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COMMANDER
14TH OPERATIONS GROUP**

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Flying Operations

T-6 OPERATIONS PROCEDURES

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This supplement implements and extends the guidance of AFI 11-2T-6, Volume 3, T-6 Operations Procedures, 18 July 2016. This supplement prescribes procedures for flying operations pertaining to 14th Flying Training Wing (FTW) T-6 aircraft. It includes procedures which are not otherwise published in Columbus AFBI 13-1, *Airfield Operations and Local Flying Operations*, AFI 13-204V3 *AETC SUP*, the Columbus AFB (CAFB) T-6 inflight guide (IFG), or the T-6 BLAZE Flying Standards. Where there is a conflict regarding ATC or Airfield Operations between Columbus AFBI 13-1 and this supplement, Columbus AFBI 13-1 will take precedence. Individuals responsible for complying with this guidance should carefully review this supplement. This publication applies to Air Force Reserve Command (AFRC) Units. This publication does not apply to the Air National Guard (ANG). Submit suggested improvements to this supplement on Air Force (AF) Form 847, *Recommendation for Change of Publication*, through squadron DOV channels to 14 OG/OGV. Address questions concerning this supplement to the 14th Operations Group Standardization and Evaluation Office (OG/OGV). Ensure that all records created as a result of processes prescribed in this

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publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and are disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES:

*Updates applicable references to CAFBI 13-1 and AETCMAN 11-248. Incorporates numerous FCIFs and PIFs. Stipulates G-Suits will be worn by all students and non-rated individuals on all T-6 sorties. During ground operations, at CAFB, all T-6 aircraft will set transponder to Standby. Incorporates 122.7 CTAF during Gunshy operations.

1.1. Scope. This instruction contains procedures for all 14 OG assigned T-6A instructor pilots and defines 14 FTW flight operations for the T-6A aircraft. Columbus T-6A pilots will fly only maneuvers described in the applicable regulations and instructions. Deviations from this instruction are only authorized when approved by 14 OG/CC, higher authority, or in the interest of safety.

2.2. General Procedures. On syllabus sorties, students are responsible for providing a mission plan to include WX, NOTAMs, TOLD, ORM, and a profile to complete syllabus directed maneuvers. Instructors will verify the plan for accuracy and hold the students accountable for proper mission planning.

2.2.2. Takeoff and landing data will be discussed on every flight as part of mission preparation. Instructors will discuss takeoff emergencies as they relate to the current TOLD.

3.1. Required Personal Equipment. Remove scarves and jewelry before stepping to the aircraft. Ensure all flight suit zipper pockets are zipped while in or around aircraft to prevent FOD. All pilots will fly with a current Air Force issued Common Access Card (CAC). A helmet bag is required to carry a helmet to and from the aircraft. Hearing protection will be worn on the ramp any time aircraft engines are running. While on a cross-country, do not store helmets in the cockpit overnight if extreme high or low temperatures are expected. Aircrews should sign out LPU's if any portion of the flight will be conducted over water and out of gliding distance to land. During the winter months, aircrews should use good judgment and "dress to egress". To avoid damaging the transparencies, do not place any objects on the canopy glass.

3.1.3. G-suits will be worn by students and non-rated individuals on all T-6 sorties.

3.4.2. On runway 13R, aircrews will be considered clear of the runway after taxiing past the hold short line on taxiway Echo.

3.12.3. When Airfield Management declares the runway condition as "standing water" due to patchy standing water (ponding), the SOF may allow T-6 aircraft to use the wet runway crosswind limitation of 10 knots provided that the ponding condition is only occurring on the outside quarters of the runways IAW Columbus AFBI 13-1. When the runway condition is "standing water" due to patchy standing water (ponding), T-6 formations will not accomplish wing takeoffs on 13R/31L or 13L/31R. Formations will coordinate with Clearance Delivery and Ground ATC for 13C/31C wing takeoffs during this status, if required for training.

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3.33.1. (Added) At home field, PWC 2 pilots are authorized to use PWC 1 minimums for approaches.

CHAPTER 5 (Added)**CAFB T-6 LOCAL OPERATING PROCEDURES (Added)**

5.1. (Added) Introduction. This chapter contains information specific to T-6 aircraft operating at Columbus Air Force Base and the surrounding operational areas.

5.1.1. (Added) Dual/Solo Definitions. For this supplement, Dual is an instructor pilot (IP) with or without a student pilot (SP). Solo is a solo student pilot.

5.1.2. (Added) Local Aircraft Parking Ramp Access. Visitors to the local ramp must check in with the Squadron SUP/Duty Officer for a briefing, aircraft assignment and clearance onto the ramp. During weekend hours of operation, when there is a Squadron SUP/Duty Officer available for cross country returns, visitors shall be permitted to access the ramp with SUP/Duty Officer coordination with Security Forces (SF) and Maintenance (MX). In addition, a rated pilot (local IP) must escort all visitors to and from the ramp. With no Squadron SUP/Duty Officer available, the escorting rated pilot will coordinate with SF and MX to access the ramp. Visitors will NOT be permitted to sit in ejection seat aircraft.

5.2. (Added) Mission Planning.

5.2.1. (Added) Local Flying. Local flying is defined as an aircraft that takes off from CAFB and plans to land at CAFB or the auxiliary airfield.

5.2.2. (Added) Go/No-Go & Boldface/Ops Limits.

5.2.2.1. (Added) The primary means to check go/no-go status is via TIMS (Training Integration Management System). This includes DNIF status, FCIF/PIF/SIF, monthly boldface/ops limits test, and currencies.

5.2.2.2. (Added) The primary method of accomplishing monthly boldface/ops limits will be via TIMS testing. IPs and SPs will sign off their tests via the 'Tests' tab in TIMS. If TIMS is not available for testing, paper copies will be filled out and graded by respective assigned or attached flights (student, check, and DOT flights). Refer to AFI 11-202V2_14OGSUP for backup go/no-go and boldface procedures.

5.2.3. (Added) Flight Plans.

5.2.3.1. (Added) Local (Canned) flight plans are used for missions that originate and terminate at Columbus AFB and are filed by SARM personnel at the duty desk.

5.2.3.2. (Added) Missions that originate or terminate at locations other than CAFB or local sorties which do not utilize a stereo flight plan, will use a DD Form 175 with an appropriate out-and-back or cross-country call sign. DD Form 175 flight plans will be faxed or emailed to Base Operations NLT 1+15 prior to planned takeoff time. Aircrew will call Base Operations within 10 minutes after sending to ensure flight plans have been received and are accurate.

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5.2.4. (Added) Chock Times. Unless previously coordinated with maintenance, chock time is 1+45 after scheduled takeoff time. Chock extensions require SUP approval and coordination with maintenance.

5.2.5. (Added) Call Signs. 14 OSS/CC through 14 OSS/OSOP publishes a master call sign roster. For formations call signs, refer to AETCMAN 11-248 and the BLAZE T-6 Formation Standards. All formations will use call signs ending in "1" (i.e. CORONA 1, RENO 01, etc.). In four-ship formations, CORONA 1 is Flight Lead, CORONA 3 is Deputy Lead, and CORONA 2 and 4 are the wingmen in their respective positions. Solos will add "SOLO" to their call sign on all radio calls after flight split-up.

5.2.6. (Added) Radio Procedures. Standard radio terminology for all T-6 local operations is included in Attachment 7 of this publication.

5.2.7. (Added) Index of Thermal Stress (ITS) and Wind Chill Precautions. ITS Caution, Danger and Chill Factor procedures are outlined in AFI 48-151.

5.2.8. (Added) Hazardous Weather and Lightning within Five Miles Procedures. Hazardous weather can pose a threat to personnel at CAFB throughout the year. Report hazardous weather to the SOF and/or SUP immediately. Contract maintenance personnel may not be allowed to park aircraft during these conditions. Aircrews should use sound judgment when taxiing and parking their aircraft. Contact the SUP for directions and do not taxi into a parking spot without a marshaller.

5.2.9. (Added) T-6 Statuses are IAW Columbus AFBI 13-1.

5.2.9.14.3. (Added) Departures IAW Columbus AFBI 13-1.

5.2.11. (Added) Golden Triangle (GTR) Step Procedures. Crews planning to fly sorties that depart from GTR during periods of active local flying (other than during the normal cross-country weekend return window) will conduct as much of the mission briefing as possible in the squadron to include checking the student's grade sheet in TIMS, and stopping at the duty desk for a briefing from the SUP and a go/no-go check before leaving for GTR. This provides the SUP visibility on all off-station aircraft/aircrew, and standardizes all pre-step procedures, regardless of where the mission originates. Reference AFI 11-418 for Supervisory guidance.

5.2.12. (Added) Night Procedures.

5.2.12.1. (Added) Solo students will takeoff after official sunrise and will land prior to official sunset. Solo students will not taxi outside of the extended daylight period.

5.2.12.2. (Added) If a flight intends to conduct night operations within the wing flying window, the flight commander will be responsible for ensuring a night briefing is accomplished. Flight Commanders will work in conjunction with the SUP to deconflict missions.

5.2.13. (Added) Cross-Country/Out and Back Procedures. To ensure proper processing, all aircrew members planning to depart cross-country should submit an AF Form 4327A no later than two workdays prior to departure to the DO (Director of Operations) or designated approval authority. Additionally, all aircrew members should submit DTS (Defense Travel System) orders no later than two days prior for review and approval. The AF Form 4327A serves as the flight authorization.

5.2.13.1. (Added) All departing aircrew members will attend the cross-country briefing, to include aircrew operating out of GTR, unless prior coordination with the weekend supervisor is approved. If unable to attend, the aircrew must receive an individual briefing from the weekend duty officer or squadron weekend supervisor prior to departure.

Note: *All draft cross-country data entries are due by noon on Thursday for weekend cross-countries, or noon the day prior for mid-week or long weekend scenarios.*

5.2.13.2. (Added) Aircrew will ensure that the DD Form 175 or DD Form 1801 is entered into the REMARKS column in TIMS during the step process to indicate that they have filed their flight plan through Base Operations. Each Operations Supervisor/Top 3 will ensure TIMS data is correct before the crew departs cross-country or on an out-and-back sortie.

5.2.13.3. (Added) Crews will provide a copy of the AF Form 4327A (or equivalent) and their DD Form 175 (if they filed electronically or via fax) when obtaining a SUP brief at step time.

5.2.13.4. (Added) All cross-country communications will be through the 14 FTW/CP. Pilots will call after each sortie and provide: call sign, crew members, tail number, contact information, where departed from, actual time of departure (Zulu), actual time of arrival at current location (Zulu), current location, maintenance code, estimated time of departure from current location (Zulu), estimated time of arrival at next destination, & next destination. Call the 14 FTW/CP prior to the first flight of the next day for any messages.

5.2.13.5. (Added) Pilots should get approval from the weekend supervisor for any planned itinerary changes and notify command post of those changes. Inform the weekend supervisor and command post of any aircraft problems or nonstandard circumstances affecting mission status. Coordinate with the weekend supervisor for any aircraft repairs or alternate means of returning to base.

5.2.13.6. (Added) Use the AIR Card to purchase fuel, oil, and other required ground services when off-station. Aircrew will take precautions to ensure the AIR Card is not damaged or stolen. If the Air Card is lost, stolen, or damaged, notify the squadron SUP and contact the AIR Card representative (1-866-308-3811). The account number can be obtained through the AIR Card representative to purchase fuel and services.

5.2.13.7. (Added) Ensure grounding wire, sun shields, keys, oil, and a solo strap are included, as required.

5.2.13.8. (Added) Upon return to CAFB, crews will turn in all fuel receipts to squadron scheduling, fill out TIMS AF Forms 781 and TIMS gradesheets (if applicable), complete necessary DTS inputs, and sign back in from TDY NLT the next duty day (if applicable).

5.2.14. (Added) Weekend Local Flying Staging from GTR. Flight schedulers will coordinate with squadron scheduling when missions are planned to be executed out of GTR. Wing Airspace will inform the GTR Fixed Based Operator (FBO) and Airfield Management. Reference AFI 11-418 for Supervisory guidance.

5.2.15. (Added) Static Display/Flyover Procedures. Aircrew selected for participation in a static display or flyover will receive a briefing from the SQ/CC or DO on procedures, responsibilities, and decorum. The aircraft commander will inspect the aircraft selected for a static display for cleanliness prior to departing CAFB. Refer to AFI 11-209, AFI 11-209 AETC Sup, and the Airshow/Static Display Planning Checklists maintained by squadron scheduling for additional guidance.

5.2.16. (Added) Instructor Development (ID) Guidance. Schedule ID sorties and other IP solo sorties proactively, not reactively. Solo ID sorties should not be used to address scheduling or flying hour program shortfalls.

5.2.17. (Added) Cross Flow between the 37 FTS and 41 FTS. Cross flow is authorized between the 37 FTS and the 41 FTS. Cross flow is defined as squadron members (attached, student, or permanently assigned) from the two different squadrons flying in the same aircraft or within the same formation. All student cross flow checkrides require the approval of both Check Flight Commanders.

5.2.18. (Added) Step Procedures. Efficient step procedures, smooth flow operations, and maintaining a professional atmosphere at the Duty Desk are contingent upon the proper use of TIMS and keeping distractions and noise to a minimum. Aircrews should plan to arrive at the Duty Desk in accordance with the BLAZE T-6 Flying Standards and accomplish the Pre-Step Procedures IAW the checklist posted in the Duty Desk area. SUPs will brief each crew and verify ORM and go/no-go items before a tail number is assigned.

5.3. (Added) Ground Operations.

5.3.1. (Added) Preflight/Post-flight.

5.3.1.1. (Added) Do not start the engine if the adjacent aircraft is being serviced with fuel or oxygen. Aircrew may need to confirm with their crew chief to ensure fueling and or oxygen servicing are not be conducted to an adjacent aircraft.

5.3.1.2. (Added) Tire Wear. 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.

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5.3.1.2.1. (Added) Local Sortie Tire Limit Criteria. Do not accept an aircraft if red cord is visible on the main gear tire and/or the nose gear tire is worn to the bottom of the tread groove.

5.3.1.2.2. (Added) Out-and-Back/Cross-Country Tire Limit Criteria. Do not accept an aircraft if more than 3 cords are visible on the main gear tire and/or the nose gear tire is worn to the bottom of the tread groove.

5.3.1.3. (Added) After aircraft servicing/maintenance, accomplish another preflight of all affected areas.

5.3.2. (Added) Clearance Delivery

5.3.2.1. (Added) Aircrew will receive their IFR/VFR clearance prior to taxi for all missions that depart tower or RSU controlled airspace. Clearance delivery will issue Class C departure instructions, squawk, and a frequency for VFR departures. If planning to depart from a runway other than the inside runway, aircrew will advise clearance delivery of their intentions. If an extended delay is expected with the clearance, aircrew may taxi and inform Ground Control "AWAITING CLEARANCE." Aircrew will inform Ground Control if encountering a problem with the clearance and contact Texan Ops for assistance.

5.3.2.2. (Added) On VFR pattern-only sorties, which do not require an IFR clearance, the aircrew will state "PATTERN ONLY" to Ground Control on taxi request.

5.3.2.3. (Added) Local Night Sortie Clearances. Clearance Delivery assigns the night route issuing IFR clearance.

5.3.2.4. (Added) If departing the local area VFR, aircraft shall contact Clearance Delivery for a squawk and advise them of the requested profile.

5.3.3. (Added) Engine Start/Taxi Procedures.

5.3.3.1 (Added) At Columbus AFB, during taxi operations all T-6 aircraft will set transponder to Standby. Ensure transponder is set to ALT prior to completion of the Line Up Check.

5.3.3.2. (Added) Aircraft taxiing out have priority over aircraft returning to the parking area.

5.3.3.3. (Added) Delay the brake check on taxi until the wings are clear of the sun shelters.

5.3.3.4. (Added) Do not taxi an aircraft within 25 feet of obstructions without wing walkers. As a guide, visually align the wingtip at the base of the obstruction to estimate 25 feet wingtip clearance in the T-6. Do not taxi aircraft closer than 10 feet to any obstruction. Taxiing past vehicles parked within white lines on the aircraft's respective parking ramp does not require a marshaller. Do not taxi into a spot unless a marshaller is present. Do not taxi into a spot adjacent to an aircraft being serviced with fuel or oxygen. Aircrews will follow marshaller instructions explicitly unless safety or wingtip clearance is in question. If any doubt or confusion exists concerning marshaller instructions, stop the aircraft, and await further instructions.

5.3.3.5. (Added) When taxiing after sunset, aircrews will taxi into parking spots only when a marshaller is using two self-illuminating wands to direct the taxi.

5.3.3.6. (Added) Use two-way taxi procedures on Taxiway C and along the T-6 parking ramp north of India Row. Use one-way taxi procedures along the T-38 parking ramp. When taxiing in these areas, use caution for maintenance vehicles, fuel trucks, etc. In two-way taxi areas, aircraft will use the right-hand taxi-line.

5.3.3.7. (Added) All aircraft will taxi on the yellow lines on Taxiways C, G, and on all parking ramps. Formations may stagger on Taxiway A. All others will taxi on centerline.

5.3.3.8. (Added) The first aircraft taxiing into the run-up areas on Taxiway L or J will taxi into the number one run-up position (closest to the runway). Subsequent aircraft will taxi into the next available position. Aircraft entering the run-up area will not taxi behind aircraft already established in the run-up area. Aircrew will only accomplish pin removal and the Overspeed Governor check in an established run-up spot. The Overspeed Governor Check will NOT be accomplished in the run-up area with another aircraft directly in front of the propeller (aircraft holding short for takeoff). After pre-takeoff checklists are completed, aircraft will move forward into the hold short area in the order in which they arrived in the run-up area. Aircraft will offset when holding short of the runway on Taxiway L (RWY 13R) and Taxiway J (RWY 31L). When holding short number one for takeoff, aircrew will transmit the appropriate number one radio call. These procedures apply without regard to status or controlling agency.

5.3.3.9. (Added) Taxi lines located in the north and south center runway hammerheads (Taxiways F and A1) provide at least 10' wingtip clearance for T-38, T-6, and T-1 aircraft in any combination. All aircraft should pull up abeam the extended runway threshold while in the hammerhead to allow a safe distance for aircraft to taxi behind them.

5.3.4. (Added) Before Takeoff. Change to Sunfish (Ch 2) when turning onto Taxiway L (RWY 13R) and Taxiway J (RWY 31L) prior to takeoff. When Tower controls RWY 31L/13R, change to Tower (Ch 3) and contact Tower when ready for takeoff.

5.3.5. (Added) After Landing.

5.3.5.1. (Added) Arriving Runway 31 Operations. Aircraft landing on 31R will stay with Tower or auto-switch to Tower (from Live Oak) and report "(Callsign), off 31R." The preferred option will be for Tower to issue one of the following instructions "(Callsign), hold short 31C" or "(Call sign), cross runway 31C, Sunfish Procedures." Aircrew will read back "(Callsign), hold short 31C" or "(Callsign), cross runway 31C, Sunfish Procedures." If landing on RWY 31C, the preferred option is for Tower to issue "Sunfish Procedures" instructions. Example: "(Callsign), turn left at the end, Sunfish Procedures." Reading back the term "Sunfish Procedures" indicates the aircrew understands that they must hold short RWY 31L and will be cleared across RWY 31L by the RSU. Tower may deviate from this preferred option based on the situation. Aircrew will comply with controller instructions and read back mandatory items. After receiving clearance to cross 31L from the RSU, aircraft will visually clear and cross. Once clear of 31L, aircraft will contact ground (i.e. "(Callsign), off 31L, taxi to park.").

5.3.5.2.(Added) Arriving Runway 13 Operations. Aircraft landing on 13L will stay with Tower or auto-switch to Tower (from Live Oak) and report "(Callsign), off 13L." The preferred option will be for Tower to issue the following instructions "(Callsign), hold short 13C" or "(Callsign) cross 13C contact ground when off." Tower may deviate from this preferred option based on the situation. Aircrew will comply with controller instructions and read back mandatory items. Once clear of 13C, aircraft will switch to ground and check in with Ground Control "(Callsign), off 13C, taxi to park."

5.3.5.3. (Added) All aircraft will contact Ground Control (CH 1) after exiting runway 13C/31C at Taxiway H and Runway 13R/31L (Exception: T-6 aircraft landing on runway 13R will monitor Ground Control to parking).

5.3.5.4. (Added) Solo T-6 students will come to a complete stop to install the seat pin prior to returning to parking.

5.4. (Added) Flying Operations.

5.4.1. (Added) Control. Columbus AFB Tower and Radar Approach Control (RAPCON) provide Air Traffic Control (ATC) service for Columbus AFB during airfield operating hours. During normal (student) operations, the inside runway is controlled by a Runway Supervisory Unit (RSU), callsign "Sunfish" (CH 2). Tower (CH 3) controls the center runway.

5.4.2. (Added) Flight Following of Airborne Aircraft. During hours of normal operation, the RSU will input takeoff times on the AETC IMT 355 and in TIMS, for the purpose of flight following. If the RSU is not in place, contact the squadron SUP with takeoff/land times.

5.4.3. (Added) IFF Procedures. Squawk 0000 in the Sunfish VFR pattern. Change to the assigned code when departing the pattern. At Gunshy, squawk 1200. Squawk 0200 entering GTR at point "Vegas" or when operating with tower following an instrument approach. When returning VFR from GTR to Sunfish, squawk 0300.

5.4.3.1. (Added) Unless in formation, aircraft without an operable IFF are restricted to VFR pattern operations.

5.4.4. (Added) RSU Pattern Procedures. (Refer also to AETCI 11-204)

5.4.4.1. (Added) The RSU will not be used for ATC service except for preventive control purposes to SUPT aircraft IAW FAAO 7210.3, paragraph 4-4-3, or in an emergency situation. Radio silence shall be maintained on the RSU frequency except as necessary for safety of flight or preventive control purposes. RSU controllers will use standard RSU controller phraseology contained in AETCI 11-204, Attachment 4.

5.4.4.2. (Added) Sunfish airspace extends from the surface to 3,500' MSL along the 7 DME arc to the south of runway 13R/31L, but excludes airspace 3 NM past the departure end.

5.4.5. (Added) Sunfish Procedures.

5.4.5.1. (Added) The overhead pattern is flown at 1,200' MSL and 200 KIAS.

5.4.5.2. (Added) Overhead patterns should be emphasized over straight-in approaches and ELPs in the Sunfish pattern, specifically during high traffic workloads

5.4.5.3. (Added) Hot/Cold Side Operations. Aircraft will land on the hot/cold side of the Sunfish runway as outlined below.

5.4.5.3.1. (Added) The *Cold side* of the runway is the ramp side of the runway.

5.4.5.3.2. (Added) The *Hot side* of the runway is the RSU side of the runway.

5.4.5.3.3. (Added) Initial TO. Initial Takeoffs will be made on the hot side. Per the 11-204, you cannot takeoff on the cold side with an aircraft on the hot side of the runway.

5.4.5.3.4. (Added) Touch and Go's. Touch and Go's will be made on the hot side. If there is a touch and go in front of you, they should be airborne before you touch down. If there is a full stop on the hot side in front of you, go around if they do not transition to the cold side and are not at least 3000 feet down before you touch down. Per AETCI 11-204, you cannot do a touch and go on the cold side behind a full stop on the hot side.

5.4.5.3.5. (Added) Full Stop. Full Stops will be made on the cold side. If the cold side is already occupied by a previous full stop, then land on the hot side with 3000 feet separation. Aircrews are then expected to transition to the cold side at a safe airspeed; it is not necessary to wait until 3000 feet down to transition.

5.4.5.3.6. (Added) Formation Takeoff. Formations will not be cleared for takeoff until there is reasonable assurance that the runway will be clear.

5.4.5.3.7. (Added) Formation Landing. When landing in formation, the first 6,000 feet of the runway must be clear. If lead is unsure whether the required spacing will exist, initiate a formation go around prior to 100 feet AGL. After landing, the aircraft on the hot side should transition to the cold side IAW the BLAZE T-6 Flying standards.

5.4.5.3.8. (Added) Taxi Back. Aircraft taxiing down the runway back to chocks will utilize the cold side of the runway.

5.4.5.4. (Added) Pattern Frequencies. UHF frequency is primary for pattern control. VHF can be used in the event of RSU UHF failure when coordinated with the SOF and/or Squadron SUP.

5.4.5.5. (Added) Pattern Priorities. Emergency Aircraft, Minimum Fuel, NORDO Aircraft, Formation Aircraft, Aircraft Established in the Traffic Pattern, Single-Ship Radar Entries, Single-Ship VFR Entries. Aircraft with the lower priority will give way and execute break-out to prevent conflict.

5.4.5.6. (Added) Straight-Ins. Pilots should limit the requests for straight-in approaches at Sunfish based upon pattern saturation and training requirements. Pilots should maximize the use of Gunshy for straight-in and ELP training.

5.4.5.6.1. (Added) Pilots may request straight-ins from Marble, Crossroad, VFR entry, or outside downwind abeam VFR entry. If unable to request the straight-in at these designated points, state your actual position in the pattern with the request.

5.4.5.6.2. (Added) The RSU response to a request for a straight-in will be one of the following:

5.4.5.6.2.1. (Added) “NEGATIVE STRAIGHT-IN.” Continue in the overhead pattern.

5.4.5.6.2.2. (Added) “CALL FIVE MILES.” Proceed to, and report the five mile point depicted in the IFG.

5.4.5.6.3. (Added) The RSU response to “FIVE MILES” will be one of the following:

5.4.5.6.3.1. (Added) “STRAIGHT-IN APPROVED.” Continue with the straight-in. Report “(Callsign) TWO MILES, GEAR DOWN,” at the 2 mile point depicted in the IFG. If this call is delayed, report actual distance from the runway.

5.4.5.6.3.2. (Added) “NEGATIVE STRAIGHT-IN, BREAKOUT AT 3, ACKNOWLEDGE.” The pilot will acknowledge with Callsign, proceed to the three-mile point, breakout, and proceed to VFR entry at 700’ MSL. Aircrew will report “C/S, THREE MILES BREAKING OUT” when reaching the three-mile point.

5.4.5.6.4. (Added) If there is no response from the RSU at “FIVE MILES” query the RSU with actual distance from the runway. If no response is received by the 3 mile point, breakout and proceed to VFR entry at 700’ MSL. Aircrew will report “C/S, THREE MILES BREAKING OUT” when reaching the three-mile point.

5.4.5.6.5. (Added) From Radar Termination. An aircraft at Marble or Crossroad requesting a straight-in will normally not be approved with a pattern straight-in maneuvering to 5 miles. The RSU may approve a straight-in if the second aircraft has the preceding aircraft in sight.

5.4.5.6.5.1. (Added) Runway 13R. Pilots shall request a straight-in over "Crossroad." If approved, the pilot may descend to 700' MSL after Mail Box. Be at 700' MSL by the 5-mile point.

5.4.5.6.5.2. (Added) Runway 31L. Pilots shall enter the pattern at Marble and request a straight-in. If approved, the pilot will descend to 700' MSL by the 5-mile point.

5.4.5.6.6. (Added) Pattern Straight-In. Pilots shall request a straight-in abeam the VFR entry point on outside-downwind. If re-entering the pattern, the pilot shall request a straight-in over the VFR entry point. Pilots will maintain the downwind heading and 200 KIAS until past 90-to-initial. At the 90-to-initial point, pilots will descend to 700' MSL and proceed to the 5-mile point. Aircraft shall be at 700' MSL prior to the 90-to- radar initial ground track.

Note: *Pilots shall not normally request a pattern straight-in if the status is Restricted Overhead.*

5.4.5.7. (Added) Radar Initial.

5.4.5.7.1. (Added) Single ship aircraft will make a 45 degree turn to Radar Initial from the 90-to-Radar Initial ground track before turning to Radar Initial. Formation aircraft will not fly a 45 degree turn and will instead make one turn from the 90 to Radar Initial ground track to Radar Initial.

5.4.5.7.2. (Added) Pilots shall report "RADAR INITIAL" when wings level on initial after entering the overhead pattern from the radar termination point.

5.4.5.8. (Added) Initial. All aircraft will report "INITIAL" at 2 NM.

5.4.5.9. (Added) The Break/Straight-Through.

5.4.5.9.1. (Added) Pilots established on initial will not break with:

5.4.5.9.1.1. (Added) A conflict on inside downwind or high downwind.

5.4.5.9.1.2. (Added) A straight-in between 5 and 2 miles unless that straight-in has been directed to breakout at 3 miles and has acknowledged the call. (Exception: To facilitate pattern breakout training, crews may request to break for a practice breakout).

5.4.5.9.1.3. (Added) An aircraft between "REPORT HIGH KEY" and the position of Low Key. [Exception: RSU crews may allow aircraft to commence the break by exception with "SHORT INITIAL/OVER THE NUMBERS/OVERHEAD/STRAIGHT-THROUGH (as appropriate) CLEARED TO BREAK" with an aircraft from "Report High Key" to reporting "High Key" or between cross key and low key.]

5.4.5.9.1.4. (Added) An aircraft orbiting at High Key. [Exception: RSU crews may allow aircraft to commence the break by exception with "SHORT INITIAL/OVER THE NUMBERS/OVERHEAD/STRAIGHT-THROUGH (as appropriate) CLEARED TO BREAK" if an aircraft is orbiting at High Key].

5.4.5.9.2. (Added) If required to carry straight through for a conflict, at the end of the break zone call, "(Callsign), BREAK POINT STRAIGHT-THROUGH." Turn crosswind at the departure end of the runway, when clear of any conflict (if not able to turn at the departure end due to conflict), or when directed by the RSU (may be prior to the departure end).

5.4.5.9.3. (Added) Pilots intending to carry through the break zone will transmit their intentions on initial. If wishing to carry through and depart without flying an overhead, inform the RSU with a radio call “(Callsign), INITIAL, REQUEST STRAIGHT-THROUGH FOR DEPARTURE.” At the end of the break zone, transmit, “(Callsign), BREAK POINT STRAIGHT-THROUGH, REQUEST DEPARTURE.”

5.4.5.9.4. (Added) Pilots may be cleared for a late break. Extend beyond the normal break point as necessary to comply with the RSU directive. Pilots will not request a late break.

5.4.5.9.5. (Added) Pilots may be directed to break at the departure end of the runway. Acknowledge with “(Callsign)” only if the RSU controller specifically states “ACKNOWLEDGE” (i.e. “SHORT INITIAL, BREAK DEPARTURE END, ACKNOWLEDGE”). If unable to break at the departure end due to a conflict, then turn crosswind per paragraph 5.4.5.12.

5.4.5.9.6. (Added) Pilots directed by the RSU to “IN THE BREAK, ROLL OUT,” will roll out of the break turn and re-intercept the initial ground track.

5.4.5.9.7. (Added) Pilots directed to “IN THE BREAK, BREAK OUT,” will immediately initiate an aggressive climb to the break out altitude, and proceed to the VFR entry point.

5.4.5.9.8. (Added) Formations carrying straight through initial will normally take spacing on the turn to crosswind unless mission requirements dictate otherwise.

5.4.5.10. (Added) Final Turn/Departing Low Key.

5.4.5.10.1. (Added) If a straight-in has reported “TWO MILES” and is not in sight or the pilot on inside downwind/high downwind cannot maintain normal pattern size and spacing behind the straight-in, the pilot on inside downwind/high downwind will break out at the perch/low key. Once the final turn/descent out of low key has been initiated, do not breakout. If a conflict exists with an aircraft on a straight-in and normal pattern spacing cannot be maintained, the aircraft in the final turn/descent out of low key will continue normally. The straight-in aircraft shall initiate a go around and offset north of the runway (between the inside and center runways) over the RSU.

5.4.5.10.2. (Added) Aircraft will report gear down, and in the absence of clearance from the RSU, the aircraft is cleared for the option.

5.4.5.10.3. (Added) Aircrews will not commence the final turn if break or closed clearance was given with an aircraft between 5 and 2 miles on a straight-in.

5.4.5.11. (Added) Low Approach/Restricted Low Approach/Go-Around/Offset.

5.4.5.11.1. (Added) When a pilot reports, or the RSU directs a “LOW APPROACH, ACKNOWLEDGE,” continue the final turn/descent out of low key and initiate a go-around so that the aircraft does not touch down. Acknowledge RSU directions with “(Callsign).”

5.4.5.11.2. (Added) When the RSU directs a “RESTRICTED LOW APPROACH, ACKNOWLEDGE,” continue the final turn/descent out of low key but descend no lower than 500’ AGL unless a higher altitude is specified. Acknowledge RSU directions with “(Callsign).”

5.4.5.11.3. (Added) On any go-around, low approach, or restricted low approach, do not climb above 500’ AGL (700’ MSL) until cleared closed/low key/report one minute, turning crosswind, or cleared for departure.

5.4.5.11.4. (Added) Pilots will offset the runway if:

5.4.5.11.4.1. (Added) Directed by the RSU.

5.4.5.11.4.2. (Added) There is an aircraft in the departure position on the runway.

5.4.5.11.4.3. (Added) A potential conflict on departure leg exists (i.e. initial takeoff, touch-and-go, or a go-around). The pilot will clear the runway in the direction of the break unless otherwise directed. Pilots, when safely airborne and offsetting, will attempt to achieve spacing over Taxiway Alpha for both crew members to keep potential conflicts in sight. If a conflict is developing with a departure leg aircraft and the offsetting aircraft has not been instructed to “OFFSET, MAINTAIN RUNWAY HEADING,” the offsetting aircraft will ensure it is clear of conflicts and turn crosswind at the departure end of the runway.

5.4.5.11.4.4. (Added) Normal offset ground track for go-arounds will be flown over Taxiway A at 700’ MSL. If executing a go-around from a straight-in, and a conflict exists with an aircraft in the final turn, aircraft shall offset north of the runway (between the inside and center runways) over the RSU.

5.4.5.11.4.5. (Added) The pilot will over-fly personnel or equipment on the runway at no less than 500’ AGL. Another aircraft performing a full stop is not considered personnel or equipment.

5.4.5.12. (Added) Crosswind. On takeoff leg or go-around, do not turn crosswind earlier than the departure end of the runway and no later than 1/2 mile past the departure end, unless otherwise directed by the controller. If given “STANDBY” by the RSU, turn crosswind no

later than one mile past the departure end of the runway, unless otherwise directed by the controller.

5.4.5.12.1. (Added) When remaining in the pattern and turning crosswind, aircraft shall continue to climb but remain at or below 700’ MSL until clear of the inside downwind ground track, and then climb to 1,200’ MSL.

5.4.5.12.2. (Added) If told to “MAINTAIN RUNWAY HEADING,” aircraft will not turn until given specific clearance to do so. If undue delay is encountered, pilots should query the RSU.

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5.4.5.12.3. (Added) Aircraft who are break point straight-through or offset will turn crosswind at the departure end of the runway, unless otherwise directed by the RSU.

5.4.5.13. (Added) Low Closed/Closed/ELP Traffic Patterns.

5.4.5.13.1. (Added) Low closed patterns at Sunfish are prohibited.

5.4.5.13.2. (Added) Pilots may request closed after passing the runway midpoint.

5.4.5.13.3. (Added) Do not request closed with: a) an aircraft between 5 and 2 on a straight-in (Exceptions: Allowed for practice breakouts or when requesting closed to High Key from departure leg), b) an aircraft between initial and the break, c) an aircraft orbiting at High Key, d) an aircraft between "REPORT HIGH KEY" and Low Key, or e) a traffic conflict on inside/high downwind.

5.4.5.13.4. (Added) If you are in a position to request closed/Low Key/High Key and a potential conflict exists, continue straight ahead and initiate a turn to crosswind no later than 1 mile past departure end of the RWY.

5.4.5.13.5. (Added) When requesting closed and told to "STANDBY," the pilot has the option of turning crosswind no earlier than the departure end of the runway or waiting for clearance. If not cleared for a closed pattern 1 mile past the departure end of the runway, aircraft shall turn crosswind.

5.4.5.13.6. (Added) Pilots shall exercise extreme caution and clear aggressively for other aircraft that may be on closed/high downwind or that may have been extended upwind prior to their turn to crosswind.

5.4.5.13.7. (Added) ELP requested under RSU control. ELP requests will be made at the 2 mile initial point or after passing the runway midpoint on departure leg.

5.4.5.13.7.1. (Added) The ELP will be initiated from High Key or Low Key. The T-6 may make any type landing from this maneuver.

5.4.5.13.7.2. (Added) High Key from Initial. Pilot shall transmit, "C/S INITIAL, REQUEST HIGH KEY." The RSU will transmit, "REPORT HIGH KEY" if approved or "NEGATIVE HIGH KEY" if disapproved. If disapproved, the overhead pattern will be flown. If approved, pilot shall climb to High Key. Once at the High Key position, the pilot shall report "C/S HIGH KEY." The RSU will either transmit "REPORT LOW KEY," or "HIGH KEY ORBIT" to begin a 360-degree level orbit. At low key, the aircraft will transmit "C/S LOW KEY, GEAR DOWN."

5.4.5.13.7.3. (Added) Pilots given "HIGH KEY ORBIT" will make a 360° turn and report High Key again. If required to orbit, maintain 120-140 KIAS and approximately 30° of bank. Upon reaching the High Key position again, the same procedure applies.

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5.4.5.13.7.4. (Added) Upon reaching High Key, commence the ELP and report “C/S HIGH KEY.” If RSU clearance is not received by 2200’ MSL aircrew will breakout.

5.4.5.13.7.5. (Added) High Key from Departure Leg. Pilot shall transmit, “C/S REQUEST CLOSED, HIGH KEY.” The RSU will transmit, “REPORT ONE MINUTE” if approved or “NEGATIVE CLOSED” followed with alternate instructions as required if disapproved. If approved, the pilot shall climb to 2,700’ – 3,200’ MSL for High Key. When reaching a point abeam the intended touchdown zone, the pilot will transmit “C/S, ONE MINUTE.” RSU will reply “REPORT HIGH KEY.” Proceed as outlined above.

5.4.5.13.7.6. (Added) Low Key from Initial. Pilot will transmit “C/S INITIAL, REQUEST LOW KEY.” RSU will transmit “REPORT LOW KEY” if approved or “NEGATIVE LOW KEY” if disapproved. If disapproved, the overhead pattern will be flown. If approved, the aircraft will climb to low key altitude (1,700’ MSL) while in the break. At low key, the aircraft will transmit “C/S LOW KEY, GEAR DOWN.”

5.4.5.13.7.7. (Added) Low key from Departure Leg. Pilot will transmit “C/S REQUEST CLOSED, LOW KEY.” The RSU will transmit “LOW KEY APPROVED” or “NEGATIVE CLOSED,” followed with alternate instructions. If low key is approved, the aircraft will report “C/S HIGH DOWNWIND” when established on High Closed Downwind. At Low Key, the aircraft will transmit “C/S LOW KEY, GEAR DOWN.”

5.4.5.14. (Added) Breakout/Re-entry.

5.4.5.14.1. (Added) Execute a climbing/level/descending turn as depicted in the IFG, or as necessary to avoid a conflict. Advise the RSU, including a pattern position. For example, “C/S, (pattern position) BREAKING OUT.” In the case of multiple aircraft breakouts, aircrew should not hesitate to use the radio to de-conflict order of reentry into the pattern.

5.4.5.14.2. (Added) If the status is Restricted Overhead and a breakout is required, the pilot shall initiate a climb to breakout altitude, squawk emergency, and request radar vectors to the radar termination point with Approach Control (Ch 4).

5.4.5.14.3. (Added) All pattern breakouts will remain inside of the CBM 6 DME arc while maneuvering to the VFR entry point. Aircraft will avoid overflight of Waverly Mansion (13R).

5.4.5.14.4. (Added) Pattern Breakout. Initiate a climbing turn to 2,200’ MSL towards the VFR entry point. When the aircraft is over the vicinity of the VFR entry point, the pilot shall turn away from the runway, heading 220 degrees toward the first major 4-way intersection west of the bridge on Hwy 50. When the aircraft is at the 4-way intersection (approximately 4.5 DME), the pilot shall make a left (RWY 13) / right (RWY 31) turn towards the VFR entry point and descend/climb to pattern altitude.

5.4.5.14.5. (Added) Straight-in Breakout. Prior to the 3-mile point the pilot shall turn toward the VFR entry point and maintain 700’ MSL. When the aircraft is over the vicinity of the VFR entry point, follow the procedures outlined in 5.4.5.14.4.

5.4.5.14.6. (Added) Perch/Low Key Breakout. Climb straight ahead through 1700' MSL then turn toward VFR entry. Continue the climb to breakout altitude.

5.4.5.14.7. (Added) High Key Breakout. When executing a breakout from High Key, descend to breakout altitude, remain VFR, and proceed to the VFR entry point.

5.4.5.14.8. (Added) Center Runway Breakout (if approved/directed). Initial contact with Sunfish is required prior to initiating a Breakout from the center runway. Aircraft shall maintain runway heading until 1,700' MSL, then turn direct toward the VFR entry point and continue the climb to 2,200' MSL. Aircraft shall follow the VFR pattern re-entry procedures outlined in 5.4.5.14.4.

5.4.5.14.9. (Added) VFR Entry Breakout. Aircraft shall execute a climbing turn to 1,700' MSL away from the Sunfish traffic pattern, proceed toward the VFR re-entry ground track, and maneuver to re-enter the pattern. Aircraft executing a breakout shall exercise extreme caution for additional aircraft en-route to VFR entry at 2200' MSL.

5.4.5.14.10. (Added) VFR Pattern Re-entry. Aircraft shall be wings level at 1,200' MSL on entry heading (~090° RWY 31L/~360° RWY 13R) one mile prior to the VFR entry point. Aircraft shall report "C/S, VFR ENTRY" when over the VFR entry point.

5.4.5.15. (Added) Pattern Delay.

5.4.5.15.1. (Added) Pattern delays are authorized. When holding number one, state "NUMBER ONE, PATTERN DELAY."

5.4.5.15.2. (Added) When ready to depart the pattern, inform the RSU by adding "LAST PATTERN" to all gear down, closed requests, initial, high-key, and five-mile calls. The RSU will sequence you and ensure 90 second radar separation from other aircraft leaving the pattern.

5.4.5.16. (Added) Runway 13C/31C Closed/Crosswind/ELPs to Sunfish. After aircraft perform a Runway 13C/31C approach, aircraft shall maintain 700' MSL on runway heading and contact Sunfish for closed, crosswind or ELP request. Adherence to Sunfish pattern procedures and aggressive clearing is critical.

5.4.5.17. (Added) Formation Pattern Operations.

5.4.5.17.1. (Added) Formations are limited to one formation low approach or one initial unless pre-coordinated with the RSU (this does not preclude multiple overheads once a formation is split). In the event that a formation is granted approval to turn crosswind as a formation, the RSU will give priority to the formation for the purposes of accomplishing a straight-in. If a conflict exists and the formation is denied a straight-in, formation split-up will occur as directed in the formation standards.

5.4.5.17.2. (Added) After completing overhead patterns, formations may rejoin on the turn to crosswind for a formation approach and landing. Prior coordination with the RSU is required.

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5.4.5.18. (Added) For pattern operations when Tower controls Runway 13R/31L, see Columbus AFBI 13-1.

5.4.6. (Added) Gunshy Procedures. RSU pattern operations are the same as Sunfish except as specified in this paragraph.

5.4.6.1. (Added) Airspace.

5.4.6.1.1. (Added) Weather minimums for Gunshy to be open are 2500/3.

5.4.6.1.2. (Added) Max aircraft in the pattern is 6.

5.4.6.1.3. (Added) HAPLs for training are not authorized into Gunshy (Exception: High Speed ELPs are authorized for AHC sorties).

5.4.6.1.4. (Added) Avoid R4404 (Searay Range). R4404 is an air-to-surface gunnery range defined by a 10 mile diameter circle with the center located at CBM 199/038, northwest of the field. Do not break out or request High Key from 90 to radar initial when on Runway 13 to ensure aircraft remains clear of R4404.

5.4.6.2. (Added) Pattern Procedures.

5.4.6.2.1. (Added) All traffic entering the pattern will enter via point DAVSN (CBM185/037).

5.4.6.2.2. (Added) The overhead pattern is flown at 1,300' MSL and 200 KIAS (Exception: AHC sorties).

5.4.6.2.3. (Added) Straight-In approaches and ELPs have priority over overhead patterns in the Gunshy traffic pattern.

5.4.6.2.4. (Added) Normal patterns are executed to the east of the runway, but opposite direction patterns are also available upon coordination and approval of the RSU. Offset ground track during a go-around is over the fire station for normal overhead patterns, straight-ins, and ELPs, and over the RSU for opposite direction overhead patterns. If executing a go-around from a straight-in, and a conflict exists with an aircraft in the final turn, offset away from the conflict.

5.4.6.2.5. (Added) UHF frequencies are primary for pattern control.

5.4.6.2.5.1. (Added) UHF Primary (Gunshy Open): T-6s and Gunshy RSU will make all radio transmissions on 363.65 (UHF preset 6) and monitor VHF CTAF 122.7

5.4.6.2.5.2. (Added) VHF Primary (Gunshy Open): T-6s and Gunshy RSU will make all radio transmissions on 140.2 (VHF preset 6), Gunshy RSU will monitor VHF CTAF 122.7 and pass all relevant information (pertaining to transient civil aircraft) to all T-6s in the Gunshy pattern on 140.2

5.4.6.2.5.3. (Added) When Gunshy is open, the RSU will provide advisories to transient civil aircraft, T-6s established in the Gunshy pattern will only provide advisories to transient civil aircraft unless safety of flight dictates.

5.4.6.3. (Added) Pattern Entry.

5.4.6.3.1. (Added) Execute the Gunshy profile from Columbus AFB. Upon initial contact with Meridian Approach (Ch 5 VHF), state altitude. Approach responds with the Navy McCain altimeter for use at Gunshy. Expect a descent with Meridian Approach. If unable to maintain VFR, request a lower altitude. The minimum vector altitude is 2000' MSL.

5.4.6.3.2. (Added) DAVSN is the radar termination point, and is defined as a lake five miles to the east of the Gunshy field known as the Lake of America. Prior to the termination point, with VFR compliance, cancel IFR and make a post-Gunshy departure request (Areas or Sunfish). Squawk 1200 and change to Gunshy (Ch 6). Overfly point DAVSN at 1300' MSL and report "DAVSN." If unable to cancel IFR due to frequency congestion, squawk 1200 approaching DAVSN and contact Gunshy. If unable to cancel IFR due to weather, request an alternate clearance from Meridian Approach (Ch 5 VHF).

5.4.6.3.3. (Added) Gunshy will state landing runway and winds. From DAVSN proceed direct to Silo (RWY 31) or Pond (RWY 13).

5.4.6.4. (Added) Pattern Procedures.

5.4.6.4.1. (Added) If the RSU is not operational, treat Gunshy as an uncontrolled airfield (monitor CTAF 122.7) (low approaches only, and no more than two aircraft in the pattern). Exception: maintain normal pattern ground track and airspeeds until at High Key if entering from DAVSN. All aircraft will request traffic advisories when entering the pattern and if two airplanes are already established in the Gunshy pattern, all additional aircraft will remain clear of the Gunshy pattern and coordinate for an alternate clearance (Pickens or Sunfish). Aircraft established in the pattern will make position reports using standard terminology (i.e. Silo/Pond, initial, 2 miles w/gear, High Key, etc.)

5.4.6.4.2. (Added) Avoid over flight of populated areas while operating in the pattern. These areas include the town of Shuqualak and the school north of town, just east of Highway 45.

5.4.6.4.3. (Added) Make requests for an opposite direction break/ELP when reporting initial. Primary break/ELP direction is to the northeast of the runway.

5.4.6.4.4. (Added) On takeoff leg or go-around, unless directed otherwise, do not turn crosswind earlier than the departure end of the runway and no later than one mile past the departure end.

5.4.6.4.5. (Added) Request opposite direction closed or closed for High/Low Key on departure leg.

5.4.6.4.6. (Added) Closed/Crosswind Procedures. Do not climb above 800' MSL until turning out of traffic, crosswind, or initiating a closed pattern. When turning crosswind, cross inside downwind at or below 800' MSL. Initiate a climb to 1300' MSL when clear of the inside downwind ground track. Exercise extreme caution and clear aggressively for other aircraft that may be on inside/closed downwind.

5.4.6.5. (Added) Straight-In Procedures.

5.4.6.5.1. (Added) Request a straight-in at Silo, Pond, the VFR entry point, or on outside downwind abeam the VFR entry point. If told to “CALL FIVE MILES,” begin a descent at the appropriate point in order to be at 800’MSL by the five mile point at 800’MSL. For RWY 31, descend at the turn from outside downwind to the 90-to-initial ground track and report “FIVE MILES” crossing over the double bridges on Hwy 45. For RWY 13, begin the descent from outside downwind north of Hwy 39 and report “FIVE MILES” crossing the pond at the 90-to-radar initial ground track. Initiate the turn to final to roll out three miles from the runway. Report “TWO MILES, GEAR DOWN” at the two-mile point.

5.4.6.5.2. (Added) If the controller responds with “FIVE MILE STRAIGHT-IN BREAK OUT AT THREE, ACKNOWLEDGE,” respond with your callsign and proceed to the three mile point and execute a low break out at 800’ MSL. On RWY 13, remain south of Hwy 39. On RWY 31, avoid the cell phone tower along Hwy 45 just east of outside downwind.

5.4.6.6. (Added) ELP Procedures.

5.4.6.6.1. (Added) Unless otherwise coordinated, ELPs flown from high or low key will be executed to the pattern side of the field. Aircrew desiring ELPs flown from high or low key to the opposite (Southwest) side of the field will add “RIGHT/LEFT” to their One Minute/Initial Request High/Low Key call.

5.4.6.6.2. (Added) If requesting High Key from initial, expect to be given “Report High Key.”

5.4.6.6.3. (Added) Closed to High Key. To request closed to High Key, report “C/S, REQUEST CLOSED HIGH KEY.” Pull closed to the pattern side unless requested/directed otherwise by the controller.

5.4.6.6.4. (Added) Aircrews may request High Key from any position within the pattern (from inside Pond or Silo) provided there are three or less aircraft in the pattern and they avoid R4404. To request High Key, report “C/S, POSITION, REQUEST HIGH KEY.” Expect to be given “Report one Minute” if approved. When approved, aircrews should proceed direct to High Key and report “C/S, ONE MINUTE” when appropriate.

5.4.6.7. (Added) Breakout Procedures.

5.4.6.7.1. (Added) Overhead Pattern/ELP Breakout. Initiate a climbing turn to 2,300’ MSL towards the VFR entry point. When over the VFR entry point, turn away from the runway to a course perpendicular to the runway (~045°). When directly above the road intersection depicted in the IFG, make a left (RWY 31)/right (RWY 13) turn towards the VFR entry point, descend at pilot’s discretion to 1300’ MSL. Be wings level, 1300’ MSL, heading (~180° RWY 31 / ~270° RWY 13) one mile prior to VFR entry.

5.4.6.7.2. (Added) Opposite Direction Closed/Break / ELP Breakout. Initiate a turn and cross initial at or above 1800’ MSL. Continue climb/descent to 2300’ MSL. Follow procedures as outlined in 5.4.6.7.1.

5.4.6.7.3. (Added) Straight-In Breakout. If clearance for the straight-in is not received by the 3-mile point, make a turn away from the runway and continue to the VFR entry point maintaining 800' MSL. For RWY 13, remain south of Hwy 39 until clear of outside downwind. Follow procedures as outlined in 5.4.6.7.1 but climb, rather than descend, to 1300' MSL turning inbound.

5.4.6.7.4. (Added) VFR Entry Breakout. The first aircraft to arrive over the VFR entry point has the right of way. Be wings level on entry heading at 1300' MSL one mile prior to the VFR entry point. Report "VFR ENTRY, BREAKING OUT" when directly above the pipeline intersection depicted in the IFG unless safety of flight dictates. Execute a climbing turn to 1800' MSL away from the Gunshy traffic pattern and proceed towards the VFR re-entry point (road intersection) depicted in the IFG and maneuver to reenter.

5.4.6.8. (Added) Gunshy Departures.

5.4.6.8.1. (Added) A "LAST PATTERN" call is NOT required for radar separation/approval to depart the pattern. For a RWY 31 departure, when abeam the 90-to-initial ground track, 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 a heading of 080° and proceed with desired departure routing. For a RWY 13 departure, on departure leg, delay climb through 800' MSL until 1 mile past the departure end. Once 1 mile past the departure end report, "C/S, DEPARTING," begin climbing, start a turn to 080°, and proceed with the desired departure (PICKENS or SUNFISH).

5.4.6.8.2. (Added) Pickens Recovery. Used for aircraft departing Gunshy for the South MOAs.

5.4.6.8.3. (Added) Sunfish Recovery. Used for aircraft departing Gunshy to CBM.

5.4.6.8.4. (Added) Departing either runway, continue squawking 1200 until Meridian Approach assigns a new transponder code.

5.4.7. (Added) Night Pattern Procedures

5.4.7.1. (Added) Extended Daylight Window. At the end of the Extended Daylight Window, the RSU will direct aircraft in the Sunfish pattern to contact tower.

5.4.8. (Added) T-6 Departure Procedures. IAW Columbus AFBI 13-1.

5.4.8.10.7. (Added) Reference AETCMAN 11-248 and the BLAZE T-6 Flying Standards for additional guidance on T-6 formation instrument trail departures.

5.4.8.11. (Added) Cross-Country / Out and Back (DD175). IAW Columbus AFBI 13-1.

5.4.9. (Added) Local Outbase Information. Aircrew will follow the navigation checklist in the IFG, to include checking weather, NOTAMs, bird condition, sign out times (if applicable), and reviewing planned approaches prior to flying off-station.

5.4.9.1. (Added) Golden Triangle Regional Airport.

5.4.9.1.1. (Added) General. All student contact sorties requiring ELPs and straight-ins should utilize Gunshy. Golden Triangle Regional (GTR) will primarily be used for student instrument and formation approach training, IP continuation training sorties, and IP and student checkrides. The maximum number of aircraft in the radar pattern is four unless coordinated with the squadron SUP.

5.4.9.1.1.1. (Added) IPs may utilize GTR for student contact training when mission requirements dictate and only with squadron SUP approval. IPs will not normally perform full-stop landings at GTR on local student syllabus sorties without specific mission requirements and squadron supervisor approval.

5.4.9.1.1.2. (Added) Aircrew will minimize requests for opposite direction approaches at GTR.

5.4.9.1.1.3. (Added) Radar Pattern Speeds. Aircraft shall fly a minimum of 200 KIAS until on base.

5.4.9.1.1.4. (Added) After performing a full-stop landing, aircrew will taxi back for takeoff and accomplish the Full Stop/Taxi Back Checklist before departing GTR. Recommend using the full runway length.

5.4.9.1.1.5. (Added) When glider operations are active at Starkville Airfield (KSTF), aircrew will not use HANOP as an IAF for the ILS 18 at GTR. Aircrews will request vectors instead.

5.4.9.1.1.6. (Added) When R4404 is active, aircrew will request 4NM legs (RNAV GPS 36) and will ensure 1 minute legs (ILS/LOC 36) while holding at DIXVU and remain clear of R4404.

5.4.9.1.2. (Added) Arrival. File and fly the GTR canned flight plan. Arrivals to GTR are accomplished by an instrument approach, a HAPL (must be coordinated with Columbus Approach), a visual straight-in, initial, or through VEGAS. Only one HAPL to High Key for an ELP is authorized. Once established in GTR airspace, do not reset to High Key (Low Keys are authorized) unless coordinated with RAPCON via GTR Tower. VFR entries will contact tower at VEGAS informing them of their first request (i.e. CALL SIGN, VEGAS, INITIAL/STRAIGHT-IN).

5.4.9.1.2.1. (Added) Minimum weather required to enter the VFR pattern at GTR through VEGAS is 2500-3. However, once entry into GTR has been accomplished via an instrument approach, VFR patterns can be accomplished as long as the weather is 1500-3. Weather required for High Key is 3000-3. Weather required for Low Key is 2000-3.

5.4.9.1.3. (Added) Pattern Procedures. After entry, comply with depicted pattern ground tracks. If a conflict exists between aircraft, such as a straight-in with an aircraft ready to break, tower will give deconfliction instructions, i.e. "BREAK TO FOLLOW A T-6 ON A 2-MILE STRAIGHT-IN." After completion of an option, aircrew will normally request "Straight-in/initial/closed." For straight-in or initial, follow depicted ground tracks unless cleared by tower. All altitudes at GTR are subject to modification at the discretion of GTR tower.

5.4.9.1.4. (Added) Departure.

5.4.9.1.4.1. (Added) Standard IFR Climbout Instructions. For RWY 18, fly runway heading and climb to 3000' MSL. Squawk assigned code and contact Columbus Approach on CH 4. For RWY 36, turn left heading 300° and climb to 3000' MSL. Squawk assigned code and contact Columbus Approach on CH 4.

5.4.9.1.4.2. (Added) VFR Return to Sunfish. When departing VFR from RWY 18/36, remain north of Artesia Road, south of HWY 82, and avoid direct overflight of the large plant east of the airfield. On RWY 18, turn left heading 090° for two miles, maintain 1200', and proceed direct to Racetrack (located southeast of the Hwy 82/45 intersection). Squawk 0300 while monitoring Columbus Approach (CH 4). At Racetrack, report "C/S, RACETRACK" and then proceed direct to the radar termination point (change to Sunfish frequency and change squawk to 0000). Weather required to exit GTR VFR is 1500-3 and requires a status of Restricted Overhead or better at CAFB. On RWY 36, proceed direct to

Racetrack and maintain 1200'. Squawk 0300 while monitoring Columbus Approach (CH 4). At Racetrack, report "C/S, RACETRACK" and proceed direct to the radar termination point (change to Sunfish frequency and change squawk to 0000).

5.4.9.1.4.2.1. (Added) Aggressively clear for traffic conflicts approaching Marble/Stennis. Recoveries from the south will normally be near the Tombigbee waterway traveling north, while recoveries from the west will normally be just north of Hwy 82 traveling east. Change to Sunfish no earlier than 2 miles from Marble/Stennis to aid in determining locations of other aircraft.

5.4.9.2. (Added) Tuscaloosa.

5.4.9.2.1. (Added) Arrival. File and fly the Tuscaloosa or CATRN canned flight plan. On initial contact with Birmingham Approach, provide a position report if not in radar contact. State all desired approaches, including holding and circling requests. Birmingham will issue clearances and provide the handoff to Tuscaloosa Tower (CH 11) prior to the FAF on all approaches.

5.4.9.2.2. (Added) Pilots delaying in a MOA while en-route to Tuscaloosa will coordinate an en-route clearance with Columbus Approach (CH 18) approximately five minutes before exiting the area.

5.4.9.2.3. (Added) Coded Holding Instructions. If aircrew request or are instructed by ATC to hold at AWIMY, IROSY, or FLOSY, aircraft will hold as outlined below.

5.4.9.2.3.1. (Added) AWIMY. Hold NE on the 221° course inbound, standard turns, 1 minute legs.

5.4.9.2.3.2. (Added) IROSY. Hold NW on the 131° course inbound, standard turns, 1 minute legs.

5.4.9.2.3.3. (Added) FLOSY. Hold SW on the 041° LOC course inbound, standard turns, 1 minute legs.

5.4.9.2.4. (Added) Climbout/Missed Approach Instructions.

5.4.9.2.4.2. (Added) Hi-Tide Missed Approach Instructions. Pilots flying the Hi-Tide are expected to comply with the published missed approach instructions, Crimson West Climbout, MOVIL Climbout, or an alternate clearance. See IFG for these procedures. Pilots will contact Birmingham Approach for further clearance.

5.4.9.2.5. (Added) Departure.

5.4.9.2.5.1. (Added) Tuscaloosa Tower will provide a hand-off to Birmingham Departure (CH 10) on the missed approach or climbout.

5.4.9.2.5.2. (Added) Expect Birmingham Departure to issue "TUSCALOOSA THREE FORTY CODED DEPARTURE." See IFG for procedures. Expect a hand-off to Columbus Approach intercepting the LDK R-301.

5.4.9.3. (Added) Key Field/Meridian NAS.

5.4.9.3.1. (Added) Arrival. File and fly the Meridian stereo flight plan. If intending to circle, inform Meridian Approach on initial contact.

5.4.9.3.2. (Added) Departure. Coordinate recovery prior to the last approach and expect the "BIGBEE RECOVERY". See IFG.

5.4.9.4. (Added) Tupelo.

5.4.9.4.1. (Added) IFR Arrival. File and fly the Tupelo canned flight plan. En-route to Tupelo, state your intentions with Memphis Center.

5.4.9.4.2. (Added) VFR Arrival. Cancel IFR with Columbus Approach when able and expect a handoff directly to Tupelo Tower.

5.4.9.5. (Added) Birmingham International.

5.4.9.5.1. (Added) Arrival. File and fly the Vulcan canned flight plan. Inform Birmingham Approach of all approach requests. Opposite direction traffic is not authorized.

5.4.9.5.2. (Added) Departure. Expect recovery via VUZ R-261 (V-278), MINIM, CBM.

5.4.9.6. (Added) Greenwood.

5.4.9.6.1. (Added) Arrival. File and fly the Greenwood canned flight plan. En-route to Greenwood, state your intentions with Memphis Center.

5.4.9.6.2. (Added) Departure. Upon completion of the last approach and departing to Columbus AFB or the Columbus 1 MOA, intercept the IGB R-266 (V-278) inbound. Make area request with Columbus Approach.

5.4.10. (Added) Low-Level Navigation.

5.4.10.1. (Added) Procedures. All routes will be flown in accordance with AP/1B. All routes are one-way. Course reversals or 360° turns are prohibited. If more than four minutes early to the scheduled entry time, hold prior to the entry point and advise RAPCON of your expected holding delay. All aircrew will review the Wing Airspace Route Brief located on the 14 OG Airspace webpage, BAM/AHAS, and the Bird Aircraft Strike Hazard Plan (BASH) in the IFG.

5.4.10.2. (Added) Local Routes. Enter the route +/- 4 minutes of scheduled entry time to ensure separation of aircraft on the same route. If unable to make entry time +/- 4 minutes, coordinate a revised entry time with the Operations Supervisor. **Note:** *T-6s will schedule a minimum of 10 minutes separation from preceding T-6s on the same route. For VR-1014, the route entry time of a T-6 sortie must be at least 50 minutes prior to the route entry time of a T-38 sortie and 15 minutes prior to a T-1 sortie. Minimum actual separation at the entry point for T-6s on SR-137 or VR-1014 is 2 minutes.*

5.4.10.3. (Added) SR-137. Weather required to enter the route is 2300/3 for the minimum vectoring altitude. When exiting the route, climb VFR to 3,500' MSL, fly heading 040°, and contact Columbus Approach (CH 4 UHF) for clearance to Columbus. Remain clear of R4404 airspace.

5.4.10.4. (Added) VR-1014. Weather required to fly the route is 3000/5. Until canceling IFR, pilots are expected to proceed to the filed entry point (CBM 122/19). When exiting the route, climb VFR to 4500' MSL, fly heading 220°, and contact Columbus Approach (CH 16) for clearance to Columbus.

5.4.11. (Added) T-6 Military Operating Area (MOA) Operations.

5.4.11.1. (Added) On departure, aircrew shall request either high or low sector assignments with Columbus Approach (CH 8/18) and may expect a low block of 8,000' to 14,000' or a high block of 16,000' to 22,000'. Once established in the assigned area, aircrew shall switch to Area Monitor (CH 9) if in the west T-6 MOAs (Columbus 1 MOA) or Ch 19 if in the south T-6 MOAs (Meridian 1 East MOA) and report, "ESTABLISHED." Aircrew must ensure Area Monitor acknowledges and shall monitor this frequency until ready for recovery.

5.4.11.2. Added) Aircrew will limit their operation within the CBM1 (Columbus 1) MOA and ME11E (Meridian 1 East) MOA using the following table. Aircrew will adhere to vertical limitations given by any Center upon entering their controlled MOAs.

Table 1. Altimeter Settings.

Local Altimeter Setting	CBM 1,3,4, ME11E	CBM 2
29.92 or higher	22,000'	21,000'
29.91 to 28.92	21,000'	20,000'
28.91 to 27.92	20,000'	19,000'

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5.4.11.3. (Added) GPS is required for MOA operations unless ground based visual references can be utilized to maintain MOA boundaries.

5.4.11.4. (Added) Formations will use a combination of areas 1/3, 2/4, 5 or 6 in the western MOAs. In the southern MOAs, T-6 formations will use a combination of area red/green, white or blue. Any one surge area in the east part of CBM1 MOA is large enough for a T-6 formation.

5.4.11.5. (Added) Priorities. When a T-6 MOA is full, the MOA monitor will make the following broadcast: "ATTENTION ALL AIRCRAFT, THE WEST/SOUTH MOA IS FULL." The RAPCON Watch Supervisor will notify the SOF. Aircraft that have completed mission requirements should initiate recovery. The T-6 SUP may prioritize aircraft recovery and relay that information to the SOF for RAPCON coordination.

5.4.11.6. (Added) FCF sorties normally use area 6` in the west MOA and AHC sorties normally use area white in the south MOA. The high and low sectors in the west/south MOA, including the sterile block, may be combined on FCF and AHC sorties.

5.4.11.7. (Added) T-6 Surge Areas. T-6 Surge Areas are depicted in the Columbus AFBI 13-1

5.4.11.7.1. (Added) Prior coordination with RAPCON is required to use the surge areas. The surge area will not be available if there is a T-1/ T-38C in sectors 1-6 IAW FAA 7610.4H.

5.4.11.7.2. (Added) T-6 use of the CBM 3 MOA (Western T-38/T-1 MOA) will only be accomplished after close coordination with both T-1 and T-38 SUPs.

5.4.12. (Added) Recovery. Aircrew shall expect radar vectors on recovery.

5.4.12.1. (Added) Aircraft shall obtain ATIS and remain within the assigned area.

5.4.12.2. (Added) Starkville Glider Operations. When glider operations are active at Starkville, Columbus AFB ATIS will contain a message such as: "Glider Operations are active within a 5 nautical mile radius of Starkville up to 6500 MSL from 1200L until 1800L." All aircrew use caution when in the vicinity of Starkville airport.

5.4.12.3. (Added) Aircraft shall contact Columbus Approach on Ch 8 (CBM1) or Ch 18 (MEI1E) with request and ATIS. Include if desiring recovery to Sunfish, Gunshy, or Golden Triangle.

5.4.12.4. (Added) If an aircraft desires a Runway 13C/31C approach at Columbus, include the desired request after the completion of the approach (i.e., Radar, Sunfish, and Full Stop).

5.4.12.4.1. (Added) Radar Pattern Speeds. Aircraft shall fly a minimum of 200 KIAS until on final and inside 13 DME.

5.4.12.5. (Added) IFR Recoveries. CBM RNAV E or F and VOR/DME A or B approaches will be used when the status is IFR Recoveries unless approval for use of the center runway is authorized by the SOF.

5.4.12.6. (Added) Radar Pattern/Center Runway Procedures. IAW Columbus AFBI 13-1.

5.4.12.7. (Added) Radar Vector to Initial Procedures. Radar vectors to initial may be conducted at anytime the tower has operational control of the runway of intended landing, traffic permitting. Aircrew shall request the overhead approach on initial contact with RAPCON or prior to reaching 15 flying miles from the runway. Aircrew shall report, "COLUMBUS APPROACH, (CALL SIGN), 20 MILES SOUTHEAST WITH (ATIS), REQUESTING OVERHEAD (TYPE LANDING)."

5.4.12.8. (Added) VFR Arrivals. During recovery, aircraft shall contact Columbus Approach at approximately 30 NM or as soon as possible after ELP training is terminated at an outlying uncontrolled airfield for radar advisory service and runway approach clearance.

5.4.13. (Added) VFR Pattern Entry. Enter the Sunfish traffic pattern from initial takeoff, radar termination (Marble/Stennis), or the center RWY. **Note:** *Entries to the Sunfish traffic pattern from High Altitude Power Loss (HAPL) are for emergency use only.*

5.4.13.1. (Added) Radar Termination IAW Columbus AFBI 13-1.

5.4.13.2 (Added) When cleared direct to the termination point from south of Columbus, adjust flight path to maintain a ground track approximately 1 mile west of the dense commercial area along Hwy 45 and remain outside 7 DME until reaching the radar termination point. Advise RAPCON of deviations.

5.4.13.8 (Added) After crossing the radar termination point, aircraft shall follow their respective ground track and be at 1,200' MSL no later than radar initial (31L) or the 7-mile-farm (13R).

5.4.14. (Added) Formation Recovery. Formations will normally recover via the procedures outlined in paragraphs 5.4.12 and 5.4.13. Aircrews also have the option to recover via the following:

5.4.14.1. (Added) VFR Drag Procedures. Fly IAW Columbus AFBI 13-1.

5.4.14.2. (Added) Split-to-Land Approach Procedures. Fly IAW Columbus AFBI 13-1.

5.4.14.3. (Added) Take Spacing During Instrument Approaches. This maneuver can be used during instrument approaches when weather conditions change, preventing a formation landing, after the approach has commenced. Once the formation has attained VMC, the lead aircraft will direct the wingman to take spacing. Lead will then accelerate to ~130kts and proceed directly to the runway of intended landing. The wingman will slow to 110 KIAS for straight-in approaches or 120 KIAS for side-step or circling approaches while maneuvering to attain 3,000' of spacing behind the lead aircraft. Once the spacing has been achieved, the wingman will inform lead, who will adjust airspeed, as appropriate, for the approach being flown. Both aircraft will ensure that the appropriate category distances are maintained for the approach being flown.

5.5. (Added) Emergency & Abnormal Procedures.**5.5.1. (Added) Emergency/Air Abort Definitions.**

5.5.1.1. (Added) Emergency. Any in-flight condition where the safe recovery of the aircraft is in doubt and/or traffic priority is required. An emergency requires fire/rescue personnel response.

5.5.1.2. (Added) Medical Emergency. A condition requiring a flight surgeon response.

5.5.1.3. (Added) Air Abort. Any situation which does not allow the mission to be continued as planned due to mechanical failure and drives an early return. An air abort does not constitute an emergency.

5.5.2. (Added) Aircraft Emergencies.

5.5.2.1. (Added) Emergency Landing Procedures (ELPs). ELP patterns at Columbus are authorized for local T-6 aircraft to any runway.

5.5.2.2. (Added) Solo students are only expected to fly ELP's from High or Low Key at Columbus AFB or Gunshy Auxiliary Field during actual emergencies.

5.5.2.3. (Added) T-6 ELP Practice/Emergency Airfields. The following uncontrolled airfields may be utilized for ELP training: Columbus Lowndes County Airport (UBS), Houston Municipal Airport (M44), Okolona Municipal-Richard Stovall Field Airport (5A4) (Do not use when Columbus AFB is on runway 13), George Downer (Aliceville) Airport (AIV), North Pickens (Reform) Airport (3M8) (Right traffic to runway 1), Louisville Winston County Airport (LMS), University-Oxford Airport (UOX), and Grenada Municipal Airport (GNF). The following towered fields may also be used for this training: Golden Triangle Regional Airport (GTR), Tupelo Regional Airport (TUP), Tuscaloosa Regional Airport (TCL), Greenwood-Leflore Airport (GWO), and Gunshy (1MS8).

5.5.2.4. (Added) Pilot Responsibilities During Emergencies. When an emergency or a malfunction requires traffic priority, declare an emergency with ATC and state intentions. Contact the SOF stating the nature of the emergency, actions taken, and intentions. If in the VFR pattern, relay the information through the RSU Controller/Tower.

5.5.2.5. (Added) UHF Single Frequency Approach (SFA). Aircrew with an emergency can request a SFA (CH 15/307.175) for recovery and landing from ATC. The aircrew may request a SFA to minimize channel changes and coordinate the safe recovery with the controlling agency, SUP, and SOF. The SOF, RAPCON, tower, and Fire Department are available on this frequency for assistance. Aircrew must return to the RSU frequency prior to entering an RSU controlled pattern.

5.5.2.6. (Added) Inside RWY Landing. Aircraft with emergencies normally land on the inside runway under Sunfish control. If runway closure is anticipated, the RSU Controller may institute "Emergency Pattern Procedures."

5.5.2.7. (Added) RSU Responsibility During Emergencies.

5.5.2.7.1. (Added) If the RSU implements “Emergency Pattern Procedures,” aircrew shall expect the following:

5.5.2.7.1.1. (Added) Aircraft will carry straight through initial at 1200’ MSL until Emergency Pattern Procedures are terminated or upon reaching 300 lbs of fuel and cleared to break by the RSU.

5.5.2.7.1.2. (Added) If pattern aircraft are below divert fuel when an emergency occurs and do not have fuel to hold, controllers may coordinate with tower to authorize aircraft to land on the center/outside runways.

5.5.2.8. (Added) Center Runway Landings. If necessary, an emergency aircraft established in the Sunfish pattern may land on the center via an extended overhead or visual straight-in. RSU controllers will notify Tower when it becomes apparent that a center runway landing is required. Tower will immediately clear the final approach corridor. Normally, the RSU will obtain landing clearance from tower, after which the RSU will direct the emergency aircraft to switch to Tower frequency prior to initiating the final turn.

5.5.2.9. (Added) Terminating Emergencies. Emergencies are terminated by the Fire Chief.

5.5.2.10. (Added) Debriefing Emergencies. Pilots are required to debrief any emergency or unusual situation with the SUP and representatives from 14 FTW/SE and/or 14 OG/MXQI immediately following the flight. The SUP will report occurrences to 14 FTW/SE when the aircraft has landed at another base. Ensure Wing EP tracker is completed during post flight duties; accomplish within in same duty day or within 24 hours if out of duty day.

5.5.2.11. (Added) Bird Strikes. If a bird strike occurs, discontinue the mission. If structural damage is suspected, declare an emergency and consider a controllability check/chase ship. Record the incident in the AFTO Form 781. Report the incident to 14 FTW/SE and complete an AF IMT 853, Air Force Wildlife Strike Report.

5.5.2.12. (Added) Landing In The Overrun. At fields other than Columbus, if an overrun landing is suspected, full stop as soon as practical. If a go-around is accomplished, leave the gear and flaps extended. Fuel permitting, request a chase aircraft to visually check the gear and flaps. Inform the Tower or RSU of the possibility of a barrier strike. Make a write up in the AFTO Form 781.

5.5.2.12.1. (Added) At Columbus, all surfaces on RWY 31L/13R are stressed and swept. Therefore, this does not constitute an emergency, require an immediate landing, or preclude raising the gear and flaps.

5.5.2.13. (Added) Malfunctions Requiring Gear Pinning. Normally, stop the aircraft straight ahead and shut the engine down. The aircraft is pinned by maintenance, rescue personnel, or the aircrew.

5.5.2.14. (Added) Physiological Incidents. If symptoms of hypoxia, hyperventilation, G-Induced Loss of Consciousness (GLOC), or decompression sickness are detected, terminate the sortie, notify the SOF, declare an emergency, and record the incident in the AFTO Form 781 after landing. Any suspected or confirmed physiological episode/incident involving oxygen equipment results in impoundment of the aircraft after engine shutdown. Expect to meet the Flight Surgeon at the end of the runway. Notify 14 FTW/SE of physiological incidents as soon as possible. If off-station, notify the SUP, 14 FTW/SE, and the Flight Surgeon via command post prior to flying another sortie. Do not allow the aircraft to be serviced by off-station personnel until cleared by the SUP.

5.5.3. (Added) Abnormal Procedures.

5.5.3.1. (Added) Abnormal Pattern Procedures.

5.5.3.1.1. (Added) Overhead High Pattern. The overhead high pattern will be flown at 3200' MSL at Sunfish and 3300' MSL at Gunshy. The high pattern ground track will be the same as the normal pattern ground track. An aircraft that needs to rejoin on another aircraft to perform chase ship duties is authorized to deviate from the pattern ground track to expedite the rejoin as long as separation from other aircraft can be maintained. Practice ELPs from High Key will not be permitted with aircraft in the high pattern. Coordinate the climb to and descent from the overhead high pattern with the agency controlling the pattern (RSU or TWR).

5.5.3.2. (Added) Initial Radar Failure Procedures. Reference Columbus AFBI 13-1.

5.5.3.3. (Added) Runway Closures.

5.5.3.3.1. (Added) General Procedures For Dual Runway Operations. If an emergency aircraft requires landing on the center runway, the controlling RSU will be advised as soon as possible. Tower will provide 15, 10, and 5 mile position calls. Instrument approaches will only be flown to the center runway when Tower is in control.

5.5.3.3.1.1. (Added) Minimum Fuels. With any one runway closed at Columbus AFB, minimum fuel is 250 lbs. dual, 300 lbs. solo.

5.5.3.3.1.2. (Added) Restrictions. Instrument/Navigation sorties will plan the first VFR pattern to a full stop. Formations will fly the minimum number of overhead patterns necessary for training.

5.5.3.3.2. (Added) Operating Procedures During Inside Runway Closure. Sunfish will operate its pattern on the center runway. No practice approaches or radar delays will be flown to the center runway during VFR pattern operations. T-6s should takeoff on the center runway. Hold for takeoff on the taxi line perpendicular to the center runway. Hold no closer to the runway than the Ground Checkpoint Sign (RWY 31C), or the Instrument Hold Line (RWY 13C), to provide enough room for T-1s and T-38s to taxi by to cross the center runway.

5.5.3.3.3. (Added) Operating Procedures During Center Runway Closure. Sunfish will continue normal operations of its pattern on the inside runway. Minimum forecast weather conditions for returning to CAFB are side-step minimums. Radar delay patterns and multiple approaches should be minimized. These affect departures and must be coordinated by the SUPs and the SOF. Contact/instrument restricted low approaches to the center runway will descend no lower than 700' MSL.

5.5.3.3.4. (Added) Operating Procedures During Outside Runway Closure. Sunfish will continue normal operations of its pattern on the inside runway. The outside pattern is flown to the center runway. No practice approaches or radar delays will be flown to the center runway during VFR pattern operations.

5.5.3.3.5. (Added) Single Runway Operating Procedures. Takeoffs for local flying will be temporarily discontinued. If runway availability or fuel do not permit landing at CAFB, pilots will divert. The SOF may direct Area Hold.

5.5.3.3.5.1. (Added) During single runway operations at Columbus AFB, minimum fuel is 350 lbs. dual, 400 lbs. solo.

5.5.3.3.5.2. (Added) If both overhead patterns are open, utilize the Sunfish ground track and frequency. Carry straight through initial until 350 lbs. dual, 400 lbs. solo, or designated alternate fuel.

5.5.3.3.5.3. (Added) Report initial with 350 lbs. dual, 400 lbs. solo and expect clearance from the RSU to break and land on the open runway.

5.5.3.3.5.4. (Added) Recovery Procedures With Both Overhead Patterns Open.

5.5.3.3.5.4.1. (Added) All aircrews will utilize the Sunfish pattern ground track and frequency.

5.5.3.3.5.4.2. (Added) Once established in the pattern, carry straight through initial. Report initial with 350 lbs. dual, 400 lbs. solo and expect clearance from the controller to break and land on the open runway. When flying the final turn, use caution for aircraft on initial.

5.5.3.3.5.5. (Added) Recovery With Both Overhead Patterns Closed. Recovery is via an instrument approach. Expect to land/side-step/circle to land on the open runway.

5.5.3.4. (Added) Lost Communication. Reference Columbus AFBI 13-1 and the IFG.

5.5.4. (Added) Long-term Radar Outage Procedures. IAW Columbus AFBI 13-1.

5.5.4.1. (Added) Ground.

5.5.4.1.1. (Added) Sign out the MOA, Entry and Exit times at the T-6 Duty Desk for de-confliction prior to step.

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5.5.4.1.2. (Added) Call Clearance Delivery to ensure the flight plan is filed for all profiles. RAPCON can provide non-radar IFR service to combined total of 10 aircraft per hour. Unlimited VFR launches.

5.5.4.1.3. (Added) Call for Taxi, VFR West MOA / South MOA / Gunshy / GTR.

5.5.4.1.4. (Added) Depart from the Inside Runway.

5.5.4.1.5. (Added) Squawk 1200 (if VFR).

5.5.4.2. (Added) Departures.

5.5.4.2.1. (Added) Contact Departure on Channel 4 – “Callsign, Climbing X,X00 for (Area X / Greenwood / Meridian / Tuscaloosa / Gunshy / Sunfish / GTR)”.

5.5.4.2.2. (Added) Climb to 6,500’ MSL on Bengal, Gunshy, Greenwood or Meridian profile

5.5.4.2.3. (Added) Climb to 7,500’ MSL on Buzzsaw or Pickens

5.5.4.2.4. (Added) Climb to 4,500’ MSL for Sunfish

5.5.4.2.5. (Added) Upon reaching departure altitude, proceed direct to area (if on MOA profile)

5.5.4.2.5.1. (Added) For Bengal profiles, wait until past BENRE before proceeding direct.

5.5.4.2.5.2. (Added) For Buzzsaw profiles, wait until past BUZLI before proceeding direct.

5.5.4.3. (Added) MOA.

5.5.4.3.1. (Added) Contact RAPCON on Channel 8 / 18 – “Callsign, departing X,X00 for Area X”. Wait for RAPCON advisory about MOA availability.

5.5.4.3.1.1. (Added) Aircrews are responsible for de-confliction, not RAPCON.

5.5.4.3.2. (Added) If advised your area is still in use, call the offending aircraft on Area Monitor and remind them that your MOA time is about to start.

5.5.4.3.3. (Added) Contact Area Monitor on Channel 9 / 19 – “Callsign, climbing into Area X”.

5.5.4.3.3.1. (Added) Climb into block altitudes when within the lateral confines of your area.

5.5.4.3.4. (Added) Squawk 4000.

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5.5.4.3.5. (Added) There are 10 total areas for use. No high or low areas. Area altitudes are 8,500' MSL – 17,500' MSL.

5.5.4.3.6. (Added) Call Texan Ops on VHF Channel 20 if you need a different area due to weather or time.

5.5.4.3.7. (Added) The primary de-confliction method is adherence to assigned MOA times.

5.5.4.3.8. (Added) Remain in the middle of your area at least two miles from each boundary.

5.5.4.3.9. (Added) If GPS becomes inoperable, recover to Columbus AFB.

5.5.4.4. (Added) Instrument Stereo Departures. Local instrument canned departures will be flown VFR until an IFR pickup can be obtained from adjacent controlling agency.

5.5.4.4.1. (Added) Greenwood. Attempt IFR pickup with Memphis CTR on 259.1 at SQS 20 DME.

5.5.4.4.2. (Added) Meridian. Attempt IFR pickup with MEI Approach, Channel 5, at CBM 20 DME.

5.5.4.4.3. (Added) Do not fly the Tupelo, Tuscaloosa, or CATRN profiles.

5.5.4.5. (Added) Recovery General Procedures.

5.5.4.5.1. (Added) Squawk 1200.

5.5.4.5.2. (Added) Make advisory call on Area Monitor, Channel 9 / 19 – “Area Monitor, Callsign, departing Area X for X, 500”.

5.5.4.5.2.1. (Added) Make continuous position reports on Area Monitor frequency during recovery. Use plain language and radial/DME, GPS points, visual reference points, wing rocks and altitude separation when a possible conflict exists.

5.5.4.5.2.2. (Added) Position reports are intended to give other pilots performing different recoveries (i.e. West or South Areas to termination) an idea where a conflicting aircraft might be. Crews should ensure they make these calls on the appropriate frequency.

5.5.4.6. (Added) Recovery from West MOA / Greenwood to Radar Termination.

5.5.4.6.1. (Added) Descend to 5,500' MSL within lateral confines of area, then proceed direct Bigbee (IGB).

5.5.4.6.2. (Added) Descend at pilot's discretion to cross CBM 15 DME at 3,000' MSL.

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5.5.4.6.3. (Added) When over the town of West Point, report “West Point” on Channel 4 with current altitude.

5.5.4.6.4. (Added) At IGB, proceed direct Marble or Stennis.

5.5.4.6.5. (Added) Avoid Golden Triangle Airport Class D airspace.

5.5.4.7. (Added) Recovery from South MOA / Gunshy / Meridian to Radar Termination.

5.5.4.7.1. (Added) Descend to 4,500’ MSL within lateral confines of area, then proceed direct BUZLI (CBM/170/15).

5.5.4.7.2. (Added) Descend at pilot’s discretion to cross CBM 15 DME at 3,000’ MSL.

5.5.4.7.3. (Added) When over BUZLI, report “BUZLI” on Channel 4 with current altitude.

5.5.4.7.4. (Added) At BUZLI, proceed direct Marble or Stennis.

5.5.4.7.5. (Added) Cross Lowndes County Airport (UBS) vicinity at 3,000’ MSL.

5.5.4.7.6. (Added) Avoid Golden Triangle Airport Class D airspace.

5.5.4.8. (Added) Instrument Stereo Recoveries.

5.5.4.8.1. (Added) Arrivals will cancel IFR as soon as practical to expedite recoveries, but before CBM 40 DME if able.

5.5.4.8.2. (Added) On Channel 4, report – “Callsign, X,500”, recovering from GWO / MEI at 40 DME”.

5.5.4.8.3. (Added) At CBM 40 DME, recover via MOA recovery procedures.

5.5.5. (Added) Bird Cannon Operations.

5.5.5.1. (Added) The SOF will coordinate with the RSUs and the tower Sup for the firing of the bird cannons.

5.5.5.2. (Added) Aircrew will comply with RSU controller instructions.

5.5.6. (Added) Dropped Objects. Report all dropped objects to ATC as soon as conditions permit. Pinpoint the location of the dropped object using all available aids, including ATC, and inform the controlling agency. Inform the SOF and 14 FTW/SE. Record the incident in the AFTO Form 781.

5.5.7. (Added) Foreign Object Damage (FOD) Prevention. Make an AFTO Form 781 write-up for FO in the cockpit, identifying all lost items. If airborne with suspected FO in the cockpit, discontinue maneuvering and RTB via a straight-in.

STAN D. LAWRIE, Colonel, USAF
Commander, 14th Operations Group

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-209, *Aerial Event Policy and Procedure*, 4 May 2006

AFMAN 33-363, *Management of Records*, 1 Mar 2008

Columbus AFBI 13-1, *Airfield Operations*, 1 Mar 2016

Adopted Forms

AFTO Form 781, *Arms Aircrew/Mission Flight Data Document*

AF Form 853, *Air Force Wildlife Strike Report*

AF Form 847, *Recommendation for Change of Publication*

DD Form 175, *Military Flight Plan*

Attachment 7 (Added)**SAMPLE T-6 RADIO CALLS (Added)****A7.1. (Added) Ground and Taxi:**

A7.1.1. (Added) Pre-start.

Pilot: "CLEARANCE DELIVERY, (CALL SIGN), (PLANNED TRANSITION / IFR TO (DESTINATION), REQUEST CLEARANCE."

A7.1.2. (Added) Taxi Request.

Pilot: "COLUMBUS GROUND, (CALL SIGN), TAXI WITH ALPHA (or NEGATIVE ATIS)" After receiving taxi clearance.

Pilot: "(CALL SIGN), RWY XX."

A7.2. (Added) Sunfish Takeoffs:

A7.2.1. (Added) Holding for Takeoff (No radio call is required if departing the pattern on a rolling takeoff).

Pilot: "NUMBER ONE, (STATIC/PATTERNS/PATTERN DELAY/OFFSTATION)."

Solo students call: "NUMBER ONE, WINGS/SIRE XX, ONE PIN IN, ONE PIN STOWED, STATIC (PATTERNS/PATTERN DELAY)."

A7.2.2. (Added) Ready for Takeoff.

RSU: "NUMBER ONE, LINE-UP AND WAIT"

Pilot: "(CALL SIGN), LINE-UP AND WAIT."

RSU: "NUMBER ONE (DEPARTURE POSITION / TAKING THE ACTIVE), CLEARED FOR (STATIC) TAKEOFF (PATTERNS/PATTERN DELAY) WINDS XXX AT XX, (BIRD STATUS IF GREATER THAN LOW), (NUMBER XX IF PATTERNS/PATTERN DELAY)"

Pilot: "(CALL SIGN), (STATIC/PATTERNS/PATTERN DELAY/OFFSTATION)."

A7.3. (Added) VFR Departure:

A7.3.1. (Added) Departing Sunfish and when clear of the VFR pattern, or when airborne under Columbus tower control, contact Departure.

Pilot: "COLUMBUS DEPARTURE, (CALL SIGN), PASSING (ALTITUDE), (transition executing)"

Departure: "(CALL SIGN), IDENT"—No pilot response required.

Departure: "(CALL SIGN), RADAR CONTACT, CLEARED AS FILED."

Pilot: "(CALL SIGN)"

A7.3.2. (Added) MOA request.

Pilot: "COLUMBUS APPROACH, (CALL SIGN), REQUEST (FORMATION) AREA (HIGH/LOW)"

Approach: "(CALL SIGN), AREA ASSIGNMENT (ASSIGNED AREA)"

Pilot: "(CALL SIGN), (ASSIGNED AREA)."

A7.3.3. (Added) Departing Gunshy. When clear of the VFR pattern, contact Meridian Approach (Ch 5).

Pilot: “MERIDIAN APPROACH, (CALL SIGN), (ALTITUDE), REQUEST (PICKENS/SUNFISH)”

Meridian Approach: “(CALL SIGN), SQUAWK XXXX”

Pilot: No response required

Meridian Approach: “(CALL SIGN), RADAR CONTACT, CLEARED (PICKENS/SUNFISH)”

Pilot: “(CALL SIGN).”

A7.3.3.1. (Added) Pickens Recovery to Area. Pilots will be directed to contact Columbus Approach (Ch 18) for area assignment. Reference paragraph A8.3.2 for further guidance.

A7.3.3.2. (Added) Sunfish Recovery to Columbus. Pilots will be directed to contact Columbus Approach for recovery. Make request with Columbus Approach. See Section A8.5.1.

A7.4. (Added) Area:

A7.4.1. (Added) When established in the area, contact RAPCON Area Monitor (Ch 9 West or Ch 19 South).

Pilot: “AREA MONITOR, (CALL SIGN), ESTABLISHED (AREA HIGH/LOW)” Area Monitor: “(CALL SIGN), ROGER.”

A7.4.2. (Added) Whenever IMC is encountered in the area, inform Columbus Area Monitor.

Note: *This is necessary for RAPCON to apply IFR separation criteria. Further instructions, as necessary, may be issued. If VMC is subsequently encountered, inform Area Monitor.*

A7.5. Recovery (Added):

A7.5.1. (Added) Recovery request (Ch 8 West, Ch 18 South).

Pilot: “COLUMBUS APPROACH, (CALL SIGN), REQUEST RECOVERY (MARBLE / STENNIS / GTR / VEGAS / ILS etc.) WITH (ATIS)” Expect radar vectors.

A7.5.2. (Added) Requesting a center runway approach.

Pilot: “COLUMBUS APPROACH, (CALL SIGN), REQUEST VECTORS (ILS/LOC 13/31C), (OPTION SUNFISH / RADAR / FULL STOP), WITH (ATIS)” Approach: “(CALL SIGN), DESCEND AND MAINTAIN (XXXX), FLY HEADING (XXX).”

A7.5.3. (Added) Requesting recovery to Gunshy.

Note: 5.4.6.2.1. All traffic entering the Gunshy pattern will enter via point DAVSN (CBM185/037). Contact Columbus Approach (Ch 18).

Pilot: “COLUMBUS APPROACH, (CALL SIGN), REQUEST RADAR VECTORS DIRECT GUNSHY, WITH (ATIS)”

Approach: “(CALL SIGN), CLEARED DIRECT GUNSHY, DESCEND AND MAINTAIN (XXXX).”

A7.6. (Added) Sunfish Pattern:

A7.6.1. (Added) General Pattern Notes:

A7.6.1.1. (Added) All radio calls in the pattern will be prefaced with the aircraft's call sign.

A7.6.1.2. (Added) If instructed by the RSU Controller to "Acknowledge", aircraft will respond only with their call sign.

A7.6.1.3. (Added) Conflict Resolution.

RSU: "(DEPARTURE LEG / OFFSET) MAINTAIN RUNWAY HEADING."

Pilot: No verbal response required. Do not turn crosswind or pull closed.

RSU: "(DEPARTURE LEG / OFFSET) CLEARED TO TURN."

Pilot: No verbal response required. Request closed if applicable or turn crosswind.

A7.6.2. (Added) Pattern Entry.

Pilot: "COLUMBUS APPROACH, (CALL SIGN), CANCEL IFR"

Approach: "ROGER"

A7.6.3. (Added) Radar Termination Point.

Pilot: "(CALL SIGN), MARBLE/STENNIS"

RSU: "MARBLE/STENNIS, NUMBER XX, WINDS XXX AT XX, (BIRD STATUS IF GREATER THAN LOW)."

A7.6.4. (Added) Radar Initial.

Pilot: "(CALL SIGN), RADAR INITIAL".

A7.6.5. (Added) Initial.

Pilot: "(CALL SIGN), INITIAL (STRAIGHT-THROUGH / REQUEST HIGH KEY / REQUEST LOW KEY/ LAST PATTERN / FUEL)." If following an aircraft en-route to High Key, add "PREVIOUS IN SIGHT" to your High Key request if traffic in sight.

RSU: "REPORT HIGH / LOW KEY" or "NEGATIVE HIGH / LOW KEY"

A7.6.6. (Added) High Key.

Pilot: "(CALL SIGN), HIGH KEY (LAST PATTERN / FUEL)"

RSU: "REPORT LOW KEY" or "HIGH KEY ORBIT" or "HIGH KEY BREAK OUT"

A7.6.7. (Added) Low Key.

Pilot: "(CALL SIGN), LOW KEY, GEAR DOWN (LAST PATTERN / FULL STOP)"

RSU: No response.

A7.6.8. (Added) Straight-Through.

Pilot: "(CALL SIGN), BREAK POINT, STRAIGHT-THROUGH"

RSU: No response. If subsequently clear, "STRAIGHT-THROUGH, CLEARED TO BREAK."

A7.6.9. (Added) Final Turn.

Pilot: “(CALL SIGN), GEAR DOWN, (NO-FLAP / LAST PATTERN / FULL STOP)”. If unable to call during the final turn/low key, call the position in the turn i.e. “(CALL SIGN), ROLLING OUT ON FINAL / BASE KEY / SHORT FINAL, GEAR DOWN.”

A7.6.9.1. (Added) If instructed by the RSU Controller to confirm gear down, pilots will respond with call sign, position, gear down, and full stop/last pattern etc. if appropriate.

A7.6.10. (Added) Sunfish Closed Requests.

Pilot: “(CALL SIGN), (OFFSET), REQUEST CLOSED, (LAST PATTERN)”

RSU: “(OFFSET) CLOSED APPROVED / STANDBY / NEGATIVE CLOSED.” or for an ELP request from departure leg:

Pilot: “(CALL SIGN), (OFFSET), REQUEST CLOSED (LOW/HIGH) KEY, (LAST PATTERN)” RSU: “(OFFSET) LOW KEY APPROVED / REPORT ONE MINUTE / STANDBY” or “NEGATIVE LOW/HIGH KEY, CLOSED APPROVED.”

A7.6.11. (Added) Closed Downwind.

Pilot: “(CALL SIGN) CLOSED / HIGH DOWNWIND, (FUEL).”

A7.6.12. (Added) Breakout.

Pilot: “(CALL SIGN), (PATTERN POSITION), BREAKING OUT.”

A7.6.13. (Added) VFR entry.

Pilot: “(CALL SIGN), VFR ENTRY (REQUEST STRAIGHT -IN).”

A7.6.14. (Added) Center Runway Entry.

Pilot: “(CALL SIGN), CENTER, REQUEST CLOSED (HIGH/LOW KEY) / CROSSWIND / BREAK OUT”

RSU: “CENTER, (CLOSED APPROVED / LOW KEY APPROVED / REPORT ONE MINUTE / NEGATIVE CLOSED TURN CROSSWIND / BREAKOUT), WINDS XXX AT XX, (BIRDS STATUS IF GREATER THAN LOW), NUMBER XX.”

A7.6.15. (Added) Straight-in Request.

Pilot: “(CALL SIGN), (MARBLE/CROSS ROAD/VFR ENTRY), REQUEST STRAIGHT-IN”

RSU: “CALL 5 MILES or NEGATIVE STRAIGHT-IN.”

A7.6.16. (Added) Over the 5-Mile Point.

Pilot: “(CALL SIGN), 5 MILES, (LAST PATTERN / FUEL)”

RSU: “STRAIGHT-IN APPROVED” or “NEGATIVE STRAIGHT-IN, BREAKOUT AT 3, ACKNOWLEDGE.” If directed to breakout at 3 miles, acknowledge with “(CALL SIGN)”, continue to the 3-mile point at 700’ MSL and breakout. In addition, make the radio call “(CALL SIGN), 3 MILES BREAKING OUT” when executing the breakout at 3 miles.

A7.6.17. (Added) At the 2-Mile Point.

Pilot: “(CALL SIGN), 2 MILES, GEAR DOWN, (NO-FLAP / LAST PATTERN / FULL STOP).”

A7.7. (Added) Gunshy Pattern:

Note: *All radio terminology used at GUNSHY is identical to the terminology used for SUNFISH, except as noted below.*

A7.7.1. (Added) Pattern Entry.

Pilot: "MERIDIAN APPROACH, (CALL SIGN), CANCEL IFR (AREAS OR SUNFISH)".

A7.7.2. (Added) Radar termination point. Contact GUNSHY (Ch 6).

Pilot: "(CALL SIGN), DAVSN"

RSU: "GUNSHY LANDING RUNWAY (31 /13), WINDS XXX AT XX (BIRD STATUS IF GREATER THAN LOW), (NUMBER XX)".

Number of aircraft in the pattern will be relayed by the RSU time and conditions permitting.

A7.7.3. (Added) Silo/Pond for initial.

Pilot: "(CALL SIGN), SILO/POND"

A7.7.4. (Added) ELP Requests.

Pilot: "(CALL SIGN), (POSITION), REQUEST HIGH KEY"

RSU: "REPORT ONE MINUTE" or

Pilot: "(CALL SIGN), INITIAL, REQUEST LOW / HIGH KEY (LEFT/RIGHT)"

RSU: "REPORT LOW / HIGH KEY, (LEFT/RIGHT APPROVED / NEGATIVE LEFT/RIGHT)"

A7.7.5. (Added) Approximately one minute from High Key.

Pilot: "CALL SIGN) ONE MINUTE. (REQUEST LEFT/RIGHT)"

RSU: "REPORT HIGH KEY. (LEFT/RIGHT APPROVED / NEGATIVE LEFT/RIGHT)"

A7.7.6. (Added) Straight-In Requests.

Pilot: "(CALL SIGN), VFR ENTRY (POND/SILO), REQUEST STRAIGHT-IN"

RSU: "(31/13), CALL 5 MILES."

A7.7.7. (Added) Opposite Direction Patterns.

Pilot: "(CALL SIGN), INITIAL, REQUEST (LEFT/RIGHT) BREAK (LOW KEY)"

RSU: "(LEFT/RIGHT) BREAK APPROVED / LOW KEY APPROVED"

Pilot: "(CALL SIGN), (OFFSET), REQUEST (LEFT/RIGHT) CLOSED (LOW/HI KEY)"

RSU: "(LEFT/RIGHT), CLOSED APPROVED" or "(LEFT/RIGHT) LOW KEY APPROVED" or

"REPORT ONE MINUTE" or "NEGATIVE CLOSED"

Pilot: "(CALL SIGN), (LEFT/RIGHT) CLOSED DOWNWIND, (FUEL)." or

Pilot: "(CALL SIGN), (LEFT/RIGHT) HIGH DOWNWIND" or

Pilot: "(CALL SIGN), (LEFT/RIGHT) (LOW KEY) GEAR DOWN"

RSU: No response

A7.7.8. (Added) Low Closed Requests/Gear down.

Pilot: "(CALL SIGN), REQUEST LOW CLOSED"

RSU: "LOW CLOSED APPROVED"

Pilot: "(CALL SIGN), LOW CLOSED DOWNWIND"

Pilot: "(CALL SIGN), GEAR DOWN."

A7.7.9. (Added) There is no need for “LAST PATTERN” calls at Gunshy due to aircraft departing VFR and no need for IFR separation through Meridian. Crews can expect radar vectors off of the Pickens or Sunfish recoveries if they depart shortly behind another aircraft. Crews will only report “(CALL SIGN), DEPARTING” at the appropriate point in the pattern.

A7.8. (Added) IFR Instrument Procedures:

A7.8.1. (Added) Center Runway Departure.

Pilot: “(CALL SIGN), CENTER, REQUEST DEPARTURE”

RSU: “CENTER, DEPARTURE APPROVED,” or “CENTER, NEGATIVE DEPARTURE, CLOSED APPROVED.”

A7.9. (Added) Formation:

A7.9.1. (Added) Holding for Takeoff.

Pilot: “NUMBER ONE IS (CALL SIGN/INTERVAL).” For formations with solos add: “LEAD SOLO, ONE PIN IN, ONE PIN STOWED.”

RSU: “NUMBER ONE (DEPARTURE POSITION / TAKING THE ACTIVE), CLEARED FOR (INTERVAL) TAKEOFF, WINDS XXX AT XX, (BIRD STATUS IF GREATER THAN LOW).”

A7.9.2. (Added) Radar Termination Point. For formations with a solo add: “(LEAD or TWO) SOLO” to radio transmission.

A7.9.3. (Added) Solo Formation Sorties. After formation split-up, solo students will include “SOLO” with all radio transmissions.