



18 OCTOBER 2004

Operations

T-6 LOCAL FLYING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: 12 OG/OGV T-6 (Maj R. Callihan)
Supersedes RAFBI 11-201, Volume 4, 7 September 2004

Certified by: 12 OG/CD (Col Rust)
Pages: 17
Distribution: F

This instruction is issued IAW AFPD 11-2, *Aircraft Rules and Procedures*. This volume contains specific information and directives pertaining to local flying at Randolph AFB, Texas for the T-6A Texan II. Local procedures applicable to the T-6 are also found in RAFBI 11-201, Volume 1, *Flying Training Administration* and Volume 2, *Flying Operations*, 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://webrims.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 Form 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

Summary of changes: Clarifies Hondo weather requirements (Paragraph **4.4.1.1**); includes new Hondo UNICOM frequency (**Figure 4.1**); clarifies reduced same runway separation at Hondo (Paragraph **4.4.8**); corrects figure reference for breakout (Paragraph **4.4.14.1**); standardizes departure calls (Paragraph **4.4.17.2**); includes correct MOA designations (Paragraph **4.5**); deletes Paragraph **4.6.1** and Paragraph **4.6.3** regarding non-towered field usage; deletes Paragraph **4.7.2.1** and Paragraph **4.7.2.2** regarding low level entry procedures; and updates emergency airfield information (**Attachment 1**).

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Chapter 1 GENERAL POLICY

1.1. Scope. The information contained in this supplement establishes local policies and procedures specific to T-6A operations for RAFB.

1.2. Authority. 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.

1.2.1. The 12 OG/CC is responsible for ensuring compliance with the provisions of this regulation.

1.2.2. Changes to this guidance will be approved through the 12 OG/CC.

1.2.3. Deviations from this regulation are authorized when directed by 12 FTW/CC, 12 OG/CC, air traffic control or in the interest of flying safety.

1.3. Responsibilities. Supervisors, instructors and aircrews operating 12 FTW aircraft are responsible for compliance with the provisions of this regulation.

1.4. Explanation of Terms. All altitudes referenced in this instruction 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.

Chapter 2

MISSION PLANNING

2.1. General. All aircrews will comply with published guidance as directed. Where published guidance does not exist or if unusual circumstances arise, aircrews will use common sense and good judgment.

2.2. Fuel Requirements/Bingo Fuel. The T-6A is not normally fuel limited for local area operations. Aircrews will plan and brief sorties to optimize training accomplished within the prescribed sortie duration.

2.2.1. 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 the ROTC profile is 650 pounds plus required divert fuel. Minimum fuel to depart Hondo is 400 pounds plus required divert fuel.

2.3. Standing Water. 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. Checklist Usage. 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.

Chapter 3 GROUND OPERATIONS

3.1. Aircraft Inspection Procedures.

3.1.1. Maintenance crews will not remove chocks until a crewmember is seated in the cockpit and has verified that the parking brake is set.

3.2. Aircraft Start Procedures.

3.2.1. 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.

3.2.2. 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.

3.2.3. If the PMU aborts a start off-station, the crew will call the 558 FTS supervisor to get approval before attempting another start.

3.2.4. 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.

3.3. Taxi Procedures.

3.3.1. 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.

3.3.2. 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.

3.3.3. 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.

3.3.4. 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.

Chapter 4

FLYING OPERATIONS

4.1. 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. See RAFBI 11-201, Volume 2. 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).

4.2. 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.

4.3. Hangover Pattern Operations. Refer to RAFBI 11-201, Volume 2 for Hangover procedures. In addition to those procedures T-6A crews will adhere to the following:

4.3.1. To the maximum extent possible, crews should plan to accomplish emergency landing patterns (ELP) practice at Hondo. No ELP practice will take place while the high pattern is in use. ELPs may not be conducted at Hangover with a restricted pattern.

4.3.2. T-6 crews will use UHF as their primary radio while in Hangover pattern.

4.3.3. 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.

4.3.4. Pattern conflicts:

4.3.4.1. Closed requests: Do not request closed with another aircraft between: 5 and 2 miles on a straight-in, 5 miles radar (instrument approach/visual straight-in) and 2 miles, initial and the break, or initial and halfway between High Key and Low Key.

4.3.4.2. Overhead pattern break: Do not go into the break with another aircraft between: 5 and 2 miles on a straight-in, 5 miles radar and 2 miles, or High Key and Low Key.

4.3.5. Reduced Same Runway Separation (RSRS): The following information regarding RSRS is IAW AETC Sup 1 to AFI 13-203. When using alternate sides of the runway, the minimum RSRS is 3,000 for similar type aircraft (T-6 and T-37 are similar) or preceding aircraft airborne. Aircrews flying at Randolph should plan to use alternate runway sides. When not using alternate runway sides or when behind a dissimilar type AETC trainer-type aircraft (i.e. T-6 behind a T-38), the minimum RSRS is 6,000 feet. In addition, the minimum separation behind any AETC trainer-type aircraft at night is 6,000 feet. 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.

4.3.6. Aircrews will not attempt a turnback to the East runway without prior coordination with the East tower.

4.4. Hondo Pattern Operations.

4.4.1. 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. During non-duty days, aircrew will follow the guidance in AFI 11-2T-6 Volume 3 and this publication for non-towered airfields. **Figure 4.1** shows the Hondo Pattern.

★4.4.1.1. 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

4.4.1.2. Hondo operations are restricted to daylight only.

4.4.1.3. An instructor pilot must be on board.

4.4.1.4. Aircraft not participating in TINCAN’s operation have the right of way. TINCAN will direct participating aircraft to give way to non-participating aircraft.

4.4.1.5. The RSU crew may enter ONLY via an instrument approach, ELP, or rectangular pattern and operate to the east.

4.4.2. Radios: Aircrews will use UHF primary for pattern operations with TINCAN.

4.4.2.1. 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.”

4.4.2.2. 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.

4.4.2.3. 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.

4.4.2.4. Add “FUEL/ DEPARTING {EAST/WEST}, ZERO TORQUE/AOA” two calls prior to the landing/touch and go. Add “FULL STOP/DEPARTING {EAST/WEST},

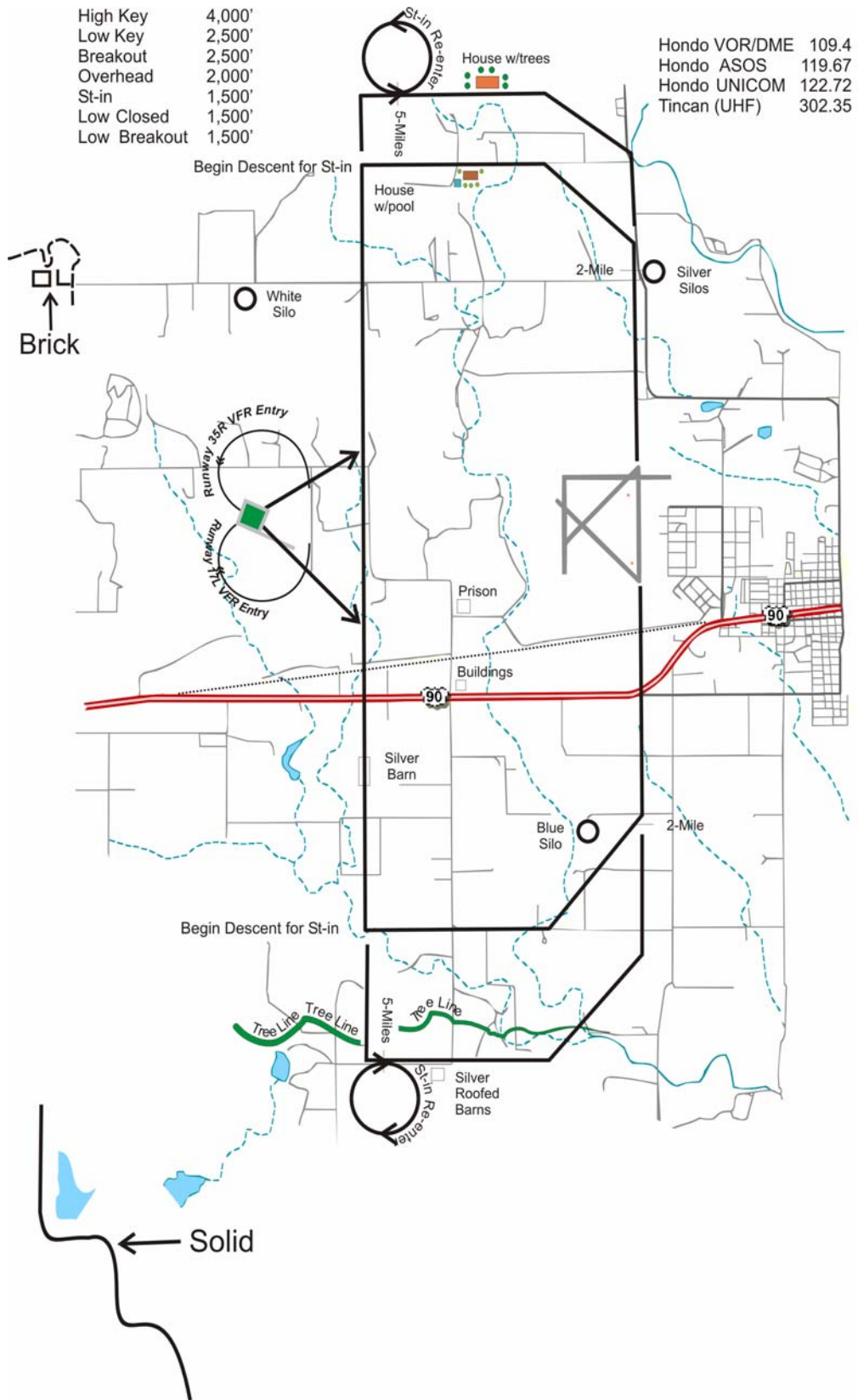
ZERO TORQUE/NO FLAP/AOA” as required to gear down call when appropriate, e.g., “CS, GEAR DOWN, NO FLAP, DEPARTING EAST.” Aircrews should be aware that TINCAN is responsible for separation of aircraft departing and are required to build the appropriate separation between subsequent departures.

4.4.3. 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.

4.4.3.1. 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.

4.4.3.2. 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”.

4.4.3.3. 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. “CS, 1 MINUTE.”



★Figure 4.1 Hondo Pattern

4.4.4. Simulated ELP Procedures:

4.4.4.1. 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.

4.4.4.2. Fly ELPs to the east side of the runway.

4.4.4.3. 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.

4.4.4.4. 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.

4.4.4.5. Report High Key overhead or parallel to the runway, approaching 1000 feet down the runway (High Key for simulated 3000' 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.

4.4.4.6. 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.

4.4.4.7. 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).

4.4.5. Overhead Pattern: Report "CS, INITIAL, [DEPARTING{EAST/WEST}]" at the points depicted in the IFG. 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:

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

- 4.4.5.2. "STRAIGHT-THROUGH INITIAL, CLEARED LATE BREAK." Break when clear of closed downwind or when straight-in aircraft calls 2 miles.
- 4.4.5.3. "STRAIGHT-THROUGH INITIAL, BREAK {DEPARTURE END/HALF MILE PAST DEPARTURE END}," etc. Break as directed.
- 4.4.6. 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}."
- 4.4.6.1. If cleared closed, state "CS, {CLOSED/LOW CLOSED} DOWNWIND, [DEPARTING {EAST/WEST}]," once established on closed/low closed downwind.
- 4.4.6.2. If denied closed or no clearance received, turn crosswind ½ 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.
- 4.4.7. 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.
- ★4.4.8. 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, 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.
- 4.4.9. 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}]."
- 4.4.10. 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}."

4.4.11. 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.

4.4.12. 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’.

4.4.13. 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.”

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

4.4.13.2. 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}].”

4.4.13.3. If told “CLEARED STRAIGHT-IN,” continue as depicted in the IFG. If told “NEGATIVE STRAIGHT-IN, BREAKOUT,” breakout as explained in the IFG. 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.

4.4.14. 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).

★4.4.14.1. Ground tracks and climb/descent points for breakout/re-entry are depicted in Figure 4.1. 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].”

4.4.15. 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.

4.4.16. 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.”

4.4.17. 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.

4.4.17.1. 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.

★4.4.17.2. 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).

★4.5. 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.

4.5.1. 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 NAV AID fails.

4.5.2. 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").

4.5.3. If no area is available, SAT TRACON or HOU CENTER will direct the aircraft that has been in the area longest to recover.

★4.6. Non-Towered Airfield Training.

4.6.1. Only ELPs will be practiced at non-towered fields. Exception: The non-towered airfield checkout program sorties may fly all non-towered approved patterns listed by AFI 11-2T-6 Volume 3.

4.6.2. Aircrews will fly no more than two ELPs at three non-towered airfields on a sortie (2 ELPs at 3 fields = 6 total ELPs). The non-towered airfield checkout MQT sortie is exempt from this restriction.

4.6.3. 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.

4.6.4. 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.

4.6.5. 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.

★4.7. Local Low-Level Navigation Training.

4.7.1. In addition to RAFBI 11-201 Vol. 2 restrictions, the following apply:

4.7.2. Pilots are expected to make scheduled entry times IAW FLIP AP/1B and RAFBI 11-201 Volume 2 (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.

4.7.3. Plan to fly low level routes at 210 or 240 knots ground speed.

4.7.4. 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’.

4.8. Local Emergency Airfield Survey. See **Attachment 1** for a survey of local emergency airfields.

4.9. Forms Prescribed. AFTO Form 781, **ARMS Aircrew/Mission Flight Data Document.**

JOHN F. NEWELL III, Colonel, USAF
Commander, 12th Operations Group

★Attachment 1

LOCAL T-6 EMERGENCY AIRFIELD SURVEY

A1.1 Aircrews should always consider weather, energy level and experience level before attempting an ELP at any of these airfields.

A1.2 Hondo/Coral Arrival and northern departure emergency airfields:

A1.2.1

Bulverde Airpark (1T8)
Not Suitable

A1.2.1.1. **Runway length is less than 3000’ and makes Bulverde unsuitable.**

A1.2.1.2. Eject in lieu of an attempted emergency landing at Bulverde Airpark.

A1.2.2.

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

A1.2.2.1. 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.

A1.2.3.

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

A1.2.3.1 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.

A1.2.4.

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

A1.2.4.1. 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.

A1.2.5.

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

A1.2.5.1. 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.

A1.2.6.

Martindale AAF
Not Suitable

A1.2.6.1. Martindale is listed as an Army National Guard heliport and is listed closed for fixed wing operations.

A1.2.6.2. Eject in lieu of an attempted emergency landing at Martindale AAF.

A1.3. South MOA and SR-287 emergency airfields:

A1.3.1.

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

A1.3.1.1. 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.

A1.3.1.1.1. 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.

A1.3.2.

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

A1.3.2.1. 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.

A1.3.3.

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

A1.3.3.1. 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.

A1.3.4.

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

A1.3.4.1. 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).

A1.3.5.

Bailey (Private) (2TS8)
Not Suitable

A1.3.5.1. 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.**

A1.3.5.1.1. Eject in lieu of an attempted emergency landing at Bailey.