

**JNFC Operations
at
OLF Whitehouse (KNEN)**

Background

- An Operating Agreement (A-250) dated 14Feb22 authorizes JNFC flying activities at KNEN.
- The use of KNEN is conducted at the risk of the pilot. There are no emergency services at KNEN.
- JNFC pilots must review this brief in order to use KNEN.

Definitions

- Hot: Military FIXED wing operations being conducted at KNEN and KNEN Class D airspace is active
- Cold: Military FIXED wing operations not being conducted at KNEN and KNEN Class D airspace is not active. Helicopter operations MAY be in progress
- Confined Landing Area (CLA): Small areas surrounded by trees with reduced clearance to helicopter landing spot
- Clearing Pass: Low-altitude fly-by of the runway at an altitude that allows the pilot to verify no animals or objects are on the runway
- Carrier Box: Aircraft carrier landing area painted on the left side of the runway for use during T-45 and FA-18 field carrier landing practice

Limitations

- Runway must be inspected by an approved/trained club CFI prior to operations
- JNFC operations only when when:
 - Military fixed-wing operations not in progress
 - Military helicopter operations not in progress
- Aircraft will fly approach to runway centerline. Aircraft shall not use the carrier box.
- No taxi on the airfield ramp unless required due to an emergency
- When KVQQ is using 18L/R: weather mins 2,500'/3nm

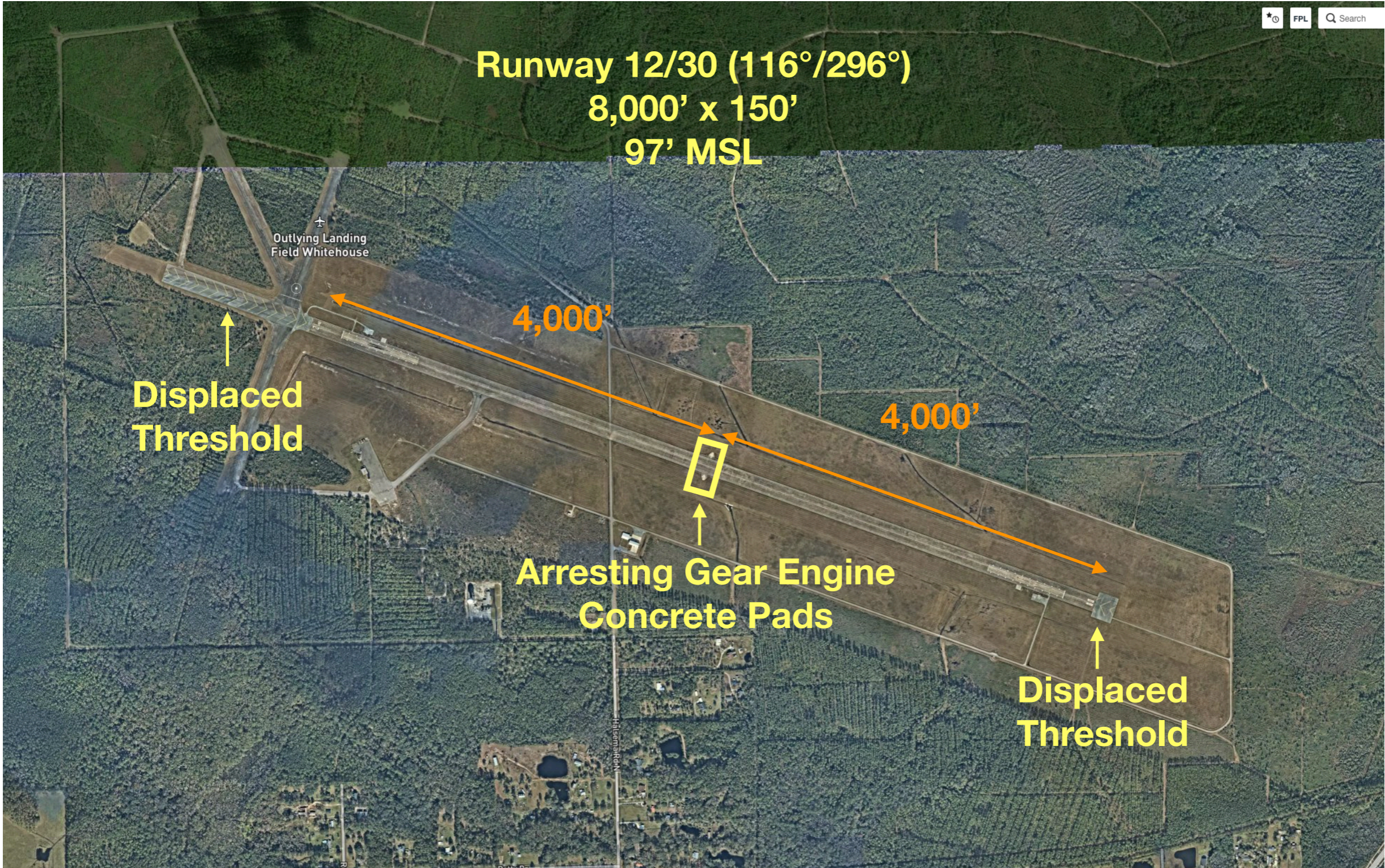
Preflight Procedures

- Check KNEN NOTAMs to determine if KNEN has scheduled military fixed wing operations.
 - JNFC operations are only authorized when KNEN is not in use by military fixed wing aircraft or helicopters
 - ATC releases NOTAMs for scheduled military operations, not helicopter operations
- At Least TWO hours prior to planned take-off:
 - Notify NAS JAX Flight Planning (904-542-2511) of intent to operate at KNEN. Provide tail number and planned time of use.
 - Email Airfield Management (AFM) at michael.b.ludington.civ@us.navy.mil and winston.j.rogers.civ@us.navy.mil of intent to operate. Provide planned time of use.

CFI Airfield Inspection

- Three passes of runway (half way between each runway edge and centerline, and along centerline)
- Check for FOD and pavement damage (with focus on painted carrier deck)
- Check for no obstacles within 750' laterally of runway edge (LSO shacks are not allowed except for USN training)
- Check for no "Rocks and Blocks" on extended runway centerline. Rocks and Blocks are concrete objects helicopters use to practice vertical lift.
- Email Runway Inspection Form to Base Ops (jaxs.nas.operdutyoff@gmail.com) and AFM contacts from previous slide.
- If runway inspection is not satisfactory, notify Base Ops and AFM.

KNEN



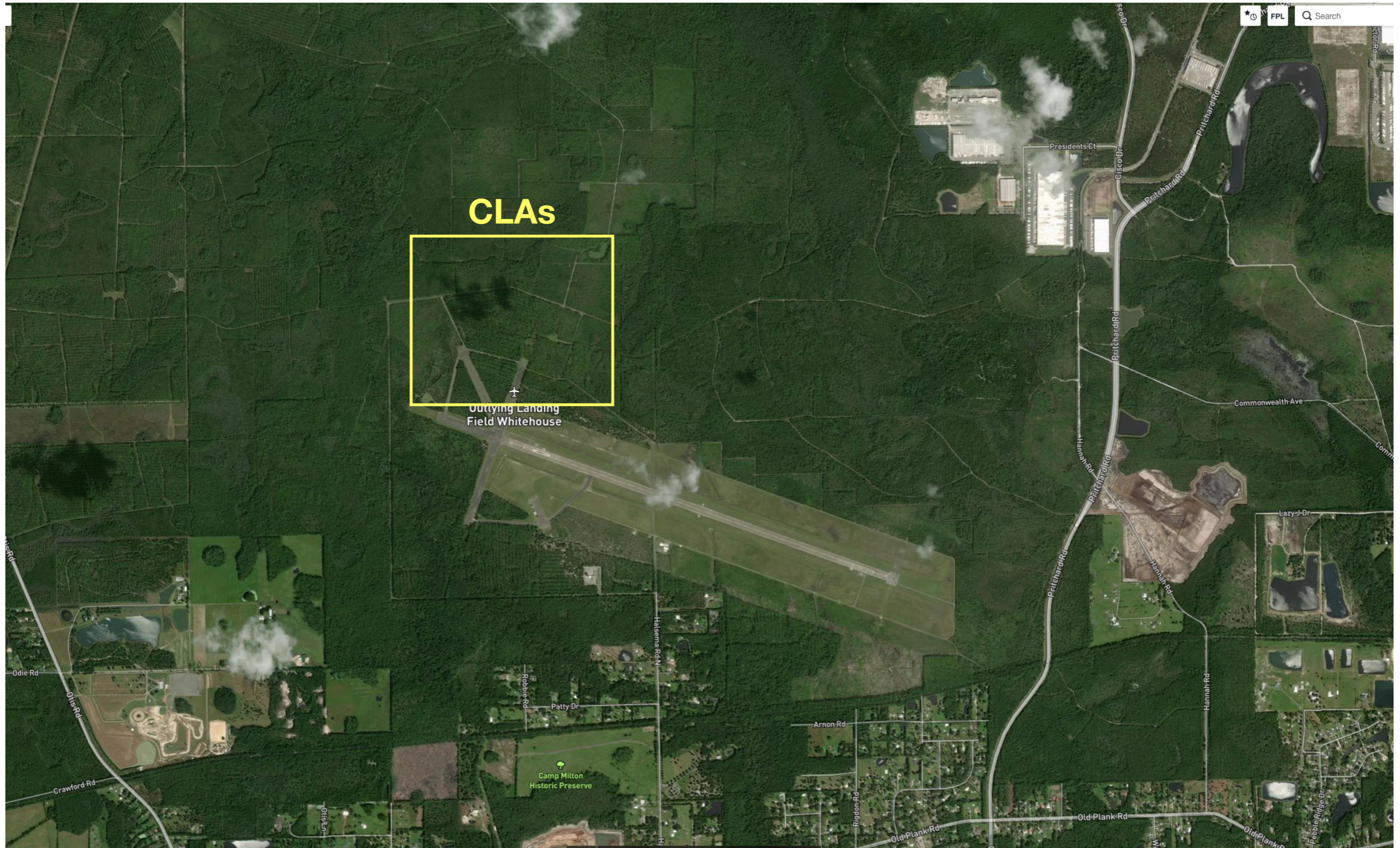
Enroute Procedures

- Notify NAS JAX Tower of intent to operate at KNEN and request status of helicopter operations.
 - If KNEN is “hot”, remain clear of KNEN Class D airspace unless two-way communications are established with KNEN Tower on 135.4 MHz. Operations on the airfield are not authorized.
 - If KNEN is “cold” and helicopter operations are being conducted, operations on the airfield are not authorized.
- If KNEN is cold AND helicopters are not operating, operations on the airfield may be conducted.
- Determine runway in use at KVQQ in order to deconflict with aircraft landing Runway 18 L/R or departing Runway 36L/R, if required.
 - Procedures provided later in the brief

Pattern Entry

- Use KNEN Tower frequency 135.4 MHz and make standard uncontrolled airport radio calls
- If equipped, use ADS-B for situational awareness, and detection and visual acquisition of any helicopter operations that NAS JJAX Tower may not be aware of
- Overfly KNEN no lower than 1,100' MSL and visually clear the CLAs and runway of any helicopter operations (see next slide)
- If no helicopter operations are in progress, aircraft may descend into the landing pattern. If helicopter operations are in progress, operations are not authorized and notify NAS JAX Tower.
- Landing pattern is left hand turns at 1,100' MSL
- Fly to a normal abeam position and make an approach to the runway in order to conduct a low-altitude clearing pass offset the right side of the runway at no lower than 200' MSL to visually check the runway
- If the runway appears clear, the runway may be used for operations
- If the runway is not clear or the condition of the runway can not be determined, aircraft shall not touchdown on the runway

Confined Landing Areas



Pattern Operations

- Make standard uncontrolled airport radio calls
- Maintain visual look-out and ADS-B awareness for unannounced helicopter operations
- Check-in with NASJ Tower every 30 minutes
- If military helicopters arrive to use KNEN, depart KNEN

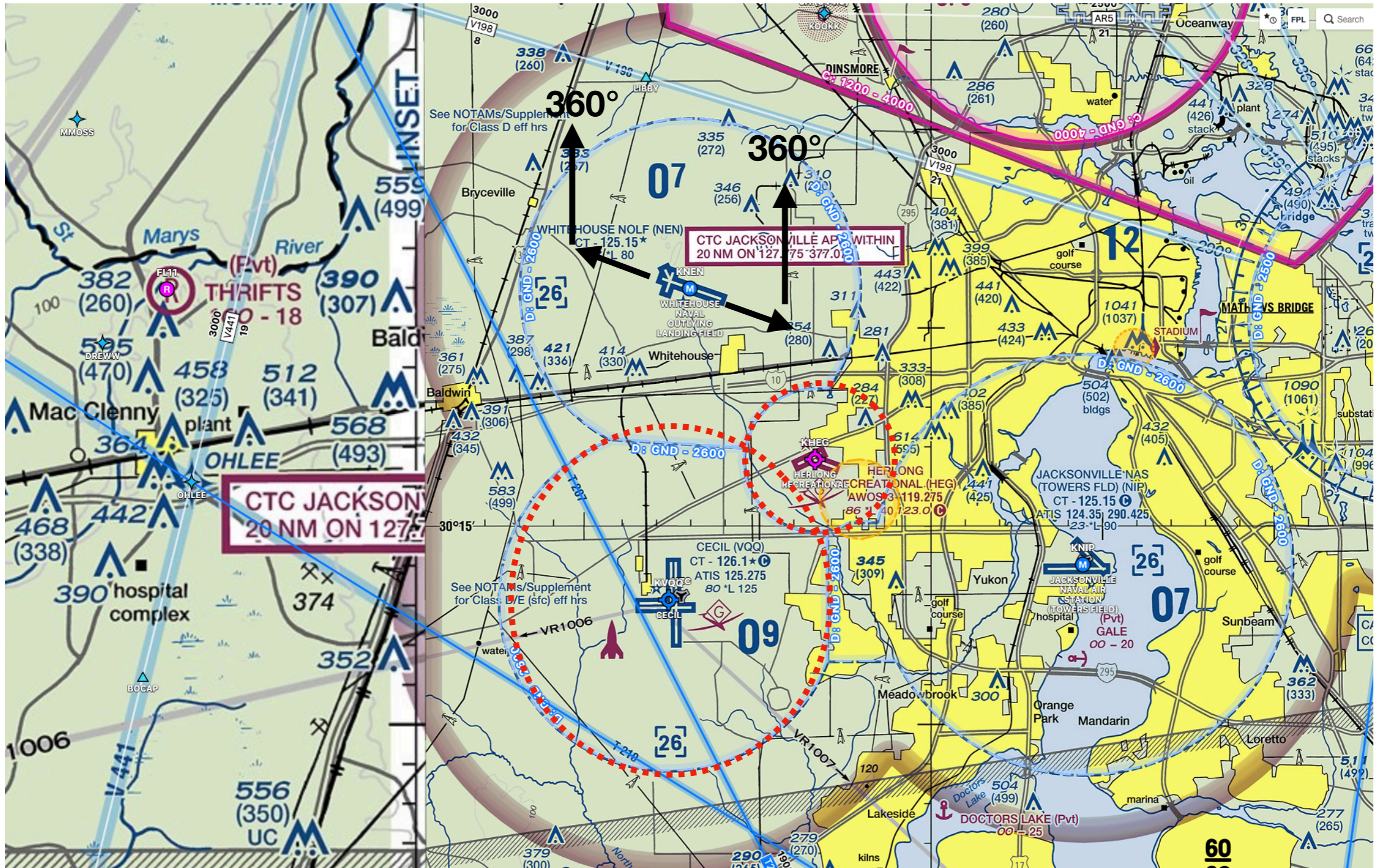
Authorized Operations

- Touch-and-go, stop-and-go, and full-stop landings
- Back-taxi on the runway to the runway threshold for take-off
- Simulated engine-out training
 - Simulated engine-out on take-off requires a CFI per club SOP

Departure

- Runway 12 standard departure:
 - Turn to 360° and climb to remain clear of aircraft arriving/departing KHEG
- Runway 30 standard departure:
 - Turn to 360° and climb to remain clear of aircraft arriving/departing KVQQ
- Contact NAS JAX Tower and provide total number of landings conducted at KNEN

Standard Departures



KVQQ Using 36L/R

- Remain vigilant to aircraft departing KVQQ with an emphasis on:
 - Visual look-out
 - Use of ADS-B, if equipped

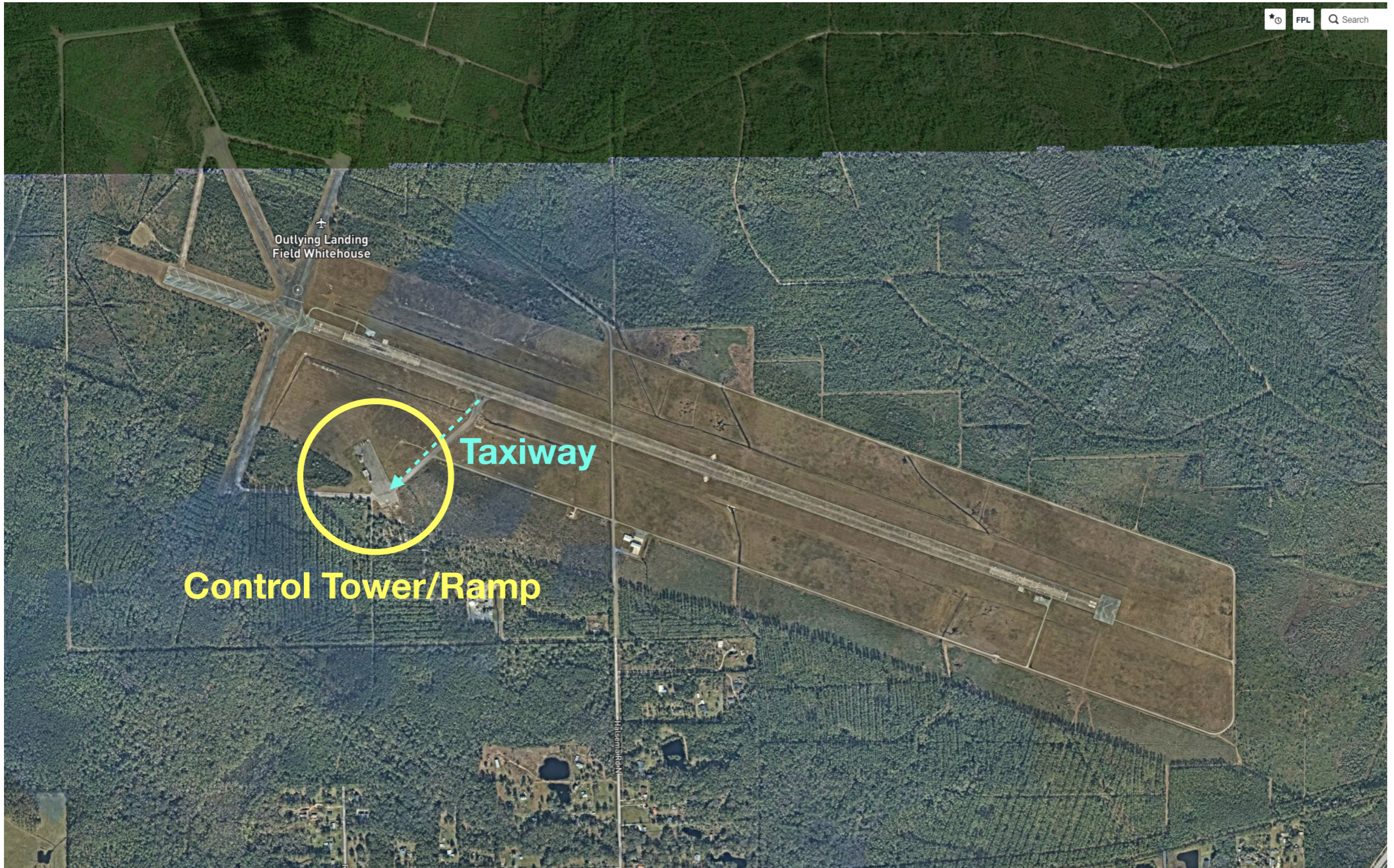
KVQQ Using 18L/R

- Weather mins: 2,500'/3sm
- Contact KVQQ Tower and advise them of intentions to operate at KNEN at 1,100' MSL and below, and that you can be contacted on:
 - 126.1 MHz if dual-radio equipped
 - 135.4 MHz if single-radio equipped
- Remain vigilant for aircraft flying a visual or RNAV instrument approach (see next slide) with an emphasis on:
 - Visual look-out
 - If equipped, use of ADS-B
- Notify KVQQ tower when complete

Emergency Procedures

- If an emergency requires an immediate landing at KNEN:
 - Taxi the aircraft off the runway onto the taxiway on the southwest side of the runway, if able
 - Park the aircraft in the ramp area near the control tower
 - Contact the club and NASJ Flight Planning
- KNEN is secured with a gate requiring an access code to gain access to the facility. Remain with the aircraft until assistance arrives.

Emergency Parking



If you have any questions, contact a CFI