

**BY ORDER OF THE COMMANDER
12TH FLYING TRAINING WING**

**AIR FORCE INSTRUCTION 11-2T-38,
VOLUME 3**



12TH FLYING TRAINING WING

Supplement

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Flying Operations

T-38 OPERATIONS PROCEDURES

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This supplement implements and extends the guidance of AFI 11-2T-38V3, 16 September 2011 and AFI 11-2T-38V3_AETCSUP, 6 December 2011. This supplement pertains to T-38 flying operations at JBSA-Randolph and applies to all T-38 qualified aircrew assigned or attached to JBSA-Randolph, including aircrew assigned to the ANG/AFRC when flying 12 FTW aircraft. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*, route the AF Form 847 through 12 OG/OGV. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the AF Records Disposition Schedule (AF RDS) located at: <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Removed duplicate guidance regarding operational control of 12 FTW aircraft (para. 1.1.1, 1.1.1.1/2/3/4); removed 435/560 FTW requirement to develop unit standards (para. 2.4.1.5.1); removed duplicate guidance regarding Pilot's Abbreviated Flight Crew Checklist (para. 2.5.1); removed references to before T.O. 1T-38C-546 aircraft (para. 3.2.1.1); removed requirements to carry oil, grounding wires, and intake/exhaust covers on off-station sorties (para. 3.2.12/13/14); removed duplicate guidance regarding taxiways (para. 3.4.3), aircraft spacing (para. 3.4.4/5), canopies (para. 3.4.6),

instrument trail departures (para. 3.19.4.1/7, 3.19.4.1.1), formation clearances (para. 3.25.4), JBSA-Randolph bat procedures (para. 3.35, 3.35.1/2/3), search and rescue procedures (para. 6.10), and Seguin RSU radio failure (para. A15.5); clarified Seguin auxiliary field breakout procedures (para. A15.8); deleted aircraft security at Seguin auxiliary field requirements (para. A15.11, A15.11.1/2).

2.4.1.5.1. (Added) Unit Standards. The 435 FTS/560 FTS may develop unit standards to ensure continuity of training and to expedite briefings.

2.5.1. The 12 OG/OGV approved condensed checklist may be used as a reference for normal procedures.

2.5.1.1. **(Added)** JBSA-Randolph assigned T-38C aircrew are not required to carry or maintain the Non-PMP performance data section of the Pilot's Abbreviated Flight Crew Checklist.

3.2.9. **(Added)** Do not fly solo with the instrument hood installed.

3.2.10. **(Added)** During orientation and Instructor Enrichment Program (IEP) sorties, the aircraft commander will ensure the rear seat occupant is properly strapped in.

3.2.11. **(Added)** Do not apply power (battery or auxiliary power unit), start engines, taxi, or park aircraft if any adjacent aircraft is being serviced with fuel or oxygen.

3.2.12. **(Added)** Aircraft fuel cards and the AFTO Form 781 shall be carried on off-station sorties.

3.2.13. **(Added)** Aircrew will thoroughly inspect the aileron actuator control assembly panels (21 and 22) by visually checking to ensure the controlled-access stickers are intact. If one of the stickers has come loose or is missing, ensure the remaining sticker is intact and that the panel does not appear to have been removed. Additionally, aircrews should physically tap on the panel to ensure there is no FOD or loose items inside. If an abnormal noise is detected, both stickers are missing, or it appears the panel has been removed, abort the aircraft, inform maintenance and annotate the discrepancy in the Form 781.

3.19.7. IMC drags are not authorized.

3.29.1. Only rear-cockpit qualified pilots or pilots enrolled in a course leading to instructor or rear cockpit landing qualification will accomplish the landing portion of an approach/pattern from the rear cockpit. Pilots who are not rear-cockpit qualified or in a formal course will not descend lower than 100' AGL on any approach or pattern.

RICHARD M. MURPHY, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING DOCUMENTS

Adopted Forms

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

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

DD Form 175, *Military Flight Plan*

DD Form 175-1, *Flight Weather Briefing*

Attachment 15 (Added)**SEGUIN OPERATIONS**

A15.1. Seguin Pattern Operations. These procedures apply when the RSU (CHARLIE BROWN) is in control of the Seguin pattern. In addition to the procedures outlined in 12FTWI 13-204, aircrews will adhere to the following:

A15.2. Reduced Runway Separation (RRS) criteria are identical to those at JBSA-Randolph.

A15.3. When departing to Seguin on a RANSEG or a SEGRAN profile, a transponder code will be assigned by Air Traffic Control. Minimum weather required for Seguin VFR departures is 4000' MSL (2700' AGL) and 3 miles visibility (not for use in IMC). Aircrews are responsible for terrain/obstacle avoidance.

A15.4. Restricted pattern operations. Maximum number of aircraft in the pattern is eight. All aircraft will enter Charlie Brown's Pattern through Belmont (DHK 085030) via straight-in. Overhead patterns are authorized once established in the pattern.

A15.4.1. Runway 31. Due to a conflict with Belmont entries, pattern straight-ins are not allowed during restricted pattern operations.

A15.5. If weather at KRND does not support RANSEG/SEGRAN departures, aircrew may file IFRSEQ38/IFRSEQOB stereos, as applicable, in an attempt to enter the Seguin VFR pattern at VFR Entry (SEQ unrestricted status) or BELMONT (SEQ restricted status). If on IFRSEQ38/IFRSEQOB stereo and unable to obtain VMC by VFR Entry/BELMONT, notify SAT Approach and make request.

A15.6. Opposite Direction Flow at Seguin. Refer to **Figures A15.6** and **A15.7** for opposite direction procedures. The RSU Controller will notify the 560 FTS operations supervisor and Randolph (East) SOF if opposite direction flow is required at Seguin. The SOF will coordinate with the San Antonio shift supervisor prior to implementing these procedures.

A15.7. Position Reports. If unable to make required position calls at designated reporting points, report actual position when able, e.g., "*Call Sign, 3-miles, gear down.*"

A15.8. Pattern Breakout. Attain breakout altitude before crossing any pattern ground track. Do not breakout when established in the final turn, or inside 4 NM on a straight-in (go around instead; offset to the east from the final turn, west from a straight-in).

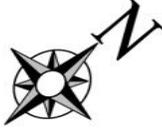
A15.8.1. Ground tracks and climb/descent points for breakouts/re-entries are depicted in the IFG. When breaking out, report "*Call Sign, location, breaking out.*" Use caution for other breakout traffic, pattern straight-ins, and final turn traffic. When executing a low breakout, maneuver to cross the outside downwind groundtrack prior to the straight-in descent point at 1500' MSL. Once clear of outside downwind, but prior to reaching VFR entry, climb to 2000' MSL. Upon reaching VFR entry, report "*Call Sign, VFR ENTRY.*"

A15.9. RSU Power/Radio Failure. Aircrews will not descend below 1500' MSL if not in contact with the RSU. The RSU Controller will flash a red light gun repeatedly to indicate radio failure (if power is available). Aircrew will climb to/maintain 2,000' MSL and depart via COST/CIBOLO/ZUEHL procedure, or request an IFR pick-up from SAT Approach if unable to maintain VMC.

A15.10. Aircraft NORDO at Seguin. If NORDO at Seguin rock wings on initial, carry straight through, and depart to JBSA-Randolph. The Seguin Controller will notify the SOF who will relay the information to TRACON and Tower.

Figure A15.1. Seguin Runway Diagram (Added)

CHARLIE BROWN: 271.2/122.95
PHONE: COMM (210) 652-3770; DSN 487-3770



NOTE:

Aircraft landing on rwy 13 will clear rwy at designated holding area then back-taxi down rwy to parking on ramp next to fire station.

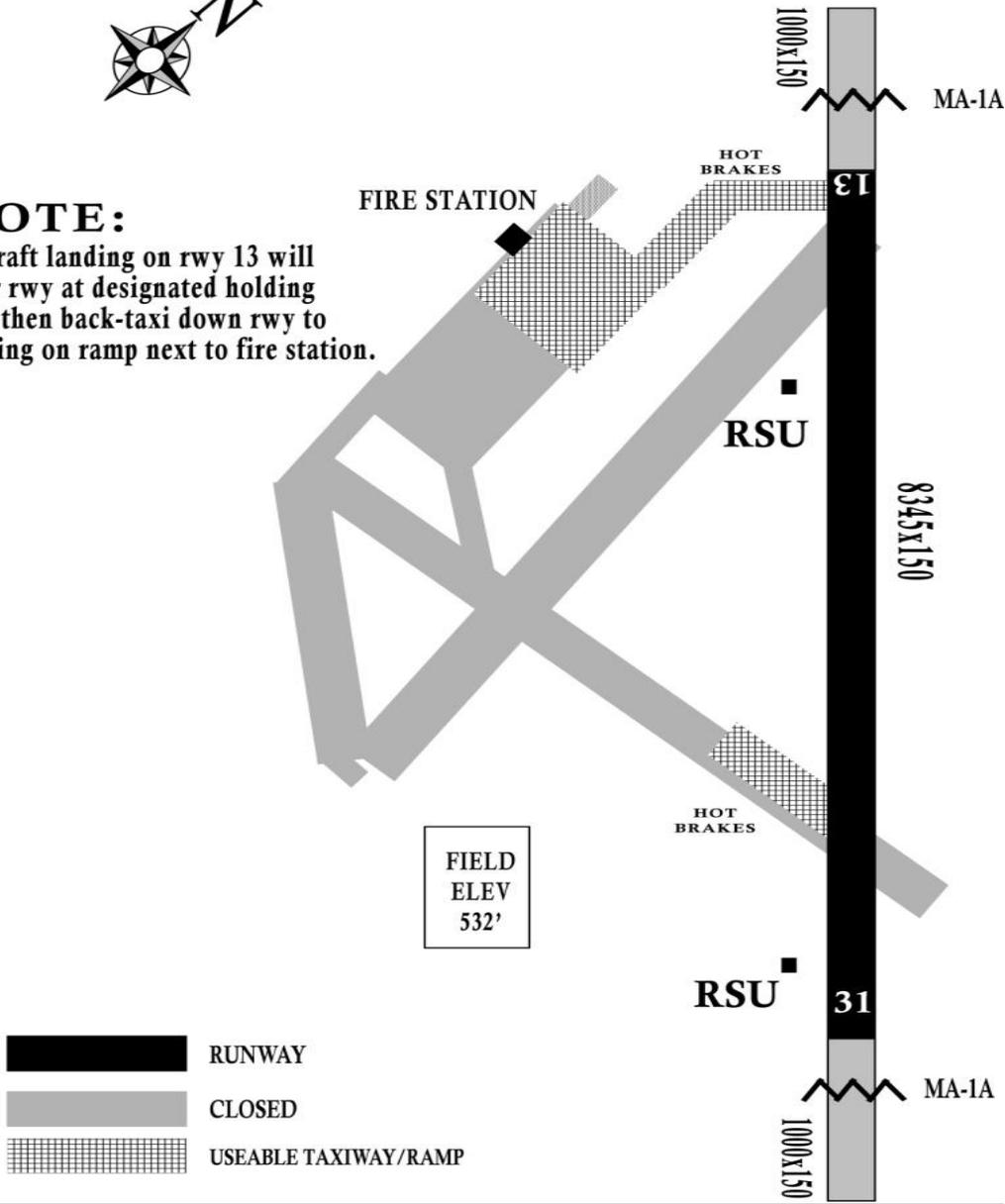


Figure A15.2. Seguin Pattern Diagram - Runway 13 (Added)

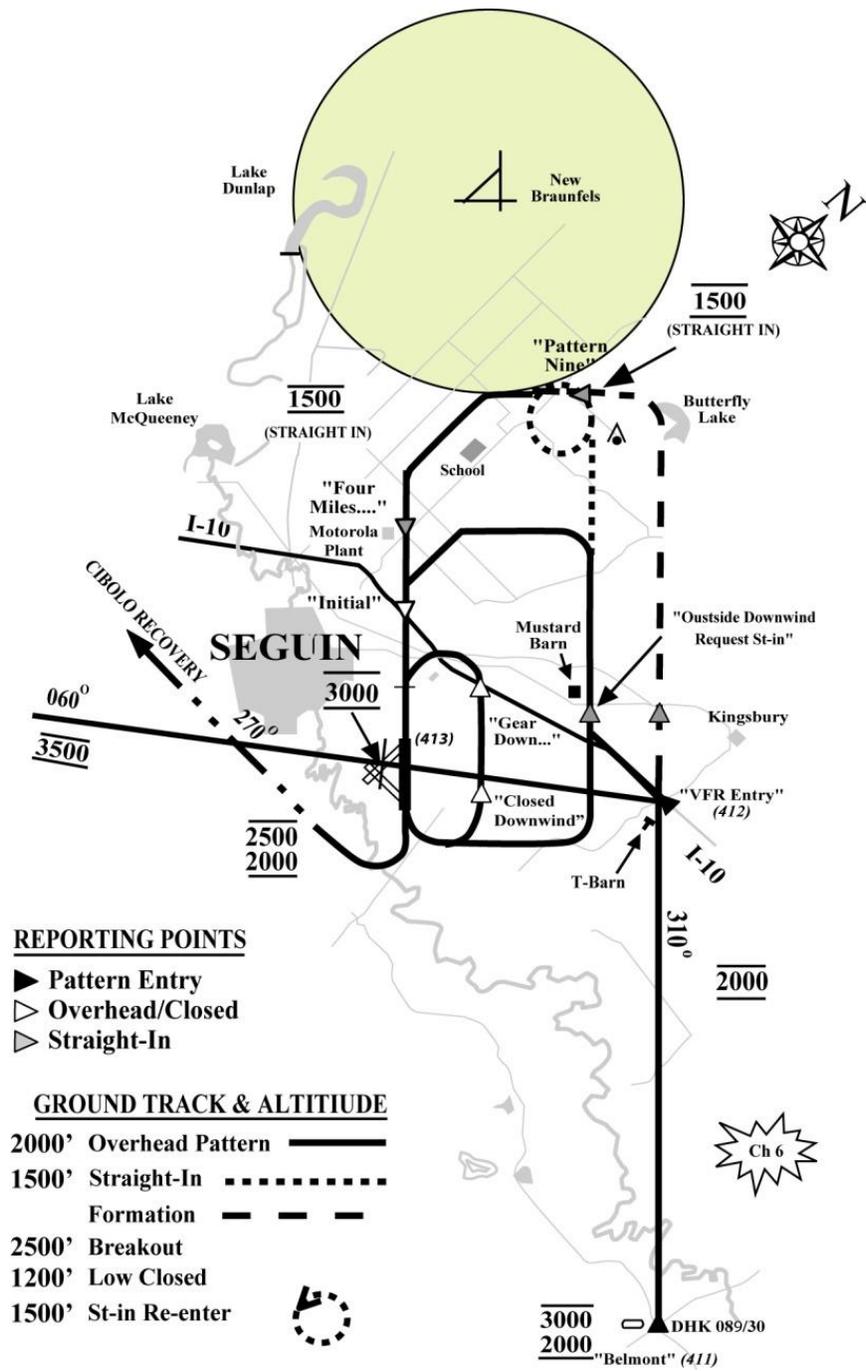
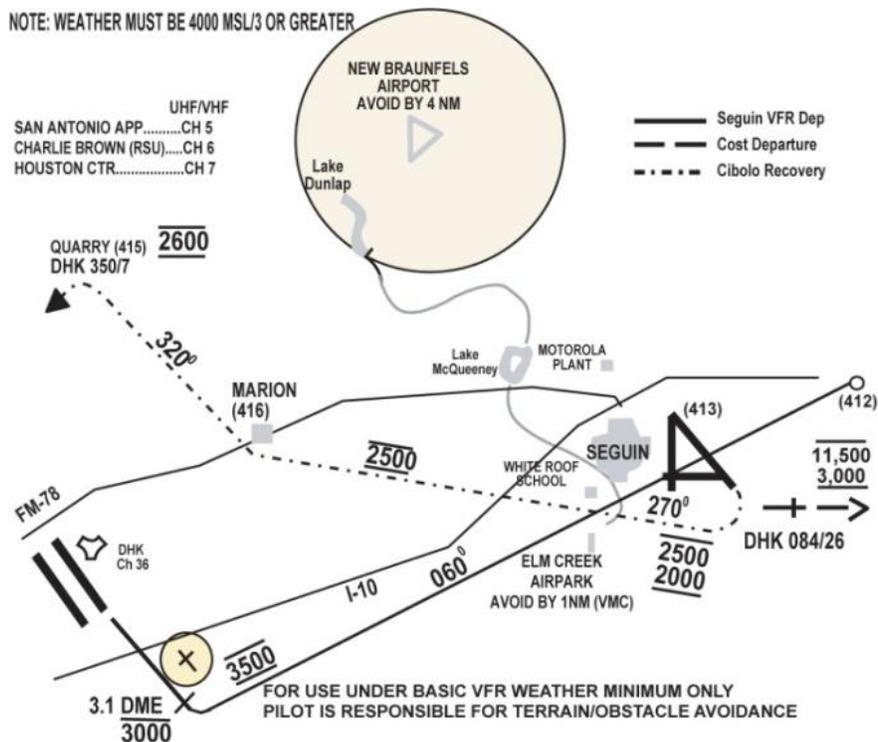


Figure A15.3. Seguin Pattern Diagram - Runway 31 (Added)

Figure A15.4. Seguin Departure South Flow Procedure (Added)



Seguin Departure: notify Tower (Ch 3) and San Antonio Approach (Ch 5) you are “VFR to Seguin”. Fly runway heading to 3.1 DME, turn left to 060°, maintain VFR at or below 3,000’. When approved by SAT, maintain 3500’ and proceed direct to VFR entry. If unable to maintain VFR at 3,000’ by ZUEHL 433, turn to outside downwind and contact Randolph Tower. If unable to maintain VFR at 3,500’, notify SAT and request IFR pick-up. Auto-terminate approx. 2 NM west of Seguin, report “overhead for VFR entry” to Charlie Brown (Ch 6), and descend to maintain 3,000’ over the field. Make a descending right turn into VFR entry, clearing for traffic on outside downwind or traffic from BELMONT 411.

COST Departure (Seguin to East MOA): intercept the DHK R-084. Contact Houston Center (Ch 7), report “(Call sign) airborne Seguin, (Alt), COST departure”. Be at or above 3,000’ by 26 DME and maintain VFR below 11,500’ until Houston Center reports “radar contact”. When Houston clears the departure and after 26 DME, flight in IMC is allowed. Cross DHK 084035 at assigned altitude. If no contact with Houston, return to Seguin VFR via BELMONT 411.

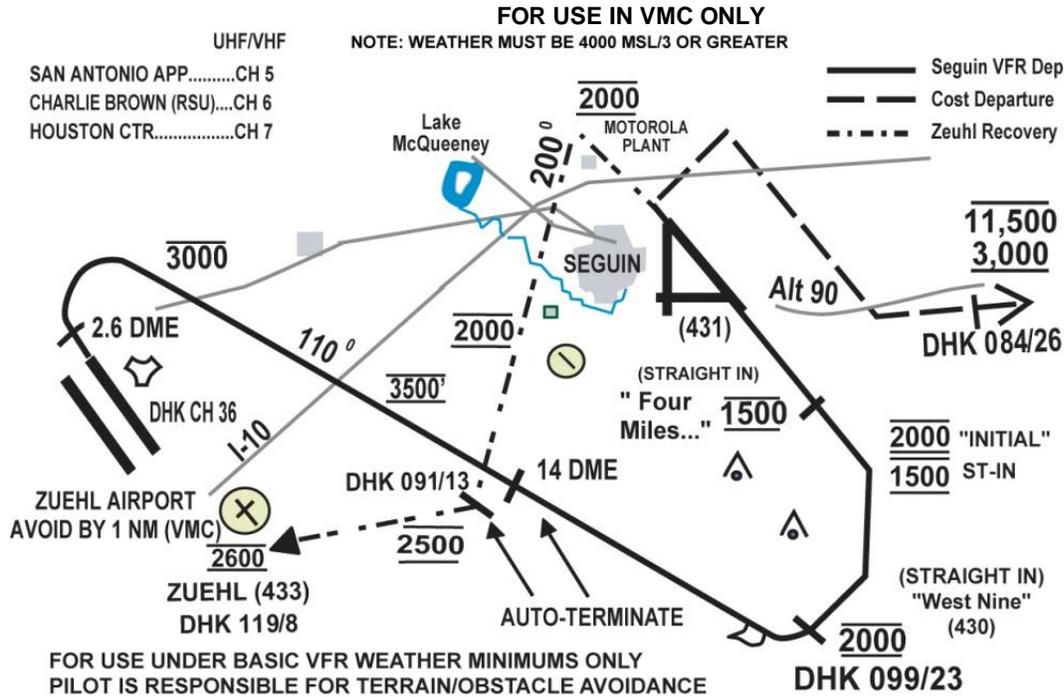
Alternate COST Departure (Use when DHK TACAN Out): follow normal COST ground track and procedures to depart Seguin, proceed from the RND 083035 then DUDLEY 360 (RND 083057). Maintain VFR until radar contact, then altitude assigned by Houston Center (Ch 7) until 27 DME. Expect to cross DUDLEY at FL220.

CIBOLO Recovery: departing Seguin, turn right heading 270°, maintain VFR in the block 2,000’-2,500’. Sweep ATIS then contact San Antonio Approach (Ch 5) report “(Call sign) airborne Seguin, (Alt), with (ATIS) request CIBOLO/radar vectors”. Maintain 2,500’ after San Antonio Approach reports “radar contact” until MARION 416. Auto-terminate abeam MARION, turn right 320°, and clear KRND outside DW.

AUTO TERMINATE PROCEDURES:

1. No radio call to San Antonio Approach required.
2. Squawk 1200
3. Contact Randolph Tower (Ch 3) or Charlie Brown (Ch 6) as appropriate; report position and intentions.

Figure A15.5. Seguin Departure North Flow Procedure (Added)



Seguin Departure: notify Tower and San Antonio Approach (Ch 5) you are “VFR to Seguin.” Fly heading 340° to 2.6 DME, turn right to 110°, maintain VFR at or below 3000’. When approved by SAT, maintain 3,500’. Auto-terminate crossing DHK 14 DME. Report “West Entry (intentions)” on Ch 6; follow depicted groundtrack and altitudes. If unable to maintain VMC, notify San Antonio Approach, request vectors to join the East Departure.

COST Departure (Seguin to East MOA): maintain pattern ground track and altitude until crossing Alt 90 on outside downwind. Intercept the DHK R-084. Contact Houston Center (Ch 7), report “(Call sign) airborne Seguin, (Alt), COST departure.” Be at or above 3,000’ by 26 DME and maintain VFR below 11,500’ until Houston Center reports “radar contact.” When Houston issues departure clearance and after DHK 26 DME, flight in IMC is allowed. Cross DUDLEY 360 (DHK 085056) at the assigned altitude. If no contact with Houston, return to Seguin VFR via Belmont 411.

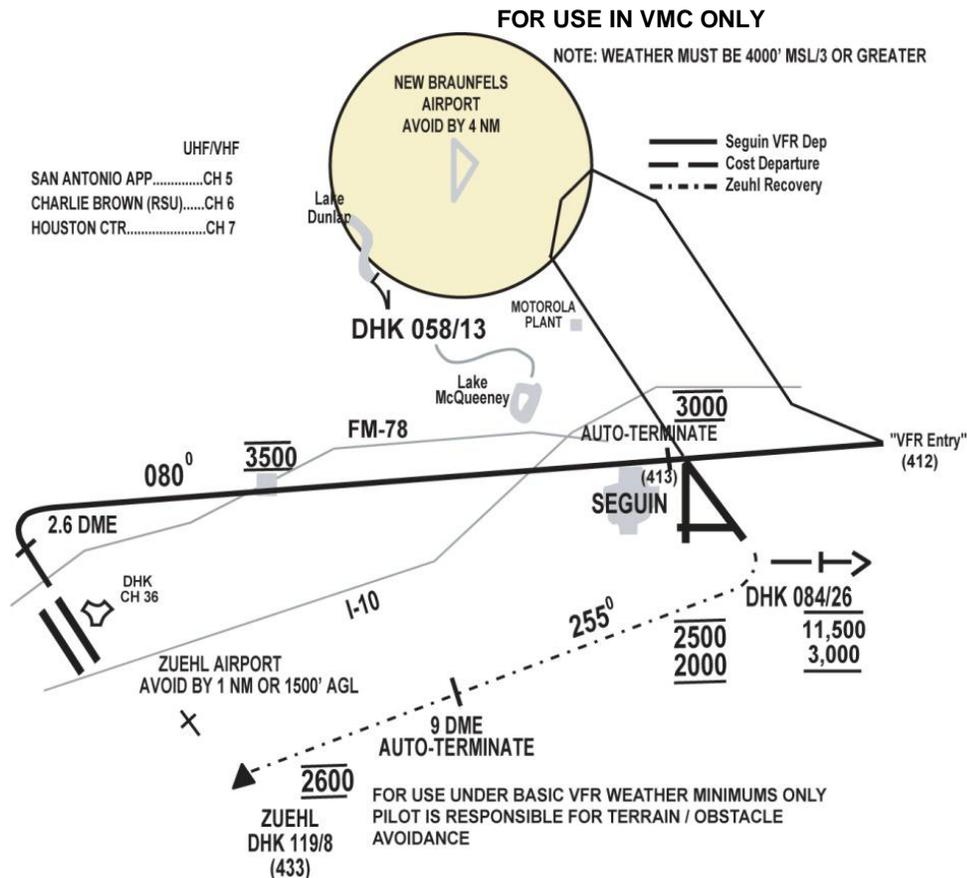
Alternate COST Departure (Use when DHK TACAN Out): follow normal COST ground track and procedures to depart Seguin, proceed from RND 083026 to the DUDLEY 360 (RND 083057). Maintain VFR until radar contact, then altitude assigned by Houston Center (Ch 7) until 27 DME. Expect to cross DUDLEY at FL220.

ZUEHL Recovery: departing Seguin maintain VFR at 2,000’ by 4 NM from runway. Sweep ATIS then contact San Antonio Approach (Ch 5) report “(Call sign) airborne Seguin, (Alt), with (ATIS), request ZUEHL/radar vectors.” Turn left heading 200 passing the Motorola plant. Upon reaching the DHK 091013 fix, climb to 2,500’, auto-terminate, and proceed direct ZUEHL 433 (approx heading 255).

AUTO TERMINATE PROCEDURES:

4. No radio call to San Antonio Approach required.
5. Squawk 1200
6. Contact Randolph Tower (Ch 3) or Charlie Brown (Ch 6) as appropriate; report position and intentions.

Figure A15.6. Seguin Departure Opposite Direction Flow 32R/ Seguin 13 (Added)



General Information: accomplished when directed by the SOF.

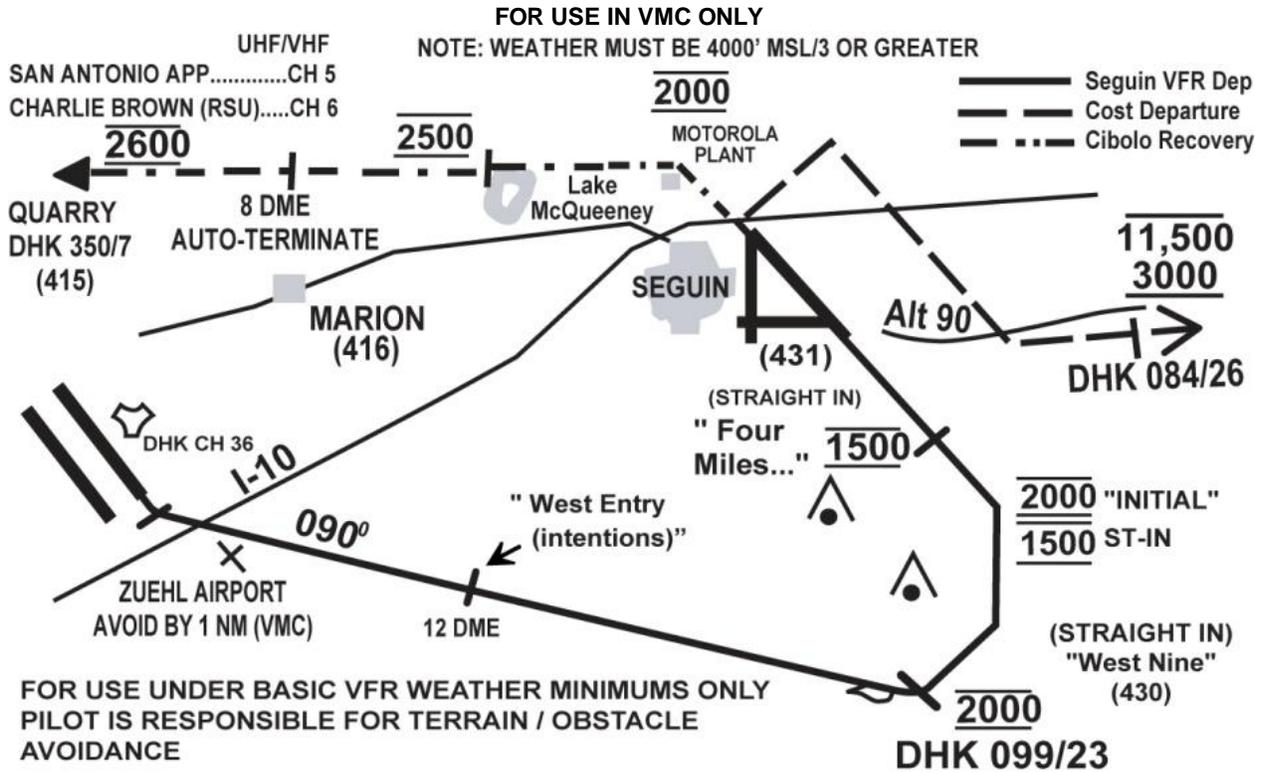
KRND 32R – Seguin 13: notify Tower/SAT you are “VFR to Seguin” with the normal profile. Squawk as directed or 1200 when departing. If unable to maintain VMC, notify San Antonio Approach, request vectors to ZUEHL or instrument approach to 32R. Fly heading 340 to 3.1 DME, then direct Seguin heading 080, then direct VFR ENTRY **412**, climbing to 3,500’. Over the top of Seguin runway 13-31, auto-terminate, descend to 3,000’, contact Charlie Brown (Ch 6), and report “(Call sign) over the field for VFR entry 13”.

Seguin 13 – KRND 32R: contact San Antonio for traffic advisories. After departing Seguin, proceed direct ZUEHL **433** at 2,000’ to 2,500’. At DHK 9 DME, auto-terminate and contact Randolph Tower.

AUTO TERMINATE PROCEDURES:

1. No radio call to San Antonio Approach required.
2. Squawk 1200
3. Contact Randolph Tower (Ch 3) or Charlie Brown (Ch 6) as appropriate, report position and intentions.

FigureA15.7. Seguin Departure Opposite Direction Flow 14L/ Seguin 31 Procedures (Added)



General Information: accomplished when directed by the SOF.

KRND 14L – Seguin 31: notify Tower/SAT you are “VFR to Seguin” with the normal profile. Squawk 1200 or as directed when departing. If unable to maintain VMC, notify San Antonio Approach (Ch 5), request vectors to join the EAST1 departure. Fly runway heading to 2 DME, then direct Seguin runway 31 West Entry, climbing to 3,500' VFR. At DHK 12 DME, auto-terminate and report “West Entry (intentions)”.

Seguin 31 – KRND 14L: contact San Antonio Approach (Ch 5) for traffic advisories. Fly the Seguin runway 31 departure at 2,000' until Lake McQueeney, then direct QUARRY 415 at 2,600' MSL. At DHK 8 DME, auto-terminate.

AUTO TERMINATE PROCEDURES:

1. No radio call to San Antonio Approach required.
2. Squawk 1200
3. Contact Randolph Tower (Ch 3) or Charlie Brown (Ch 6) as appropriate, report position and intentions.