

NAVAVSCOLSCOMINST 3710.3A

Subj: NAVAL INTRODUCTORY FLIGHT EVALUATION (NIFE) INFLIGHT GUIDE

Ref: (a) NAVAVSCOLSCOMINST 3710.1 NIFE SOP

1. Purpose. To promulgate guidance and procedures for ground and flight operations within the Navy Introductory Flight Evaluation (NIFE) course.
2. Cancellation. NAVAVSCOLSCOMINST 3710.3
3. General. This instruction is intended to supplement references (a) and (b). Should conflict exist between this instruction and any other publication, the more restrictive directive will govern.
4. Action. All personnel involved with the NIFE syllabi and those directly involved with the operation of NIFE aircraft shall be thoroughly familiar with the contents of this instruction and comply with the directives and policies stated herein, and shall maintain a copy of this instruction.

E. A. MORENO

Distribution:

This instruction is cleared for public release and is available electronically

# NIFE IN-FLIGHT GUIDE



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# COMM CARD

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<b>PREFLIGHT INSPECTIONS</b>			
<b>AIRCRAFT BINDER</b>		6. Leading Edge	CHECKED
1. POH	CHECKED	7. Air Vents	CHECKED
2. Weight	CHECKED	8. Strut	CHECKED
<b>PRIOR TO PREFLIGHT</b>		<b>LANDING GEAR</b>	
1. Visual Fuel Quantity	CHECKED	1. Tire	CHECKED
2. Fuel Samples (3 sumps)	CHECKED	2. Brakes and Lines	CHECKED
3. Pitot Tube Cover	REMOVED	3. Chocks	REMOVED
4. Oil Level	CHECKED	<b>NOSE</b>	
<b>CABIN</b>		1. Eng Cowling	CHECKED
1. Headsets	PLUGGED IN FUEL	2. Avionics Cooling Scoop	CHECKED
2. Aircraft Keys	SELECTOR	3. Nose Wheel Linkage	CHECKED
3. Airworthiness and Reg	CHECKED	4. Shimmy Damper	CHECKED
4. Hobbs/Tach	VERIFIED	5. Nose Wheel Strut	CHECKED
5. Control Wheel Lock	REMOVED	6. Tire	CHECKED
6. Standby VAC Switch	OFF	7. Exhaust	CHECKED
7. Ignition Switch	OFF	8. Prop	CHECKED
8. Avionics	OFF	9. Spinner	CHECKED
9. Prop	CLEAR	10. Engine Air Inlets	CHECKED
10. Master	ON	11. Alternator Belt	CHECKED
11. Fuel Quantity	CHECKED	12. Flywheel	CHECKED
12. Flaps	EXTENDED	13. Carb Air Filter	CHECKED
13. Ext Lights	ON	14. Eng Cowling	CHECKED
14. Pitot Heat	ON	15. Static Port	CHECKED
15. Lights & Pitot Heat	CHECKED	16. Avionics Cooling Scoop	CHECKED
16. Lights & Pitot Heat	OFF	17. Battery Access Door	CHECKED
17. Master	OFF	18. Ext Pwr Port	CHECKED
18. Alternate Static	CHECKED OFF	19. Nose Wheel Linkage	CHECKED
19. Mixture	IDLE CUTOFF	20. Nose Wheel Strut	CHECKED
20. Throttle	CLOSED	<b>LANDING GEAR</b>	
21. Fuel Selector	BOTH	1. Tire	CHECKED
22. Fire Extinguisher	CHECKED	2. Brakes and Lines	CHECKED
23. Windscreen	CHECKED	3. Chocks	REMOVED
<b>PORT FUSELAGE</b>		<b>PORT WING</b>	
1. Baggage Door	CHECKED	1. Strut	CHECKED
2. ELT Antenna	CHECKED	2. Air Vents	CHECKED
<b>EMPENNAGE</b>		3. Leading Edge	CHECKED
1. Horizontal/Vert Stab	CHECKED	4. Pitot Tube	CHECKED
2. Elevator	CHECKED	5. Fuel Tank Vent	CHECKED
3. Tie Down	REMOVED	6. Stall Horn	CHECKED
4. Rudder	CHECKED	7. Tie Down	REMOVED
5. VOR Antennas	CHECKED	8. Wingtip	CHECKED
6. Elevator Trim Tab	CHECKED	9. Aileron	CHECKED
<b>STARBOARD WING</b>		10. Flap	CHECKED
1. Upper Surface	CHECKED	11. Upper Surface	CHECKED
2. Flap	CHECKED	<b>BEFORE STARTING ENGINE</b>	
3. Aileron	CHECKED	1. Preflight	COMPLETED
4. Wingtip	CHECKED	2. Circuit Breakers	CHECKED
5. Tie Down	REMOVED	3. Brakes	CHECKED
		4. Seats, Belts/Harnesses	ADJUSTED & SECURED

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STARTING ENGINE		CLIMB	
1. Ignition Key	INSERTED	1. Airspeed	73 KIAS
2. Avionics	OFF	2. Throttle	FULL
3. Carb Heat	OFF	3. Mixture	FULL RICH
4. Beacon	ON	4. Instruments	CHECKED
5. Mixture	FULL RICH	5. Taxi / Landing Light	OFF
6. Throttle	SLIGHT	CRUISE / POST MANEUVER	
	AS REQ IN	1. Throttle	2100-2300 RPM
7. Primer	LOCKED	2. Carb Heat	OFF
8. Brakes	HOLD	3. Mixture	SET
9. Prop	CLEAR	4. Instruments	CHECKED
10. Master	ON	5. Landing Light	OFF
11. Ignition	START	PRE MANEUVER	
12. Throttle	1000 RPM	1. Fuel Selector	BOTH
13. Oil Pressure	CHECKED	2. Mixture	FULL RICH
14. Ammeter	POSITIVE	3. Landing Light	ON
15. Avionics	ON	DESCENT	
16. NAV / Strobe Lights	ON	1. Instruments	CHECKED
BEFORE TAXI		2. Mixture	ADJUSTED
1. Flight Controls	CHECKED	3. Fuel Selector	BOTH
2. Trim	SET	4. Carb Heat	AS REQ
3. Mixture	LEAN	5. Throttle	AS REQ
4. Flaps	UP	BEFORE LANDING	
5. Heat/Air vent/Defrost	AS REQ	1. Seatbelts & Harnesses	SECURED
6. Radios	CHECKED & SET	2. Fuel Selector	BOTH
7. Flight Instruments	CHECKED & SET	3. Mixture	FULL RICH
TAXI		4. Landing / Taxi Lights	ON
1. Transponder	SQK CODE/ ALT	5. Carb Heat	ON
2. Brakes	CHECKED	6. Flaps	AS REQ
3. Heading / Turn Coordinators	CHECKED	AFTER LANDING	
RUN-UP		1. Throttle	1000 RPM
1. Brakes	HOLD	2. Flaps	UP
2. Fuel Selector	BOTH	3. Mixture	LEAN
3. Mixture	FULL RICH	4. Carb Heat	OFF
4. Throttle	1700 RPM	5. Strobes / Landing Light	OFF
5. Mags	CHECKED	6. Pitot Heat	OFF
6. Carb Heat	CHECKED ON	SECURING	
7. Voltmeter / Ammeter	CHECKED	1. ELT	CHECKED
8. Suction Gauge	CHECKED	2. Transponder	STANDBY
9. Oil Temp / Press	CHECKED	3. Avionics	OFF
10. Throttle	IDLE	4. Throttle	IDLE
11. Carb Heat	CHECKED OFF	5. Mags	CHECKED BOTH
12. Throttle	FULL	5. Throttle	1300 RPM for 30 SECONDS
13. Throttle	1000 RPM	6. Mixture	IDLE CUTOFF
14. Throttle Friction Lock	ADJUSTED	7. Mags	OFF
15. Mixture	LEAN	8. Master	OFF
16. Takeoff Brief	COMPLETE	9. Aircraft Keys	FUEL SELECTOR
LINE-UP		10. Int / Ext Lights	OFF
1. Flaps	UP	11. Controls Lock	INSTALLED
2. Mixture	FULL RICH	12. Covers / Tie Downs	INSTALLED
3. Carb Heat	OFF	13. Chocks	INSTALLED
4. Instruments / Transponder	CHECKED	14. Sunscreens	INSTALLED
5. Doors	LATCHED	15. Hobbs / Tach	RECORDED
6. Ext Lights	ON	16. Cabin / Baggage Door	CLOSED

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ENG FAIL AFTER TAKEOFF		EMERGENCY ENG SHUTDOWN ON DECK	
*1. Airspeed	68 KIAS	*1. Fuel Selector	OFF
*2. Fuel Selector	OFF	*2. Mixture	IDLE CUTOFF
*3. Mixture	IDLE CUTOFF	*3. Mags	OFF
*4. Flaps	AS REQ	*4. Master	OFF
*5. Mags	OFF	5. Aircraft	EVACUATE
*6. Master	OFF	<b>ABORT TAKEOFF</b>	
*7. Doors	UNLATCHED	*1. Throttle	IDLE
<b>ENG FAIL IN FLIGHT</b>		*2. Brakes	AS REQ
*1. Airspeed	68 KIAS	*3. Maintain directional control	
*2. Fuel Selector	BOTH	<b>Due to FIRE/ENG FAIL</b>	
*3. Mixture	FULL RICH	*3. Fuel Selector	OFF
*4. Throttle	FULL	*4. Mixture	IDLE CUTOFF
*5. Carb Heat	ON	*5. Mags	OFF
*6. Mags	BOTH	*6. Master	OFF
*7. Master	ON	<b>ENG FIRE DURING START</b>	
8. Primer	IN LOCKED	*1. Cranking	CONTINUE
<b>IF NO RESTART</b>		Continue until eng starts or until Mags selected off.	
9. Fuel Selector	OFF	<b>IF ENGINE STARTS</b>	
10. Mixture	IDLE CUTOFF	*2. Throttle	1700 RPM (5 sec)
11. Throttle	IDLE	*3. Fuel Selector	OFF
12. Mags	OFF	*4. Mixture	IDLE CUTOFF
14. Declare	7700 MAYDAY	*5. Mags	OFF
15. Seatbelts	SECURED	*6. Master	OFF
16. Flaps	AS REQ	<b>IF ENGINE FAILS TO START</b>	
17. Master	OFF	*2. Throttle	FULL OPEN
18. Doors	UNLATCHED	*3. Fuel Selector	OFF
<b>ENG FIRE IN FLIGHT</b>		*4. Mixture	IDLE CUTOFF
*1. Fuel Selector	OFF	*5. Mags	OFF
*2. Mixture	IDLE CUTOFF	*6. Master	OFF
*3. Master	OFF	7. Aircraft	EVACUATE
4. Cabin Heat / Air	OFF	<b>ABNORMAL OIL TEMP/PRESS</b>	
5. Airspeed	INCREASE	1. Temp / Press	MONITOR
6. Forced Landing	EXECUTE	2. Power	USE MINIMUM
<b>ELEC FIRE IN FLIGHT</b>		3. Forced Landing	EXECUTE
*1. Master	OFF	<b>ICING</b>	
*2. Avionics Pwr Switch	OFF	1. Pitot Heat	ON
*3. All Electrical Equipment	OFF	2. Carb Heat	ON
*4. Vents / Cabin Air	CLOSED	3. Cabin Heat/Defrost	MAX
<b>IF FIRE APPEARS OUT</b>		4. Icing Conditions	EXIT
5. Master	ON	5. No Flap Landing	EXECUTE
6. CBs	CHECKED		
7. Avionics Pwr Switch	ON		
8. Safety of Flt Equipment	ON (one at a time)		

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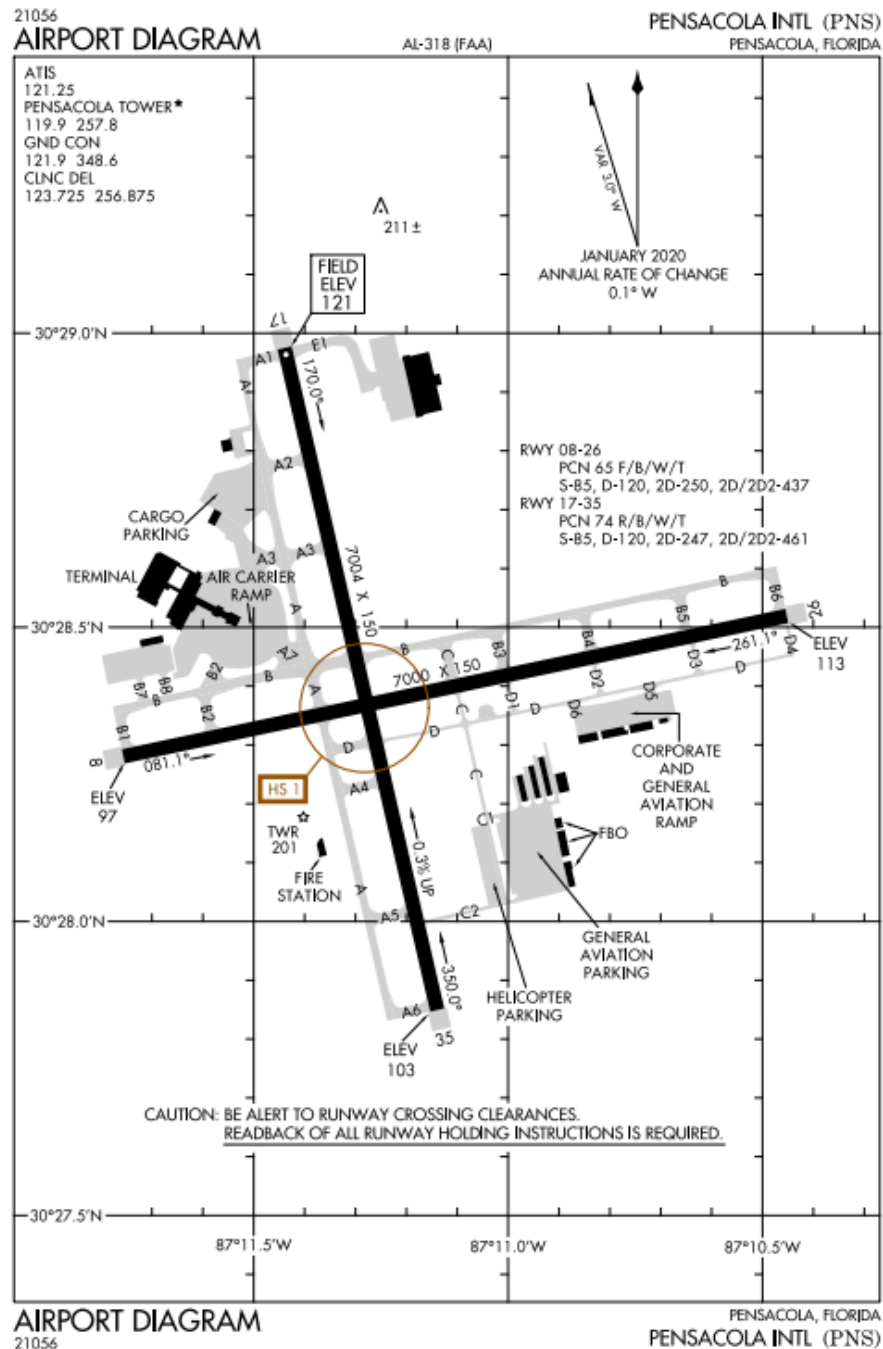


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# PENSACOLA INTL (KPNS), 17/35 & 08/26

N30°28.41' / W087°11.20'

Class C (10 NM / 4200')



- Run-up pad for piston aircraft located on taxiway Delta.
- Heavy civilian traffic possible including general aviation and commercial.

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**JACK EDWARDS (KJKA), 09/27 & 17/35**

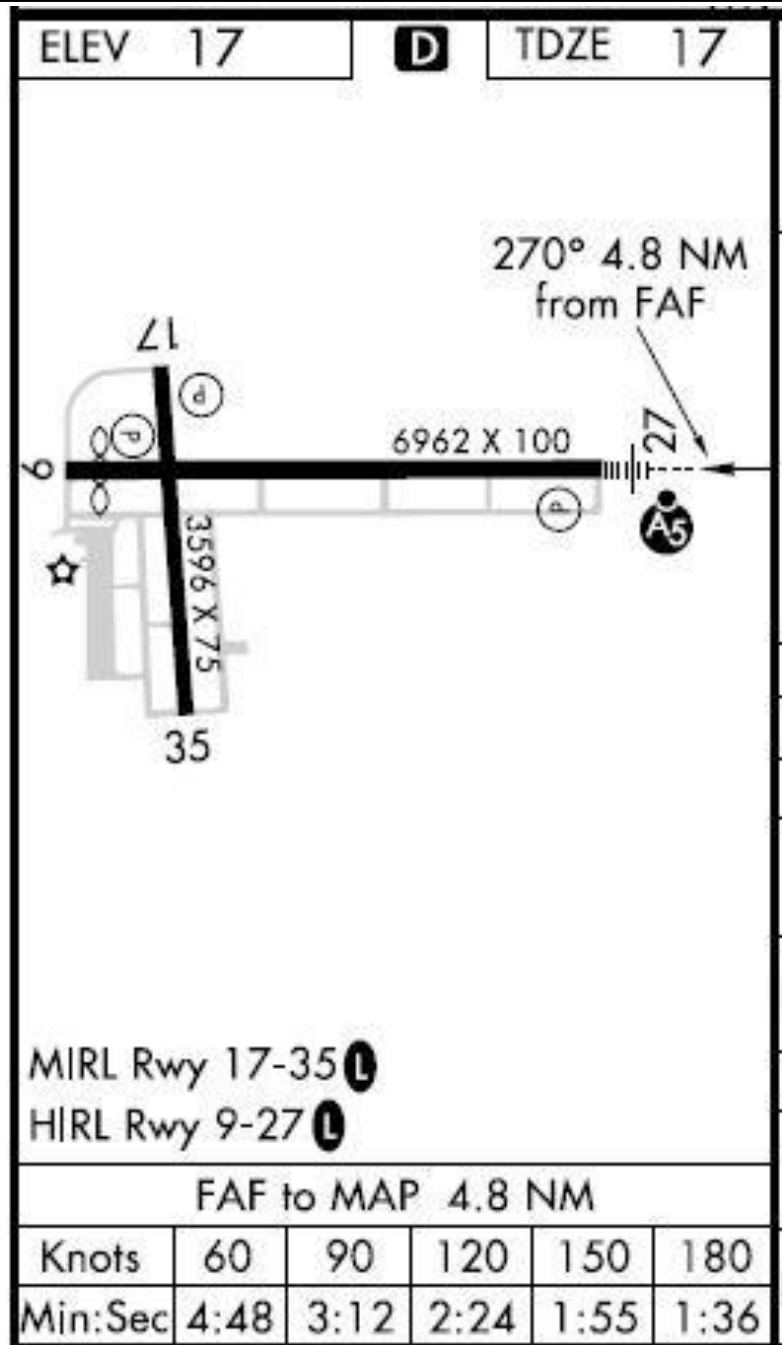
N30°37.38' / W087°4.31'

2mi N of Gulf Shores

**Frequencies**

AWOS 134.525

CTAF 122.7



- CAUTION: Extensive banner towing and low helicopters along the coastline.
- CAUTION: NOLF Barin 6mi NE of airport, hi volume T-6 traffic.

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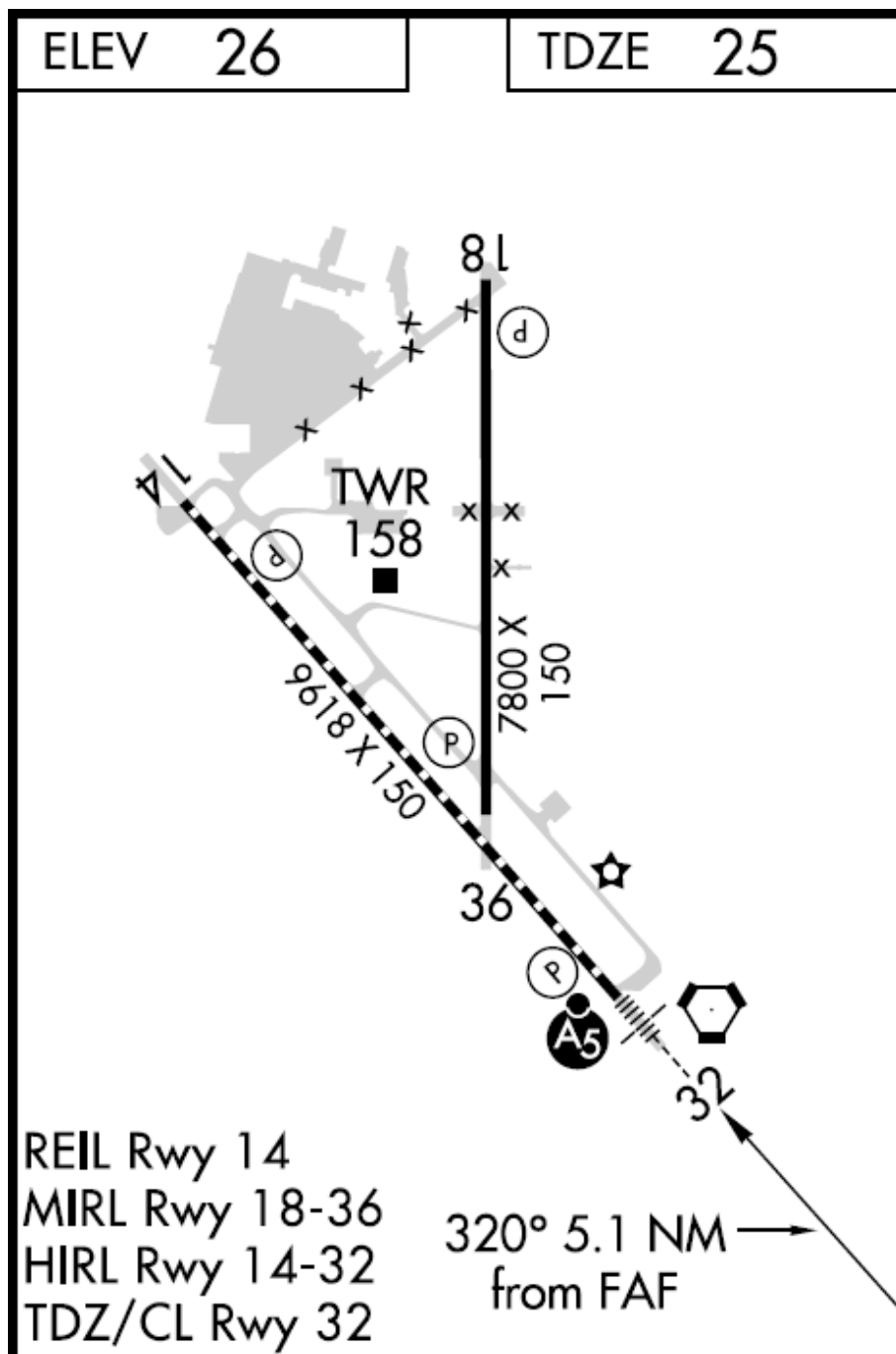
**MOBILE DOWNTWON (KBFM), 14/32 & 18/36**

N30°37.61' / W088°4.08'

Class D (2.5 NM / 2500')

**Frequencies**

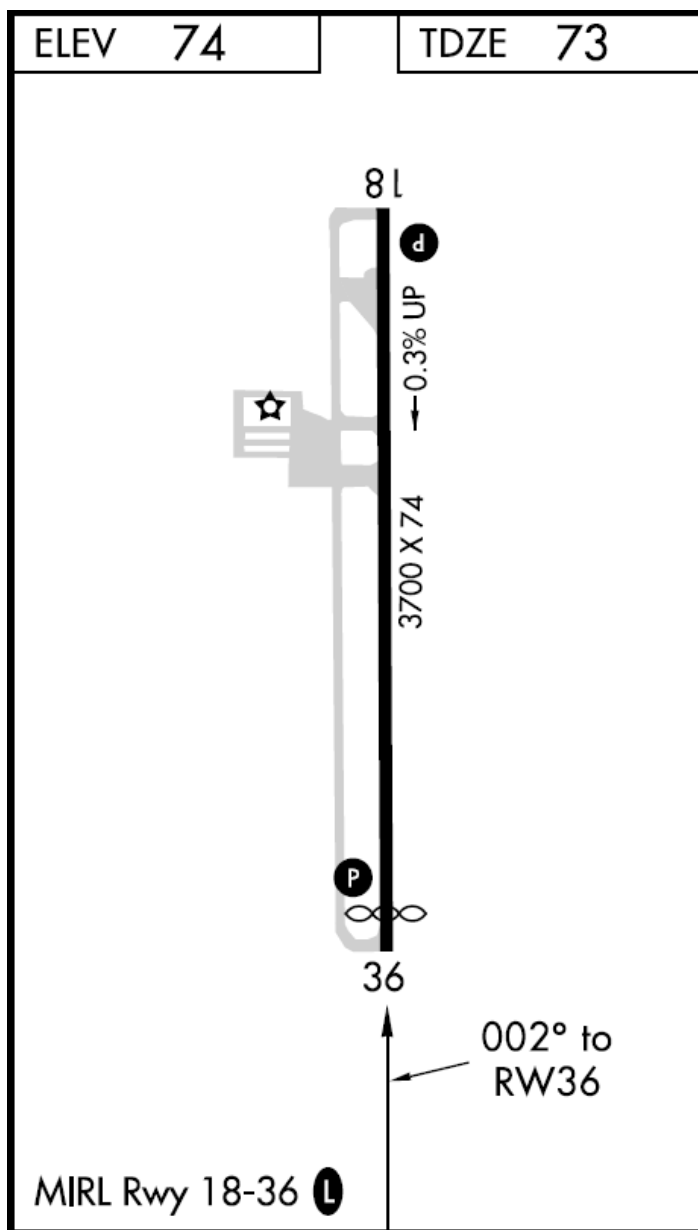
ATIS	135.575
GND	121.7
TWR	118.8
APPR	118.5



- CAUTION: Be alert to runway crossing clearances

**FOLEY (5R4), 18/36**  
N30°25.66' / W087°42.06'  
3 mi NW of Foley / 8.5 mi N of KJKA

**Frequencies**  
CTAF 123.05



- CAUTION: Extensive student training.
- Circling approach not authorized East of runway.
- Traffic pattern West side of runway (18RP / 36LP).

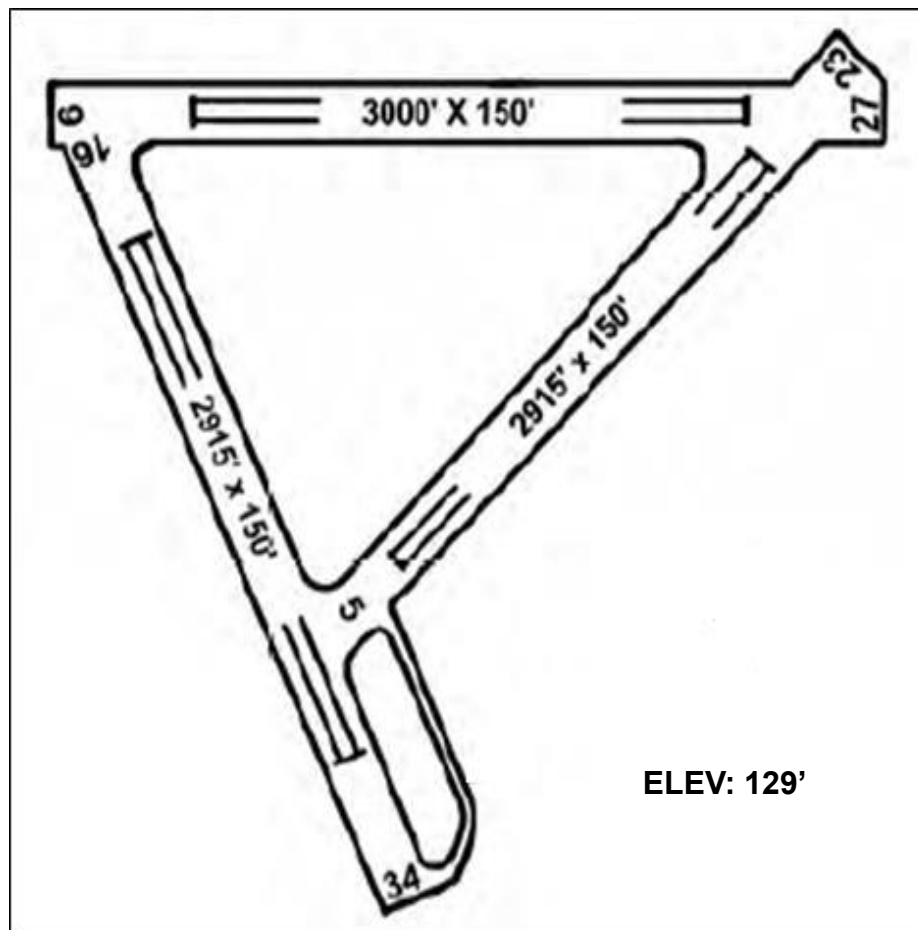
## NOLF SILVERHILL (CLOSED)

N30°35'00" / W087°48'00"

4 mi West of Hwy 59 / 7 mi South of I-10

### Frequencies

Common 123.05



- Low Appr – ONLY
- ONE aircraft max in pattern

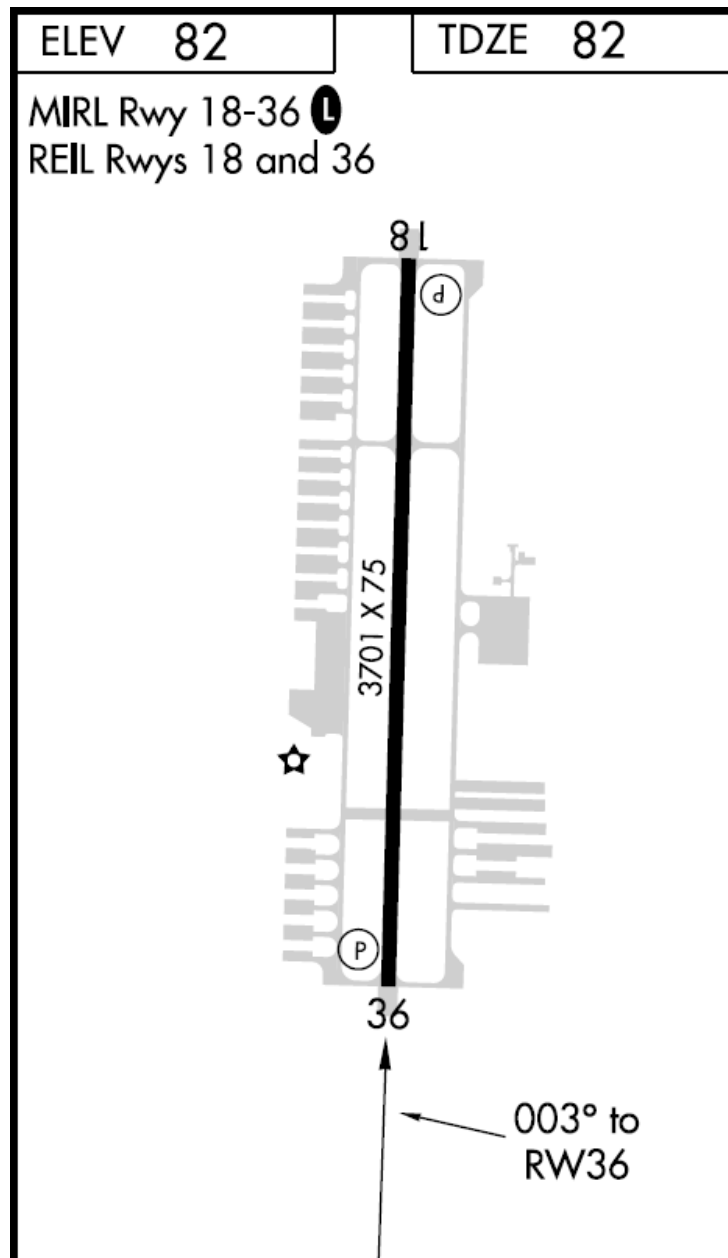
**PETER PRINCE (2R4), 18/36**

N30°38.26' / W086°59.62'

3 mi East of Milton

**Frequencies**

CTAF 122.975



- Be alert of airport situated in cut-off of NAS Whiting class C airspace 1400ft overhead
- Traffic pattern West side of runway (18RP / 36LP)

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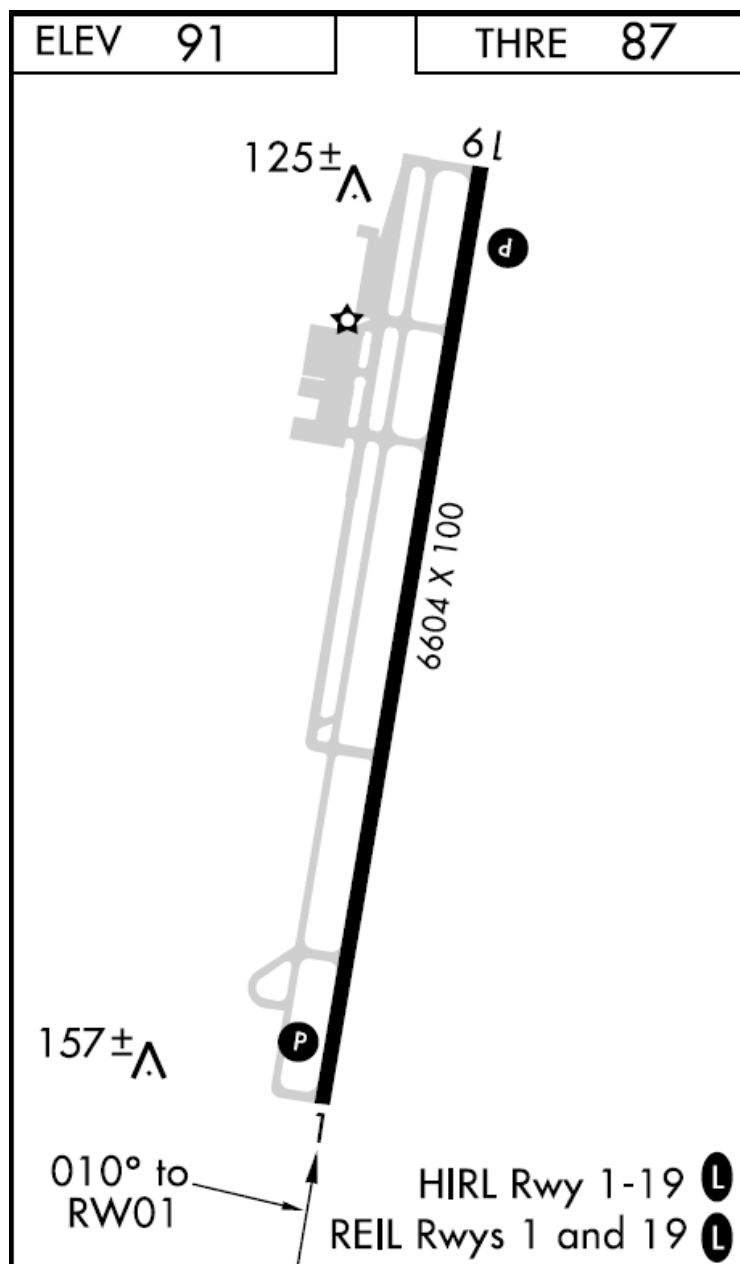
**FAIRHOPE / SONNY CALLAHAN (KCQF) 1/19**

N30°27'38" / W087°52'38"  
3.5 nm Southeast of Pt. Clear

**Frequencies**

AWOS 118.425

CTAF 123.0



- Be alert for general aviation traffic.
- Overhead Break only permitted with other T-6s in pattern.
- Be alert for general aviation traffic.
- Airport FBO does not have contract fuel.



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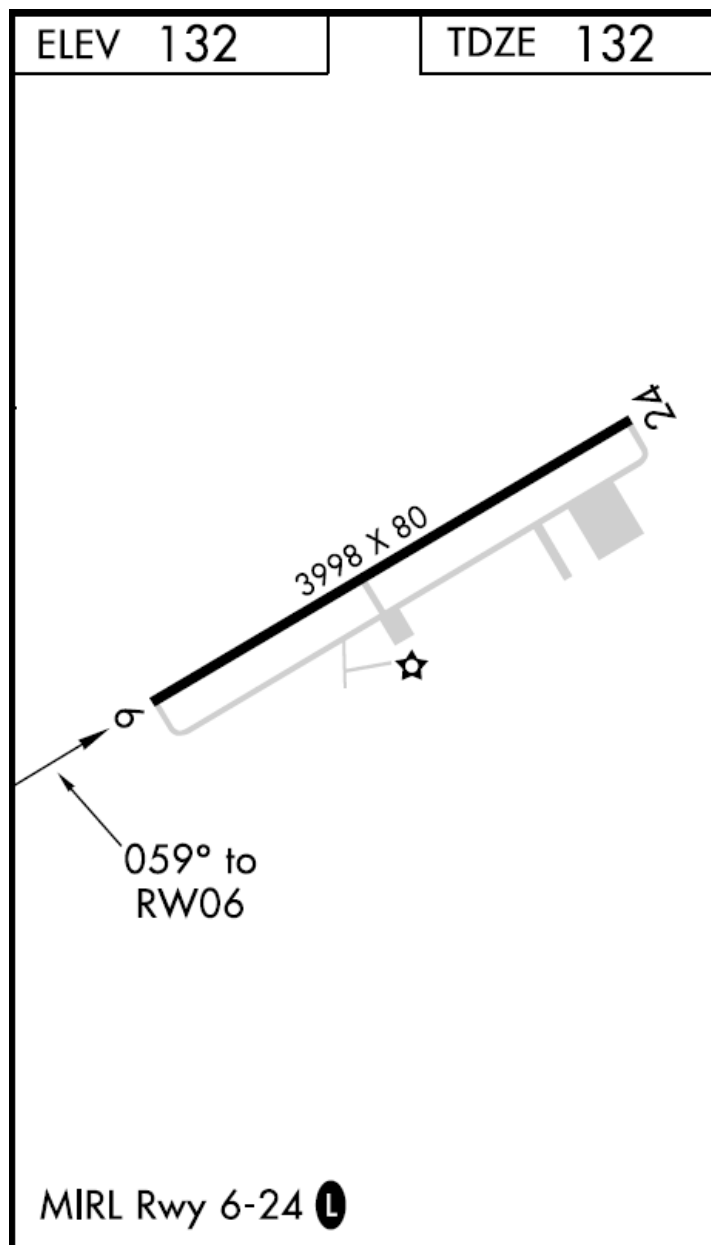
**ST ELMO (2R5) 06/24**

N30°30.12' / W088°16.51'

2 mi West of St Elmo / 13 mi SW of KBFM

**Frequencies**

CTAF 122.9



- Be alert of airport situated just south of Mobile Class C airspace.

**BAY MINETTE (1R8) 8/26**

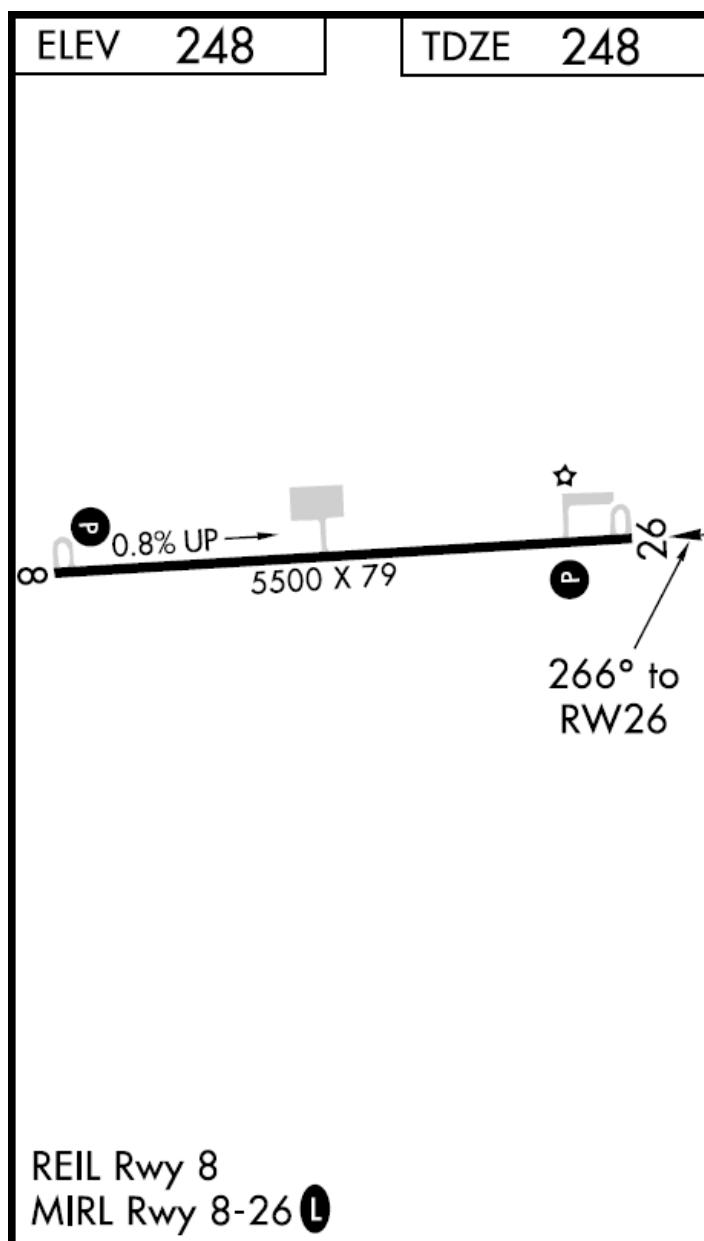
N30°52.22' / W087°49.16'

3 mi SW of Bay Minette

**Frequencies**

MOB ATIS 124.75

CTAF 122.8



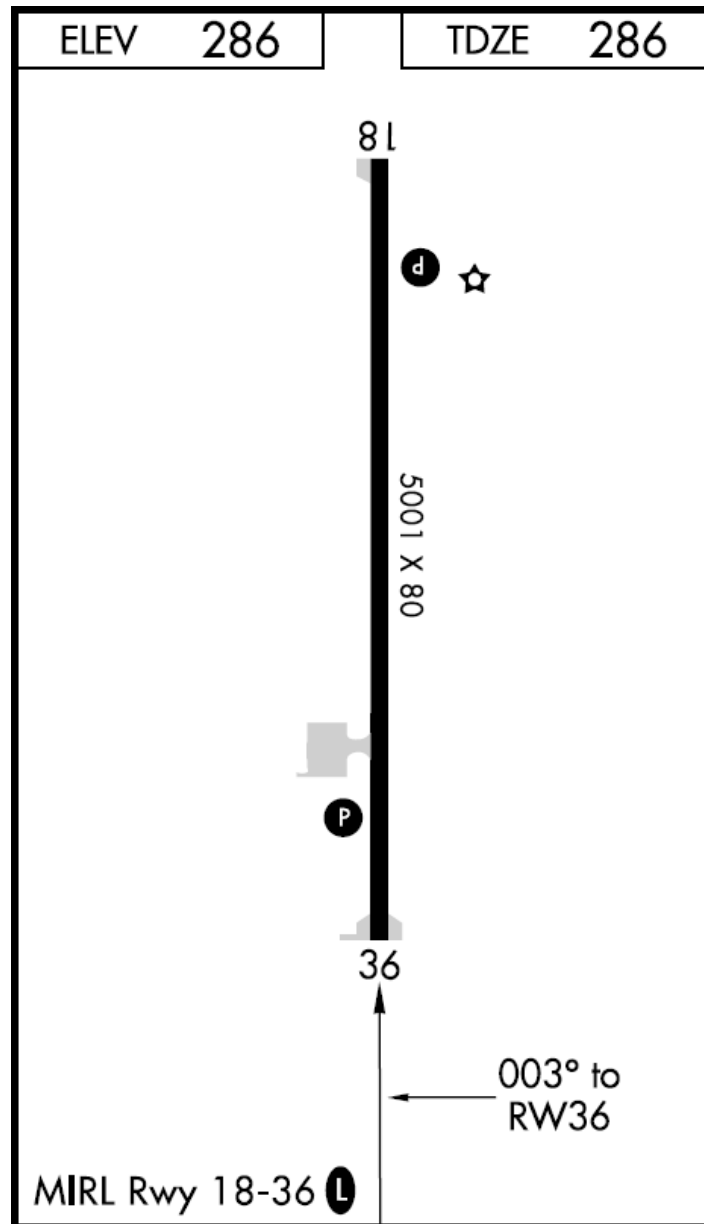
- RWY 26 has a 0.8% down gradient which lengthens landing roll-out by about 350' for a dry runway.
- Be alert for general aviation traffic.

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**ATMORE (0R1) 18/36****N31°0.97' / W087°26.80'****3 mi East of Atmore****Frequencies**

Brewton AWOS 119.325

CTAF 122.8



- No notes

## NIFE BRIEFING GUIDE

### SCHEDULED EVENT

#### ADMIN

- IMSAFE
- ORM Worksheet (Hazards and Controls)
- DOR/TTO Policy
- ATJ Review
- Taxi/Takeoff/Enroute/Land times
- Aircraft/Callsign/Aircrew
- WX/NOTAMS/TFRs/BASH ([BaseOps.net](http://BaseOps.net))
- TOLD card
- Comm Plan/Radio Procedures and Discipline
- Discuss Items
- Conduct of Flight (plan of execution)
  - High work maneuvers
  - Pattern work / Simulated power loss
- Emergencies
  - Aborts
  - Waveoffs
  - Loss of power
  - Fires
  - NORDO
  - Birdstrike
- Safety
  - CRM skills and usage
  - Change of controls
  - Hazard Avoidance / Clearing Procedures
- Questions?

## **NIFE DEBRIEFING GUIDE**

### **Debriefing ROE:**

- IP demos debrief for C4101. Student debriefs all other events.
  - **ONLY** discuss items that were non-standard or did not occur as briefed.
- 

### **SAFETY OF FLIGHT, SOP/TRAINING RULE VIOLATIONS**

#### **BRIEF**

- Brief Knowledge/Execution

#### **ADMIN**

- On Deck/Departure/Enroute/RTB
- Comms

#### **MISSION CONDUCT**

- Sequence of events (chronological order)

#### **WRAP-UP**

- Mission Objective (Success/Failure)
- Training Objectives (Met/Not Met)
- CRM Review
- Goods/Others
- Recommendations for Improvement

**Questions? Anything to add? Parting Shots.**

**LIMITATIONS**

<b>Instrument</b>	<b>Min</b>	<b>Normal</b>	<b>Caution</b>	<b>Max</b>
Tachometer		2100-2450 RPM		2700 RPM
Oil temp		100-245° F		245° F
Oil press	25 psi	60-90 psi		115 psi
Carb air temp			-15 to 5° C	

Max weight	2550 lbs	
Baggage allowance	120 lbs	
Fuel Capacity	43 gal	
Oil Capacity	sump: 6 qts	total: 7 qts
Max Crosswind	15 kts	
Max Angle of Bank	60°	
Service Ceiling	14,200 ft	
Wingspan	36 ft	
Limit load factors		
Clean	3.8 to -1.52 G's	
Flaps down	3 to 0 G's	
VNE	158 KIAS	
VNO	127 KIAS	
VFE	85 KIAS	
VR	55 KIAS	
VS	50 KIAS	
VSO	40 KIAS	
VX	62 KIAS	
VY	73 KIAS	
Vglide	68 KIAS	

## NIFE TOLD Card

Tail Number: \_\_\_\_\_ Date: \_\_\_\_\_

	Weight & Balance	Weight (lbs)	Arm (in)	Moment (lbs x in)/1000
1	Basic Empty Wt.			
2	Pilot/Front Pax		37	
3	Rear Seat		73	
4	Baggage		95	
5	Fuel (6 lbs/gal)		48	
6	Ramp Wt.			
7	Start/Taxi/Runup	- 7	48	- 0.3
8	Takeoff Wt.			
9	Est. Fuel Burn	-100	48	
10	Landing Wt			

Distances	Ground Roll	50 ft Obstacle
Takeoff		
Landing		

Airport	Runway	Length/Width

V<sub>S</sub>: \_\_\_\_\_ V<sub>X</sub>: \_\_\_\_\_ V<sub>NO</sub>: \_\_\_\_\_V<sub>SO</sub>: \_\_\_\_\_ V<sub>Y</sub>: \_\_\_\_\_ V<sub>NE</sub>: \_\_\_\_\_V<sub>R</sub>: \_\_\_\_\_ V<sub>FE</sub>: \_\_\_\_\_ V<sub>A</sub>: \_\_\_\_\_

ATIS		
Airport Identifier		
Time		
Wind		
Visibility		
Sky Conditions		
Temp / Dew Pt		
Altimeter		
Runway		

CLEARANCE	
Altitude	
Frequency	
Squawk	

DEPARTURE/ARRIVAL INSTRUCTIONS		
Heading	Altitude	Frequency



**REFERENCES****MyFlightTrain**

Basic Empty Weight, Arm, and Moment

**Pilot Operating Handbook (POH)**

Required in A/C for flight

Airframe, systems, and basic 172 references

Assumes 160HP engine

DO NOT reference for V speeds, weight and balance, and engine limits

**Airplane Flight Manual (AFM) Supplement**

180HP engine supplement

Notice no Takeoff data table

DO reference for V speeds, weight and balance, and engine limits

**180 HP Performance Data**

180HP engine supplement

INCLUDES Takeoff data table

Reference for V speeds, weight and balance, and engine limits

**TOLD (Takeoff and Landing Data) Card:**

- Fill in Tail #, date,
- (Line 1) Enter Basic weight, Arm (CG), moment from MyFlightTrain → Schedules →
- click on Tail Number (left column)
- Weights:
  - (Line 2) 190 lbs per pilot x 2 (380 lbs)
  - (Line 3) 1 in back – if applicable (190 lbs)
  - (Line 4) 10 lbs of baggage
  - (Line 5) 1<sup>st</sup> student to fly will assume 38 gal fuel \* 6 lbs/gal = 228 lbs
  - (Line 5) 2<sup>nd</sup> student to fly will assume 21 gal fuel\* 6 lbs/gal = 126 lbs
- CGs on POH 6-7: Standard
  - (Line 2) Front seat: 37                      (Line 4) Bags: 95
  - (Line 3) Back seat: 73                      (Line 5) Fuel: 48
- Multiply weights and CGs then divide by 1000 to determine moments
- Add weights and moments for Ramp Weight and Ramp Moment (Line 1+2+3+4+5 = Line 6)
- Subtract 7 lbs for Start, taxi, runup fuel (weight): (Line 6 – 7 = Line 8)
- Subtract 0.3 for Start, taxi, runup moment (moment): (Line 6 – 7 = Line 8)

- Divide TO Moment by TO Weight to determine CG
- Determine if TO Weight and CG is within envelope using AFM Supplement. Assume 1.5 hr flight and 8 gal/hr fuel burn conservative estimate found in AFM Supplemental Cruise Fuel Consumption tables for 2300 RPM at 2,000ft
  - FAR reserve fuel requirement for Day VFR = 30 min
  - Plan for 1.5 hr flight + .5 reserve = 2 hrs
  - 2 hrs at 8 GPH = 16 gal \* 6 GPH = 96 lbs (Round up to 100 lbs for Estimated Burn)
- Determine Landing Weight, Landing Moment, and Landing CG
- (Line 8 – 9 = Line 10)
- Confirm that Aircraft remains inside Envelope for Landing
- For TO Ground Roll, use 180 HP Performance Data Tables on pg 2

-Don't forget to read notes (#2 for winds)

-Be sure to use table for next highest conservative AC weight (2550 max or 2400/2200 table)

-Notice TO data assumes Short Field TO (not a procedure used for NIFE) so actual numbers will differ.

-Disregard takeoff speeds (assumes Short Field)

-Use SL (sea level) pressure altitude

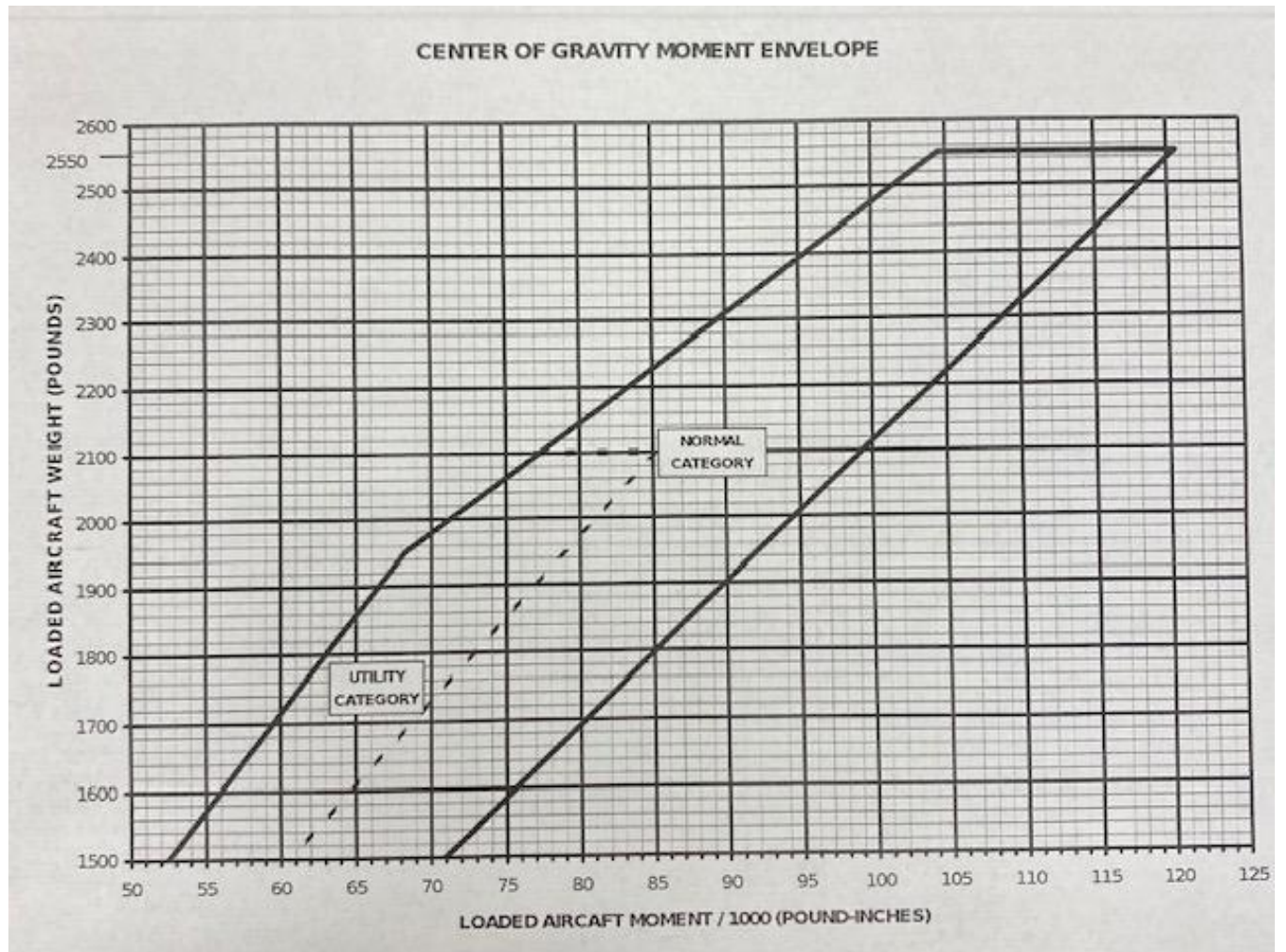
-For Landing Ground Roll, use 180 HP Performance Data Tables on pg 5

-Don't forget to read notes (#2 for winds)

-Only one table, assumes max weight and normal landing config (flaps 30)

-V speeds: Enter at bottom of card (should have memorized)

## PERFORMANCE CHARTS



# TAKEOFF DISTANCE

## MAXIMUM WEIGHT 2550 LBS

### SHORT FIELD

1. Prior to takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static run-up.
2. Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
3. For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND	TOTAL FT	GRND	TOTAL FT	GRND	TOTAL FT	GRND	TOTAL FT	GRND	TOTAL FT
				ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS
2550	48	57	S.L.	860	1520	925	1630	995	1750	1070	1880	1150	2015
			1000	940	1665	1015	1790	1090	1925	1175	2070	1260	2225
			2000	1030	1830	1110	1970	1195	2125	1290	2285	1385	2460
			3000	1130	2015	1220	2175	1315	2350	1415	2535	1520	2740
			4000	1245	2230	1345	2415	1450	2615	1560	2830	1675	3060
			5000	1370	2480	1480	2690	1595	2920	1720	3170	1850	3450
			6000	1510	2770	1635	3015	1765	3290	1900	3585	2050	3925
			7000	1670	3120	1805	3410	1950	3735	2105	4100	2270	4520
			8000	1850	3535	2000	3890	2165	4295	2340	4760	2525	5315

Figure 1 - Takeoff Distance 2550

## MAXIMUM WEIGHT 2400 AND 2200 LBS

### SHORT FIELD

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND	TOTAL FT	GRND	TOTAL FT	GRND	TOTAL FT	GRND	TOTAL FT	GRND	TOTAL FT
				ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS	ROLL FT	TO CLEAR 50 FT OBS
2400	47	55	S.L.	745	1320	805	1415	865	1520	925	1625	995	1745
			1000	815	1445	880	1550	945	1665	1015	1785	1090	1915
			2000	895	1585	965	1705	1035	1830	1115	1965	1195	2110
			3000	980	1740	1055	1875	1135	2020	1225	2170	1315	2335
			4000	1075	1920	1160	2070	1250	2235	1345	2405	1445	2595
			5000	1185	2125	1275	2295	1375	2480	1485	2680	1595	2900
			6000	1305	2360	1410	2555	1520	2770	1635	3005	1760	3260
			7000	1440	2635	1555	2860	1680	3115	1810	3390	1950	3700
			8000	1590	2960	1720	3230	1860	3530	2005	3865	2165	4245
2200	45	53	S.L.	610	1090	660	1165	705	1245	760	1335	815	1425
			1000	670	1190	720	1270	775	1360	830	1460	890	1560
			2000	730	1295	785	1390	845	1490	910	1600	975	1710
			3000	800	1420	860	1525	930	1635	995	1755	1070	1885
			4000	875	1560	945	1675	1020	1800	1095	1935	1175	2080
			5000	965	1715	1040	1850	1120	1990	1205	2140	1295	2305
			6000	1060	1895	1145	2045	1235	2205	1325	2380	1425	2565
			7000	1170	2100	1260	2270	1360	2455	1465	2655	1575	2870
			8000	1290	2335	1395	2535	1505	2745	1620	2980	1745	3235

Figure 2 - Takeoff Distance 2400 and 2200

## **SECTION 5: PERFORMANCE**

### **LANDING DISTANCE - SHORT FIELD**

**CONDITIONS:**

Flaps 30°

**NOTES:**

4. If a landing with flaps up is necessary, increase approach speed by 9 KIAS and allow for 35% longer distance.

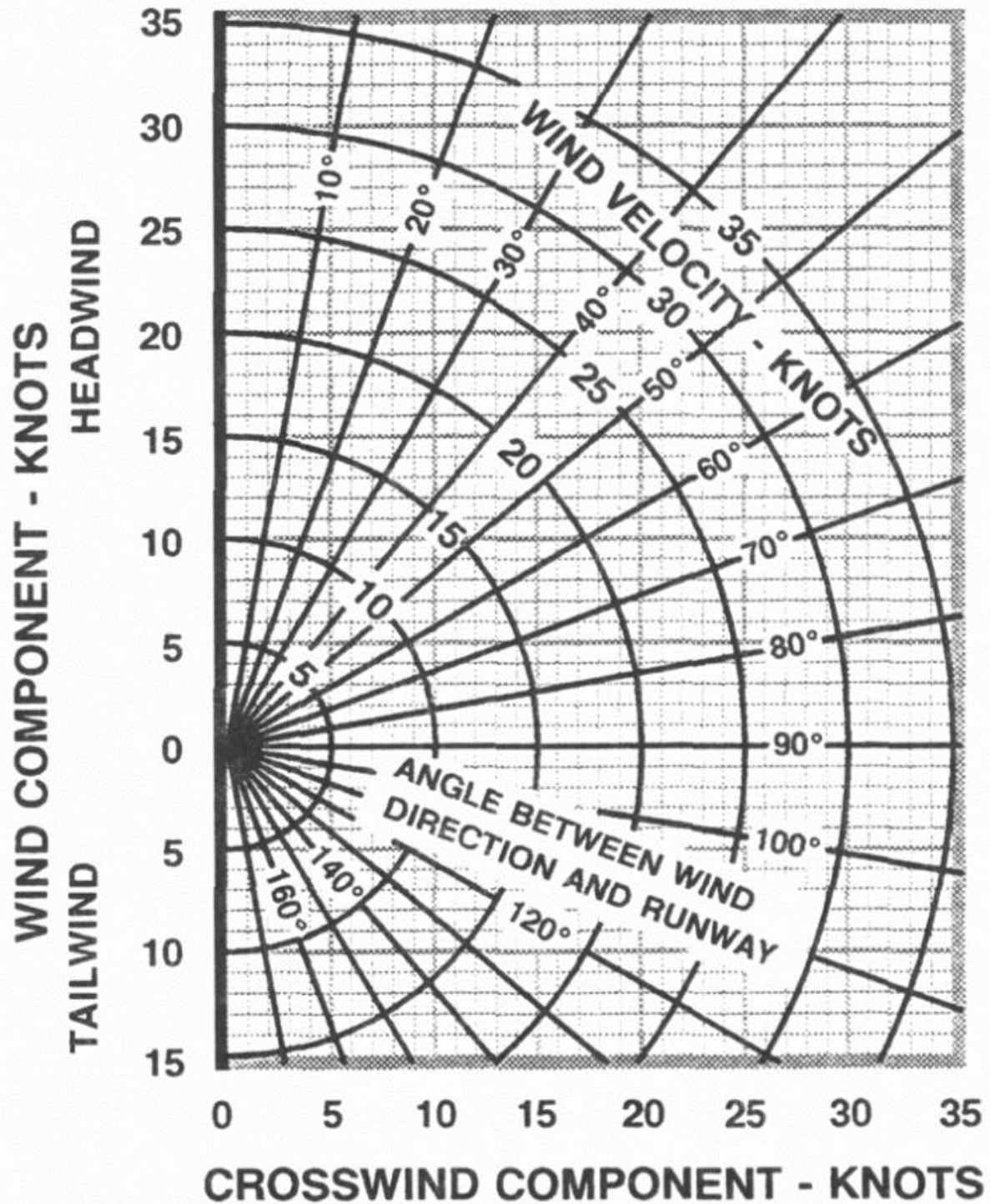
Weight LBS	Speed At 50 Ft KIAS	Press Alt Ft	0°C		10°C		20°C		30		40°C	
			Gnd Roll Ft	Total Ft To Clear 50 Ft Obs	Gnd Roll Ft	Total Ft To Clear 50 Ft Obs	Gnd Roll Ft	Total Ft To Clear 50 Ft Obs	Gnd Roll Ft	Total Ft To Clear 50 Ft Obs	Gnd Roll Ft	Total Ft To Clear 50 Ft Obs
2550	62	S.L	545	1290	565	1320	585	1350	605	1380	625	1415
		1000	565	1320	585	1350	605	1385	625	1420	650	1450
		2000	585	1355	610	1385	630	1420	650	1455	670	1490
		3000	610	1385	630	1425	655	1460	675	1495	695	1530
		4000	630	1425	655	1460	675	1495	700	1535	725	1570
		5000	655	1460	680	1500	705	1535	725	1575	750	1615
		6000	680	1500	705	1540	730	1580	755	1620	780	1660
		7000	705	1545	730	1585	760	1625	785	1665	810	1705
		8000	735	1585	760	1630	790	1670	815	1715	840	1755



# WIND COMPONENTS

**NOTE:**

Maximum demonstrated crosswind velocity is 15 knots (not a limitation).



## **COURSE RULES USING 2R4 AND MIDWAY PRACTICE AREA**

### **PNS DEPARTURE AND ARRIVAL PROCEDURES**

#### **a. PNS Departure Procedures**

(1) Participating Aircraft must request the “Garcon Transition” from Clearance Delivery utilizing the assigned local tactical call signs designated in Attachment 3. This indicates a request for the MPA.

(2) Unless circumstances require otherwise, PNS ATCT must enter a flight plan into the FDIO using “NKL” as the destination to identify a Garcon Transition, and issue abbreviated departure instructions for the Garcon Transition.

#### ***EXAMPLE-***

*“Bolo five zero two, maintain VFR via the Garcon Transition, squawk 1234”.*

(3) Departure frequency is 119.0 unless otherwise advised by PNS ATCT.

(4) Unless otherwise coordinated, P31 must automatically release all “Garcon Transition” departures.

(5) Participating Aircraft must depart the traffic pattern as instructed by PNS ATCT and proceed to Point Golf, and then to Point Mike.

(6) P31 must provide Class C services to the MPA.

(7) Participating Aircraft must maintain VFR, 1000’ MSL until reaching Point Mike, then climb to requested final altitude.

(8) Participating Aircraft must remain on assigned beacon code when instructed by P31 to change to frequency 126.85.

#### **b. PNS Arrival Procedures.**

(1) Participating Aircraft must contact P31 on frequency 119.0 with call sign only, and request the “Garcon Transition.” This indicates a request to enter the VFR airport traffic pattern at PNS.

(2) P31 must provide Class C services.

(3) Unless circumstances require other instructions, when Runway 17 and/or Runway 8 are in use at PNS, P31 must issue “Garcon Transition” instructions, and update the scratchpad with “GAR” to indicate to PNS ATCT that the aircraft is on a “Garcon Transition.”

**EXAMPLE-**

*“Bolo five zero two, proceed inbound via the Garcon Transition for Runway 17.”*

(4) When inbound on the “Garcon Transition,” Participating Aircraft must proceed VFR at 1500 feet MSL from Point Mike to Point Golf to Point Papa for entry into the traffic pattern.

(5) When PNS ATCT is advertising Runway 35 and/or Runway 26, P31 must not issue Garcon Transition instructions. Participating Aircraft must be vectored for the arrival sequence.

**EXAMPLE-**

*“Bolo five zero two, unable Garcon Transition, expect vectors for Runway 26.”*

(6) PNS ATCT will issue instructions to arriving Participating Aircraft prior to Point Papa for direction of entry into the traffic pattern, altitude restrictions, etc. Upon entering the downwind, Participating Aircraft may descend to pattern altitude.

## **2R4 DEPARTURE AND ARRIVAL PROCEDURES.**

### **a. 2R4 Departure Procedures.**

(1) Participating Aircraft must request the “Holley Transition” on initial contact with P31 on frequency 124.85, and obtain a beacon code. This indicates a request for the MPA.

**EXAMPLE—**

*“Pensacola Approach, Bolo five zero two approaching Point Alpha at one thousand two hundred, request the Holley Transition.”*

(2) Unless circumstances require otherwise, after being radar identified, TRACON must issue “Holley Transition” instructions and update the scratchpad with MPA.

**EXAMPLE—**

*“Bolo five zero two, radar contact, proceed via Holley transition.”*

(3) Participating Aircraft must transition to the MPA as depicted in Attachment 1, at 1200 feet MSL, and must proceed via:



- (a) Depart 2R4 southbound over Point Alpha.
- (b) Proceed southeast towards NFJ to remain west of Choctaw (NFJ) runways.
- (c) After being radar identified by TRACON, aircraft can expect a frequency change to NFJ tower, 123.025. Aircraft are not authorized to enter NFJ Class D until radio communications have been established with NFJ tower.

**EXAMPLE—**

*“Choctaw Tower, Bolo five zero two, Holley transition, 3 miles northwest of Choctaw, squawking 0105.”*

(d) Aircraft will be instructed by NFJ tower when they can begin climb to 1500'. Aircraft must maintain ATC assigned altitudes until they have exited the NFJ Class D.

(e) Once south of NFJ runways, aircraft turn southeast towards Navarre Golf Course, then to the practice area. Aircraft can expect to be sent to MPA advisory frequency from NFJ Tower when clear of tower traffic.

**EXAMPLE—**

*“Bolo five zero two, change to advisory frequency approved.”*

(f) Remain on assigned beacon code when instructed by P31/NFJ to change frequencies.

**(g) REMAIN OUTSIDE R2915A unless advised otherwise by ATC.**

**(4) P31 must provide Class C services to the MPA.**

**(5) Caution:** Be aware of helicopters transiting along I-10, and to and from NFJ at or below at 900 feet.

**(6)** When NFJ is closed, aircraft can expect Holley transition route and the requested altitude of 1500 feet issued by TRACON, as soon as feasible.

**b. 2R4 Arrival Procedures.****(1) 2R4 Participating Aircraft must:**

**(a)** Contact P31 on frequency 119.0 with call sign only, and request the “Trident Transition.” This indicates a request to depart the MPA, and return to 2R4. Unless circumstances require other instructions, P31 must issue “Trident Transition” instructions and update the scratchpad with 2R4.

**EXAMPLE—**

*“Pensacola Approach, Bolo five zero two, request the Trident Transition.”*

**EXAMPLE—**

*“Bolo five zero two, proceed via Trident Transition.”*

**(b)** Upon clearance from TRACON, inbound aircraft can expect a frequency change to NFJ Tower, 123.025.

**EXAMPLE—**

*“Choctaw Tower, Bolo five zero two, Trident Transition, 5 southeast of Choctaw squawking 0127.”*

**(c)** From Navarre golf course, proceed north towards NFJ at 1200’. Remain east of NFJ runways.

**(d)** When northeast of NFJ runways, proceed direct 2R4.

**(e)** Once conflicts are resolved, NFJ Tower will instruct aircraft to change to Milton advisory frequency. Aircraft are required to remain outside the Class C airspace. Aircraft will maintain 1200 feet until north of I-10 to de-conflict with low level helicopter traffic.

**EXAMPLE—**

*“Bolo five zero two, change to advisory frequency approved.” Or “Bolo five zero two, frequency change approved.”*

**(f) REMAIN OUTSIDE R2915A unless advised otherwise from ATC.**

(g) In order to deconflict with outbound traffic when Runway 18 is in use at 2R4, aircraft must cross I-10 east of 2R4, and join the pattern on the crosswind.

(2) Caution: Be aware of helicopters transiting along I-10, and to and from NFJ at or below at 900 feet.

(3) When NFJ is closed, aircraft can expect Trident Transition route issued by TRACON.

## **MIDWAY PRACTICE AREA (MPA) PROCEDURES.**

### **a. Participating Aircraft must:**

(1) When instructed, accept a frequency change to MPA advisory frequency 126.85. Acceptance of this frequency change acknowledges cancellation of flight following with P31, but does not cancel radar identification.

(2) Remain on frequency 126.85 while in the MPA, unless requesting to exit the MPA, or unless an emergency or other urgent situation exists.

(3) Remain on the beacon code originally assigned by P31 or by PNS ATCT.

(4) At all times, remain inside the lateral and vertical boundaries of the MPA, as defined in Attachment 1 (surface to 3000 feet MSL).

(5) Cooperate with other Participating Aircraft in the MPA on a “see-and-avoid” basis.

(6) Remain clear of the NFJ Class D airspace at all times, and maintain awareness of military traffic into, and out of NFJ.

(7) Maintain awareness of non-Participating Aircraft that may approach or transition the MPA, such as NDZ helicopters at 900 feet MSL, etc.

### **b. P31 must:**

(1) Advise Participating Aircraft to change to MPA advisory frequency (126.85). This instruction automatically terminates flight following for Participating Aircraft in the MPA, but does not cancel their radar identification. Therefore, the phraseology, “radar services terminated” will not be used.

### ***EXAMPLE-***

*“Bolo five zero two, frequency change approved.”*

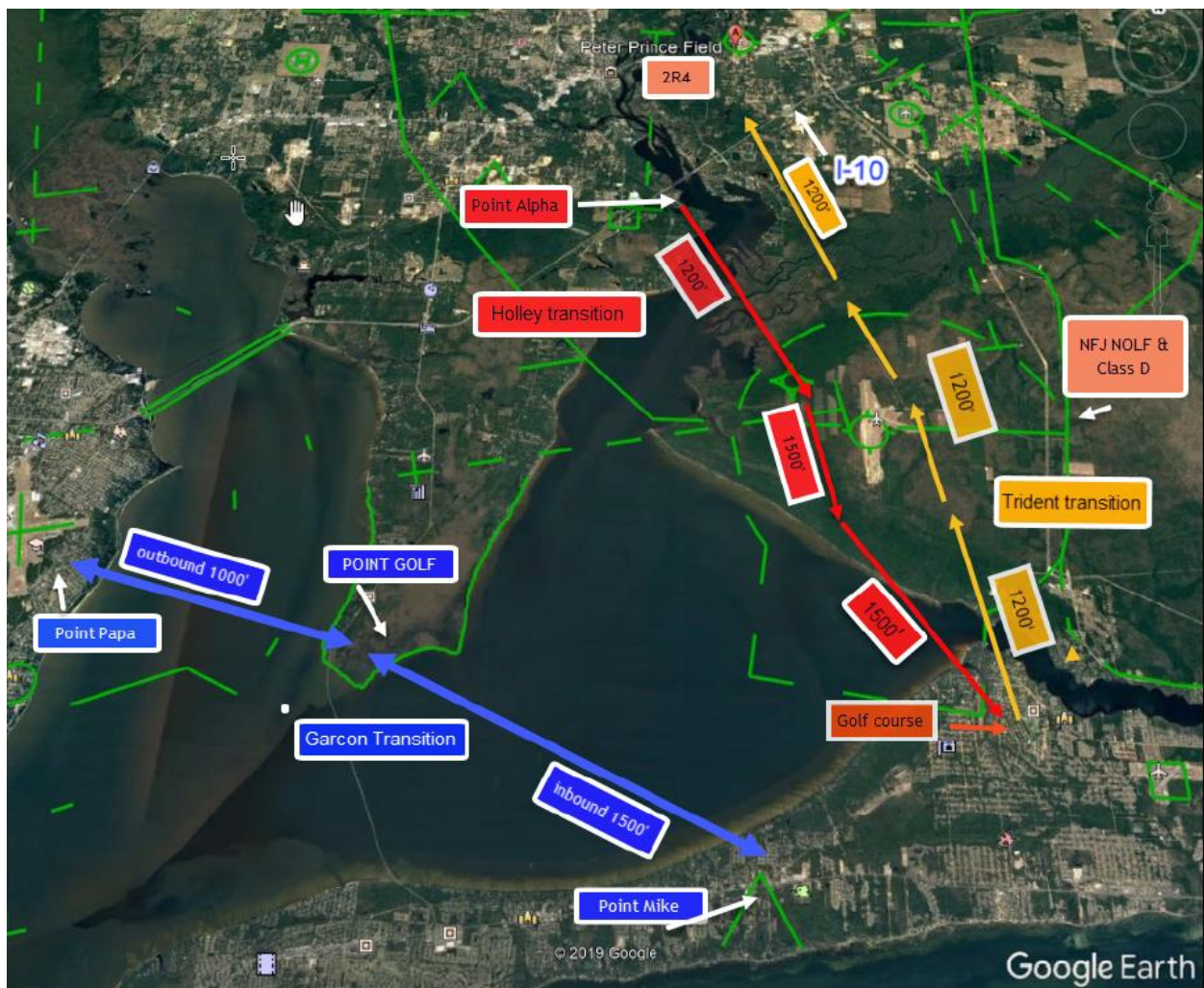
03 May 21

*“Bolo five zero two, change to advisory frequency, one two six point eight five.”*

(2) On a workload-permitting basis, transmit “blanket broadcasts” on frequency 126.85 when known or observed, non-Participating Aircraft approach or transition the MPA, or when areas of observed weather approach the MPA, or for emergencies, or for any other reason deemed necessary.

**NOTE-**

*P31 will not monitor frequency 126.85 except for very brief periods (to ensure that the frequency is clear) prior to making “blanket broadcasts” as described above. The purpose of P31 not transmitting and receiving on 126.85, is to relieve both P31 and Participating Aircraft of frequency congestion.*





# **COURSE RULES** **JKA AIRSPACE**

## Training Areas:

Floor: 1500' MSL

Ceiling: 3000' MSL

## Course Rules:

Outbound from KJKA: Once heading to PT. B, climb to 1500' MSL.

Transit to/from the training areas at 1500' MSL.

Inbound to KJKA: Maintain 1500' MSL until South of KNBJ, then descend to 1000' MSL.

CALLAHAN  
(KCQF)  
AWOS: 118.425  
CTAF: 123.0  
ALT: 91'

FOLEY (5R4)  
AWOS: NA  
CTAF: 123.05  
ALT: 74'

BARIN NOLF (KNBJ)  
CMN: 269.425

JACK EDWARDS (KJKA)  
AWOS: 134.525  
CTAF: 122.7  
ALT: 17'