

LAS CRUCES COURSE RULES

AS OF 17 JAN 2012

GENERAL:

- KLRU is located five miles east of the town of Las Cruces.
- All runways are lighted, and runway 30 has approach lighting.
- All taxiways, except to Rwy 22, are lighted.
- There are 3 runways, 12/30, 04/22, and 08/26.
- Rwy 08/26 is 6,069 ft long by 100 ft wide.
- Rwy 12/30 and 04/22 are 7,499 ft long by 100 ft wide.
- **Rwy 26 will be used for calm wind conditions.**
- KLRU VHF Freq 122.7 (CTAF)
- The detachment aircraft call sign (C/S) will be BEARCAT XXX.

NOTE: Construction is scheduled to begin on parallel taxiway (A) sometime during our det. This will mean possible changes to runway's and ground ops. For now, no changes have been implemented. As requirements change word will be spread to all involved.

GROUND OPERATIONS:

- All aircraft will be parked and started on the southeast ramp.
 - Maintenance troubleshooting shall be conducted next to hanger adjacent the line.
 - Hot seating shall be conducted in front of the Det Operations Building. (Old AA FBO).
 - In order to lessen the radio traffic, taxi calls will only be made when crossing runways, unless the pilot thinks more are warranted for a specific safety concern.
 - Pulling out of the line, contact DDO on preset 1 and report (U):
"**Base, XXX, IP _____, SNA_____, Event_____ outbound**"
 - Upon RTB, when clear of runway, contact DDO on Preset 1 and report (U):
"**Base, XXX, back, complete/incomplete**"
 - Runups for all Rwys will be conducted on the eastern most area of the ramp, with the aircraft facing West (tail towards the grass).
 - Runups for Rwy 12 may be completed in the runup area on taxiway C just prior to the hold short of Rwy 12, at Instructor discretion for dual events only.
 - Runups for Rwy 22 may be completed in the runup area on taxiway B just prior to the taxiway D intersection, at Instructor discretion for dual events only.
 - Do not take the runway for takeoff with an aircraft inside the base leg / 180, unless that aircraft has waved off. Be aware of civilian traffic in a left pattern.
 - Complete takeoff radio call prior to crossing the hold-short.
- **IP Note:** Be observant of aircraft at the hold-short and extend upwind or wave off to allow aircraft to takeoff and depart.

AIR OPERATIONS:

- The LRU break altitude is 5,500 ft MSL.
- The LRU pattern altitude is 5,300 ft MSL.

- The T34C normal pattern is orientated to the right.
- The PEL pattern is orientated to the left.
- Civilians will normally use a left hand box pattern.
- Maximum aircraft in the pattern is **FIVE** (including civilian).
- Maximum aircraft for a PPEL is **TWO** (including civilian).
- Note:** Request PPEL prior to arrival. If RDO reports two or more aircraft, PPEL traffic shall discontinue PPEL and either hold in their area or join course rules IP recovery.
- Solo aircraft will always be accepted into the pattern. Dual flights will full stop or depart as requested by the RDO.
- Radio calls will be made:
 - Prior to the hold short for takeoff.
 - At Initial Point East/West from the North/South.
 - At the numbers for the break.
 - Prior to Executing the break.
 - Crosswind.
 - Base, High Key, and Low Key.
 - Executing PPEL(P).
 - Executing LAPL(P).
 - Number one upwind / downwind departing.
 - Clear of the pattern (Departure Point North or South).
- No more than two solos will be in the pattern at the same time.
- If you have not turned crosswind and hear “numbers for the break”, continue upwind and allow the other aircraft to break behind you. Turn crosswind with proper interval.
- Short breaks are NOT AUTHORIZED..
- Wave-off shall be executed if runway is not clear by the 90 position, unless the IP directs you to continue.
- All wave-off calls by the RDO are mandatory, unless the PIC determines safety of flight requires otherwise.
- Give way to PPEL traffic and civilian traffic in a left hand pattern; be prepared to wave-off to allow them to land.
- When an aircraft is entering via PPEL, be ready to observe the RDO request to help sequence PPEL traffic.
- PPEL shall be left hand pattern.
- LAPL(P) shall not be performed to touchdown at LRU.
- LAPL(P) shall be performed to duty runway if other traffic is in pattern.
- LAPL(P) may be performed to off duty runway if no other traffic is in pattern.
- PPEL(P) will be right hand as normal operations with regard to pattern calls and intervals. **Be aware of aircraft calling inbound for the break.**
- PIC shall ensure interval will not interfere with preceding aircraft regardless of maneuver being flown.
- IP's shall not allow SMA's to extend deep off the 180 in the pattern.

WORKING AREAS:

- There are 6 working areas.
- Areas 1-5 are assigned to contact.
- The remaining area is to be used primarily for Formation and BI's.
- The primary contact areas (1-4) are allocated north of KLRU.

- Working Area 5 and the Formation/BI Area are located south of KLRU.
- Each area (except the formation area and area 1) is divided into a low block and a high block.
- Low blocks extend from the surface to 9,000 MSL.
- High blocks begin at 9,500 MSL and extend up to but not including 18,000 MSL.
- **Area 1 Low does not exist and shall not be used due to course rules traffic transiting to or from other working areas.**
- The formation area extends from the 7,000 ft MSL to 10,000 ft MSL.
- The Formation area shall be segmented by altitude blocks of 1,000 ft.
- The BI Area extends from 10,500 ft MSL to, but not including, 18,000 ft MSL.
- In the event of heavy traffic, formation flights may use the BI Area on a not to interfere basis.
- The BI Area shall be segmented by altitude blocks of 2000 ft, except when being used by formation flights, which may use 1000 ft separation.
- Working areas are depicted on the kneeboard card and GPS flight plan pages 8/9.
- Solo students have priority in Contact Areas 1, 3, and 4, along with the 7000 ft MSL altitude in the Formation Area.
- Dual flights shall exit the primary solo areas to accommodate student solos.
- Contact Area 2 is restricted to dual flights.

DEPARTURES:

- When taxiing onto runway, report (V): **“Las Cruces Traffic, Bearcat XXX take-off runway ____, home-field bounce / departure North/South, Las Cruces.”**
- Execute contact FTI takeoff procedures.
- Depart the runway and climb to 5000 ft MSL (500 ft AGL).
- Accelerate to 150 knots.
- Check clear of the pattern, approx 1 mile (30 sec), and execute a climbing 150 kias turn to 7500 ft MSL towards Departure Point North (Robledo Mountain) or to 6500 ft MSL towards Departure Point South (Intersection of underground pipeline/dirt road or DMG 090/32).
- Report (V): **“Las cruces Traffic, Bearcat XXX, number one upwind, departing the pattern to the North/South, Las Cruces.”**
- Reaching appropriate altitude accelerate to 170 kts.
- Just prior to Departure North/South, report (V): **“Las Cruces Traffic, Bearcat XXX clear to the North/South, Las Cruces.”**
- Just prior to the departure point, switch to the working area frequency button 11/10.
- Request (U): **“99 North/South, XXX departure point North/South, who is working?”**
- Aircraft in the working areas will “role call” starting with Area 1, and continuing Low to High through areas 2 thru 4. If you miss your turn, after the “role call” announce your area.
- After receiving responses, claim a vacant area/altitude (U): **“XXX claims area __.”**
- Upon entering area report (U): **“99 North/South, XXX is established in Area __.”**

Departing to Northern Operating Area, when Initial Point East is in use:

- Proceed around Observatory Mountain in a clockwise flow (except Area 2).
- Altitude will be 7500 ft MSL until in respective working area.

Area 1:

- Enter Area 1 via direct climbing left turn from Departure North.

Area 2:

- Enter Area 2 via direct right turn from Departure North.
- Remain above 7500 ft MSL if proceeding to Area 2 Low
- If proceeding to Area 2 high, begin climb at Departure North.

Area 3:

- Proceed to Area 3 from Departure North via left turn west to the southern side of Observatory Mountain.
- Follow the Mountain around to the north remaining clear of Area 4.
- Proceed to Area 3 remaining east of the Stockyards and west of Hatch.
- Coordinate with Hatch traffic 122.9 if needed and proceed to working area.
- If proceeding to Area 3 high, maintain altitude (7500 ft MSL) until just prior to entering area and coordinate climb with Area 3 low and departing traffic (if any)

Area 4:

- Proceed to Area 4 from Departure North via left turn to the southern side of Observatory Mountain at 7500 ft MSL.
- Continue straight ahead to Area 4.
- If proceeding to Area 4 high, maintain altitude (7500) until just prior to entering area and coordinate climb with Area 4 low and departing traffic (if any).

Departing to Northern Operating Area, when Initial Point West is in use:

- All aircraft will proceed around Observatory Mountain in a counter-clockwise flow (except Area 1). Altitude will be 7500 ft MSL until in respective working area.

Area 1:

- Enter Area 1 from Departure North via left turn direct into area.

Area 2:

- Enter Area 2 from Departure North via right turn direct into area.
- Remain above 7500 ft MSL if proceeding to Area 2 Low
- If proceeding to Area 2 high, begin climb at Departure North.

Area 3:

- Proceed to Area 3 from Departure North at 7500 ft MSL via northbound up the Rio Grande river.
- Remain at 7500 ft MSL until within the boundary of Area 3 and North of Hatch.
- Coordinate with Hatch before area entry.
- If proceeding to Area 3 high, maintain altitude (7500 ft MSL) until just prior to entering area and coordinate climb with Area 3 low and departing traffic (if any).

Area 4:

- Proceed to Area 4 from Departure North at 7500 ft MSL via northbound up the Rio Grande River.

- Continue around the mountain and proceed direct to the stockyards south of Hatch as terrain allows.
- Coordinate with Hatch traffic if needed and proceed to working area.
- If proceeding to Area 4 high, maintain altitude (7500 ft MSL) until just prior to entering area and coordinate climb with Area 4 low and departing traffic (if any).

Departing to Southern Operating Area, when either Initial Point is in use:

Area 5:

- Proceed south from Departure South until in area.
- If proceeding to Area 5 high, maintain altitude (6500 ft MSL) until just prior to entering area and coordinate climb with Area 5 low and departing traffic (if any).

Formation/BI Area:

- Turn West to parallel the pipeline on the North side. **DO NOT CROSS!**
- Begin climb at 150 kts for 7000 ft MSL or 120 kts for all other altitudes.
- Stay north of pipeline until established at your altitude and then turn South into the area and begin the sequence. Remain east of "Sand Box" for your entry.
- Coordinate descents over button 10 with other form flights below you prior to descending.

RECOVERIES:

- Departing the working area for IPE/IPW, report(U): **"99 North, XXX is departing area __ high/low course rules IP East/West."**- Be alert for the towers to the west of Las Cruces and the towers along I-10.
- If the pattern is full, hold at the IP until traffic/RDO allows an entry.
- If another aircraft calls "IP West/East, from the North/South" while you are holding at the initial, tell them the initial is full.
- Aircraft will stack over the initial point starting at 6500 ft MSL with 1000 ft separation.
- Solos should not be made to hold at or prior the initial.
- RDO will coordinate arrivals when the IP is full.

Northern Operating Area to Initial Point East (IPE):

Area 1:

- Egress Area 1 from the western part of area.
- Descend to 7500 ft MSL once clear of area and coordinated with any traffic coming from Departure North.
- Continue clockwise around Observatory Mountain; remain clear of Area 4 low.
- Proceed to Hatch (if coordinated) once clear of the stockyard.
- Remain south of Hatch and proceed down the Rio Grande river.
- Descend to 5500 ft MSL once past the Widowmaker tower (5498 ft MSL), where I-10 turns southbound.

Area 2:

- If proceeding to Hatch: Egress Area 2 to Hatch via direct to Hatch. Remain above 7500 ft MSL until clear of tower 5498 ft MSL (Widowmaker).

- Egress Area 2 to IP East at 7500 ft MSL south of tower 5498 ft MSL (Widowmaker) and proceed southeast bound down the Rio Grande to IP East.
- Descend to 5500 ft MSL once past the Widowmaker tower (5498 ft MSL), where I-10 turns southbound.

Area 3:

- Egress Area 3 North of Hatch directly over the Rio Grande at 7500 ft MSL.
- Area 3 High ensure clear of area before descent to 7500 ft MSL.
- Spot tower 5498 ft MSL (Widowmaker) and remain clear.
- Proceed southeast bound down the Rio Grande to IP East.
- Descend to 5500 ft MSL once past the Widowmaker tower (5498 ft MSL), where I-10 turns southbound.

Area 4:

- Egress Area 4 in the vicinity of the stockyards and proceed eastbound at 7500 ft MSL to the Rio Grande, remaining south of Hatch.
- Area 4 High coordinate to ensure clear of area before descent to 7500ft MSL.
- Coordinate with Hatch (if needed).
- Continue southeast down the Rio Grande to IP East.
- Descend to 5500 ft MSL once past the Widowmaker tower (5498 ft MSL), where I-10 turns southbound.

Northern Operating Area to Initial Point West (IPW):

Area 1:

- If proceeding to Hatch: Egress Area 1 to Hatch via 7500 ft MSL to the northern side of Area 1. Coordinate with traffic proceeding from Departure North.
- Egress Area 1 via 7500 ft MSL to western side of Sleeping Lady Mountain and proceed southbound to IP West.
- Descend to 5500 ft MSL once abeam Sleeping Lady Mountain.
- Intercept the Rio Grande northbound to Hatch.

Area 2:

- Egress Area 2 via westbound towards Hatch at 7500 ft MSL. Area 2 High ensure clear of area before descent to 7500ft MSL.
- When south of Hatch proceed counterclockwise around Observatory Mountain remaining clear of Area 4 to the western side of Sleeping Lady Mountain then continue southbound to IP West.
- Descend to 5500 ft MSL once abeam Sleeping Lady Mountain.

Area 3:

- Egress Area 3 at 7500 ft MSL. Area 3 High ensure clear of area, then proceed southbound departure remaining west of Hatch and east of the stockyards.
- Remain clear of Area 4 and proceed to the western side of Sleeping Lady Mountain and continue to IP West.
- Descend to 5500 ft MSL once abeam Sleeping Lady Mountain.

Area 4:

- Egress Area 4 from southeastern boundary at 7500 ft MSL and proceed to Western side of Sleeping Lady Mountain.
- Then proceed southbound to IP West.
- Descend to 5500 ft MSL once abeam Sleeping Lady Mountain.

Notes:

- If transitioning from one area to another, pilots will coordinate on CH 11 to ensure they remain clear of all other traffic.
- Remain well clear of the "Diamond" made by the initial points and the departure points, as FCFs may be using the "Diamond".

Southern Operating Area to Initial Points (IPE and IPW):

Formation Area:

- During the last lead change, monitor VHF 122.7 for duty runway and LRU AWOS 119.02 for winds and altimeter.
- Fly west of the "Sandbox" then north to northern boundary of the Formation Area and, once clear, report (U): "**TACTICAL Call sign is clear Form Area.**" Continue to monitor button 10.
- Turn east and begin descent to 5500 ft MSL remaining south of the "pipeline".
- At 5500 ft MSL and clear of the Form area, Switch to LRU CTAF 122.7 and proceed direct towards the underground pipeline pumping station for IP East, or directly towards IP West for the respective duty runway. **Do not fly North of the "bend" in the railroad tracks until at 5500ft MSL.**
- At the pumping station, or just prior to IP West, terminate on button 10 and switch to button 2.

BI Area:

- Monitor VHF 122.7 for duty runway and LRU AWOS 119.02 for winds and altimeter. Report (U) "**99 South. XXX vacating BI area at ____ k ft**".
- Initiate penetration once clear of the Basic Formation area, heading towards the Columbus VOR/DME (CUS 111.2/49X).
- Approaching 6,500 ft MSL turn Northeast to overfly the mountain range separating the Basic Form/BI area from Area 5.
- Stay south of the railroad tracks.
- At the "bend" report (U): "**XXX is clear Form/BI Area**", and begin decent from 7500ft MSL. Reaching 5500 ft MSL, the procedures remain the same as form departures.

Area 5:

- Fly direct towards the underground pipeline pumping station for IP East
- Fly direct towards IP West for the respective duty runway.
Do not fly North of the pipeline until at 5500ft MSL.
- Coordinate departure from area on Ch 10 and stay alert for form traffic.
- Once clear of the area report clear on UHF CH 10, then switch to CTAF 122.7 and RDO CH 2.

Recovery from Northern Area to Initial Point East (IPE):

- Over Rio Grande river, abeam departure point North, report (U):
BTN11: **"99 North, XXX, departure point North switching."**
BTN2: **"RDO, XXX, IP East, from the North"**
- RDO will report runway in use and traffic in the pattern.
- If entering for break, report (U): **"Roger, runway__"**
- If entering for straight in, report (U): **"Roger, runway __, straight in."**
- If entering for PPEL, report (U): **"XXX, Practice PEL, Rwy __"**
- All arriving aircraft shall overfly IPE prior to lining up for runway in use.

Recovery from Northern Area to Initial Point West (IPW):

- Abeam Sleeping Lady Mountain, report: **"RDO, XXX, IP West, from the North"**
- RDO will report runway in use and traffic
- If entering for break, report (U): **"Roger, runway__"**
- If entering for straight in, report (U): **"Roger, runway __, straight in."**
- If entering for PPEL, report (U): **"XXX, Practice PEL, Rwy __"**
- All arriving aircraft shall overfly IPW prior to lining up for runway in use.

Recovery Southern Area To Initial Point East (IPE):

- Over pumping station, report (U): **"RDO, XXX, IP East, from the South"**
- RDO will report runway in use and traffic
- If entering for break, report (U): **"Roger, runway__"**
- If entering for straight in, report (U): **"Roger, runway __, straight in."**
- If entering for PPEL, report (U): **"XXX, Practice PEL, Rwy __"**
- All arriving aircraft shall overfly IPE prior to lining up for runway in use.

Recovery Southern Area To Initial Point West (IPW):

- Passing over railroad tracks, report (U): **"RDO, XXX, IP West, from the south"**
- RDO will report runway in use and traffic
- If entering for break, report (U): **"Roger, runway__"**
- If entering for straight in, report (U): **"Roger, runway __, straight in."**
- If entering for PPEL, report (U): **"XXX, Practice PEL, Rwy __"**
- All arriving aircraft shall overfly IPW prior to lining up for runway in use.

PATTERN:

At Initial Point East (IPE):

- Over I-10 bridge:
- For Rwy 22, execute a S turn, (right turn followed by left turn) to line up for right break.
- For Rwy 26, turn direct to line up for right break
- For Rwy 30, execute a wide arcing right turn to line up for right break
- For break entry, report (V): **"Las Cruces Traffic, Bearcat XXX 5 miles East, 5500 ft, for pattern entry runway ____, Las Cruces"**
- For PPEL Entry, report (V): **"Las Cruces Traffic, Bearcat XXX overhead RWY__ at 7000 ft for high left downwind, Las Cruces"**
- RDO(U): Acknowledge high key.

At Initial Point West (IPW);

- Over New Mexico Gas Station on I-10:
- For Rwy 04, fly over I-10 until lined up on centerline
- For Rwy 08, execute a gentle S turn, (left followed by right turn) to line up for right break
- For Rwy 12, execute an S turn, (left followed by right turn) to line up for right break.
- For break entry, report (V): **“Las Cruces Traffic, Bearcat XXX 5 miles West, 5500 ft, for pattern entry runway ____, Las Cruces”**
- For PPEL Entry, report (V): **“Las Cruces Traffic, Bearcat XXX overhead RWY ____, at 7000 ft for high left downwind, Las Cruces”**
- RDO(U): Acknowledge high key.

Abeam the Numbers:

- Approaching runway, maintain 170 kts, align aircraft ¼ WTD right of the runway in use.
- Abeam the numbers report (V): **“Las Cruces Traffic, Bearcat XXX overhead runway __, 5500, right break, Las Cruces.”**
- No earlier than the upwind numbers, with interval report (V): **“Las Cruces Traffic, Bearcat XXX right break runway ____, Las Cruces.”** ****This call is extremely important. After making this call, listen to the radio for other traffic or the RDO. You may be cutting off another aircraft ***.*
- Roll into 45' angle of bank right break.
- Roll out on downwind in accordance with Contact FTI.
- Maintain altitude until 100 kias.
- At 100 kts descend to pattern altitude.
- At the abeam report (V): **“Las Cruces Traffic, Bearcat XXX right base, 3 down and locked, touch-n-go/full stop, runway ____, Las Cruces.”**

Touch and Go:

- Perform touch and go in accordance with contact FTI.
- 300 ft AGL or higher, **AND** with interval, commence right turn downwind.
- Report (V): **“Las Cruces Traffic, Bearcat XXX, right crosswind runway ____, Las Cruces.”**
- At the abeam report (V): **“Las Cruces Traffic, Bearcat XXX right base, 3 down and locked, touch-n-go/full stop, runway ____, Las Cruces.”**

Full stop:

- Report (V): **“Las Cruces traffic, Bearcat XXX clear of runway ____.”**

PPEL:

- Execute PPEL in accordance with contact FTI.
- At Low key report (V): **“Las Cruces Traffic, Bearcat XXX high left base, 3 down and locked, touch-n-go/full stop, runway ____, Las Cruces.”**

HAPL:

- Same as PPEL procedures.

PPEL(Pattern):

- Execute PPEL(P) in accordance with contact FTI.

- Turning towards pattern low key, report (V): **“Las Cruces Traffic, Bearcat XXX, high right crosswind runway ____, Las Cruces”**.
- At pattern low key, report (V): **“Las Cruces Traffic, Bearcat XXX high right base, 3 down and locked, touch-n-go/full stop, runway ____, Las Cruces.”**

LAPL(Pattern):

- If any traffic in the pattern, LAPL(P) shall only be executed from the 180/base.
- Report (V): **“Las Cruces Traffic, Bearcat XXX right base, holding gear for training, low approach only, runway ____, Las Cruces.”**
- If no other traffic in the pattern, LAPL(P) shall be executed from any position defined by the contact FTI.

LOST COMM. PROCEDURES:

- Squawk 7600 and make all calls in the blind.
- If only VHF is lost, make all calls on CH-2 RDO.
- Attempt to determine duty runway.
- If necessary, overfly the airport at 8500 ft MSL (4000 ft AGL) and note aircraft in runup area, landing pattern, or location of RDO truck.
- Fly to Departure North at 8500 ft MSL then descend to 5500 ft MSL.
- Fly to IP East/West.
- ***Pay particular attention for conflicts with traffic at break altitude.***
- Rock wings from IP East/West until the break, and again on the downwind.
- If safe to do so, land on first attempt. If not, wave off.

OUTLYING FIELDS: (Deming, Hatch, Dona Ana)

Remain clear of working areas. Make all calls on appropriate CTAF frequency. Give way to civilian traffic. Landings (full stop or touch and go) are not authorized without a RDO on station. Exceptions are for actual PEL’s or specific permission of the DET OIC. If another Navy aircraft is in the PEL pattern, remain clear and coordinate arrival and departure over Contact CH 11. Only one aircraft may utilize Hatch at any time, coordinating on Hatch CTAF 122.9. IP’s will coordinate over CH-11 when transiting or sequencing. Avoid using Hatch for extended periods of time.



SPECIAL RESPONSIBILITIES OF THE RUNWAY DUTY OFFICER:

The RDO is advisory in nature (except for wave off calls) and will not be giving clearances. The RDO shall provide increased situational awareness to pattern aircraft in order to improve safety. The RDO will stay vigilant to unsuspected dangerous traffic conflicts and neutralize the problems by offering additional information and

recommendations of action to pilots if necessary. Pilots shall follow RDO recommendations unless, in the judgment of the PIC, safety considerations dictate acting otherwise. The RDO **shall** have the following items while on station:

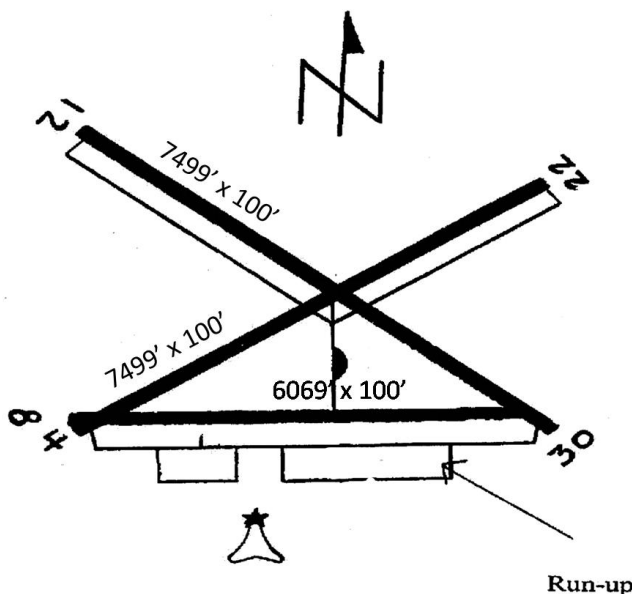
- RDO Binder (RDO procedures and Course Rules).
- T34 NATOPS and PCL.
- Binoculars.
- Operational UHF/VHF radios with RDO freq/CTAF tuned.

The RDO shall not allow "touch and go" operations without Crash Fire Rescue on-station.

*****REPORT ALL SAFETY PROBLEMS TO THE RDO OR DET OIC*****

Las Cruces (KLRU) Airport Diagram

Field Elevation:	4454'	High Key Alt. Approx:	7000'
Break Altitude:	5500'	Crosswind Alt. Approx:	7500'
Pattern Altitude:	5300'	Low Key Alt. Approx:	5700'



FREQUENCY CARD

<u>Agency</u>	<u>Frequency</u>	<u>Button</u>
Bearcat Base	298.8	1
RDO	240.5	2
Formation/ BI Common	271.7	10
Contact Common	252.7	11
ALB Center	285.5 / 128.2	12
Cherokee Range Control	305.5 / 126.95	
KLRU CTAF	122.7	
KLRU AWOS	119.025	
KDMN CTAF	122.8	
Hatch CTAF E05	122.9	
Donna Anna Co (Santa Teresa) 5T6	122.725	
Bearcat Maintenance Control	355.4	

Training Air Wing Four Las Cruces Spring 2012 T-34C Detachment Standard Operating Procedures

1. General

- a. All detachment operations, student training, and administration will be conducted in accordance with appropriate OPNAV, CNATRA, CTW-4, VT-27 and VT-28 directives.
- b. No normal leave or special liberty will be granted during the detachment. Evenings and Sunday will be the only normal liberty periods.
- c. Detachment vans may be signed out for use by students after normal working hours. Minivan keys will be given to the next day's duty driver the night before. Detachment sedans will normally be for IP use only.
- d. Students shall not leave the Las Cruces local area (30 SM radius) or the state of New Mexico without specific approval by their respective squadron AOIC and the detachment OIC. Under no circumstances will any detachment personnel travel to Mexico.
- e. Any off-duty incidents shall be reported to respective squadron AOIC, the Detachment OIC, the Detachment CDR, and the squadron chain of command as soon as possible after occurring.

2. Operations

- a. All IPs shall receive a local area airspace/course rules brief and an area familiarization flight prior to flying in the Las Cruces local area as an aircraft commander. Area familiarization flights will be flown with an IP who has conducted Las Cruces course rules operations.
- b. Students shall receive a course rules brief prior to flying any training events.
- c. Daily flight operations will normally commence at 0700 and end at 1800 Monday through Saturday. IPs should expect to be scheduled for approximately 2-3 sorties per day. SNAs should expect to be scheduled for 1-2 sortie(s) per day.
- d. NavFlirs must be completed when complete with the A/C. You must do a separate NavFlir for each event flown. Turn in 1 copy of the NavFlir to maintenance and 1 copy to the ODO. All grade sheets must be complete before the IP secures for liberty that evening. Turn in 1 copy of each grade sheet to OPS. SNA's may pick up their gradesheet the following day in the operations office.
- e. A qualified RDO shall be on duty and in position for all training sorties. FCFs, ferry flights, and IP area familiarization flights do not require an RDO.
- f. When conflicts arise between detachment and civilian aircraft, whenever possible detachment aircraft should give way.
- g. All flight operations in the Las Cruces local area are conducted over and in the vicinity of uneven and mountainous terrain respectively. Due consideration shall be given to ensure that minimum safety altitudes (IAW OPNAV 3710.7T, NATOPS, FTI, SOPs, & AIM/FAR) are

maintained for flight over populated areas, spins, stalls, aerobatics, etc. at all times. All IPs and solo student flights are to ensure they bring the appropriate flight publications for the flight.

3. Weather

a. Minimum Ceilings

- KLRU Pattern Ops: 1,300' (5,800' MSL)
- Basic Contact (Course Rules Only/Solo): 2500' (7,000' MSL)
- PA Contact (Working Areas Ops/Solo): 8,500' (13,000' MSL)
- Formation (Dual): 2,500 FT (7,000' MSL)
- Formation (Solo): 3,500 FT (8,000' MSL)

4. Solos

a. Student contact solos shall don oxygen masks and select "Normal" after completing the "Takeoff Checklist" (in the run-up area) and prior to taxiing for takeoff. Oxygen masks will remain on the entire flight unless an emergency or a malfunction requires its removal. Oxygen masks will be removed after completion of the "After Landing" checklist (clear of the runway). Ensure you select "100%" oxygen in flight if needed (in flight smoke, fumes etc).

b. Due to airport air traffic saturation, student solo events should not be flown on weekend days.

c. Student contact solos shall complete the solo brief with the Detachment duty officer (DDO) at their scheduled brief time.

5. Safety

a. Safe mission accomplishment and quality training are the detachment's priorities. All other concerns are subordinate and the ORM process will continuously be used to evaluate all operations.

b. Any safety concerns or incidents shall be brought to the attention of the detachment ASO, AOIC, or OIC as soon as possible. Immediate action will be taken to prevent the hazard from occurring and/or reduce the associated severity.

c. In the event of a mishap, the aircrew's parent command, the CTW-4 CDO and detachment chain of command will be notified as soon as possible. The detachment ASO (from the affected command if present) and flight surgeon will perform ASO/AMB duties until the parent command mishap board arrives.