



**22 JULY 2005**

**Flying Operations**

**T-6 LOCAL FLYING PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 12 OG/OGV T-6 (Maj R. Callihan) Certified by: 12 OG/CD (Col Rust)  
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**AFI 11-2T-6, Volume 3, 14 February 2005, is supplemented as follows:**

This instruction is issued IAW AFPD 11-2, *Aircraft Rules and Procedures*. This supplement pertains to local flying at Randolph AFB, Texas for the T-6A Texan II. Local procedures applicable to the T-6 are also found in Squadron Operating Instructions and RAFB T-6 In-Flight Guide. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFM 37-123, *Management of Records*, and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* (available at <https://afrims.amc.af.mil>).

This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. The authorities to collect and maintain the records prescribed in this publication are 10 United States Code (U.S.C.), Section 8012; Executive Order 9397, 10 U.S.C. Section 8012; and Executive Order 9397. AFTO IMT 781, **ARMS Aircrew/Mission Flight Data Document**, has an appropriate PA statement. Systems of records notice F011 AFXO A, Air Force Operations Resource Management Systems (AFORMS) applies.

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.** This revision incorporates RAFBI 11-201, Volumes 1, 2, 4, and 9.

1.1.1. (Added) (RAFB) The operational control of T-6A aircraft flying at Randolph AFB is vested in the wing commander (12 FTW/CC), the operations group commander (12OG/CC) and the 558 FTS squadron commander.

1.1.1.1. (Added) (RAFB) The 12 OG/CC is responsible for ensuring compliance with the provisions of this supplement.

1.1.1.2. (Added) (RAFB) Changes to this guidance will be approved through the 12 OG/CC.

1.1.1.3. (Added) (RAFB) Deviations from this supplement are authorized when directed by the 12 FTW/CC, 12 OG/CC, air traffic control or in the interest of flying safety.

1.1.1.4. (Added) (RAFB) Supervisors, instructors and aircrews operating 12 FTW aircraft are responsible for compliance with the provisions of this supplement.

1.7. (Added) (RAFB) Explanation of Terms. All altitudes referenced in this supplement are MSL unless otherwise stated. IFG is the abbreviation for RAFB T-6A In-Flight Guide. CS is the abbreviation for call sign. RAFB West (Hangover) Air Traffic Control Tower will be referred to as Tower.

2.2.3. (Added) (RAFB) Due to a lack of published guidance for RCR for a runway with standing water, T-6A crews will consider the RCR for standing water to be the same as that of a wet runway. This will remain in effect until empirical test data dictates otherwise.

2.4.1. (Added) (RAFB) Current squadron approved, condensed checklist may be used as a reference for normal procedures but the Pilot's Abbreviated Flight Crew Checklist will be readily available in flight.

3.2.3. (Added) (RAFB) After shutdown tire checks: Maintenance will marshal aircraft slightly past the aircraft parking spot. After completing the engine shutdown checklist the pilot will release brakes at the direction of maintenance. Maintenance will then push the aircraft back to check tire condition. The pilot will then set the brakes. If there is insufficient ground crew to push the aircraft back, crews will leave the parking brake set and maintenance will check the tires at a later time.

3.2.4. (Added) (RAFB) Aircrew will not take an aircraft for an off-station mission unless the aircraft can start without use of a power cart at home station.

3.2.5. (Added) (RAFB) The crew will abort the aircraft if a start attempt is aborted (PMU or manual) at home station. If maintenance downloads the PMU codes and can verify the abort was due to a weak battery, the crew may use a power cart to attempt another start.

3.2.6. (Added) (RAFB) If the PMU aborts a start off-station, the crew will call the 558 FTS supervisor to get approval before attempting another start.

3.2.7. (Added) (RAFB) Aircrew should consider using a power cart on the first start attempt when conditions are such that a hot start is likely (IOAT > 80 deg, ITT > 200°C, battery voltage less than 24 volts, high density altitude and/or high outside temperature). Aircrews should also consider using a power cart when motoring the engine.

3.2.8 (Added) (RAFB) Aircrews may motor the engine with the canopy open.

3.3.5. (Added) (RAFB) Maintenance crews will not remove chocks until a crewmember is seated in the cockpit and has verified that the parking brake is set.

3.5.3. Painted taxi lines in the 14R/32L hammerheads provide 10 feet wingtip spacing between T-6, T-37, and T-38 aircraft. Aircrew will pull the aircraft all the way forward so the nose wheel is on the yellow square. This allows 10 feet of wingtip spacing for aircraft taxiing in front of or behind aircraft on the square. Pilots are responsible for ensuring proper wingtip spacing when taxiing next to/between other than these aircraft.

3.6. At Randolph AFB, accomplish the OVERSPEED GOVERNOR CHECK in the hammerhead, when available. Do not accomplish this check with aircraft, personnel, or equipment immediately in front of or within 50 feet behind the aircraft. On RWY 32L, use caution when taxiing clear and returning to parking to avoid taxiing into other aircraft. Aircrews will attempt to taxi behind the fleet of parked aircraft to avoid aircraft taxiing for departure.

3.8.5. (Added)(RAFB) Single Runway Operations. Adjust Joker/Bingo fuel to be on initial or at the final approach fix (FAF) with no less than 300 lbs of fuel.

3.8.6. (Added) (RAFB) The T-6A is authorized to takeoff with a partial fuel load to perform full stop/taxi backs when necessary to facilitate training. This includes aircraft landing at Hondo for RSU duties or supervisory visits. Aircrews will limit braking as much as possible to prevent heat build-up. If an abort is required following a full stop/taxi back, the aircrews will follow procedures for hot brakes. The aircraft commander will ensure there is enough fuel to arrive at intended destination/alternate with required fuel. Minimum fuel for any ROTC profile is 650 pounds plus required divert fuel. Minimum fuel to depart Hondo is 400 pounds plus required divert fuel.

3.10.3. Aircrews flying at Randolph should plan to use alternate runway sides. RSRS does not apply to an aircraft on a touch and go behind an aircraft on a full-stop. In this case the preceding aircraft must be clear of the runway. RSRS is not authorized when the runway condition is wet or when the preceding aircraft is cleared the option.

3.10.4. AFTER LANDING checks may be accomplished under crew concept during taxi back to the chocks. It is not necessary to come to a complete stop after clearing the runway to accomplish the after landing checks.

3.13 The pilot flying will physically check the gear handle down prior to reporting "gear down" to the Tower/RSU. On dual sorties, the pilot not flying must also physically confirm the gear handle is down before confirming the configuration.

3.48.1. (Added) (RAFB) The 12 OG/CC has designated the 558 FTS squadron commander approval authority for all three and four ship formations.

3.50.1. (Added) (RAFB) Pilots are expected to make scheduled entry times IAW FLIP AP/1B and RAFB Supplement 1 to AFI-11-2T-6, Vol 3 (two minutes early to five minutes late). Pilots will broadcast call sign, type aircraft, route, actual entry time and planned altitude on Flight Service Station (FSS) frequency prior to route entry to ensure separation with other aircraft.

3.50.2. (Added) (RAFB) Plan to fly low level routes at 210 or 240 knots ground speed.

3.50.3. (Added) (RAFB) Pilots recovering VFR to Randolph from local routes or from point-to-point navigation sorties will avoid crossing any portion of the 14L/32R (East) VFR pattern below 3800'.

3.55.1.13. (Added) (RAFB) Only ELPs will be practiced at non-towered fields. In addition, aircrews will fly no more than two ELPs at three non-towered airfields on a sortie (2 ELPs at 3 fields = 6 total ELPs). Exception: The non-towered airfield checkout program sorties flown during MQT may fly all non-towered approved patterns.

3.55.1.14. (Added) (RAFB) The following local airfields are off-limits for non-towered airfield training for the listed reasons: Connally – private airfield, Castroville – high volume of civil traffic, Boerne Stage – proximity to San Antonio's approach corridors, and San Geronimo – proximity to Kelly/San Antonio approach corridors. These fields are available for emergency use.

3.55.1.15. (Added) (RAFB) If using Karnes County from the south MOA, cancel IFR and notify San Antonio of your intentions. Recover VFR to Randolph through Auger, and request flight following with San Antonio. If using a non-towered airfield out of the Fantom MOA, cancel IFR with Houston. After completion of training at the non-towered airfield, call San Antonio or Houston for flight following.

3.55.1.16. (Added) (RAFB) Crews will not use Seguin during weekdays due to T-38 operations. The T-6 demonstration team may use Seguin only after deconflicting usage times with T-38 operations.

3.55.3. (Added) (RAFB) Aircraft Security at Seguin Auxiliary Field. Security is provided for aircraft remaining at Seguin Auxiliary Field as follows.

3.55.3.1. (Added) (RAFB) The aircraft commander notifies the squadron when an unscheduled landing occurs and maintenance support or security is required.

3.55.3.2. (Added) (RAFB) The aircraft commander provides initial security until security guards or maintenance personnel arrive to assume responsibility for the aircraft.

***Section 3Q (Added) (RAFB) – Randolph T-6 Normal Operating Procedures***

3.60. (Added) (RAFB) Radios. Due to the congested nature of Hangover and San Antonio approach control frequencies, make every effort to transmit clear, concise, and expeditious radio calls. T-6 crews will use UHF primary and duplex (UHF and VHF on paired frequency) as much as practical in the local area. T-6 crews duplex their radios in the pattern to increase situational awareness for civilian traffic. Exceptions to the duplex requirement include formation operations (VHF used for interplane) and operations in the MOA (VHF on Ops frequency).

3.61. (Added) (RAFB) Climb/Cruise Airspeed. T-6 crews will plan to use 160 KIAS for climb airspeed on local sorties unless conditions or sortie requirements dictate otherwise. When transiting to and from areas shared with the T-37's (RAN and TWEET MOAs), cruise at 200 KIAS. When transiting to and from Hondo or T-6A only areas (Fantom MOA), cruise at 220 to 250 KIAS.

3.62. (Added) (RAFB) Hangover Pattern Operations. Refer to RAFB Supplement 1, Attachment 6, for Hangover procedures. In addition to those procedures T-6A crews will adhere to the following:

3.62.1. (Added) (RAFB) To the maximum extent possible, crews should plan to accomplish emergency landing patterns (ELP) practice at Hondo. ELPs may not be conducted at Hangover with a restricted pattern.

3.62.2. (Added) (RAFB) T-6 crews will use UHF as their primary radio while in Hangover pattern.

3.62.3. (Added) (RAFB) T-6 crews duplex their radios in the pattern to increase situational awareness for civilian traffic. Crews may go off frequency on VHF to call TEXAN OPS or HANGOVER SOF as required. In addition, use VHF on the TEXAN OPS / SOF frequency during emergencies.

3.63. (Added) (RAFB) Areas. Area boundaries are defined in the IFG. San Antonio TRACON assigns and controls the South (1B) MOA. Houston Center assigns and controls the Tweet (2B) MOA and the Fantom (2A) MOA.

3.63.1. (Added) (RAFB) Pilots should primarily use ground references (GPS/VOR secondary) to remain in assigned areas. Traffic permitting, TRACON or CENTER may still continue to provide service if the transponder or NAVAID fails.

3.63.2. (Added) (RAFB) Use the San Antonio altimeter setting in the areas. Pilots are responsible for remaining below the top of the areas when the local altimeter setting is less than 29.92. Adjust top of area down when altimeter is less than 29.92 (10' per .01").

3.63.3. (Added) (RAFB) If no area is available, SAT TRACON or HOU CENTER will direct the aircraft that has been in the area longest to recover.

4.5 (Added) (RAFB) Forms or IMTs Adopted. AF IMT 4290, Aircraft Functional Check Flight/Supersonic Event Log and Flight Order (PA); AFTO IMT 781, ARMS Aircrew/Mission

Flight Data Document (PA) and 781A, Maintenance Discrepancy and Work Document; and DD Forms 175, Military Flight Plan (PA), and 175-1, Flight Weather Briefing

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***4 Attachments (Added)(RAFB)***

6. Randolph AFB Local Flying Administration and Operations
7. Hondo Pattern Operations
8. Local T-6 Emergency Airfield Survey
9. Operational/Functional Check Flights

**Attachment 6 (Added)(RAFB)****RANDOLPH AFB LOCAL FLYING ADMINISTRATION AND OPERATIONS****Section A: Flying Training Administration****A6.1. Wing Scheduling Coordination.**

## A6.1.1. Responsibilities.

## A6.1.1.1. 12 OG/CC will:

A6.1.1.1.1. Conduct a weekly scheduling meeting. Wing Scheduling (12 OSS/OSOS) is responsible for publishing a policy letter that outlines the day, time, and required meeting attendees.

A6.1.1.1.2. Coordinate all VIP/special support requests for aircraft and simulator support. 12 OSS/OSOS will task all affected squadrons.

## A6.1.1.2. 12 OSS/OSOS will:

A6.1.1.2.1. Provide AETC IMT 206A, **Weekly Flying Contract**, to appropriate agencies.

A6.1.1.2.2. Provide each squadron with historical attrition figures for the month being planned. 12 LGM/MASO will provide 12 OSS/OSOS with the historic attrition figures for the month being planned by the second work day of the previous month.

## A6.1.1.3. Flying Squadron Operations Officers (SQ/DO) will:

A6.1.1.3.1. Obtain the Accomplishment Utilization Report (AUR) from maintenance plans and scheduling. Reconcile the AUR and the squadron's manual tracking NLT one day after the last day of the month. Forward the reconciled hour/sortie totals to 12 OSS/OSOS prior to the second day of the following month.

A6.1.1.3.2. Schedule aircraft and simulator missions for VIPs enrolled in any course of training in the squadron.

A6.1.1.3.3. Ensure all aircraft and simulator requests include: specific purpose of mission, complete itinerary and special support requirements (pods, seat training, extra seats, etc.). Include any 12 FTW airspace requirements for weekend flying or night sorties and coordinate these airspace requirements with 12 OSS/OSOA at least one week in advance.

A6.1.1.3.4. Assign instructor pilots (IP) to fly with VIPs and provide the name of the IP to 12 FTW/PA and the requesting officer's point of contact NLT the specified date/time.

## A6.1.1.4. Unit Member:

A6.1.1.4.1. Submit cross-country aircraft requests to squadron scheduling two weeks prior to the proposed departure date. Once approved, this is a binding aircraft request.

A6.1.1.4.2. On VIP missions, the IP is solely responsible for all mission coordination, including submitting an AF IMT 4327a, **Flight Order for Navigation and/or Support Flight**, and notifying the SQ/DO and 12 OSS/OSOS of any itinerary changes.

**A6.2. Local Flying Restriction Definitions.**

A6.2.1. Local flying and ramp operations may be restricted for special activities on base. 'Ramp Operations' are defined as aircraft/vehicle movement, aerospace ground equipment (AGE) operation (including T-43 APU) and refueling. The following restriction definitions apply:

A6.2.1.1. Ramp Freeze: (Most Restrictive) No aircraft in the traffic pattern or aircraft/vehicle movement on specified areas of the flight line. This includes vehicles, AGE operation (including T-43 APU), aircraft engines running on the ground (including maintenance engine runs), takeoffs, touch-and-gos, and landings (excluding airborne aircraft returning to Randolph with malfunctions). The Ramp Freeze may be applied to specific areas of the flight line outlined below: (During T-6 Demo Team activities [ACRO BOX] no arrivals or departures are allowed unless the Demo Team is directed to halt operations).

A6.2.1.1.1. West Ramp Freeze: No aircraft in the west traffic pattern or ramp operations on the west ramp. East runway operations, east and south ramp operations may continue.

A6.2.1.1.2. East Ramp Freeze: No aircraft in the east traffic pattern or ramp operations on the east ramp. West runway operations, west and south ramp operations may continue.

A6.2.1.1.3. South Ramp Freeze: No aircraft in the east/west traffic pattern or ramp operations on the south ramp. East/west ramp operations may continue.

A6.2.1.2. Quiet Period: No takeoffs, overhead patterns or touch-and-gos. Aircraft may make one straight-in approach to a full stop landing. T-37 aircraft will taxi back with the ramp side engine shut down. Additional restrictions on ramp operations may be made by 12 OG/CC. Contact 12 OSS/OSOS for specific restrictions (DSN 487-3117).

A6.2.1.3. Sterile Pattern: Due to a local flyover or other aerial event both East and West VFR traffic patterns are closed with no transient or 12 FTW mission arrivals or departures. No restrictions on ramp operations.

### **A6.3. End-of Day Reporting.**

A6.3.1. Randolph Command Center (RCC) will track all off-station 12 FTW aircraft during non-duty hours (weekends, holidays and weekdays after duty hours). Flying squadrons will provide the RCC with a squadron cross-country itinerary for all aircraft off station prior to close of business the day of departure. Include on the forms the name of the on-call Ops Sup. The Ops Sups will provide contact information (e.g. telephone/beeper numbers) to the RCC. The flying squadrons will e-mail, fax (210-652-7684 or DSN 487-7684) or hand-carry the forms to the RCC.

A6.3.2. Flying squadrons will coordinate with 12 FTW/MX at the end of each day to recap and reconcile their flying activities for that day.

A6.3.3. Flying squadrons will complete their portion of the "12 FTW Weekly Ops Recap Report" by 0830 on Tuesday each week. In September, this report will be completed daily after the end of flying each day Monday - Friday. Report exact numbers flown, not projections.

A6.3.4. 12 OSS/OSOS personnel will compile the "12 FTW Weekly Ops Recap Report" and submit it weekly (daily in September). 12 OSS/OSOS is the OPR for this report.

### **A6.4. Flyovers, Static Displays, and Special Events.**

A6.4.1. AFI 11-209, *Air Force Aerial Events*, governs flyovers, demonstrations and static displays. The 12 FTW/CC will review wing support of all flyovers and static displays IAW AFI 11-209 and AETC Sup 1.

A6.4.1.1. Reference appropriate pages of MDS-specific pilot aid for static display and flyover checklists.

A6.4.2. Requests from outside the 12 FTW for participation in aerial events should be referred to 12 OSS/OSOS or 12 FTW/PA as appropriate.

#### A6.4.3. Responsibilities:

##### A6.4.3.1. 12 OSS/OSOS will:

A6.4.3.1.1. Coordinate requests for special events involving 12 FTW aircraft and simulators with 12 FTW/PA, the affected flying squadron, and 19 AF/DOO, as required.

A6.4.3.1.2. Obtain all information pertinent to the date, time, place and requirements of the aerial event.

A6.4.3.1.3. Determine if local flyovers or aerial demonstrations require a ramp freeze, quiet period, or sterile pattern. If required 12 OSS/OSOS will obtain 12 OG/CC approval and schedule the event with appropriate agencies.

A6.4.3.1.4. Task the appropriate flying squadron (Squadron Scheduling and Operations Officer) and affected agencies to support 12 OG/CC approved aerial events.. See paragraph **A6.1.4.3.3.** for local flyover coordination.

##### A6.4.3.2. Flying Squadron Commanders will:

A6.4.3.2.1. Ensure compliance with Ramp Freeze, Quiet Period and Sterile Pattern requirements.

A6.4.3.2.2. Ensure aircraft selected for static display and flyovers meet appearance standards.

A6.4.3.2.3. Ensure missions are planned and conducted IAW AFI 11-209/AETC Sup 1, MDS-specific instructions, and IFG.

A6.4.3.2.4. No later than one day prior to the event, brief the 12 OG/CC on the specifics of the flyover using the aircrew flyover planning guide in the appropriate IFG.

A6.4.3.2.5. Ensure all aircrews participating in an aerial event (airshow, flyover, or static display) submit AETC IMT 53, **Aerial Events After Action Report**, to 12 OSS/OSOS within 4 days following the event. 12 OSS/OSOS will forward all AETC IMT 53s to 19 AF/DOO within seven days of the event.

A6.4.3.3. Local Flyover Coordination. Flyover officers and event planners must coordinate with several agencies for any flyover event.

A6.4.3.3.1. Refer to AFI 11-209, AFI 11-202 Vol. 3, *General Flight Rules*, appropriate MDS-specific IFG, 12 OG/CC flyover policies, individual squadron guidance and MDS-specific restrictions.

A6.4.3.3.2. Flyover officers will coordinate with 12 FTW/SE (7-3308), 12 OSS/OSOS (7-3726), 12 OSS/OSA (7-5881), and 12 OSS/OSOA (7-5580) NLT one week prior to the event. Coordination should begin at least six weeks prior if waivers to any Federal Aviation Regulations (FAR) and/or AF instructions are required.

#### **A6.5. Flight Orders**

A6.5.1. Flight orders (AF IMT 4327/4327a) serve as written verification of scheduled requests and the approval document for aircraft sorties of assigned or attached crewmembers and will be used for all missions (local and off-station).

A6.5.2. AF IMT 4327/4327a serves as flight orders only. Financial matters are handled via the Federal Automated System for Travel (FAST) or DD Form 1351, **Travel Voucher**.

A6.5.3. Off-station flights (except planned out-and-backs) adhere to the following scheduling guidelines:

A6.5.3.1. The AF IMT 4327a is due to squadron scheduling two weeks prior to the contracted aircraft departure time. Squadron scheduling will ensure AF IMT 4327a's are approved by the SQ/DO, SQ/CC, or 12 OG/CC NLT three days prior to the scheduled event.

A6.5.3.2. The SQ/DO reviews and approves proposed itinerary for syllabus missions, and squadron commander (SQ/CC) reviews and approves proposed itinerary for continuation training (CT) missions. The 12 OG/CC approves AETC IMT 12 for all Instructor Enrichment Program (IEP) sorties. The 12 FTW/CC approves AF IMT 4327a for all missions requiring the use of CONUS civil (P) airports that are not on the AETC routine use airfield list. Reference AFI 11-401 and appropriate supplements for additional guidance on IEP sorties

A6.5.3.2.1. Telephonic approval: Squadrons fill out AF IMT 4327a and add "12 OG/CC Approval Per Telecon Date/Time" in remarks section of AF IMT 4327a.

A6.5.3.2.2. Squadrons will include, as a minimum, proposed itinerary and date/time of arrival in Block 21 of the Remarks section of AF IMT 4327a.

A6.5.3.3. Squadron supervisor may approve deviations to itineraries on the day of departure.

A6.5.3.4. Aircrews receive one copy of the AF IMT 4327a prior to flight. Annotate crewmember changes on the AF IMT 4327a.

A6.5.3.5. Post departure. The Ops Sup may approve changes in itinerary. Notify the 12 OG/CC of all significant events.

A6.5.4. Squadron will maintain one copy of the completed AF IMT 4327/4327a (IAW AFMAN 37-123, *Management of Records*).

## A6.6. Aircrew Management.

A6.6.1. Flying Requirements. The flying squadrons will provide current accomplishment data (computer data or Squadron Aviation Resource Management (SARM) report) in an easily accessible format. Notify the SQ/DO when any aircrew member becomes delinquent in flying or ground requirements.

A6.6.2. Aircraft Commander (AC). For PIT training sorties, the AC will be the IP. For CT sorties, the AC will be the higher of the Letter of X qualifications (LOX), e.g. FE, IP, MP, FP. If like LOX qualifications, unless otherwise briefed or designated, the pilot with the most access to aircraft emergency controls will be the designated AC, e.g. front cockpit for tandem trainers, left seat for side-by-side trainers and the T-43. For FCF training sorties, the FCF IP is AC.

A6.6.3. 2, 3 or 4-ship Designated Flight Lead (DFL). The DFL will be in the number one (#1) position on the flight orders and is ultimately responsible for the conduct of the flight. DFL duties include mission preparation, briefing, in-flight execution decisions and de-briefing. Under normal circumstances, the DFL's PIT Trainee will accomplish these tasks under the PIT IP's supervision. The DFL retains overall responsibility for the formation regardless of the position being flown. During PIT training sorties, the PIT IP in the number one (#1) position on the flight orders will be the DFL. During PIT CT sorties, the DFL will be in the number one (#1) position on the flight orders and selected based on formation LOX qualifications. During four ship sorties, unless an alternative fallout plan is briefed, number 3 will be the designated Deputy FL.

A6.6.4. Altitude Chamber Refresher Training. Altitude chamber refresher training is an individual's responsibility and is usually accomplished at Randolph AFB. Aircrew members should contact Aerospace Physiological Training Flight (APTF) at 7-4931 to schedule training at least one month prior to their AF IMT 702, **Individual Physiological Training Record**, and AF

IMT 1274, **Physiological Training**, expiration date. Aircrews may schedule refresher training as much as three months in advance. Each individual must obtain the AF IMT 702 and AF IMT 1042, Medical Recommendations for Flying or Special Operational Duty, from Flight Records (12 OSS/OSOF) in Bldg 740. Aircrew must have these forms in their possession in order to receive training. Return both forms to 12 OSS/OSOF immediately upon completion of training. Aircrews must take their helmets if they occupy a duty position normally requiring a helmet. An initial or refresher Trainer Attack Reconnaissance Fighter (TARF) chamber requires a currently inspected helmet or coordination with APTF to use a spare helmet. Brooks AFB has an altitude chamber available if needed, and aircrews may call USAF SAM/EDP (4-3365) at least four months prior to schedule a chamber.

A6.6.5. IP Continuation Training (CT) Sortie Guidance. CT flying is designed to improve and maintain IP proficiency in their particular missions. Squadron leadership, specifically the Flt/CC, SQ/ADOs, SQ/DO and SQ/CC are responsible for efficient and effective use of all CT sorties. Squadron leadership should determine whether a CT sortie should be flown dual or solo, and will consider flying inexperienced IPs with experienced IPs to maximize training. Flying squadrons should fly dual CT sorties to the maximum extent possible. All sorties will be scheduled and briefed IAW MDS-specific guidance, AFIs, and squadron standards.

A6.6.6. IP Solo Flights. Squadrons will schedule local-area single-ship solo flights to remain within the SOF's radio range to the maximum extent possible (local instrument stereo profiles are acceptable). All solo single-ship off-station or cross-country sorties and solo night sorties flown as the third flying-related activity of the duty day require OG/CC approval (**EXCEPTION**: mission requirements, ferry missions, maintenance support, and out-and-back missions). In general, there must be some overriding operational reason for off-station solo sorties. When operational conditions warrant, SQ/CCs may authorize off-station formation flights consisting of solo aircraft. However, solo flyers will maintain at least 2-ship formation integrity for the entire duration of the off-station mission. Any situation that requires a breakup of the formation into solo single-ship entities requires OG/CC approval.

## **A6.7. Safety.**

### A6.7.1. Flying Safety Program.

A6.7.1.1. Each squadron will conduct monthly supervisor safety briefings IAW AFI 91-202/AETC Sup 1, *The US Air Force Mishap Prevention Program*. These briefings for aircrew may be contained in the monthly safety read file. The initials on the FCIF card will substitute for the required documentation on AETC IMT 703, **Log of Supervisor's Safety Briefing**.

A6.7.1.2. Each flying SQ/CC designates a highly qualified squadron IP, IN, or AC to conduct the unit flying safety program. As the individual unit commander's representative for flying safety, the Unit Flying Safety Officer will:

A6.7.1.2.1. Ensure unit compliance with 12 FTW safety programs.

A6.7.1.2.2. Review all applicable accident and incident reports, and disseminate the information to assigned and attached personnel.

A6.7.1.2.3. Organize and conduct a monthly squadron safety meeting for all assigned and attached aircrew. Include the minutes in the monthly safety read file to ensure aircrew members not present are aware of the topics covered. This requirement may be satisfied by a combined commander's call/safety briefing; flight commander safety briefing; or credit may be received by attending the Annual Wing Flying Safety Day briefing, or other briefings as approved by 12 FTW/SEF. Monthly ground safety briefing requirements are discussed in the AETC Supplement

to AFI 91-202. Leave, TDY, or an administrative position that is constantly manned are the only reasons for missing a briefing. In this event, individuals who missed the briefing will read and sign off a review of the meeting minutes or watch a video of the briefing.

A6.7.1.2.4. Conduct flight safety orientation briefings for newly assigned permanent party and trainee aircrew IAW AFI 91-202/AETC Sup 1. The use of Operational Risk Management (ORM) will also be included in the briefing. The Unit Flying Safety Officer will also determine if newly assigned personnel are graduates of the Flight Safety Officer (FSO) course or the Aircraft Mishap Investigation Course (AMIC). Graduates of either course will be included in the Randolph Safety Investigation Board (SIB) List as potential SIB Investigation Officer (IO) members. Additionally, the Unit Flying Safety Officer will ensure unit personnel receive required SIB training from the 12 FTW safety office (12 FTW/SE), within 30 days of assignment to this duty, and annual refresher training.

A6.7.1.2.5. Solicits and maintain a file of all USAF Hazard Reports generated within the squadron. Ensures the squadron commander and operations officer are informed of report information prior to forwarding to 12 FTW/SE. Disseminate recommended corrective actions to all assigned and attached personnel.

A6.7.1.2.6. Maintain a squadron flying safety bulletin board and ensure the material is current and prominently posted.

A6.7.1.2.7. Aggressively support the AETC Awards Program and supply supporting data to 12 FTW/SE as necessary to secure these awards.

A6.7.1.2.8. Participate/support the 12 FTW Flight Safety Duty Officer (FSDO) program.

A6.7.1.3. As a minimum, dual-qualified aircrew members will attend the squadron flying safety meeting for the aircraft in which they hold the highest qualification, or in which they most frequently fly in the event they hold the same level qualification in more than one aircraft.

A6.7.2. Mishap And Incident Reporting.

A6.7.2.1. In the event of a mishap/reportable incident, the AC will notify the Supervisor of Flying (SOF) or Ops Sup as soon as possible after landing.

A6.7.2.1.1. Every effort should be made by the AC of the affected aircraft to submit an aircraft incident report within one hour of the occurrence of an In-Flight Emergency (IFE) or reportable incident. This report is required for 12 FTW aircraft. For incidents occurring off-station, pass the information to Ops Sups who will ensure the information is passed to appropriate agencies. Fax a copy of the report to the RCC (7-7684) and the 12 OG/CC (7-5227). At a minimum, the report will contain the following:

A6.7.2.1.1.1. Time and date filed.

A6.7.2.1.1.2. Aircraft type and tail number.

A6.7.2.1.1.3. Call sign.

A6.7.2.1.1.4. Type mission.

A6.7.2.1.1.5. Number of crew aboard.

A6.7.2.1.1.6. Takeoff time.

A6.7.2.1.1.7. Date and time of incident.

A6.7.2.1.1.8. Mission segment (i.e., base, initial, final, airwork, etc.).

A6.7.2.1.1.9. Flight conditions (speed, altitude).

A6.7.2.1.1.10. Damage description.

A6.7.2.1.1.11. Weather conditions.

A6.7.2.1.1.12. Fuel on board.

A6.7.2.1.1.13. Description and details of emergency.

A6.7.2.1.2. Every effort should also be made by the AC to submit an AETC IMT 645-4, **Trend Data Report**, immediately following the occurrence of an IFE, an unusual incident, or a reportable incident to the 12 FTW Flight Safety Office. Unusual incidents include, but are not limited to: bird strikes (in-flight or discovered post-flight) or any other significant aircraft malfunction occurring in flight or on the ground that does not result in declaring an emergency. Intent is to ensure optimal tracking of trends for mishap prevention purposes. All appropriate blocks of the AETC IMT 645-4 must be filled out completely and include a discussion of the event to a logical conclusion. This form will typically be collected by the responding FSDO at Randolph AFB. If a Randolph AFB FSDO is not available to collect the form from the aircraft commander at the aircraft, the aircraft commander will fill out the form and deliver it to the 12 FTW/SE. A copy will also be provided by the AC to maintenance debrief and the squadron flight safety officer. Timeliness is of the essence.

A6.7.3. Ground Safety Program. The SQ/CC will appoint primary and alternate individuals to conduct a Ground Safety Program and a Weapons/Explosives Safety Program (as necessary) and conduct appropriate briefings IAW AFI 91-202 and supplements.

## **A6.8. PIT/JSUNT/CSO/ITS Training Management**

A6.8.1. Training Material and Publication Issue.

A6.8.1.1. Each unit publications officer establishes requirements in writing with 12 OSS/OSTS (Bookstore) for its publications.

A6.8.1.2. As part of their normal out-processing responsibilities, graduating students will turn in all accountable training publications and materials to 12 OSS/OSTS prior to departing. Accountable items are listed on the student's hand receipt.

A6.8.2. Training Status of Students.

A6.8.2.1. Procedures for Temporary Withdraw, Holdover, or Reinstatement of Students:

A6.8.2.1.1. Medical Hold: Students in DNIF status for more than 30 days should be placed on medical hold status. Reference AETCI 36-2205, *Formal Aircrew Training Administration and Management*, Section 3F, Paragraph 3.16 for more information.

A6.8.2.1.2. Administrative Hold: Students will be placed on administrative hold when they are expected to be absent from training for more than 14 calendar days. Examples include humanitarian reasons or pending disciplinary action.

A6.8.2.1.3. For Medical/Administrative Hold, the following actions will occur:

A6.8.2.1.3.1. An Admin/Medical Hold entry will be made on an AF IMT 4293, **Student Activity Record**, and will be placed in the student's grade book. The grade book will be maintained in the flying squadron/flight.

A6.8.2.1.3.2. The flying squadron commander, in coordination with HQ AFPC/DPAOT2 (5-2580, extension 4083) and the student's host unit, will determine whether it is more advantageous to retain the student at Randolph AFB in a casual status or return them to the host unit.

A6.8.2.1.4. Holdover/Reinstatement: A student may be recommended for holdover or reinstatement to another class by the flying squadron commander. Document all information on an AF IMT 4293 and maintain in the student's gradebook. Notify HQ AFPC/DPAOT, and the student's gaining unit and the gaining base's Classification and Training section.

A6.8.2.2. Course Completion.

A6.8.2.2.1. A student's graduation date will be no later than two workdays after the last syllabus event is completed. The flying squadron may authorize exceptions if circumstances warrant a delay.

A6.8.2.2.2. If circumstances prevent automatic completion of the resume, grade book closeout is accomplished by updating, in pen, the most current weekly resume.

A6.8.2.2.3. The class evaluation sheets (comments for the AF IMT 475, **Education/Training Report**) will be completed no later than ten work days following the graduation of the last student in a class. The operations officer for each flying squadron will ensure the AF IMT 475 is reviewed prior to forwarding the form to each of the students' gaining units. There is no need to forward the AF IMT 475 to the personnel system. Comments in the class training report should describe the student's flying skills, airmanship, and officer qualities.

A6.8.2.2.4. Each flight commander will ensure all training records for international students are forwarded to 12 OSS/CCI NLT one week following graduation.

A6.8.2.2.5. The class report may designate up to 10% of the students in the class for top/distinguished graduate honors. Only those students whose flying and academic performance, instructor skills, appearance, and leadership traits clearly exceed training standards should be selected for these awards. In addition, previous graduates of PIT are not eligible for distinguished graduate honors. For classes with less than five students, it is at the discretion of the flying squadron commander whether to designate top/distinguished graduate honors. International students and exchange officers may compete for distinguished graduate and Top Graduate honors.

A6.8.3. Academic Counseling.

A6.8.3.1. After an initial academic test failure, the flight commander will counsel the student. The counseling is recorded on an AF IMT 4293.

A6.8.3.2. Subsequent academic test failures will result in the same counseling and documentation as the initial test failure. In addition, the student's flying squadron commander determines whether to re-test the student or recommend elimination from training.

A6.8.3.3. INTERNATIONAL STUDENTS: If an international student fails a test, or is identified as lacking the potential to complete a formal course of training, the flying squadron will immediately notify 12 OSS/CCI (7-5650).

A6.8.4. Simulator Operations.

A6.8.4.1. Simulator requests from within the 12 OG will be made through squadron scheduling. Priority will be given to T-1/T-3 sorties. Requests from outside 12 OG for Red Carpet simulators must be made through 12 FTW/PA. 12 FTW/PA will determine if the request is IAW the current Wing Policy. If so, they will coordinate with OSS/OSOS to determine if the request can be

supported. All Red Carpet simulators will be accomplished on a non-interference basis and within the scope of the current simulator contracts.

A6.8.4.2. Only pilots or CSIs that are current/qualified in that simulator will conduct the Red Carpet simulator rides.

A6.8.4.3. Requests for Red Carpet simulators during holidays must be coordinated through the flying squadron scheduler or 12 FTW/PA. Walk-ins will not be allowed. Showtime at the simulator will be NLT 5 minutes prior to start time in uniform or with a military ID.

A6.8.4.4. Aircrews will log actual simulator flight time. Contract simulator instructors will log only their names in the AFTO IMT 781, **ARMS Aircrew/Mission Flight Data Document**.

A6.8.4.5. Simulator missions may be added or canceled after coordination with the flying squadron schedulers or operations personnel. The following restrictions apply:

A6.8.4.5.1. Simulator missions may be removed from the schedule, up to 30 minutes prior to the scheduled start time of the first simulator of the day.

A6.8.4.5.2. Simulators may be “operations added” up until the actual start time. Operations adding a simulator does not guarantee contract simulator instructor support. When scheduling training missions outside the published daily utilization plan, but within the contract established hours, the contractor must be notified a minimum of 2 hours before the start of the added mission. (Ref: AETCI 11-401) See paragraph A6.4.7 for contract instructor scheduling.

A6.8.4.5.3. Simulators may be “operations canceled” up to the scheduled start time.

A6.8.4.5.4. Any scheduled simulator that is not utilized 15 minutes after the scheduled start time will be a “simulator no-show.”

A6.8.4.5.5. Simulators will be considered “maintenance canceled” if they break and the crew determines they cannot get an effective sortie as a result of the malfunction.

A6.8.5. Contract Simulator Instructor (CSI) / Contract Platform Instructor (CPI) Scheduling.

A6.8.5.1. The flying squadron will provide the contract simulator/academic instructors with a copy of the next day’s simulator and academic schedule NLT 1700 (L).

A6.8.5.2. Simulator missions using CSI support may be operations canceled up to scheduled simulator brief time.

A6.8.5.3. Academics using CPI support may be operations canceled up to scheduled academic start time.

A6.8.5.4. Academics using CPI support may be operations added with three hours prior notice. Adding academic instruction with less than three hours notice requires contractor approval.

A6.8.5.5. Extra Training / Makeup Instruction.

A6.8.5.5.1. Flying squadrons are responsible for student management and attendance at formal training. Students will attend classes as per the schedule.

A6.8.5.5.2. Requests for extra training or makeup instruction can be coordinated directly with the contractor. In certain cases however, approval rests with operations personnel for additional training. In this case, squadrons will provide the following information: requesting officer’s name and rank, student’s name and rank, reasons for the request, and the date and time of the additional training. The contractor will coordinate the necessary approval once this information is obtained. Coordination is the responsibility of the flight commander, not the student.

A6.8.6. Request For Training Of Non-Enrolled Students / VIP.

A6.8.6.1. The 12 OSS/CC will approve requests for special training, one-on-one academic presentations for VIPs, or individuals not enrolled in a formal course of instruction on a case-by-case basis. Submit requests for training to 12 OSS/OST for approval coordination.

A6.8.6.2. Every effort will be made to schedule the requested training in conjunction with regular scheduled classes.

A6.8.7. Contract Quality Assurance For Training Systems.

A6.8.7.1. Government Quality Assurance Representatives (QAR) and Project Officers (PO) are appointed by the 12 OG/CC to monitor the quality of contracted services that support training operations. These individuals have completed specialized training on quality assurance procedures and evaluation methods. QARs and POs are responsible for the overall management of the Wing's training contracts.

A6.8.7.2. Flying squadron supervisors and evaluators should be aware that POs and QARs have been delegated by the contracting office to address quality assurance problems that affect training. Report all contract issues such as problems with operations, academic or simulator instruction, to the following offices:

A6.8.7.2.1. T-1 Academics and Simulator Instruction (12 OSS/OSTQ at 7-8124)

A6.8.7.2.2. T-37, T-38 PIT and T-6 Academic and Simulator Instruction (12 OSS/OSTQ at 7-8124)

A6.8.7.2.3. Primary and JSUNT/CSO Academic and Simulator Instruction (12 OSS/OSTQ at 7-8124)

A6.8.7.2.4. T-1, T-37, T-38, T-6 Simulator Operations (12 OSS/OSTT at 7-5875)

A6.8.7.2.5. T-45 Simulator Operations (12 OSS/OSTT at 7-8124)

A6.8.7.2.6. TIMS Problems (12 OSS/OSTT at 7-5875)

A6.8.8. Wing End of Course Critique Program.

A6.8.8.1. The End of Course Critique (EOCC) program is an integral part of improving the quality of training and base services available to students. Students' responses to critiques help identify deficiencies in our training or base services. Every effort should be made to correct problems in a timely manner.

A6.8.8.2. Squadrons will appoint an EOCC program action officer to manage this program at the squadron level. Overall program management is the responsibility of 12 OG/OGT.

A6.8.8.3. Flying squadrons will make every effort to ensure each student graduating from a formal flying training course completes a critique within 15 days of graduation.

## Section B: Flying Operations

### **B6.1. General Policy.**

B6.1.1. Proficiency Pilots (P-Pilots). All P-Pilots will be attached to a flight. SQ/CCs are responsible for ensuring adequate training of P-Pilots before scheduling them for a category of flight unsupervised (e.g., formation, low-level, and solo). 12 OG/CC approval is required for P-Pilots to fly solo at night. P-Pilots will coordinate with operations supervision to determine alternate requirements.

B6.1.2. Flight Surgeon (FS) Flights. FSs will not taxi or operate the aircraft controls during the takeoff or landing phase of flight. FSs attached to the 12 FTW shall occupy the rear seat in the T-6. FSs use "FS" as the flight duty code in block 21 of the AFTO IMT 781, ARMS Aircrew/Mission Flight Data Document, and log primary time. Use the T-3L mission symbol for FS sorties.

B6.1.3. Federal Aviation Administration (FAA) Investigations.

B6.1.3.1. All questions concerning FAA investigation of alleged pilot violations of Federal Aviation Regulations (FAR) will be referred to 12 OSS/OSOA (7-5580).

B6.1.3.2. Under no circumstances will the name(s) or social security number(s) of the aircrew be released.

### **B6.2. Mission Planning.**

B6.2.1. Call Signs and Transponder Codes (**See Figure B6.1.**).

B6.2.1.1. All assigned and attached squadron pilots will use the applicable call sign for their specific profile. Shared call sign prefixes are reserved for specific personnel on HQ AETC, 19 AF, 12 FTW, 12 OG and squadron staffs. On sorties flown where a squadron IP is flying with a pilot on the staff, the shared call sign will normally be used.

#### **Figure B6.1.: Call Sign Prefixes.**

##### Shared Call Signs

SPUR 01	HQ AETC/CC
SPUR	HQ AETC General Officers and Staff (AETC/CCA SPUR 38)
HUNTER 01	19 AF/CC
HUNTER	19 AF Staff
RANDY 01-07	12 FTW/CC/CV and 12 OG/CC/CD (respectively)
RANDY SOF	Randolph Tower SOF
HANGOVER SOF	Hangover Tower SOF
AUTO	Ground Flyby Coordinator
CHARLIE BROWN	Seguin Auxiliary Field RSU
TINCAN	Hondo Municipal Auxiliary Field RSU

##### 99 FTS

PANTHER OPS	Duty Desk
AMIGA/TONTO	Cross-Country/Out-and-Back

BOAR	Transition
AROCK	Low Level
PLANK	Air Refueling
BEND/WANT	MOA Formation
SCALD	FCF sorties

**558 FTS**

TEXAN OPS	Duty Desk
FANGS	Flight Evaluation
SCARY	Squadron staff on local sorties
JAPAT	Cross-country/Out-and-back
FAZER	South RAN MOA
RATCH	TWEET MOA
TAHOE	Inst Stereo
KODAK	FANTOM MOA/HONDO
TEJAY	Local low-level
ROUGH, PREY, JINX, SCUBA	Formation
TONGA, WRECK, LYRE, TORT	
CRAZE	FCF sortie

**559 FTS**

GOATROPE OPS	Duty Desk
CASA	Flight Evaluation
GOAT	Squadron Staff on any sortie
LUZON	Cross-Country/Out-and-Back
CURLY	South MOA
COAX	West MOA
LOOPR	RVK7
SPIKY	Local Low Level (includes IFR/VFR stereos) or formation
CANE, SURGY, STATE, FOGGY	Formation
TROY, GOAT, FANNY, SPIKY	
PAHO	FCF Sorties

**560 FTS**

CHEETAH OPS	Duty Desk
RENO	Flight Evaluation
CHETA	Squadron Staff on any sortie

BREW	Contact/Transition
RANDY	Cross-Country/Out-and-Back
MACH	Instrument/Low-level
CARD, DUSK, NARLY, ICEMAN	Formation
SOHO, ANARC, REFIT, MUDDY	
TEMAN	FCF
COACH, GURU, TRAIN, PECOS	Extra

### **562 FTS**

GATOR OPS	Duty Desk
GATOR 01-10 & 50-90	All T-43 missions

#### B6.2.1.2. Numeric Call Signs and Transponder Codes.

B6.2.1.2.1. Squadrons will assign numeric call signs so that the prefix and numeric call sign combination is unique from other airborne aircraft. For all sorties, Air Traffic Control will assign the transponder code.

B6.2.1.2.2. All formation call signs will end in "1" (e.g. Dusk 11, 21, 31, etc.).

#### B6.2.2. Weather Requirements and Status.

##### B6.2.2.1. Airborne Weather Observations:

B6.2.2.1.2. The Supervisor of Flying (SOF) will approve a weather ship (after the Watch Sup coordinates with San Antonio Approach) for a pattern check if Randolph AFB observation is VFR (1500/3). If the Randolph AFB observation is VFR, the SOF may coordinate for aircraft to enter the VFR entry during Restricted Pattern status to verify weather conditions. If the Randolph AFB weather is VFR, the SOF may allow a weather ship to depart VFR to Seguin Auxiliary Field for a pattern check.

B6.2.2.1.2. Pilots should notify the MOA controller and SOF if IMC conditions are encountered in the MOAs.

##### B6.2.2.2. Randolph Local Flying Area Status:

B6.2.2.2.1. Unrestricted. Weather conditions and facilities permit full use of all training areas and runways.

B6.2.2.2.2. Restricted. Weather conditions and facilities do not permit full use of all training areas and runways.

B6.2.2.2.3. Stop Launch. Local launches stop. Airborne aircraft may continue mission.

B6.2.2.2.4. Standby. No aircraft airborne (locally) and no local launches.

B6.2.2.2.5. Weather Recall. Orderly recovery of all airborne aircraft to Randolph AFB. Aircraft with least amount of fuel recover first (see Paragraph B6.4.6). SOF will coordinate with Ops Sup Desk to determine if T-1/T-43s will be recalled.

B6.2.2.2.6. Weather Divert. Orderly diversion of airborne aircraft to the designated divert airfield. Aircraft with the least amount of fuel divert first. SOF will coordinate with Ops Sup Desk to determine if T-1/T-43s will be diverted.

B6.2.2.2.7. Weather Alert. This status is designed to alert T-1/T-43 crews that conditions at Randolph are deteriorating, but are likely to improve in a time frame that will allow airborne aircraft to continue their mission and land on schedule. T-1/T-43 crews will maintain appropriate alternate divert fuel and will call the SUP for a weather/status update prior to beginning their enroute descent/penetration into Randolph.

B6.2.2.3. East Runway Pattern Status/Weather Requirements (See **Figure B6.2.**).

**Figure B6.2.: East Runway Pattern Status & Weather Requirements.**

<u>STATUS</u>	<u>WX MINS</u>
UNRESTRICTED	3,600 feet MSL (2,800 feet AGL) 3 miles visibility
RESTRICTED - OVERHEAD OPEN	3,100 feet MSL (2,300 feet AGL) 3 miles visibility
RESTRICTED - STRAIGHT IN ONLY	2,300 feet MSL (1,500 feet AGL) 3 miles visibility
CLOSED	<2,300 feet MSL (<1,500 feet AGL) or < 3 miles visibility

B6.2.2.4. West Runway Pattern Status/Weather Requirements (See **Figure B6.3.**).

**Figure B6.3.: West Runway Pattern Status & Weather Requirements.**

<u>STATUS</u>	<u>WX MINS</u>
UNRESTRICTED	2,800 feet MSL (2,000 feet AGL) 3 miles visibility
RESTRICTED	2,300 feet MSL (1,500 feet AGL) 3 miles visibility
CLOSED	<2,300 feet MSL (<1,500 feet AGL) or < 3 miles visibility

B6.2.2.5. Weather Smooth Flow (WSF) Operations. WSF operations will be activated when one or both of Randolph AFB patterns are restricted (overhead or straight-in) or closed, requiring a recovery via an instrument approach or radar vectors to a visual approach. During WSF operations the volume of 12 FTW aircraft operating from Randolph AFB will be reduced to provide an orderly recovery sequence. WSF may also be directed by SAT when there is no SILS capability (when either runway's ILS is out of service or unusable).

B6.2.2.5.1. Implementation of WSF requires that both tower SOFs coordinate with one another and each individual squadron's Ops Sup when either pattern status is closed or restricted. Squadrons will reduce total sorties per launch period IAW **Figure B6.4.** below. The remaining sorties will be smooth flowed evenly throughout the period (See **Figure B6.4.**).

**Figure B6.4.: Aircraft & Takeoff Rate.**

<u>AIRCRAFT</u>	<u>MAX AIRCRAFT PER HOUR</u>
T-37 / T-6	12
T-38	10
T-1 / T-43	Not Applicable Due To Nature Of Mission

B6.2.2.5.2. Aircraft sorties cancelled due to implementation of WSF are permanently lost even if pattern status improves. If WSF occurs after a launch period has begun, the remaining sorties will

launch at the established rate in **Figure B6.4**. Racetracks and reruns will be allowed by San Antonio Approach on a traffic volume permitting basis. SOFs will notify San Antonio Approach supervisors when WSF is implemented and when WSF has terminated.

#### B6.2.3. Runway Surface Condition (RSC) Reporting.

B6.2.3.1. SOF should request Airfield Management perform runway inspections if there is any question regarding RSC. As a guide, RSC is “wet” if the inspector is able to place his/her hand on a portion of the runway surface and it comes back wet. Discoloration alone will not be sufficient criteria to determine a “wet” RSC. Airfield Management will report the RSC for all runways to 12 OSS/OSW (Weather Flight) for normal reporting (as required). However, the following guidance will be applied to local aircraft:

B6.2.3.2 IAW RAFBI 13-203 Airfield Management (AM) will determine the RSC and pass it to ATC, Command Post (CP) and WX. If any standing water is present on the runway, AM will report the runway as “wet” and report the standing water to the tenth of an inch. RSC will be broadcast on the ATIS when conditions are other than dry.

B6.2.3.2.1. AM will report a supplementary RSC for RWY 14L/32R (East) taken between threshold to threshold and between the runway edge stripes (which designates a 150' wide landing surface). This RSC will be used for Wing aircraft only and will be reported only if different from the primary RWY 14L/32R (East) RSC.

B6.2.3.2.2. AM will report a supplementary RSC for RWY 14R (West) taken from the threshold to 5000' southbound. This supplementary report will be used for Wing T-6 and T-37 aircraft, and be reported only if different from the primary RWY 14R RSC. For RWY 32L, AM will report the RSC for the entire runway.

#### B6.2.4. Weather Flimsies and Alternate Airfield Information.

B6.2.4.1. 12 OSS/OSW (Weather Flight) will provide flight weather briefs IAW RAFBI 15-101, *Weather Support*. These include: Mission Execution Forecast Flimsy (MEFF) for locals (take-off and land back at KRND) and out and back sorties (take-off KRND, land at one of the locations on the MEFF, and return to KRND), and DD Form 175-1's, Flight Weather Briefing/or verbal briefs for cross country (take-off KRND and return the next day) and out and back sorties to airfields not available on the MEFF. For return flights to Randolph AFB aircrews will obtain weather information IAW AFI 11-202, Vol 3, AETC Sup 1, *General Flight Rules*. The first line of the MEFF contains the forecaster's initials and time the MEFF was released, if the aircrew requires that information.

B6.2.4.2. 12 OSS/OSW New Tactical Forecast System (NTFS) will provide near continuous updates of Randolph AFB (includes observations, local warnings, watches, advisories and PIREPs).

#### B6.2.5. Flight Following Procedures.

B6.2.5.1. For stereo sorties, flight following is provided by the appropriate squadron duty desk and SOF. Randolph and Hangover Towers will notify 12 OSS/OSAB of the takeoff and landing times of all local sorties filed on DD Form 175.

B6.2.5.2. AF IMT 4290, Aircraft Functional Check Flight/Supersonic Event Log and Flight Order, will be used as the flight order for all 12 FTW Functional Check Flight (FCF) sorties. The FCF Branch Chief will be the clearing authority and authenticating official for these FCF sorties. AF IMT 4290s will be maintained by the FCF Branch and controlled in accordance with AFI 37-138, *Records Disposition-Procedures and Responsibilities*. In addition, each squadron duty desk

will track for flight following of their appropriate aircraft type. Only include the following information:

B6.2.5.2.1. FCF Pilot's Last Name.

B6.2.5.2.2. Aircraft Identification (Tail Number).

B6.2.5.2.3. Call Sign.

B6.2.6. Local Area Flying Hazards.

B6.2.6.1. Randolph AFB is surrounded by numerous civilian aviation activities creating a potential threat for 12 FTW aircraft. See-and-avoid is critical in reducing the threat. For the latest information regarding local area military and civilian flying activities, reference 12 FTW Safety's Mid-Air Collision Avoidance link on the Randolph AFB intranet: [https://home.randolph.af.mil/12ftw/wing/safety/safety\\_programs\\_maca.htm](https://home.randolph.af.mil/12ftw/wing/safety/safety_programs_maca.htm)

B6.2.6.2. A large bat cave exists approximately 11 NM northwest of Randolph AFB (near the centerline of Runway 14L). Extensive bat activity occurs in the Randolph vicinity during periods of warm weather from 1 hour prior to sunset until 30 minutes after sunrise throughout the year, with the heaviest activity occurring 1 April to 31 October. Bat procedures are in effect during these dates or at any time designated by the 12 FTW Supervisor of Flying.

B6.2.6.2.1. In addition to the restrictions contained in FLIP AP/1, the following restrictions apply to all 12 FTW aircraft from 1 June to 15 July: from one hour prior to sunset to one hour after sunset, no takeoffs are allowed without 12 OG/CC approval.

B6.2.7. Low-Level Operations.

B6.2.7.1. General. Low-altitude Military Training Routes (MTR) will be flown in accordance with FLIP AP/1B procedures, MDS-specific guidance, and applicable syllabus requirements. Pilots will not enter MTRs without a scheduled entry time. Pilots are allowed to enter Randolph AFB MTRs from two minutes before until five minutes after their scheduled entry time. For other than Randolph AFB MTRs, pilots will meet their scheduled entry window as specified either in FLIP AP/1B or by the scheduling agency. If unable to meet this entry window, pilots will contact the scheduling squadron/agency for a new entry time. *NOTE:* Numerous crossing routes exist on Randolph AFB MTRs; deconflict with FLIP AP/1B charts. Uncharted obstacles or unusual activity should be reported to 12 OSS/OSOA at x-5580.

B6.2.7.2. Weather Requirements/Altitude Restrictions. Reference FLIP AP/1B for weather requirements specific to each route. Weather permitting T-1, T-6 and T-37 aircrews may fly VFR to and from SR routes by annotating which SR route they will fly on the flying schedule sent to/filed with base ops. Aircrews may file a DD Form 175 VFR flight plan in lieu of this procedure. Weather permitting, maintain VFR at VFR hemispheric altitudes above 3,000 feet AGL. If weather does not permit flying above 3,000 feet, T-6 and T-37 aircrews may fly to and from SR 286, SR 287 or SR 293 at a minimum altitude of 1,000 feet AGL, providing VFR conditions exist along the planned flight path. In all cases, aircrews will be thoroughly briefed on existing weather conditions and ensure VFR cloud and visibility clearances are maintained. Aircrews will ensure their route of flight to and from the low-level route is depicted on a current and chummed chart. Aircrews will vigilantly clear for other traffic.

B6.2.7.3. Restrictions. Reference FLIP AP/1B for the latest information concerning flying restriction on all Randolph AFB MTRs. In addition, for SR 287, fly no lower than 1000' AGL from Point A until abeam smokestacks and airfield approximately 7:45 into route (210 GS). In addition, pilots will call turning eastbound at Point C.

B6.2.7.4. POTUS (P-49). When the POTUS (P-49) area is expanded, aircrews will make every effort to fly low-level routes other than SR-286, SR-290 and VR-142. If unable to fly another low-level route, aircrews will use the following procedures:

B6.2.7.4.1. Squadron supervisors will fax or e-mail Western Air Defense (WADS) each morning with aircraft scheduled to fly the affected routes when the area is expanded.

B6.2.7.4.2. Aircrews will utilize all aircraft navigation systems to identify and remain within the route corridor.

B6.2.7.4.3. All aircraft will squawk 4000 on these routes (per WADS).

B6.2.7.4.4. In the event of radio warnings from air defense forces on Guard, aircrews will utilize Guard to identify their call sign, aircraft type, number of aircraft, route, and altitude.

B6.2.7.4.5. If unable to ascertain if a radio call initiated by defense forces is directed to you, immediately abort the route with a turn away from the POTUS area.

B6.2.7.4.6. Uncharted obstacles or unusual activity should be reported to 12 OSS/OSOA x-7-5580. Aircrews unsure of their position will immediately abort the route in a southerly direction.

B6.2.7.4.7. Contact information provided by the FAA is as follows:

B6.2.7.4.7.1. Contact WADS at commercial: (253) 982-4605 or 4608 or via DSN 382-4605 or 4608. FAX number commercial: (253) 982-4302 or DSN 382-4302, Attn: MCC/T.

B6.2.7.4.7.2. E-mail address: [adsmcc/t@wads.mcchord.af.mil](mailto:adsmcc/t@wads.mcchord.af.mil).

B6.2.7.4.7.3. Include a phone number (applicable duty desk and Airspace Manager, DSN 487-5580) for WADS to call if they need to verify information.

B6.2.7.5. Low-Level Bird Hazards. Prior to flying a low-level MTR, aircrews will reference the Avian Hazard Advisory System (AHAS) website (<http://www.usahas.com>) to assist in evaluating the bird hazard along the scheduled route. Flying SQ/CCs will implement procedures to mitigate the risk of a bird strike. Possible methods include, but are not limited to:

B6.2.7.5.1. Closing the route or portions of the route

B6.2.7.5.2. Restricting route altitudes and/or airspeeds

B6.2.7.5.3. Soliciting pilot reports emphasizing current bird threats

B6.2.7.5.4. Conducting low-level bird hazard assessment surveys

B6.2.7.6. Low-Level Scheduling.

B6.2.7.6.1. Units responsible for scheduling low-levels will maintain a low-level route scheduling log for each IR, VR and SR route they schedule. Logs will include as a minimum: Type Aircraft, Home Unit, Flight Lead/Aircraft Commander's Name and DSN Telephone Number, Time On/Off the Route, Entry/Exit Points and Ground Speed while on the route. Forward low-level route scheduling logs monthly to 12 OSS/OSOA no later than the fifth day of each month.

B6.2.7.6.2. Units will brief all aircrews on local hazards/restrictions for the route scheduled.

B6.2.7.6.3. Units will deconflict similar and dissimilar aircraft on the MTR by adjusting intervals between entry times as follows:

B6.2.7.6.3.1. Aircraft entering SR routes behind similar aircraft with same planned ground speed: 10 minutes.

B6.2.7.6.3.2. Aircraft entering SR routes with planned GS of 210 knots behind dissimilar aircraft or an aircraft with planned GS greater than 210 knots: 10 minutes.

B6.2.7.6.3.3. Aircraft entering SR routes with planned GS greater than 210 knots behind similar/dissimilar aircraft with planned GS of 210 knots: 20 minutes.

B6.2.7.6.3.4. Aircraft entering SR 286 and SR 290, aircraft entering SR 290 and SR 292, or aircraft entering SR 292 and SR 293: 10 minutes.

B6.2.7.6.3.5. Aircraft entering VR routes (similar/dissimilar): 15 minutes.

B6.2.7.6.3.6. T-38 aircraft entering VR routes behind slower dissimilar aircraft: 30 minutes. If the T-38 aircraft is entering a VR route behind dissimilar aircraft flying at the same planned GS or greater, then the time may be reduced to 15 minutes.

### **B6.3. Ground Operations.**

B6.3.1. If the Index of Thermal Stress (ITS) or Chill Index procedures are applicable to current flying conditions, aircraft commanders will brief and comply with applicable AFI 11-418/AETC Sup 1, *Operations Supervision*, restrictions. Aircrews are responsible for their physical condition and will not exceed their capability for safe mission accomplishment.

B6.3.2. The aircraft commander may sign off exceptional releases in the AFTO IMT 781 if not previously accomplished by maintenance supervisors.

B6.3.3. Aircrews will notify operations of tail number changes. SARMS will annotate aircraft tail number changes in TIMS.

B6.3.4. Aircrews will contact Clearance Delivery to obtain clearance when using East (Randolph) Tower (exception: T-38 crews on local sorties). West (Hangover) Tower has no separate clearance delivery capability.

B6.3.5. Aircrews desiring Controlled Departure Time takeoffs (Low-Level or Airdrop missions only) should notify clearance delivery, ground control, and tower on initial contact.

B6.3.6. After landing, aircrews will automatically change to ground control frequency when clear of the active runway. Contact ground control and request clearance to taxi to parking. Do not taxi against the normal flow of traffic (i.e. taxiing on the parallel in the direction of landing) without obtaining back taxi approval from ground control.

B6.3.7. Aircrews must use extreme caution when using taxiways D, E and F (south ramp). Golf Course Road crosses the intersection of these taxiways. Be vigilant for vehicles and joggers on Golf Course Road. Taxiing aircraft have the right-of-way. Vehicles on taxiway E will pull off to the side of the taxiway to allow the aircraft to pass. If there is any doubt about wingtip clearance with the vehicle, hold position and contact ground control.

B6.3.8. Ground Operations during Lightning Watch / Warning Conditions. When a Lightning Watch is in effect (the potential exists for lightning within 10 NM of Randolph AFB), the SOF will maintain regular contact with the weather station to be appraised of the situation. When a Lightning Warning exists for lightning within 10 NM of Randolph AFB, local flying may continue per SOF direction. When a Lightning Warning exists for lightning within 5 NM of Randolph AFB, ground personnel will take cover and aircrews will stay in their aircraft with the engines/APU running. Aircrews will make every effort to clear the runway and hold their position (or as per SOF direction) until the lightning threat has diminished or is outside 5 NM of Randolph AFB prior to commencing further taxi operations. Aircraft not located in EOR will hold their position on the taxiway/ramp until receiving further instructions from the SOF. If the

aircraft commander determines the weather (tornadoes/high winds/hail/lightning/etc) is a greater threat to onboard personnel, the aircraft commander will coordinate with the SOF for taxi or egress instructions.

B6.3.9. AVCARD fuel/servicing receipts: All ACs will ensure fuel receipts are turned in to the SQ/DO. Squadron Resource Advisors will receive a monthly AVCARD invoice from 12 OG/CCER to review and certify charges are correct. Review invoice and annotate any remarks/discrepancies. Sign and date invoice and fax to 12 OG/CCER (7-3810) within five days of receipt.

B6.3.10. Foreign Object Damage (FOD) Prevention Program. The 12th Aircraft Maintenance Organization FOD prevention program is described in 12 AMO MOI 21-49, *Foreign Object Damage*. AFI 21-101, *Aerospace Equipment Maintenance Management*, paragraph 18.23 defines the requirements for the FOD Prevention Program. In addition to the requirements in AFI 21-101, the following are required:

B6.3.10.1. FOD Prevention Committee Meeting will be conducted IAW AFI 21-101, *Aerospace Equipment Maintenance Management*, paragraph 18.23.10. 12 OG/FCF will conduct this meeting at least once a quarter. Each flying squadron will ensure a representative attends all scheduled FOD meetings.

B6.3.10.2. All building managers for buildings or hangars along the flightline will ensure the areas around their buildings are kept free of FO hazards. Any person identifying an aircraft operating area that needs sweeping or repair will notify Airfield Management immediately. Squadron Safety Officers will notify the Maintenance Operations Center (MOC) when any suspected aircraft related FOD incident occurs.

#### B6.4. Flying Operations.

B6.4.1. Intersection Departures. Intersection departures at Randolph AFB require 12 OG/CC approval. Pilots are expected to use conservative decisions regarding intersection takeoffs while off-station. Also, see RAFBI 13-203, *Air Traffic Control and Airfield Operations*, paragraph 4.5.

B6.4.2. Reduced Same Runway Separation (RSRS) Procedures: IAW RAFBI 13-203, *Air Traffic Control and Airfield Operations*, paragraph 4.4.

#### B6.4.3. Randolph West VFR Pattern (See **Figures B6.7. and B6.8.**).

B6.4.3.1. Pattern Deconfliction: Pattern rules are designed to allow the aircrews to sequence themselves into the flow of traffic for pattern and landing practice. Pattern deconfliction is maintained by strict adherence to these rules, aircrew clearing, pattern break-outs, and go-arounds when adequate spacing is not ensured. Tower also ensures separation by monitoring pilot actions, denying pattern requests (i.e. closed, straight-in), and calling out traffic or directing break-outs and go-arounds when traffic separation is less than prescribed. However, tower will not typically give sequence number or traffic information if the normal pattern rules will ensure separation.

#### B6.4.3.2. Randolph West VFR Pattern Priorities (See **Figure B6.5.**).

**Figure B6.5.: West Pattern Priorities.**

<u>PRIORITY</u>	<u>SORTIE TYPE / AIRCRAFT</u>
1	Emergency
2	Minimum Fuel
3	NORDO

4	Blue Streak
5	Instrument Approach Final
6	Mission Departure
7	Straight-in
8	Formation
9	Radar Initial
10	Aircraft in Pattern
11	VFR Entry

B6.4.3.3. Randolph West VFR Pattern Altitude Information (See **Figure B6.6.**).

**Figure B6.6.: West Pattern Altitudes.**

<u>PATTERN</u>	<u>ALTITUDE</u>
Overhead Pattern	1,800 feet MSL
Straight-in	1,300 feet MSL
Low Breakout	1,300 feet MSL
Low Closed	1,300 feet MSL
High Breakout	2,300 feet MSL
High Pattern	2,800 feet MSL
Low Key	2,300 feet MSL
High Key	3,800 feet MSL

B6.4.3.3.1. Remain 1,300 feet MSL until departure end of the runway and clear of inside downwind traffic when the overhead pattern is open.

B6.4.3.4. Radio Calls. Use full call signs on all radio calls. After the initial contact with the aircraft, expect Tower to not reply to aircraft position reports (i.e. initial, closed downwind, Truckstop, VFR entry). After initial contact with the tower, aircrews need not reply to tower clearances (i.e. report 5 miles, closed approved or report high key/low key). Aircrew will acknowledge all runway clearances with call sign. Aircrews will acknowledge all traffic advisory calls from Tower with "in sight" or "negative contact" as appropriate. Expect tower to direct calls to aircrews using aircrew call sign. However, when confusion exists Tower may use pattern position to address aircraft. Aircrews unable to make calls at designated reporting points will report actual position as soon as possible.

B6.4.3.5. Taxi Operations. Request taxi and departure clearance with ATIS code and ramp position if other than West ramp. When departing VFR, state appropriate SR route; or if not on a SR route, state the initial heading and requested altitude. When clearance is received, acknowledge with call sign and repeat the assigned runway. Advise Hangover Ground and Tower when delaying in the VFR pattern and/or with special requests (i.e. unrestricted climb). For single-ship takeoffs, the default is a rolling takeoff and departure. Read back all hold short or on to hold instructions.

B6.4.3.6. Restricted Pattern. Aircraft may enter the traffic pattern only on initial takeoff or after completing an instrument approach. Maximum aircraft allowed is six. A two-ship formation

counts as two aircraft. No high breakouts or practice breakouts are permitted. Emergency Landing Pattern (ELP) to low key is allowed provided VFR cloud clearances are observed by the pilot. Low breakouts are permitted only to avoid conflicts while flying a straight-in. If a conflict exists during pattern re-entry, execute a level, 360° turn away from outside downwind and re-enter the pattern. Pattern straight-ins are approved by Hangover Tower provided adequate spacing can be maintained with instrument arrivals, and pattern traffic is minimal.

B6.4.3.7. Unrestricted Pattern. Aircraft may recover via published recoveries, VFR, or instrument approach. Pattern breakouts are authorized. Normally, maximum aircraft allowed is eight, however, the watch supervisor retains final authority for determining ATC capability. The SOF will use operational priority to determine which aircrews are directed to land. Formation flights are counted as one until split-up.

B6.4.3.8. Pattern Departure. Request departure by adding “departing” to initial, closed downwind, high downwind, high key, 5 NM, and gear down calls. Expect departure clearance with landing clearance. For Runway 32L operations, if cleared the Falls departure plan on accomplishing the “runway heading” Falls departure. If the weather allows, the Tower may direct the crew to perform an outside downwind departure. If there is any doubt as to which departure to make, query the Tower. If making the request at any other point, Hangover Tower will explicitly approve or deny the request. If departing from an open pattern, call departing and change frequency on departure leg when one mile past departure end, or passing IH-10 on Runway 32L outside downwind departures.

B6.4.3.9. VFR Pattern Entry. On initial contact with Hangover Tower (before entering Class D airspace) state position (Spur / Karnes / actual position) with ATIS code, if available. After the initial contact report Truckstop on the Spur Recovery or Radar Initial on the Bracken / Coaster Recovery when landing Runway 14R. If returning to the pattern VFR for Runway 14R and not on a designated recovery, plan on entering at Truckstop, VFR entry or high key as appropriate. For Runway 32L plan on entering at Karnes, VFR entry (if arriving from the East) or high key as appropriate. After the initial contact, report Radar Initial or 5 Miles Radar when entering from Karnes.

B6.4.3.10. Closed / Low Closed / Low Key Traffic Pattern. Request closed / low closed / low key on departure leg or offset. Do not request closed / low closed / low key with traffic: between 5 miles and 2 miles on a straight-in or an instrument approach, between initial and the break, or between initial climbing to high key and when the high-to-low key aircraft is half-way between high key and low key (approximately heading 90 degrees to the runway). If the traffic conflict is resolved on the turn to crosswind, you may request closed by adding “turning crosswind” to the request. If told “negative (closed / low closed / low key)” turn crosswind at the appropriate point. If told to “standby” fly runway heading and then if no response is received by 1 NM past departure end, turn crosswind. If told “(closed / low closed / low key) approved,” report “(closed / low closed) downwind” for a closed / low closed pattern or report “high downwind” if going to low key. For traffic sequencing, maintain approximately 140 KIAS on closed downwind until abeam the break zone.

B6.4.3.11. Overhead Pattern / Break. Report Radar Initial or Initial. If planning to climb to low key in the break, make that request on the Initial call. Plan to go into the break anywhere from approach end to 3000 feet down the runway. Do not go into the break with traffic: between 5 miles and 2 miles on a straight-in or an instrument approach, between initial and the break, or between initial climbing to high key and low key.

B6.4.3.11.1. Break-point straight-through: If a traffic conflict prevents an aircraft from going into the break the aircrew will call "break-point straight-through." The tower may clear the crew for a late break if the traffic conflict is resolved. If no clearance to break is received by departure end, aircrews will turn crosswind.

B6.4.3.12. Straight-in. Request straight-in when abeam VFR entry on outside downwind, at VFR entry, or at Karnes. If told, "unable straight-in," report initial or radar initial as appropriate. If told "report 5 miles (outside downwind or VFR entry only)," continue as depicted in **Figure B6.7 or B6.8** and report "5 miles." Plan to arrive at the 5 NM point at 150 KIAS to aid in traffic sequencing. At 2 NM, report gear down. If outside 2 NM and instructed to breakout, breakout as depicted in **Figure B6.7 or B6.8**. If straight-in is not approved by the 3-mile point, execute a low breakout. If the pattern is open when flying an instrument approach, make the five miles radar (6 DME for 14R, 5 DME for 32L) and two mile call to provide situational awareness to the aircrews in the pattern.

B6.4.3.13. Go-Arounds / Low Approaches / Offsets. Climb or descend to 1300 feet MSL until initiating closed or turning crosswind and clear of inside downwind traffic. Do not over-fly aircraft on the runway below 1300 feet MSL. If a final turn offset is necessary, offset to the west for departing, low approach, touch-and-go, or straight-in traffic. Straight-in traffic will offset east for final turn conflicts unless directed otherwise. When safety of flight permits, acknowledge directed go-around. Aircrews should amplify phraseology (offsetting / offsetting east) to aircrew-initiated go-arounds to enhance situational awareness for controllers and other aircrews. Add "offset" or "offset east" to call sign radio calls in the offset position.

B6.4.3.14. Crosswind Turn. Aircraft on departure leg will turn crosswind ½ mile past the departure end. Aircraft that offset west on a go-around or aircraft that go break-point-straight-through will turn crosswind at departure end. Aircraft offset to the east turn crosswind at 1 NM past departure end. Exceptions include formation interval departures and aircraft requesting closed and told by Hangover Tower to "standby." In no case will aircraft extend more than 1 NM past departure end. All aircraft turning crosswind will remain below 1300 feet MSL until clear of inside downwind traffic.

B6.4.3.15. Traffic Conflicts. If a traffic conflict precludes turn to crosswind or closed pattern, the tower will de-conflict aircraft by using call sign and/or pattern position with instructions such as "CS, breakout / break (specific point) / extend upwind / closed approved."

B6.4.3.16. Pattern Breakouts. Attain breakout altitude before crossing any pattern ground track. Do not execute high breakout when pattern status is restricted. In addition, do not breakout in the final turn / low key, or inside 2 NM on a straight-in (go-around instead, offset as necessary). Breakout at the perch if straight-in inside 2 NM is not in sight or if insufficient spacing exists. Ground tracks and climbs and descents for breakouts/reentry are depicted in **Figure B6.7 and B6.8**. Report breaking out. Maneuver to re-enter at the VFR entry point at pattern altitude and airspeed. Report "CS, VFR entry." While maneuvering to the VFR entry, use caution for towers, other breakout traffic (low and high), and pattern entries from Truckstop.

B6.4.3.17. Gear Down Calls.. Touch and go landing is the default. Report gear down in the final turn, at low key or 2 miles on a straight-in. Add type landing, if other than touch and go, as required. Acknowledge landing clearance with call sign.

B6.4.3.18. High Pattern. Altitude is 2,800 feet MSL. Weather permitting, it is used for emergencies or as required. Crews requiring the high pattern will notify Hangover Tower and follow normal pattern ground track. Hangover Tower may be able to obtain clearance for

altitudes above the high pattern altitude from San Antonio Approach if needed. ELPs will be discontinued when the high pattern is in use.

B6.4.3.19. T-6 ELP. All Hangover ELPs are flown to the west within the lateral confines of Randolph Class D airspace. Normally, pilots request high key (3,800 feet MSL) on outside downwind or VFR entry. Hangover Tower will then coordinate with San Antonio Approach for the airspace. Follow the pattern ground track and remain at pattern altitude. On initial report initial for high key. If denied continue up initial for normal pattern operations. If approved, climb up to 3,800 feet MSL en-route to high key. Do not climb above 3,800 feet MSL during any part of the maneuver. Report reaching high key. Tower may direct aircraft to hold at high key if a traffic conflict exists, otherwise Tower will direct aircraft to report low key. Pilots departing high key who subsequently desire to return to high key must obtain approval from Tower. Pilots will report reaching low key with gear position. Prior to low key, tower may direct a breakout or return to high key if a traffic conflict exists. Pilots desiring to fly ELPs starting at low key refer to paragraph B6.4.3.10. T-6s may breakout after high key but not lower than low key. After descending from low key, T-6s will comply with go-around procedures or Tower instructions.

B6.4.3.20. After Landing. Pilots should normally clear the active on Taxiway G3 or G4, if able. Contact Hangover Ground when clear of the active runway and prior to entering Taxiway G. Coordinate back taxi instructions with Hangover Ground prior to entering Taxiway G. Single-ship aircraft (including formations splitting up in the break or closed pull-up) landing on the west half of Runway 14R/32L will not cross to the east half of the runway prior to Taxiway G5 (for 14R) or G2 (for 32L), unless approved by Hangover Tower. To cross centerline prior to departure end request, "CS, landing roll, request cold side." Hangover Tower will respond with "CS, landing roll, centerline cross approved" or "CS, landing roll, unable centerline cross."

B6.4.3.21. Runway Change. Tower will attempt to change runways when pattern traffic is at a minimum. Expect directive instructions to ensure deconfliction. Aircraft remaining in the VFR pattern will normally be directed to climb to 2,300 feet MSL (weather permitting) and re-enter at the appropriate VFR entry point.

B6.4.3.22. Squawk 1200 in the VFR pattern unless proceeding to High Key on an ELP then squawk 0400 (or as assigned by tower).

Figure B6.7. Randolph West VFR Pattern (14R).

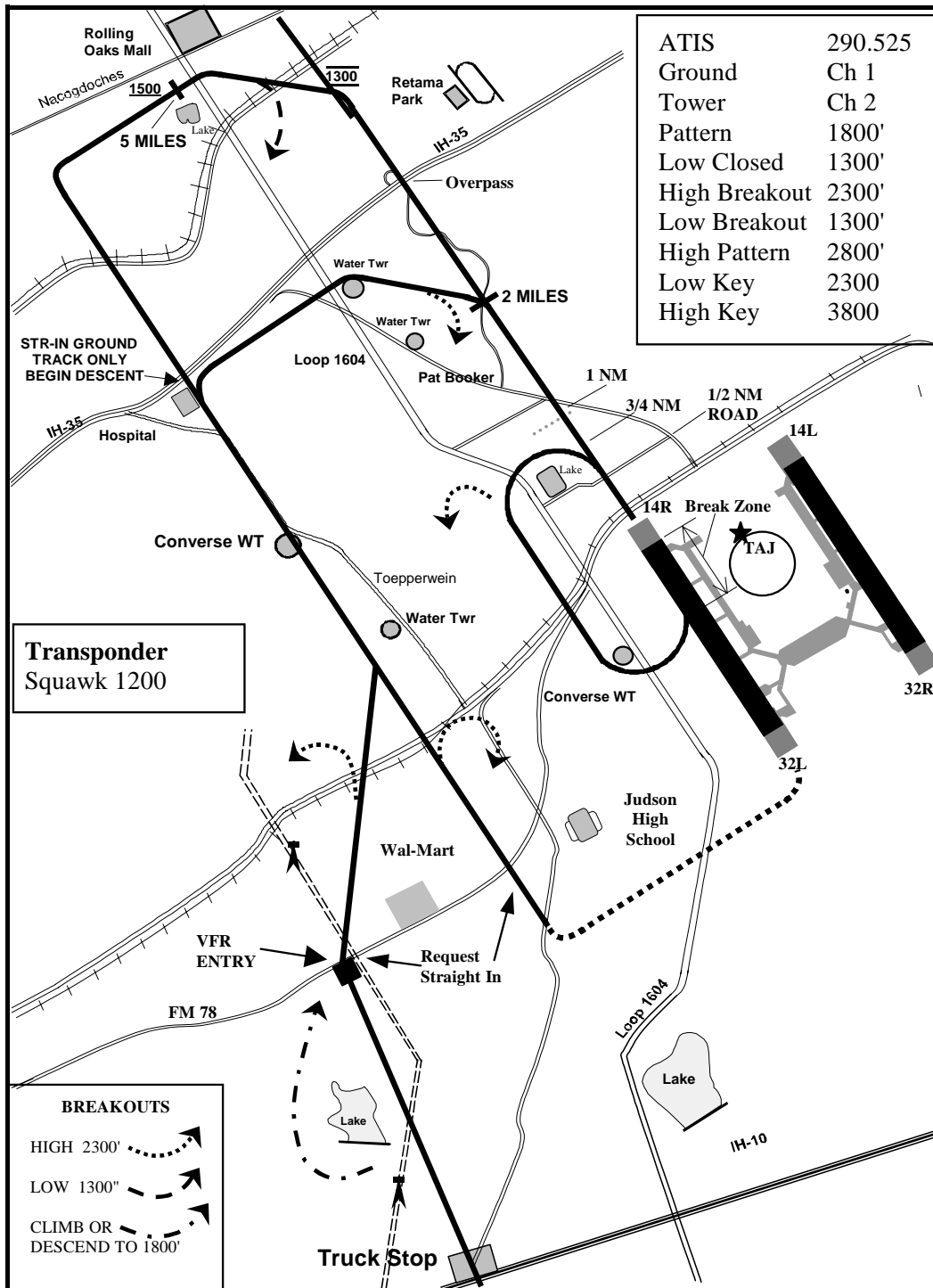
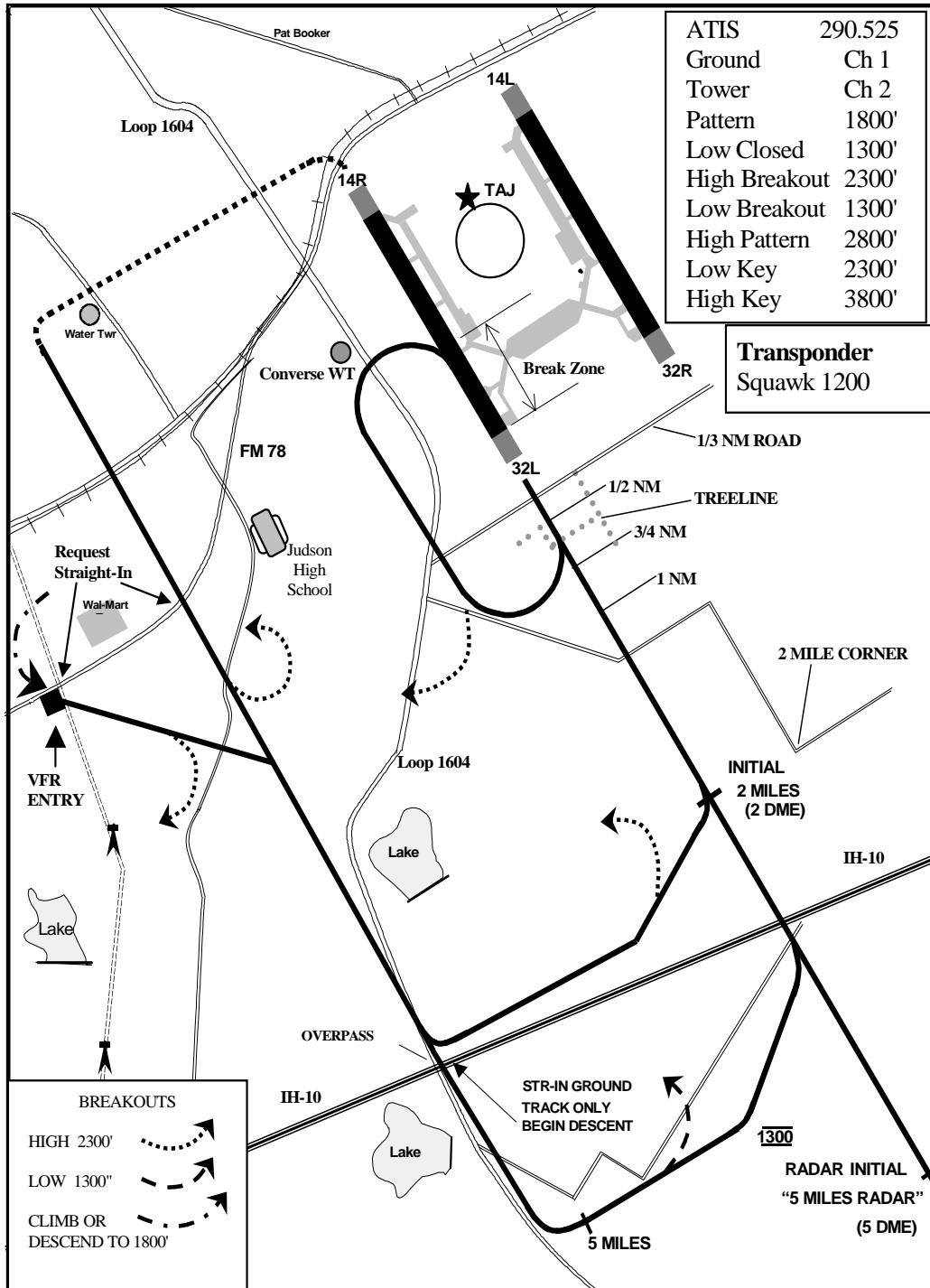


Figure B6.8. Randolph West VFR Pattern (32L).



**B6.4.4.** Single Runway Procedures. IAW RAFBI 13-203, The tower Watch Supervisor will initiate single-runway procedures during simultaneous T-37/T-6 and T-1A/T-38 mission flying when an aircraft becomes disabled on or near an active runway causing the runway to be closed, or when either tower becomes inoperable and/or must be evacuated.

B6.4.4.1. Initiation of single-runway procedures occurs when the closed runway tower notifies, in order, the opposite tower, San Antonio Approach, Supervisor of Flying and Airfield Management of the runway closure and that single-runway procedures are in effect. Both towers will make a broadcast on the local control frequency that "Runway 14L/14R/32L/32R is closed, single-runway procedures are in effect." The closed runway tower will advise San Antonio Approach of what caused the runway closure (for relay to inbound aircraft) and what recovery procedure is to be used.

B6.4.4.2. The open runway tower is responsible for sequencing all aircraft to the open runway. The following procedures will apply for control transfer of aircraft established in or entering the pattern:

B6.4.4.2.1. If the pattern status is Unrestricted or Restricted, the tower initiating single-runway procedures will retain control of aircraft and effect transfer of control of each aircraft to the open runway tower. Normally this will occur on downwind, after coordination and sequencing with the open runway tower and after eliminating potential conflicts with straight-in traffic.

B6.4.4.2.2. T-43 aircraft needing to transition to the west runway from the east runway visual pattern will extend base leg ensuring they cross under the T-1A/T-38 initial ground track at or below 2,100 feet MSL and the T-37/T-6 initial ground track at or below 1,300 feet MSL.

B6.4.4.3. If the pattern status is Closed, the tower initiating single-runway procedures will coordinate breakout for aircraft on final and transfer of control with San Antonio Approach.

B6.4.4.4. T-6/T-37/T-1A/T-38 Recovery Procedures. Aircraft recovering via the overhead pattern will enter their respective pattern at normal pattern altitude, call fuel on initial, and fly straight through unless directed to break. Specific recovery procedures for each pattern status are as follows:

B6.4.4.4.1. Both Patterns Closed. All aircraft will recover via an instrument approach to the open runway.

B6.4.4.4.2. West Pattern Restricted And East Pattern Closed:

B6.4.4.4.2.1. West Runway Open. All aircraft will recover via an instrument approach. T-37/T-6 aircraft already established in the pattern will be sequenced to land by Hangover Tower.

B6.4.4.4.2.2. East Runway Open. All aircraft will recover via an instrument approach. T-37/T-6 aircraft already established in their pattern will be sequenced to land by Randolph Tower. T-37/T-6 aircraft will fly the pattern at normal pattern altitude, break at the normal point (when directed), extending the turn to land on the east runway ensuring they cross under the T-37/T-6 initial ground track at or below 1,300 feet MSL.

B6.4.4.4.3. West Pattern Unrestricted And East Pattern Restricted Or Closed:

B6.4.4.4.3.1. West Runway Open. T-37/T-6 aircraft will recover to initial. T-1A/T-38 aircraft will recover via an instrument approach. T-1A/T-38 aircraft already established in their pattern (Restricted Status) will be sequenced to land by Hangover Tower. T-1A/T-38 aircraft will fly the pattern at normal pattern altitude, break at the normal point (when directed), extending the turn to

land on the west runway ensuring they cross under the T-1A/T-38 initial ground track at or below 2,100 feet MSL and the T-37/T-6 initial ground track at or below 1,300 feet MSL.

B6.4.4.4.3.2. East Runway Open. T-37/T-6 aircraft will recover to initial for the west runway and are sequenced to land by Randolph Tower. T-37/T-6 aircraft will fly the pattern as described in paragraph B6.4.4.4.2.2. above. T-1A/T-38 aircraft will recover via an instrument approach. T-1A/T-38 aircraft already established in their pattern (Restricted Status) will be sequenced to land by Randolph Tower.

B6.4.4.4.4. Both Patterns Unrestricted:

B6.4.4.4.4.1. West Runway Open. T-37/T-6 aircraft will recover to initial and T-1A/T-38 aircraft will be sequenced to the runway from the east overhead pattern. T-1A/T-38 aircraft will fly the pattern as described in paragraph B6.4.4.4.3.1. above. All missed approaches, go-arounds, and straight-throughs will be normal VFR procedures. Closed patterns after a missed approach/go-around will be to the west. T-1A/T-38 aircraft not cleared for a closed pattern will turn crosswind to the east traffic pattern.

B6.4.4.4.4.2. East Runway Open. T-1A/T-38 aircraft will recover to initial and T-37/T-6 aircraft will be sequenced to the runway from the west overhead pattern. T-37/T-6 aircraft will fly the pattern as described in paragraph B6.4.4.4.3.2. above. All missed approaches, go-arounds, and straight-throughs will be normal VFR procedures. Closed patterns after a missed approach/go-around will be to the east. T-37/T-6 aircraft not cleared for a closed pattern will turn crosswind to the west traffic pattern.

B6.4.4.4.4.3. Until all aircraft that normally would have recovered to the closed runway have landed, no takeoffs will be permitted from the open runway and all landings will be to a full-stop. Once the closed runway traffic has recovered, normal operations for the open runway may be resumed. Randolph aircraft will follow procedures located in in-flight guides for Single-Runway Operations.

B6.4.5. Airspace/MOA/Recovery Procedures.

B6.4.5.1. Scheduling procedures. Wing Airspace (12 OSS/OSOA) is the OPR for all Randolph AFB MOA scheduling. 12 OSS/OSOA may delegate routine airspace scheduling to user squadrons via MFR or policy letters.

B6.4.5.2. In-Flight (General).

B6.4.5.2.1. When Randolph AFB's ceiling and visibility are reported at or above 3,000 feet AGL and 3 miles visibility, local mission departures will maintain VFR until making radio and radar contact with San Antonio Approach. If no radio and radar contact is made prior to 10 DME, return to Randolph VFR.

B6.4.5.2.2. T-1, T-6, T-37, and T-38 out-and-back missions to Kelly Field Annex will depart Randolph AFB using their local call sign and utilize stereo flight plans, if required. The duty desk will pass the call sign and planned takeoff times to Airfield Management. Aircrews will advise ground and tower of their intentions to land at Kelly Field Annex. For non-stereo flight plans, file a DD Form 175 with Randolph AFB Airfield Management.

B6.4.5.3. Randolph MOA procedures. Pilots are responsible for remaining within the boundaries of their assigned areas; however, the controlling agency issues radar advisories for the purpose of traffic separation. Aircraft operating in RAN1B must maintain operations in VMC conditions. If unable, contact SAT Approach Control and advise the controller you are unable to maintain VMC.

B6.4.5.3.1. Expect area assignment from Houston Center (San Antonio Approach for RAN 1B South MOA) before the termination fix of the assigned departure.

B6.4.5.3.2. Pilots should annotate on Airspace Denial Log if denied access or limited to portions of the MOAs. Logs are located at each Squadron Duty Desk.

B6.4.5.3.3. Controller Phraseology. The phraseology and associated pilot requirements are as follows:

B6.4.5.3.3.1. Radar Advisory: Controller states: "(Call Sign), work (cardinal direction)." Pilot acknowledges with call sign, and upon completion of the current maneuver or as soon as practicable, turns via the shortest route toward the direction specified by the controller.

B6.4.5.3.3.2. Immediate Radar Advisory: Controller states, "(Call Sign), work (cardinal direction) immediately." Pilot acknowledges with call sign, discontinues the current maneuvers, and immediately turns via the shortest route toward the direction specified by the controller.

B6.4.5.3.3.3. Controllers may issue altitude as well as radial/DME restrictions to ensure separation between participating and non-participating aircraft. Aircrews will annotate all restrictions on the Airspace Denial Log.

B6.4.5.3.4. Controlling agency may transfer aircraft or formations from one area to another to facilitate the use of the areas. Pilots may request to use an unassigned area if it will improve their profile or recovery.

B6.4.5.3.5. Only proceed direct to an assigned area if cleared "direct." Pilots may request direct at any time. Maneuvering airspace and block altitudes are automatically on request.

B6.4.5.4. Randolph Recovery Procedures.

B6.4.5.4.1. Airspeeds: T-6 and T-37s fly recoveries at 200 KIAS until base leg, then 160 knots minimum until 13 DME final.

B6.4.5.4.2. MOA Recovery: All aircraft should monitor ATIS, then request recovery with San Antonio Approach or Houston Center on specified exit frequency. Clearance for enroute descent is clearance to descend through adjacent areas.

B6.4.5.4.3. Formations: Wingmen will remain within five (5) NM of lead aircraft while established in the MOA. Be in standard formation before exiting area unless cleared for non-standard formation. If desiring formation split for recovery, file a return flight plan for wingman prior to takeoff (or recovery will be delayed), or attempt to split formation in the MOA. Expect a delay between recoveries for IFR separation. If the MOA is full and there are aircraft on departure inbound for the MOA, San Antonio Approach or Houston Center will clear the longest in the area for recovery.

B6.4.5.4.4. Aircrews must notify San Antonio Approach of circling approach requests as soon as possible so adequate spacing can be provided. Due to the congested airspace, opposite direction approach requests are usually denied.

B6.4.5.4.5 Aircrews will report the ATIS code on initial check in with Tower. If the ATIS you have is no longer current, the controller will report the current information. If you do not have ATIS information report "negative ATIS" when checking in with the tower and the controller will report the information.

B6.4.5.4.6 When West (Hangover) Tower is closed, Runway 14R/32L will not normally be used for any type of aircraft operation other than an instrument approach, which terminates in a restricted low approach.

B6.4.5.4.7. Aircraft/formations that cancel with San Antonio Approach will maintain VFR hemispheric altitudes to VFR entry or 10 NM initial. If proceeding direct initial, aircraft will descend at the 10 NM point to pattern altitude. Ensure departure routes are clear while proceeding direct to the VFR entry point.

B6.4.5.4.8. All 12 FTW based aircraft will use UHF as the primary means of communication with Randolph and Hangover ground and tower controllers.

B6.4.5.4.9. TACAN 14L/32R Deconfliction. Due to potential conflicts between TACAN RWY 14L/32R final approach course and aircraft operating in the West VFR pattern; the TACAN 14L/32R will not be flown when the Hangover pattern is open.

B6.4.5.4.9.1. All aircrew will monitor ATIS to determine current status of the Hangover traffic pattern. If the pattern is closed, aircrew may request and fly the TACAN RWY 14L/32R. If the Hangover pattern is open, aircrew will not request or fly the Hi-TACAN RWY 14L/32R nor will they fly the final approach portion of the approach.

B6.4.5.4.9.2. If the aircrew is unsure of pattern status, they will contact RAFB SOF for current status prior to requesting the approach with San Antonio Approach.

B6.4.5.4.10. Simultaneous ILS Approaches. Aircrews should expect notification that "Simultaneous ILS approaches are in effect" either through ATIS or by direct radio contact. Radar monitoring by ATC is done to ensure separation between aircraft on each parallel approach. All associated ground and airborne equipment must be operating. Pilots shall advise approach control immediately of malfunctioning or inoperative receivers.

B6.4.5.4.10.1 Aircrews will report "RUNWAY IN SIGHT" to tower. This allows tower personnel to discontinue approach monitoring and focus more attention on the visual pattern.

B6.4.5.4.10.2 All aircrew will make every effort to avoid the Non-Transgression Zone (NTZ). Overshooting final or making deviations to course due to birds, weather or while simulating student errors towards the NTZ may elicit a call from ATC. If penetrating the NTZ results in a potential conflict, aircrew can expect breakout instructions to be issued. Aircrew can expect an initial clearance of runway heading to 3000'.

B6.4.6. Weather Recall/Alert and Divert Procedures. When notified of a weather recall or divert, aircrews' contact Randy or Hangover SOF as appropriate with call sign, fuel on board, and intentions. Aircrews should conserve fuel while awaiting recovery sequencing. Randy SOF will coordinate with the T-43 and T-1 Ops Sups to determine fuel status of airborne aircraft. Randy SOF will forward SIGMET information affecting T-43 and T-1 operations to appropriate duty desk.

B6.4.7. BAK-15 (61QSII) Arresting System Procedures.

B6.4.7.1. The 12 FTW will operate on both runways with the departure end BAK-15 Barriers in the down position.

B6.4.7.2. BAK-15 compatible aircraft on initial takeoff or a touch-and-go will remain on tower frequency until safely airborne. When needed, the aircrew must call "BARRIER, BARRIER, BARRIER" to alert the Tower local controller to activate the barrier into the raised position. Tower controllers will not activate the barrier on their own initiative. They will react only to an aircrew request. Exception: The barrier will be raised for the full stop landing of NORDO T-38.

**Attachment 7 (Added) (RAFB)****HONDO PATTERN OPERATIONS**

**A7.1.** These procedures apply when the RSU (TINCAN) is in control of T-6 Hondo traffic. Aircrews will not use Hondo during normal duty days when the RSU is not manned. Hondo operations are restricted to daylight only. An instructor pilot must be on board. Aircraft not participating in TINCAN's operation have the right of way. TINCAN will direct participating aircraft to give way to non-participating aircraft. The RSU crew may enter ONLY via an instrument approach, ELP, or rectangular pattern and operate to the east. During non-duty days, aircrew will follow the guidance in AFI 11-2T-6 Volume 3 and this publication for non-towered airfields. **Figure A7.1** shows the Hondo Pattern.

**A7.2. Weather Requirements:**

<u>STATUS</u>	<u>WX MINS</u>
OPEN	4,500 feet MSL (3,500 feet AGL) 3 miles visibility
OPEN-NO HIGH KEY	4,000 feet MSL (3,000 feet AGL) 3 miles visibility
CLOSED	<4,000 feet MSL (<3,000 feet AGL) < 3 miles visibility

**A7.3. Radio procedures:** Aircrews will use UHF primary for pattern operations with TINCAN.

A7.3.1. All aircraft will announce their Hondo position and arrival intentions on UNICOM (VHF) before contacting TINCAN. "HONDO TRAFFIC, CS, A SINGLE MILITARY T-6, XX MILES EAST/WEST FOR PATTERNS RUNWAY 17 LEFT/35 RIGHT, HONDO."

A7.3.2. All aircrew will monitor UNICOM in Hondo's pattern. T-6 aircrews will refrain from making UHF radio calls during civilian VHF broadcasts that are directed at Hondo's pattern operations. If TINCAN doesn't respond (on VHF) to civilian traffic that may impact the Hondo pattern, aircrews will advise TINCAN on UHF. Similarly, RSU crews will advise T-6 crews on UHF of potential civilian aircraft conflicts in the pattern.

A7.3.3. When TINCAN is operational, aircrews will refrain from responding to or conversing with civilian traffic unless immediate conflict resolution is required. The RSU crew will be the primary focal point for coordination with civilian traffic.

A7.3.4. Add "FUEL/ DEPARTING {EAST/WEST}, ZERO TORQUE/AOA" two calls prior to the landing/touch and go. Add "FULL STOP/DEPARTING {EAST/WEST}, ZERO TORQUE/NO FLAP/AOA" as required to gear down call when appropriate, e.g., "CS, GEAR DOWN, NO FLAP, DEPARTING EAST." Aircrews should be aware that TINCAN is responsible for separation of aircraft departing and is required to build the appropriate separation between subsequent departures.

**A7.4. Pattern Entry:** All aircrews will announce their intentions or state request on first contact with TINCAN. All Hondo arrivals from the Fantom MOA will proceed to BRICK for sequencing to High Key or VFR entry. Arrivals from Fantom MOA will not go to extended initial. Make the UNICOM call prior to Brick. At Brick report, "CS, BRICK FOR {VFR ENTRY/HIGH KEY}." Request a straight-in at VFR entry if desired, otherwise initial is assumed. Arrivals from Randolph should report 10 miles east of the field for sequencing to High Key or extended (5 mile) initial. Aircraft arriving from the east will not go to VFR entry. After making the UNICOM call

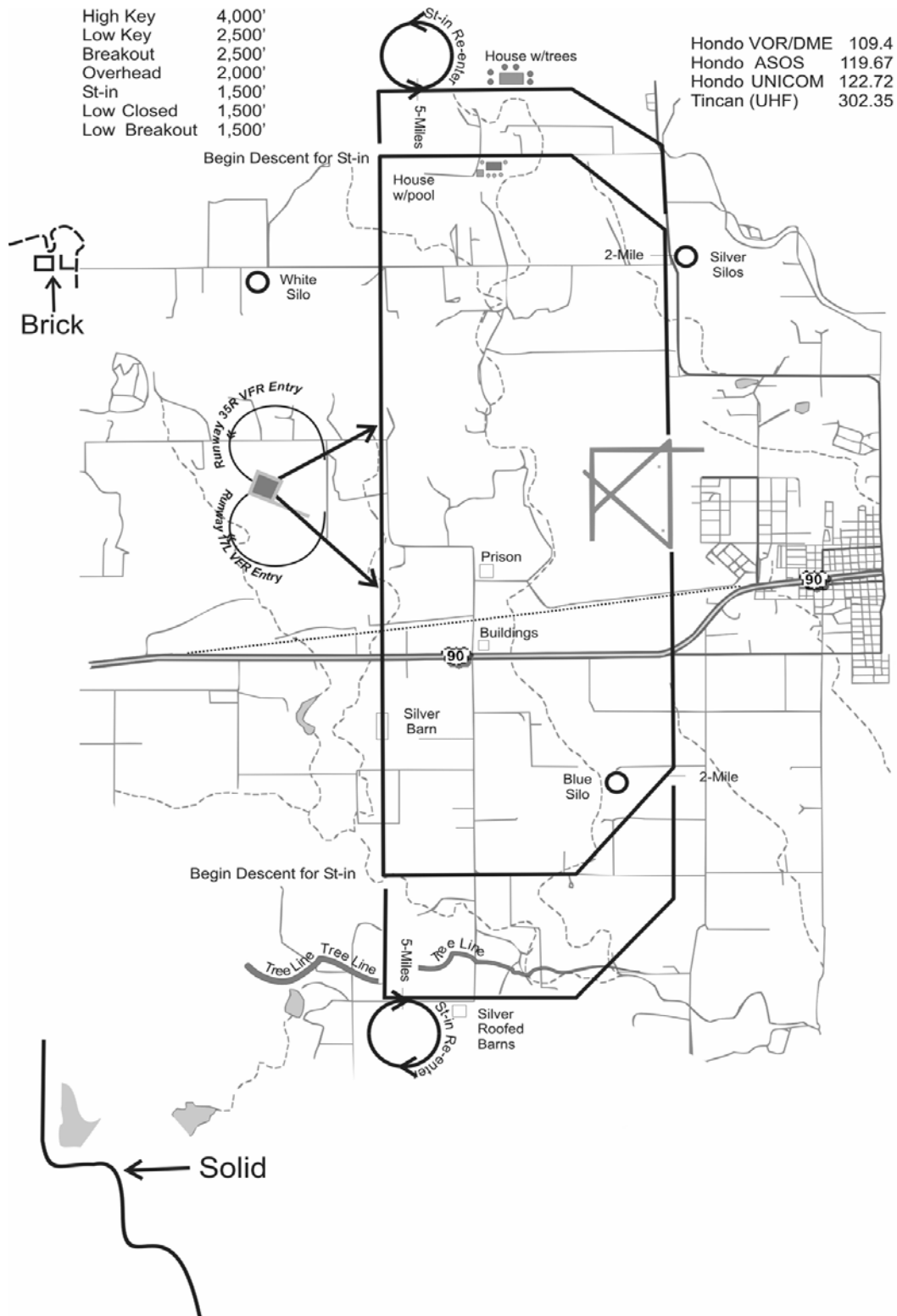
at 10 miles east report, "CS, 10 MILES EAST FOR {HIGH KEY/EXTENDED INITIAL}." Proceed as follows when cleared by the RSU.

A7.4.1. VFR Entry: Entering the pattern via the VFR entry point may only be accomplished if arriving from Brick. Plan to arrive wings level, at pattern altitude, 1 mile prior to the VFR entry point.

A7.4.2. Extended Initial: Plan to intercept extended initial at 5 miles from the field. Use caution for possible civilian VFR arrival and GPS approach traffic. At 5 mile initial, report "CS, EXTENDED INITIAL".

A7.4.3. High Key: Establish 125 knot glide as practical when east of the field or prior to crossing BRICK if arriving from the Fantom MOA. Plan to arrive at BRICK between 7000' and 8500', weather permitting. Proceed to High Key with minimal maneuvering. Report an accurate 1 minute from High Key with all maneuvering complete, if possible. "CS, 1 MINUTE."

Figure A7.1 Hondo Pattern



**A7.5. Simulated ELP Procedures:**

A7.5.1. Aircraft must have a minimum of 1000' below the clouds and 3 miles visibility (per FAA waiver for Hondo operations) to execute High Key ELPs at Hondo. If weather doesn't allow for proper cloud clearances, the RSU will not grant approval for High Key/ELPs.

A7.5.2. Fly ELPs to the east side of the runway.

A7.5.3. Request High Key on initial, "CS, INITIAL, REQUEST HIGH KEY." When the RSU states, "REPORT HIGH KEY," begin climb to arrive at High Key at 4000', weather permitting (or no lower than 3500' to maintain cloud clearances). If denied High Key continue with a normal overhead unless otherwise directed.

A7.5.4. If there are two or less aircraft total in Hondo's pattern, crews may request direct High Key from upwind leg. "CS, REQUEST DIRECT HIGH KEY." When the RSU states, "HIGH KEY APPROVED," climb to the east side of the pattern. Call "CS, HIGH DOWNWIND [ZERO TORQUE, DEPARTING {EAST/WEST}]," when rolling out on downwind on the climb to High Key. If the RSU states, "NEGATIVE HIGH KEY," turn crosswind.

A7.5.5. Report High Key overhead or parallel to the runway, approaching approximately 1000 feet down the runway. "CS, HIGH KEY [ZERO TORQUE, DEPARTING {EAST/ WEST}]." Do not delay this position report. The RSU will not respond to this call unless directing the crew to reset or breakout. If the RSU states, "HIGH KEY RESET," make a 360 degree orbit to the east maintaining High Key altitude. Report High Key again when over High Key. Discontinue the ELP if a conflict is perceived, the descent profile becomes unreasonable, or directed by the RSU controller at any point between the High Key and Low Key. Request reset High Key, execute breakout, or advise departing the pattern, after discontinuing the ELP.

A7.5.6. Request Low Key on departure leg, "CS, REQUEST LOW KEY." When the RSU states, "LOW KEY APPROVED," climb to the east side of the pattern and call "CS, HIGH DOWNWIND, [ZERO TORQUE, DEPARTING {EAST/WEST}]," when rolling out on downwind.

A7.5.7. At Low Key (abeam the intended touchdown point) report, "CS, LOW KEY, GEAR DOWN, [ZERO TORQUE, DEPARTING {EAST/WEST}]." Do not delay this position report. If gear not confirmed by Low Key, call gear down no later than base key. Do not breakout past Low Key (go around instead, offset as to the East unless directed otherwise by the RSU).

**A7.6. Overhead Pattern:** Report "CS, INITIAL, [DEPARTING{EAST/WEST}]" at the appropriate points. Do not break with an aircraft between High and Low Key, an aircraft between 5 and 2 miles on a straight in or abeam aircraft on closed or high downwind. If you reach the end of the break zone and are unable to break due to traffic conflicts, state "CS, BREAK POINT STRAIGHT-THROUGH" and turn crosswind at departure end and clear of closed downwind traffic. Clear for departure leg/offset traffic turning crosswind. If the RSU directs any of the following, comply if clear of conflicts, and acknowledge with call sign:

A7.6.1. "STRAIGHT-THROUGH INITIAL, CLEARED TO BREAK." Break from present position.

A7.6.2. "STRAIGHT-THROUGH INITIAL, CLEARED LATE BREAK." Break when clear of closed downwind or when straight-in aircraft calls 2 miles.

A7.6.3. "STRAIGHT-THROUGH INITIAL, BREAK {DEPARTURE END/HALF MILE PAST DEPARTURE END}," etc. Break as directed.

**A7.7. Closed Pattern.** Request closed clear of offset/closed downwind traffic. For traffic sequencing, maintain approximately 140 KIAS minimum on closed downwind until abeam the break zone. Do not request closed patterns with traffic between: initial and the break, initial for High Key and half way between High Key and Low Key, one minute or high downwind and half way between High Key and Low Key, or between 5 and 2 miles on a straight-in. If the initial/straight-in conflict is resolved during the turn to crosswind, and you are in a position to fly a normal closed pattern, you may request: "CS, TURNING CROSSWIND, REQUEST {CLOSED/LOW CLOSED}."

A7.7.1. If cleared closed, state "CS, {CLOSED/LOW CLOSED} DOWNWIND, [DEPARTING {EAST/WEST}]," once established on closed/low closed downwind.

A7.7.2. If denied closed or no clearance received, turn crosswind no later than 1 mile past the departure end of the runway for departure leg traffic, or departure end for offset (pattern side) traffic. If told to "STANDBY," or no response is received, continue on runway heading. If no clearance received by one mile past departure end, turn crosswind.

**A7.8. Final/Base Turn Spacing.** Do not initiate the final/base turn with a straight-in inside of 2 NM unless you have the straight-in aircraft in sight and can maintain normal pattern spacing. Also, do not initiate the final/base turn with an aircraft already in the final/base turn on the opposite side of the pattern unless you have that aircraft in sight and can maintain normal pattern spacing. Report the preceding aircraft in sight on the gear down call, e.g. "CS, GEAR DOWN, [STRAIGHT-IN/FINAL TURN/BASE TURN] IN SIGHT." In this case, make the gear down call no later than ½ way around the final/base turn.

**A7.9. Reduced Same Runway Separation (RSRS).** Aircrews using Hondo will use alternate sides of the runway. When using alternate sides of the runway, the minimum RSRS is 3,000 feet, or preceding aircraft airborne. When not using alternate runway sides, the minimum RSRS is 6,000 feet. RSRS does not apply to an aircraft on a touch and go behind an aircraft on a full-stop, to civilian traffic, or when the runway condition is wet. In this case the preceding aircraft must be clear of the runway.

**A7.10. Touch-and-Go/Go-around/Low Approach.** Maintain at or below 1500' MSL on departure leg, offset, or turning crosswind until initiating closed or clear of inside downwind. Do not over-fly men or equipment on the runway below 1500' MSL. When safety of flight permits, acknowledge a controller-directed go-around with call sign. Add amplifying remarks to an aircrew-initiated go-around to enhance situational awareness for controllers and other aircrews, e.g., "FINAL'S ON THE GO, [OFFSETTING {WEST/EAST}]."

**A7.11. Offset.** For takeoff, low approach, or touch-and-go conflicts, offset to the side of the pattern that the pattern was flown (west for normal/no-flaps, east for ELPs). Straight-in aircraft should expect to offset to the opposite side of the final/base turn conflict. Add "OFFSET {EAST/WEST}" to call sign on all radio calls in the offset position, e.g., "CS, OFFSET {EAST/WEST}, REQUEST {CLOSED/LOW KEY/HIGH KEY}."

**A7.12. Crosswind Turn.** Aircraft offset to the box pattern side must turn crosswind no later than departure end. Aircraft over the runway or offset to opposite side of the box pattern must turn crosswind no later than 1 mile past the departure end of the runway and clear of offset/closed downwind traffic.

**A7.13. Departure End Traffic Conflicts.** If a traffic conflict precludes turning crosswind or closed pattern, the RSU will direct specific aircraft by position to extend, i.e., “[DEPARTURE LEG/ STRAIGHT THROUGH INITIAL/ OFFSET] EXTEND.” Directed aircraft may request closed if desired, but they must continue on runway heading until the RSU either approves by position the closed pattern, or directs by position the aircraft to turn crosswind/breakout. Aircraft on departure leg/offset will maintain 1500’. Straight-through initial traffic will maintain 2000’.

**A7.14. Straight-in.** Request straight-in abeam the VFR entry on outside downwind, or at VFR entry. “CS, {VFR ENTRY/(no extra verbiage required if on outside downwind)}, REQUEST STRAIGHT-IN.”

A7.14.1. If told “NEGATIVE STRAIGHT-IN,” report initial.

A7.14.2. If told “REPORT 5 MILES,” fly the ground track and descend to straight-in altitude as depicted in the IFG. Clearance is normally received at 5 NM; breakout if clearance is not received upon reaching 3 NM. At 5 NM, report “CS, 5 MILES, [DEPARTING {EAST/WEST}].”

A7.14.3. If told “CLEARED STRAIGHT-IN,” continue as depicted in the IFG. If told “NEGATIVE STRAIGHT-IN, BREAKOUT,” breakout as explained in A7.15. If denied and told to “RE-ENTER,” accomplish a 360 degree turn away from the pattern and call 5 miles again. At 2 NM, report “CS, 2 MILES, GEAR DOWN [FULL STOP/NO-FLAP/DEPARTING {EAST/WEST}].” In the event two aircraft are flying straight-ins and the first aircraft is told at the five mile point to “RE-ENTER,” the second aircraft will not descend to 1500’ and will turn at 90-to-initial to fly the overhead pattern ground track.

**A7.15. Breakout.** Attain breakout altitude before crossing any pattern ground track. Do not breakout from the final turn, inside of Low Key, or inside 2 NM on a straight-in (go around instead, offset as necessary).

A7.15.1. Ground tracks and climb/descent points for breakout/re-entry are depicted in **Figure A7.1**. When breaking out, report “CS, location, BREAKING OUT.” While doing so, use caution for other breakout traffic, pattern straight-ins, towers, and final turn traffic. When executing a low breakout, maneuver to cross the outside downwind ground track at 1500’ prior to the start descent point for the straight-in pattern. This is to eliminate the potential for conflicts with pattern straight-ins descending to 1500’. Climb to 2000’ once clear of outside downwind and prior to reaching VFR entry. Upon reaching VFR entry, report “CS, VFR ENTRY, [REQUEST STRAIGHT-IN].”

**A7.16. High Pattern.** Altitude is 3000’. Used for emergencies or as required, weather permitting. Crews requiring the high pattern will notify the RSU and follow the normal pattern ground track. No ELP training will take place while the high pattern is in use.

**A7.17. Position Reports.** If unable to make required position calls at designated reporting points, report actual position when able, e.g., “CS, 1.5 MILES, GEAR DOWN.”

**A7.18. Hondo departures.** RSU crews will attempt to give departures in the same direction (east/west) 5 minutes spacing. Add departing (east/west) on last two radio calls prior to departing. Departure clearance is assumed. If there is a problem with spacing the RSU crew will state, "NEGATIVE DEPARTURE." If denied departure, fly another pattern as required and reattempt departure.

A7.18.1. Departure East. If departing east (Coaster or Orca) fly the pattern ground track and depart from outside downwind at the turn to 90-to-initial. Call departing when climbing to depart the pattern, "CS, DEPARTING EAST." If TINCAN is on a runway opposite direction to Randolph, expect the RSU controller to state the actual departure to be used and depart straight out from departure leg.

A7.18.2. Departure West (to the Fantom MOA). On Runway 17 call "CS, DEPARTING WEST," on upwind and climb to 3,000' on runway heading. On Runway 35, fly the pattern ground-track. Abeam 90-to-initial, call "CS, DEPARTING WEST," and climb to 3000' on outside downwind heading. Upon reaching 3000' turn towards SOLID (SAT 234/048), and continue climb to 5,500', weather permitting. Remain VFR until contact with Houston Center. Call "HOUSTON, CS, DEPARTING HONDO, REQUEST FANTOM AREA." Follow Houston's directions. If cleared direct, climb to 8500' and proceed direct to assigned area. Remain clear of BRICK and avoid over-flying Hondo airfield. Once within the lateral confines, climb into the assigned area and call established to Houston on Ch 15 (UHF), and monitor TEXAN OPS on Ch 9 (VHF).

**Attachment 8 (Added) (RAFB)****LOCAL T-6 EMERGENCY AIRFIELD SURVEY**

**A8.1** Aircrews should always consider weather, energy level and experience level before attempting an ELP at any of these airfields.

**A8.2 Hondo/Coral Arrival and northern departure emergency airfields:****A8.2.1**

<b>Bulverde Airpark (1T8)</b>
<b>Not Suitable</b>

A8.2.1.1. **Runway length is less than 3000' and makes Bulverde unsuitable.**

A8.2.1.2. Eject in lieu of an attempted emergency landing at Bulverde Airpark.

**A8.2.2.**

<b>Kestrel Airpark (1T7)</b>	3000' x 40'	12-30	RND 345/19
Suitable	Elevation 1250' MSL	No Approaches	Unicom: 122.975

A8.2.2.1. Kestrel is located 4 miles north of Bulverde. Runway 12 has a severe downslope which will be a major factor in stopping the aircraft within the 3000' feet of paved surface.

**A8.2.3.**

<b>Camp Bullis Assault Strip (9TX5)</b>	3600' x 60'	10-28	RND 320/19
Suitable	Elevation 1154' MSL	No Approaches	Unicom:

A8.2.3.1 Camp Bullis is a cement stabilized soil, crushed limestone assault strip on the northeast corner of the base. The 12th Wing considers Camp Bullis a prepared surface IAW the T-6 Dash-1 in the event of an emergency. The runway is within gliding distance throughout the eastbound leg of the Coaster recovery. It is regularly used by C-130s and well maintained by the US Army.

**A8.2.4.**

<b>Boerne Stage Field (5C1)</b>	4325' x 60'	17-35	RND 306/24
Suitable	Elevation 1380' MSL	No Approaches	Unicom: 123.0

A8.2.4.1. Busy civilian airport on the Coaster Recovery. T-6s at 7000' are on profile for an ELP to this field for a considerable amount of time between the two turn points on the Coaster recovery. 720' displaced threshold on Rwy 17. Runway is in excellent condition. Glider activity in the late afternoon may be a factor.

**A8.2.5.**

<b>San Geronimo Airpark (8T8)</b>	3000' x 40'	17-35	RND 276/27
Suitable	Elevation 1040' MSL	No Approaches	Unicom: 122.9

A8.2.5.1. No overruns. Located on the inbound leg of the High Kelly Procedure and may be useable on the downwind leg of the Fiesta procedure. No significant hazards on the approach to either runway. Very limited activity on field.

**A8.2.6.**

<b>Martindale AAF</b>
<b>Not Suitable</b>

A8.2.6.1. Martindale is listed as an Army National Guard heliport and is listed closed for fixed wing operations.

A8.2.6.2. Eject in lieu of an attempted emergency landing at Martindale AAF.

**A8.3. South MOA and SR-287 emergency airfields:****A8.3.1.**

<b>Kenedy, Karnes County (2R9)</b>	3218' x 60'	16-34	RND 160/46
Suitable	Elevation 291' MSL	No Approaches	Unicom: 123.0

A8.3.1.1. No overruns. Runway is in good repair. No obstructions on approach to either runway. However, there is a creek approx. 200' off the south end of the runway. The manager of this public airfield indicated there is often moderate traffic in the local area and recommends making a radio call on VHF UNICOM, time permitting.

**A8.3.1.2. Seriously consider ejecting if it appears you will land long at Karnes County due to runway length and the hazard off the end of the runway when landing to the South.**

**A8.3.2.**

<b>Pleasanton Municipal (PEZ)</b>	4000' x 75'	16-34	RND 206/40
Suitable	Elevation 429' MSL	GPS Approach	Unicom: 122.7

A8.3.2.1. Newly resurfaced. The runway has a displaced threshold on Runway 16 approx. 403' long. Pleasanton is located 8 miles from turn-point Bravo on SR-287. Routinely used by Navy aircraft. The runway is crowned in the center and has a drainage ditch on the east side of the runway in the center between the 1000' and 2000' point of the runway. There are some trees on both approach ends but they are at least 500' away and pose no hazard.

**A8.3.3.**

<b>Connally Ranch (Private) (8TA0)</b>	4050' X 60' E	11-29	RND 182/20
Suitable	Elevation 530' MSL	No Approaches	Unicom:

A8.3.3.1. No overruns. Runway is in good repair. No major obstructions off the end of either runway. No obstructions on approach to either runway. Connally is located at the northwest corner of the South MOA and 7 miles west of the entry point for SR-287. The owner is a rancher with a home next to the runway. Although there are a lot of cattle in the area, they are isolated from the runway with strong fencing.

## A8.3.4.

<b>Arrow South Ranch (Private) (TE26)</b>		5500' x 50' E	12-30	RND 190/44
Suitable	Elevation 275' MSL	No Approaches		Unicom:

A8.3.4.1. No overruns and a large "X" at both ends of the runway but the owner advises us that the symbol is there to discourage civilian unauthorized use. Arrow South sits 2 miles from the centerline of SR-287 between points B and C ( 7+45 mins. into the route). In the event of an engine malfunction during SR-287, Arrow would be a very viable choice particularly in light of the runway length. The runway is in very good condition and has a fence approx. 100' around the entire airfield. Runway has an increasing gradient on runway 12 that is favorable since that is the prevailing runway. There are no hazards or obstructions near the runway, but there is a 475' tower 2 miles to the north of the field on the opposite side of I-37 (it is well marked on all charts).

## A8.3.5.

<b>Bailey (Private) (2TS8)</b>
<b>Not Suitable</b>

A8.3.5.1. There are numerous large bushes (5'-10') that are growing over the edges of the runway surface and both ends of the runway. These bushes have trunks up to 8" in diameter and branches up to 1" in diameter that would clearly impact the wing of the T-6 during the landing. **These bushes constitute a major hazard and make Bailey unsuitable for landing.**

A8.3.5.2. Eject in lieu of an attempted emergency landing at Bailey.

**Attachment 9 (Added) (RAFB)****OPERATIONAL/FUNCTIONAL CHECK FLIGHTS****A9.1. RESPONSIBILITIES AND PROCEDURES FOR ACCOMPLISHING FUNCTIONAL CHECK FLIGHTS**

A9.1.1. Maintenance Operations Center Responsibilities. 12 FTW/MXOO (MOC) will accomplish the following:

A9.1.1.1. Notify 12 FTW/MXQ of projected FCF/OCF and high-speed taxi check requirements and ETICs.

A9.1.1.2. Notify 12 FTW/MXQ when all work has been completed on an aircraft and the AFTO 781, **ARMS Aircrew/Mission Flight Data Document**, is ready for review, or when the previously issued ETIC changes.

A9.1.1.3. Coordinate weekend or holiday FCF requirements with 12 FTW/MXQ a minimum of two days prior to the proposed flight(s).

A9.1.2. Maintenance Quality Assurance Responsibilities. 12 FTW/MXQ (QA) will accomplish the following:

A9.1.2.1. Review and sign the AFTO 781.

A9.1.2.2. Schedule an aircrew to fly the aircraft by contacting the 12 OG/FCF office. If 12 OG/FCF personnel are not available, contact the lead FCF pilot for the affected aircraft. If the lead FCF pilot is not available, attempt to contact any FCF pilot for the affected aircraft type. If no pilots are available, contact squadron supervision (Top 3) for the squadron that owns the aircraft.

A9.1.2.3. Brief each scheduled aircrew prior to all FCF/OCF sorties.

A9.1.3. 12th Operations Group FCF Responsibilities. 12 OG/FCF will accomplish the following:

A9.1.3.1. Operate the 12 FTW FCF Training Program IAW 11-2MDS Series publications, ensure adequate aircrew manning to accomplish all FCF requirements, and ensure aircrews are qualified and current to complete each FCF sortie.

A9.1.3.2. Maintain the AF IMT 4290s for T-1, T-6, T-37, T-38, and T-43 FCF sorties.

A9.1.3.3. Notify FCF pilots that an aircraft is ready for an FCF/OCF. If an FCF pilot cannot be contacted, inform the appropriate squadron supervisor.

A9.1.3.4. Maintain a current list of qualified FCF aircrews and provide copies to 12 OG/CC, 12 OSS/OSOF, 99 FTS/CC, 558 FTS/CC, 559 FTS/CC, 560 FTS/CC, and 562 FTS/CC.

A9.1.4. Aircrew Responsibilities. FCF/OCF Aircrews will accomplish the following:

A9.1.4.1. Review the 12 OG/FCF Information File prior to each FCF sortie.

A9.1.4.2. Review the AFTO 781 and receive a briefing from 12 FTW/MXQ prior to each FCF/OCF sortie.

A9.1.4.3. The Pilot-in-Command will initiate an AF IMT 4290 prior to each FCF sortie. The lead FCF pilot for each aircraft will be the designated approval authority on the AF IMT 4290. Add the sortie to the appropriate flying squadrons daily Flight Authorization and notify the Squadron Supervisor of the added sortie.

A9.1.4.4. Accomplish all FCF sorties in accordance with T.O. 1-1-300, AFI 21-101, 11-2MDS Vols 1 and 3, applicable aircraft -6 technical orders, and this instruction. Weather requirements for performing FCFs are listed in Table A9.1. IAW T.O. 1-1-300, paragraph 6.

**Table A9.1. Functional Check Flight Weather Requirements.**

TYPE AIRCRAFT	REASON FOR FLIGHT	WEATHER REQUIRED	NOTES
	See T.O. 1T-6A-6	See T.O. 1-1-300, para. 6	
T-6	2, 5, 6, 8, 9	Daylight VMC throughout flight	
	1, 3, 4, 7	Daylight, minimum takeoff weather 1500-3 with check portion in VMC	(a), (b)

**NOTES:**

(a): The aircraft is known to be operational for flight under IFR conditions.

(b): Failure or malfunction of the component or system being checked would not affect the IFR operation of the aircraft.

A9.1.4.5. Notify 12 FTW/MXOO of aircraft status as soon as practical during recovery or after landing for each FCF/OCF sortie.

A9.1.4.6. Complete the AF IMT 4290 and fax to 12 FTW/MXQ following each FCF sortie.

A9.1.5. Flying Squadron Responsibilities. Flying Squadrons will accomplish the following:

A9.1.5.1. When contacted by 12 OG/FCF or 12 FTW/MXQ, schedule an aircrew to fly the aircraft within the timelines of paragraph A9.4.1. If operational requirements prevent the scheduling of an aircrew within these limits, notify 12 FTW/MXOO and 12 FTW/MXQ.

A9.1.5.2. Squadron supervisors authorize OCF sorties IAW AFI 11-401, *Aviation Management*, on the daily flight order.

A9.1.5.3. Flight management section will track FCF pilot currency requirements. Incorporate these into the squadron's Go-No-Go process.

**A9.2. RESPONSIBILITIES AND PROCEDURES FOR ACCOMPLISHING HIGH-SPEED TAXI CHECKS**

A9.2.1. High-Speed Taxi Check Procedures. This procedure should rarely be used due to the potential for aircraft damage; FCFs are preferred over high-speed taxi checks. In addition to complying with paragraph A9.1 of this instruction, the following procedures will be accomplished when performing high-speed taxi checks:

A9.2.1.1. The pilot will notify 12 FTW/MXOO, Randolph Tower, Randolph SOF, and appropriate squadron operations prior to performing the check. The pilot may request that the barrier be raised.

A9.2.1.2. 12 FTW/MXOO will notify flightline personnel of the proposed check.

A9.2.1.3. Randolph SOF will notify Crash and Recovery personnel of the proposed check.

A9.2.1.4. The high-speed taxi check will only be performed during daylight hours and on a dry runway by a qualified FCF aircrew.

A9.2.1.5. 85 KIAS should not be exceeded except in unusual circumstances.

A9.2.1.6. IAW AFI 21-101 the fuel load will be the minimum fuel practical to accomplish the high-speed taxi check. Factors to consider are the weight of the aircraft at the time the discrepancy was noted and fuel required to safely recover the aircraft where the possibility of becoming airborne exists

A9.2.1.7. Following completion of the check, the pilot will taxi clear of the runway and Crash and Recovery personnel will inspect the aircraft for damage, hot brakes, etc. If no problems are noted by the pilot or ground personnel, the aircraft may be taxied to parking or returned to the run-up area for takeoff (if an FCF/OCF is also required). If the check is being performed as part of an FCF/OCF flight, the pilot must ensure all takeoff and landing data is still valid following the high-speed taxi check.

### **A9.3. POLICIES**

#### **A9.3.1. FCF Policies.**

A9.3.1.1. Qualified FCF crewmembers will be designated by 12 OG/CC.

A9.3.1.2. Timely completion of FCF/OCF sorties is extremely important. FCF/OCF sorties take priority over student and continuation training missions. Complete FCF/OCF sorties, no later than, the end of the next duty day following notification by 12 FTW/MXQ, excluding weather delays.

A9.3.1.3. FCFs will be flown when dictated by the applicable aircraft -6 series technical orders, or when directed by the Operations Group Commander, appropriate Squadron Commander, or the FCF Chief.

A9.3.1.4. Full profile FCFs on T-6 aircraft are only flown when required.

A9.3.1.5. An FCF pilot will accomplish all FCF requirements. The FCF pilot/FCF IP can occupy either seat. The FCF OIC may fly on any FCF/OCF mission provided all required egress training is current.

#### **A9.3.2. OCF Policies.**

A9.3.2.1. OCFs will be flown when FCF requirements do not apply and operational maintenance checks cannot be performed adequately on the ground, test equipment is not available, or when directed by the Operations Group Commander or appropriate Squadron Commander. OCFs must be coordinated with the 12 FTW/MXQ. FCF aircrews will normally fly OCFs; however, experienced non-FCF aircrews may perform OCFs with Squadron Top 3 approval.

A9.3.2.2. Minimum weather required for an OCF sortie is a 1500-foot ceiling and 3 miles visibility. The Squadron Supervisor on duty can waive this requirement for OCF sorties when the aircraft is known to be operational for flight under IFR conditions and failure of the component or system being checked would not affect the IFR operation of the aircraft. Minimum weather is then IAW applicable MDS requirements.

A9.3.3. Training. Mission capable aircraft may be used for the upgrade/continuation training of T-1, T-37, T-6, T-38, and T-43 FCF aircrews with approval of the respective squadron

operations officer. Mission capable aircraft used for the training of FCF aircrews will not count toward the FCF release/non-release rate.

A9.3.4. Non-AETC Aircraft. Coordinate FCFs to be flown on other than AETC aircraft with the owning agency IAW AFI 11-2MDS Series Instructions (i.e.: local Memorandum of Agreement with the SA-ALC and T-38 depot level FCFs).

A9.3.5. Forms Review. If a 12 FTW/MXQ forms review is desired prior to the next flight, the FCF pilot will make the appropriate entry in the AFTO IMT 781A, **Maintenance Discrepancy and Work Document**, using a Red X symbol.

A9.3.6. Fuel Load. Full fuel load requirements are waived for FCF/OCF sorties requiring full-stop-taxi-backs for maintenance, as long as the subsequent flight portions can recover with appropriate fuel reserves.

A9.3.7. FCF Currency Requirements.

A9.3.7.1. FCF currency requirements are listed in 11-2T-MDS, Volume 1 AFIs.

A9.3.7.2. Flying squadrons will track FCF currency requirements as part of the Go-No-Go program.

A9.3.7.3. MDS Lead FCF Pilots will conduct an MDS-specific CT meeting once per calendar half. Focus of the CT meetings should be on changes to applicable FCF checklists, procedures, policies, and techniques. The 12 OG/FCF Chief will hold group-wide FCF meetings as required to disseminate information.