TO ANY UNCONTROLLED AIRFIELD OR IF SOLO STUDENTS DIVERT TO THE SAME LOCATION:

THE FIRST DUAL AIRCRAFT TO LAND WILL ACT AS CONTROL SHIP TO MONITOR APPROACHES AND LANDINGS FROM THE AIRCRAFT ON TOWER OR GCA FREQUENCY. THE PILOT OF THE SECOND DUAL AIRCRAFT SHOULD PROCEED TO THE TOWER/RSU (IF APPLICABLE) TO ASSIST WITH RECOVERY OPERATIONS.

# DIVERSION FIELDS




NOTES:

1. DIAGRAM DISTANCES DRAWN TO SCALE – AIRFIELD RINGS ARE APPROX 8000 FEET
2. DIVERT FIELDS HAVE NO BARRIERS UNLESS ANNOTATED
3. ASSUMES, MAX RANGE, STANDARD DAY, NO WIND FROM CBM VORTAC TO THE ALTERNATE AIRFIELD, 50# FOR PENETRATION AND APPROACH, AND 150# FUEL RESERVE.
4. CLIMB AT 140 KIAS. DESCEND AT 180 KIAS AND 1500 VVI (MAX RANGE DESCENT)

# BINGO FUELS CBM TO ALTERNATE

BINGO FUELS INCLUDE NO-WIND RTB FUEL (SHOWN BELOW), 50# FOR APPROACH AT CBM, CLIMB FUEL FROM MISSED APPROACH AT CBM PLUS MAX RANGE CRUISE TO ALTERNATE (AT ALTITUDE ON PAGE 62), 50# FOR APPROACH AT DIVERT FIELD, AND 150# RESERVE.

* IS THE FUEL REQUIRED (IN POUNDS) TO DIVERT FROM THE CBM VORTAC (i.e. FOLLOWING MISSED APPROACH), PLUS 50# FOR APPROACH AT DIVERT FIELD, AND 150# RESERVE.

FUEL USED TO RTB FROM:
AREA = 50# GUNSHY/TCL/TUP = 110# GWO/MEI/BHM = 190#

| FROM / TO | CBM * | AREA | GUNSHY TCL TUP | MEI BHM GWO |
|---|---|---|---|---|
| KGTR | 230 | 330 | 390 | 470 |
| KTCL | 310 | 410 | 470 | 550 |
| KTUP | 310 | 410 | 470 | 550 |
| KBHM | 370 | 470 | 530 | 610 |
| KMEI | 390 | 490 | 550 | 630 |
| KGWO | 390 | 490 | 550 | 630 |
| KHSV | 390 | 490 | 550 | 630 |
| KJAN | 420 | 520 | 580 | 660 |
| KMEM/KNQA | 430 | 530 | 590 | 670 |
| KMGM | 440 | 540 | 600 | 680 |

Alternate fuels are only included on ATIS if they differ from the standard fuel requirements listed above.

# T-6 EP DECISION GUIDE

This matrix is only a GUIDE, not a substitute for sound pilot judgment.
This guide does not cover ALL situations or multiple EP's.

| **HYDRAULICS** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
|---|---|---|---|---|---|---|---|---|
| EHYD PX LO | X | | X | | | X | | X |
| HYDR FL LO | X | | X | | X(11) | X | | X |
| **LANDING GEAR / FLAPS** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
| Gear/Flap Overspeed | X | | X | | | | X | X |
| Blown Tire | X | | X | | | X | | X |
| Unsafe Gear Indication | X | | X | | X(1) | X(12) | | X |
| **ELECTRICAL** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
| GEN – Generator INOP | X | | | | | | X(2) | |
| GEN BUS – Gen Bus INOP | X | | | | | X(4) | | |
| BAT BUS – Bat Bus INOP | X | | | | X | X(4) | | |
| BUS TIE – Bus Tie INOP | X | | | | X(3) | | X | |
| Battery and Generator Fail | X | | | | X | X | | |
| Smoke/Fumes/Elec Fire | X | X | | | X(3) | X | | |
| **FUEL** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
| FUEL PX – Low Pressure | X | X | | X | | | X(8) | |
| FUEL BAL – Fuel Imbalance | X(9) | | X | | | | X | |
| **OXYGEN** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
| OBOGS FAIL/Physio Symp | X | | | | | | X(10) | |
| CKPT ALT/Depressurized | X(6) | | X(6) | | | | X(5) | |
| **ENGINE** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
| Uncmnd Power | X | X | | X | X(7) | X | | |
| Compressor Stall | X | X | | X | X(7) | | X(8) | |
| FIRE – Fire Warn in Flight | X | X | | X | X(7) | X | | |
| CHIP – Chip Detect Warn | X | X | | X | X(7) | X | | |
| OIL PX – Oil System Malf | X | X | | X | X(7) | X | | |
| Uncommanded Prop FX | X | X | | X | X(7) | | X(8) | |
| Engine Failure | X | X | | X | X | X | | |
| **GENERAL** | **Emer** | **Nrst** | **St-in** | **ELP** | **Emer Gear** | **Stop on Rwy** | **Taxi Clr** | **Chase** |
| CANOPY – Unlocked | X | X | X | | | | X | |
| Runaway Trim | X | | X | | | | X | |
| Flaps (Asymmetric) | X | | X | | | | X | X |
| Over-G | X | | X | | | | X | X |
| GLOC | X | | X | | | | X(5) | |

**NOTE:** "Nrst" means Nearest suitable (consider fire/ ground support/Rwy length)

(1) If called for by checklist

(2) Solo students may taxi clear if nose wheel steering operates

(3) If battery is unavailable

(4) NWS is inoperative; Dual crews may taxi clear; solo students stop on Rwy

(5) Meet flight surgeon or qualified life support personnel (Aircrew should remain in the aircraft)

(6) Only if cockpit altitude exceeded 18K MSL – otherwise, early return

(7) Only if it becomes necessary to shut down the engine

(8) If malfunction is alleviated

(9) If unable to correct

(10) If physiological symptoms are present, meet flight surgeon

(11) As required

(12) Shut down engine before having gear pinned (Aircrew should remain in the aircraft)

# LONG-TERM RADAR OUT OPERATIONS (VFR)

## BASIC PROCEDURES (GROUND/DEPARTURE)

**MOA_____ENTRY_____EXIT_____**

**GROUND**
- Sign out MOA, Entry and Exit times at T-6 Duty Desk for de-confliction prior to step.
- Call Clearance Delivery to ensure flight plan is filed for all profiles. (max of 10 IFR ops / hr for all CBM aircraft—no limit if VFR).
- Call for Taxi, VFR West MOA / South MOA / Gunshy / GTR
- Depart from the Inside Runway
- Squawk 1200

**DEPARTURES**
- CH 4 - "Callsign, Climbing X,X00 for (Area X / GWO / MEI / Gunshy / Sunfish / GTR)"
- Climb to 6,500' MSL on Bengal, Gunshy, GWO, or MEI
- Climb to 7,500' MSL on Buzzsaw, Pickens
- Climb to 4,500' MSL for Sunfish
- Upon reaching departure altitude and:
  -- For Bengal profiles, wait until past BENRE before proceeding direct
  -- For Buzzsaw profiles, wait until past BUZLI before proceeding direct
  -- For Pickens profiles, wait until past HUDLY
  -- For all other profiles, wait until past 4 DME
- Proceed direct to your assigned area or on course (Maintain VFR Altitude)

**MOA**
- CH 8 / 18 - "Callsign, Departing X,X00 for Area X"
  Wait for RAPCON advisory about MOA availability

NOTE: Aircrews are responsible for deconfliction, not RAPCON
- If advised your area is still hot, call the offending aircraft on Area Monitor and remind them your MOA time is about to start
- CH 9 / 19 - "Callsign, Climbing into Area X"
- Climb into blocks when inside the lateral confines of your area
- Squawk 4000
- There is no high or low area (10 total areas), 8500'-17500' MSL
- Call Texan Ops, CH 20, if you need a different area for WX or time
- The primary deconfliction method is adherence to assigned MOA times
- Stay in the middle of your area, at least two miles from each boundary
- If GPS becomes inoperable, recover to Columbus AFB.

**INSTRUMENT STEREO DEPARTURES**
- GWO: Attempt IFR pickup with Memphis CTR, 259.1, at SQS 20 DME
- MEI: Attempt IFR pickup with MEI, VHF CH 5, at CBM 20 DME
- TUP, TCL and CATRN profiles will not be flown

# LONG-TERM RADAR OUT OPERATIONS (VFR) (cont)

## BASIC PROCEDURES (RECOVERY)

**EXIT TIME_____**

**BASIC PROCEDURES**
- Squawk 1200
- CH 9 / 19 - “Area Monitor, Callsign, Departing Area X for X,500”
- Position Reports: CH 9 / 19 - “Callsign, X,500, Position”
- Use plain language and radial DME, visual reference points, wing rocks, and altitude separation when a possible conflict exists

NOTE: The position reports are intended to give other pilots performing different recoveries (i.e. West Areas and South Areas to termination) an idea where conflicting aircraft might be. Crews should ensure they make this call on the appropriate frequencies. REMEMBER THAT YOU ARE OPERATING UNDER VFR.

The following recovery routings should be flown while reporting the appropriate points or in their vicinity:

**WEST AREAS / GWO TO MARBLE OR STENNIS**
- Descend to 5,500’ MSL within lateral confines of area
- Then proceed direct IGB
- Descend at pilot’s discretion to cross 15 DME at 3,000’ MSL
- On CH 4 report WEST POINT with altitude
- At IGB proceed direct MARBLE (CBM 179/7) / STENNIS (CBM 196/8)
- Avoid GTR Class D airspace

**SOUTH AREAS / GUNSHY / TCL / MEI TO MARBLE OR STENNIS**
- Descend to 4,500’ MSL within the lateral confines of area
- Proceed to BUZLI (CBM 170/15)
- Descend at pilot’s discretion to cross 15 DME at 3,000’ MSL
- On CH 4 report BUZLI.
- Proceed direct to MARBLE or STENNIS
- Cross Lowndes County Airport vicinity at 3,000’ MSL
- Avoid GTR Class D airspace

**INSTRUMENT STEREO RECOVERIES**
- Cancel IFR on recovery as soon as practical, but before CBM 40 DME
- Report CH 4 – “Callsign, X,500, recovering from GWO / MEI” at 40 DME, then via MOA recovery procedures

## Engine

**Maximum Torque**

Takeoff / Max 100 %

Transient 132 % ( 20 Seconds)

Torque above 102 % is indicative of a system malfunction.

**Maximum ITT**

Idle 750 °C

Takeoff / Max 820 °C

Transient 821 to 870 °C (Up to 20 Seconds)

**$N_1$**

Idle 60 to 61 % Ground, 67 % (Min) Flight

**$N_P$**

Idle 46 to 50 %

Takeoff / Max 100 %, ( 100 % ± 2 % PMU Off)

Avoid stabilized ground operations from 62 to 80 % $N_P$

**Oil Pressure**

Takeoff / Max 90 to 120 PSI

Aerobatics / Spins 40 to 130 PSI

Aerobatics / Spins (Idle) 15 to 40 PSI ( 5 Sec)

**Oil Temp**

Takeoff / Max 10 to 105 °C

Transient 106 to 110 °C ( 10 Minutes)

## Prohibited Maneuvers

1. Inverted Stalls
2. Inverted Spins
3. Aggravated spins past 2 turns
4. Spins with the PCL above idle
5. Spins with the landing gear, flaps, or speed brake extended
6. Spins with the PMU off
7. Spins below 10,000 feet pressure altitude
8. Spins above 22,000 feet pressure altitude
9. Abrubt cross-controlled (snap) maneuvers
10. Aerobatic maneuvers, spins, or stalls with greater than 50 pounds fuel imbalance
11. Tail slides

## Airspeed Limitations

Max Airspeed Gear and/or Flaps 150 KIAS

Max Operating Speed 316 KIAS or 0.67 Mach

Full rudder deflection above 150 KIAS will exceed the limits of the rudder control system.

## Starting

Starter Limit: 20 Seconds

Wait 30 Sec, 2 Min, 5 Min, 30 Min after each start/motoring attempt

Maximum ITT 871 to 1000 °C for 5 Sec *(Do Not Attempt Restart)*

Maximum Oil Pressure 200 PSI

Minimum Oil Temperature -40 °C

Minimum Battery Voltage 23.5 V

## Pressurization

Normal Above 18,000 Ft MSL 3.6 ± 0.2 PSI

Overpressurization Safety Valve Opens 4.0 PSI

## Fuel

Normal Recovery Fuel 200 Pounds

Minimum Fuel 150 Pounds ( 200 Pounds Solo)

Emergency Fuel 100 Pounds

Minimum Fuel for Aerobatics 150 Pounds per side

## Runway

Minimum Landing Distance Available (LDA) 4,000 Feet or heavy weight flaps up landing distance plus 500 Feet, whichever is greater

Minimum Runway Width 75 Feet

## Winds

**Max Crosswinds**

| | |
|---|---|
| Dry Runway | 25 Knots |
| Wet Runway | 10 Knots |
| Icy Runway | 5 Knots |
| Touch-and-Go | 20 Knots |
| Formation Takeoff / Landing | 15 Knots |
| Maximum Tailwind Component for Takeoff | 10 Knots |
| Maximum Wind with Canopy Open | 40 Knots |

## Acceleration Limits

| | | | |
|---|---|---|---|
| Symmetric Clean | -3.5 | to 7.0 | Gs |
| Symmetric Gear / Flaps | 0 | to 2.5 | Gs |
| Asymmetric Clean | -1.0 | to 4.7 | Gs |
| Asymmetric Gear / Flaps | 0 | to 2.0 | Gs |

## Intentional Spin Entry

Minimum Altitude for Entry 13,500 Feet MSL

Minimum Cloud Clearance 7,000 Feet above clouds

## Icing

Maximum Icing Band / Icing Type 5,000 Feet / light rime

## Temperature

Ground operation is limited to ambient temperatures of -23 to 43 °C

# CROSSWIND TAB DATA

| Wind Speed (Knots) | Degrees Off Runway Heading | | | | | | |
|---|---|---|---|---|---|---|---|
| | **30** | **40** | **50** | **60** | **70** | **80** | **90** |
| **5** | 3 | 3 | 4 | 4 | 5 | 5 | 5 |
| **6** | 3 | 4 | 5 | 5 | 6 | 6 | 6 |
| **7** | 4 | 4 | 5 | 6 | 7 | 7 | 7 |
| **8** | 4 | 5 | 6 | 7 | 8 | 8 | 8 |
| **9** | 5 | 6 | 7 | 8 | 8 | 9 | 9 |
| **10** | 5 | 7 | 8 | 9 | 10 | 10 | 10 |
| **11** | 6 | 7 | 9 | 10 | 11 | 11 | 11 |
| **12** | 6 | 8 | 9 | 11 | 12 | 12 | 12 |
| **13** | 7 | 9 | 10 | 11 | 12 | 13 | 13 |
| **14** | 7 | 9 | 11 | 12 | 13 | 14 | 14 |
| **15** | 8 | 10 | 12 | 13 | 14 | 15 | 15 |
| **16** | 8 | 11 | 13 | 14 | 15 | 16 | 16 |
| **17** | 9 | 11 | 13 | 15 | 16 | 17 | 17 |
| **18** | 9 | 12 | 14 | 16 | 17 | 18 | 18 |
| **19** | 10 | 12 | 15 | 17 | 18 | 19 | 19 |
| **20** | 10 | 13 | 16 | 18 | 19 | 20 | 20 |
| **21** | 11 | 14 | 16 | 18 | 20 | 21 | 21 |
| **22** | 11 | 14 | 17 | 19 | 21 | 22 | 22 |
| **23** | 12 | 15 | 18 | 20 | 22 | 23 | 23 |
| **24** | 12 | 16 | 19 | 21 | 23 | 24 | 24 |
| **25** | 13 | 16 | 19 | 22 | 24 | 25 | 25 |
| **26** | 13 | 17 | 20 | 23 | 25 | | |
| **27** | 14 | 18 | 21 | 24 | | | |
| **28** | 14 | 18 | 22 | 25 | | | |
| **29** | 15 | 19 | 23 | | | | |
| **30** | 15 | 20 | 23 | | | | |
| **31** | 16 | 20 | 24 | | | | |
| **32** | 16 | 21 | 25 | | | | |
| **33** | 17 | 22 | | | | | |
| **34** | 17 | 22 | | | | | |
| **35** | 18 | 23 | | | | | |

**CROSSWIND LIMITS**

| | |
|---|---|
| Aircraft limit | 25 kts |
| Touch and Go | 20 kts |
| Student Solo | 15 kts |
| Wing TO | 15 kts |
| Wet Rwy | 10 kts |
| *Wet Rwy/Std Wtr (ponding) | 10 kts |
| Icy Rwy/Standing Water | 5 kts |

**Notes:**

- LDG flaps are not recommended during gusty wind conditions
- Aircrew should use TO flap settings with crosswinds ≥10 kts
- Aircrew should use UP flap settings with crosswinds >20 kts
- Increase rotate, final, threshold, and touchdown airspeeds by ½ gust factor up to 10 knots
- Max tailwind component for takeoff is 10 kts
- Use the lowest RCR value in the given range listed in the RCAM when computing TOLD (off-station using a Field Condition NOTAM)

*** "Ponding" is determined by the SOF not the aircrew**