

TW-1 Stan Notes / FTI Supplement FCL & CQL STAGES

1. Overview: By the time Mid-Stage FCLPs are complete, two-thirds of the FCLP-style landings required to begin the CQ stage have taken place. This leaves precious little time to practice the techniques learned during the FCLP stage before entering the CQ stage. It is imperative to take every opportunity in Phase II to apply these lessons and keep your skills sharp.

2. Administration

a. CQFP Lectures: LSOs will designate a student to be the class leader who will be the liaison with the LSOs. For Mid-Stage FCLPs, you will get the FCL1101-1103 (FCLP Lectures & Exam) prior to beginning the simulator. This is definitely the time and place to listen and ask questions.

For CQ stage, you will get the CQL1101-1102, which will cover the procedures required for the CQ phase simulators. The CQL1103-1104 will be given by the Wing LSO and will cover boat related procedures and techniques. This lecture will occur towards the end of FCLP work ups prior to departing for the boat det.

b. Brief: Don't be late! All FCLP players will be present for the group FCLP brief. A board is required for all FCLP briefs (use example in joint Wing SOP for reference). Make sure you annotate cold starts, hot switches along with whom, and airfields. Using callsigns on the lineup is fine. Example:

<u>Qual #</u>	<u>Callsign</u>	<u>Brief</u>	<u>Walk</u>	<u>T/O</u>	<u>Charlie/OVHD</u>	<u>Notes</u>
G-70	Boat	1215	1315	1345	1400	HP/HS w/VT-7 NJW

In addition, please include all brief items for that day. If you are flying two events, have the brief items listed on the board for both events so that the LSO can discuss them in the first brief of the day.

c. Paperwork: It is very important that SNAs complete a yellow sheet after each FCLP and they must ensure that the proper event is entered on that yellow sheet; also ensure the LSO is listed as the evaluator. If these yellow sheets are not completed or filled out improperly, the LSO will not be able to complete your final paperwork.

CQL4490 requires multiple flights. It is important that only the last flight, the flight in which you get your 10th trap, is marked as complete when you fill out the yellow sheet. The previous CQL4490 flights must be marked as "incomplete for requirements".

The post CQ paperwork must be completed prior to winging. Get it completed early and find out if your LSO and CQ phase head are planning to take leave. They are the only individuals who can sign the required paperwork.

Your LSO will sign the CQL4390 and CQL4490 blocks in your ATJ. The CQ phase head will sign the FCLP / CQ Stan lines in individual ATJ's upon receipt of the Mid-Stage FCLP / CQ phase critique. Please take some care in filling out the FCLP / CQ critiques. Since LSOs are a small portion of all instructors in the TRAWING ONE, we have the ability to adjust / modify the program within reason to ensure better training for the students. This starts with quality critiques. We can't fix it if we don't know it's broken. Individual LSOs will stamp logbooks only after all administrative tasks have been completed. **Do not leave the TRACOM without a CQ stamp on your logbook!**

d. FCLPs: Solid admin, headwork, and procedures are an absolute must; this will allow for more time (less distraction) to focus on getting to a good start and flying a solid pass. If you can't be trusted to make sound decisions, do your checklists, or make the required voice reports, then it becomes hard justifying taking you to the boat.

3. SNAs taking van to NJW: Maps are available in student Ready Rooms and CQ Stan. Keys to the van are available at your respective Squadron's Duty Desk. Secure the keys prior to the brief. Use good judgment on the drive to NJW, (i.e. don't speed). Don't forget to bring your flight gear.

4. Conduct of Flight

a. Preflight: SNAs walk to make your LSO directed takeoff time. When you preflight your jet, do a normal, thorough, solo preflight but also start paying attention to carrier-related items. These include: launch bar, holdback fitting, tire pressures, grease on the hook, snubber pressure, cockpit security (i.e. check integrity of both cockpits MFDs, instrument gauges, VCR, etc.), location of the cat grip and the toe bar.

b. Clearance

(1) Grey Oak: Used at NMM; options include "tower downwind" and "depart and re-enter".

(2) Bin Departure: Used when positive approach control to the initial is desired at NMM.

(3) Navy Joe Williams Departure: Used for transit from NMM to NJW. Callsign is NAVY 1A1xx. Clearance will be runway heading to 2K, radar vectors to NJW. Waypoints for NJW are RWY13 and RWY31 on the brick (being changed to RWY 14 and 32). Course setting will be 135 or 315, respectively.

c. Lighting Configuration: The following lighting configurations will be used:

(1) During the day, all FCLP aircraft will have their Strobe / Anti-Collision Lights set to BOTH. All other external lights will be OFF unless weather and / or visibility dictate otherwise. The Landing Light will be OFF except for the final pass (full stop or divert).

(2) At night, all external lights shall be set to BRIGHT. This includes NAV(inc. tail), and FORM lights. FORM Lights are set to bright in the event the pilot accidentally hits the Master External Lights Switch (a.k.a. 'pinky switch'). If this happens, the aircraft will not go completely 'midnight'. FCLP aircraft will have their Strobe / Anti-Collision Lights set to BOTH, unless its use will cause disorientation due to weather. If this occurs, the affected aircraft shall make a call to the LSO, recommending "strokes-OFF". At this point the LSO will make a "99, strokes-off" call. All aircraft in the pattern will then set their Strobe / Anti-Collision Lights to Anti-Collision only. Same as day operations, the Landing Light will be OFF except during a full stop landing.

d. Pattern Entry: Listen for approximately 15 seconds before checking in with Tower to ensure you don't talk while somebody else is on the ball. Use "solo" in your call sign (except when talking to the LSOs).

(1) NMM

(a) Tower Downwind: Entries will be done on button 12. Select flaps full and turn downwind when directed by tower. Remember to reset the RADALT to 380'.

(b) Depart and Re-enter: Take off VFR (squawk 1200) and follow Tower instructions to the initial.

(c) Break: Normal procedures are applied.

(2) NJW

(a) Break: NJW Break altitude is 1300' (1600' night) / Pattern altitude 1100'. During FCLPs at NJW, all breaks will be carrier breaks except at night or when prohibited by BASH conditions.

(b) NJW Launch: If you hot switch into a jet, don't expect to see a full launch sequence from the plane captain. Once you get into the jet, close the canopy, strap yourself in, and take some time to ensure everything is set up the way you like. Give the PC a thumbs up and follow his instructions. Complete your Takeoff Checks. Give the PC the pull chocks signal when ready and call for taxi on ground. If you could start a jet, you will do a complete launch sequence with the PC. There is no ATIS at NJW. When you are ready to taxi, tell Ground "1A1XX, ready to taxi, negative information". Ground will give you the numbers. Hold short as briefed by your LSO and wait until he checks you in. When he calls for it, reply "Paddles, Navy 1xx up and ready, 13.5 (gross wt), (Qual #)". The LSO will coordinate with the tower via FM radio to clear you for takeoff. In most cases, expect an immediate launch. During daytime operations only, Tower will clear two jets for takeoff at the same time. If Tower does clear you for a section takeoff, the first jet on the runway will take the far side and initiate run-up checks once in position. The second jet will not release their brakes until the first jet gets airborne. Turn downwind with proper interval or as directed by Tower. Remember to reset your RADALT and configure flaps to full.

e. Landing Pattern

(1) Pattern: Maintain 130 KIAS until turning downwind, then slow to on-speed. Turn downwind when your FCLP interval is at your 8 o'clock position; this will put you at the 180 position as your interval calls the ball.

(2) Crosswind: The FCLP pattern is a pilot controlled pattern, if an interval is being cut out Tower may not always have the Situational Awareness to prevent a possible mishap. Because of this, pilots must always be proactive to clear their belly prior to initiating the crosswind turn. If someone is cutting out their interval, a safety of flight call shall be made over Tower by anyone observing the unsafe condition. If you are in the crosswind turn, go to MIL and maneuver to the right as required in a controlled, yet expeditious manner. Immediately start scanning to find your interval to establish de-confliction. If you are the aircraft being cut out of the pattern, take a step out and consider climbing to 800' AGL while communicating with the aircraft turning into you. Always keep the conflicting traffic in sight and fix abeam distance as necessary. It may be prudent to depart the pattern and re-enter from the break if the landing pattern becomes unrecoverable. If this is the case, clearly coordinate your intentions with Tower / LSOs.

(3) Downwind: The downwind portion of the pattern is very busy. Ensure the aircraft is trimmed and configured properly (landing and on-speed checks are complete). While doing this utilize the winds on the HSI / ghost velocity vector, course line, and LOOK OUT SIDE for ground gouge to note exact abeam distance. Be diligent to study the ground gouge (earth over flown) and bracket pattern deviations to get to a good start. No later than the third pass you should arrive 'on and on' at the start. Follow your LSO's instructions on making the abeam call ("123, abeam, gear down, flaps full, on-speed 122, G-1" or simply "G-1 abeam"). In either case, DO NOT MAKE AN ABEAM CALL WHEN SOMEONE IS ON THE BALL.

(4) Ball Call: Call the ball just prior to being on centerline in the wings level transition. When calling the ball it's imperative that the throttle moves appropriately; you must 'talk and fly' to maintain glide slope. If you receive no response from Paddles, call "Goshawk ball". If after 3 seconds there is still no response, then call "ball". Wait another 3 seconds and if Paddles doesn't provide a "roger ball", then execute a wave off. If Paddles has radio issues, or simply chooses to do so, he may give you cut lights which indicate "roger ball". Be diligent to include cut lights in your overall scan.

(5) CLARA: Short for "clarify my position". The communication sequence after the CLARA call is crucial. After the CLARA call, the LSO will notify you of your position on glideslope (e.g. "you're high / low") and will continue to provide this information until either you land or call the ball. Once you acquire the ball after calling "CLARA" simply call, "ball", the LSO will then roger your ball call. CLARA calls are made at any time you do not see a ball on the lens. For example, the lens may have failed or the glare from the sun may impede your ability to pick up the ball. If you can't see lineup, call "CLARA lineup" and the LSO will begin to provide centerline information (e.g., "you're on centerline, you're lined up left, etc.").

f. Landings: During the day, Touch and Go's will be to the carrier box. At night, the pilot may perform Touch and Go's to the carrier box provided it is illuminated, otherwise all Touch and Go's at night shall be to centerline. **DO NOT land in an unlit carrier box at night.** LSOs are responsible for visually checking wheels down for all aircraft under their control.

g. Full Stop/RTB

(1) Full-stops at NJW or NMM: On your next to last pass, the LSO will say, "next to last". You will reply, "next to last". At the Abeam position you will ask Tower for permission and be given clearance to land. When you call the ball on your last pass the LSO will say "roger ball, full stop". You will then respond by echoing "full stop". **All full stops will be to runway centerline.** When you full stop at NJW, roll to the end of the runway. Once clear of the runway contract NJW Ground on Button 10 (355.8) prior to taxi. The ramp area is pretty small so make sure you follow the taxi directions given by maintainers very carefully.

(2) RTB from NJW to NMM: When able and the pattern allows, obtain your return clearance from NJW Ground (button 10) on the AUX Radio. You will receive a new squawk with your clearance instructions. Keep your transponder in STBY until told to "execute your climb out instructions" by Tower. On your second to last pass, the LSO will say "roger ball, next to last." Your response will be, "next to last." If you are unable to get your clearance on Ground frequency before your final pass, make sure to get it from Tower after your final touch and go. On your last pass the LSO will say "roger ball, divert"; your response: "divert". After the touch and go, DO NOT clean-up prior to the Tower saying "execute your climb out, switch Meridian Approach button 11". Also, make sure that you are #1 upwind before you climb above pattern altitude and execute the departure IAW TW-1 In-Flight Guide and Tower instructions. If Tower tells you to stay in the pattern because they are awaiting IFR release, then follow their instructions and continue in the landing pattern. Always monitor your fuel state and be proactive to notify Paddles if your departure is delayed and fuel state is getting low. Then, comply with Paddles instructions. Upon arrival back at NMM, full stop the first pass and make sure to use the "solo" call sign.

(a) NJW Launch: Get your clearance while on deck.

(b) NMM Launch: Get your return clearance after your first pass.

5. Ground Operations

a. Hot Refueling: Taxi slowly into the pits. With the exception of chocks and chains, the Hot Refueling procedures in the CQ FTI are adequate for field use. Do not transmit on the radio when you are taking fuel (except in emergency situations). Monitor the engine page for exact fuel quantity, and give the cut signal at 2800 lbs.

b. Hot Switching: Be familiar with the hot switch checklist found in the NATOPS PCL and CQ FTI. Ensure that the switch pilot is **standing** by your jet and a PC has the FOD screen in place before you begin the hot switch.

6. Scheduling

a. FCL4101 and CQL4101 (night pattern hops): Should be scheduled from NMM to NJW and back in order to observe and evaluate course rules. Flight should be flown with a boat experienced (100+ traps) IP, to help simulate FCLP operations and provide quality instruction/feedback.

b. FCL4201: Should be scheduled from NMM to NJW and back, during the day, in order to observe and evaluate course rules while becoming familiar with ground references prior to night solo operations. If FCL4201 cannot be conducted at NJW, then all subsequent FCL stage flights shall be at NMM.

c. Day/Night: Every effort should be made to schedule day solo operations prior to the first night solo operations. All restrictions delineated in the MCG shall be followed. Efforts shall be made to schedule NJW to the maximum extent possible.

d. Density: Maximum number in the pattern shall be six, in accordance with CNATRA endorsement of the Mar 05 SIR. A max of five FCLP aircraft are permitted at night. Overall scheduling should reflect desired pattern density. If interlopers are expected, then FCLP SNAs scheduled for any period should be reduced to mitigate the amount of traffic in the pattern.

e. NMM Operations: If NJW is unavailable for scheduling, then every effort must be made to schedule a sterile pattern for NMM FCLPs. Squadrons will need to work together to limit interloper traffic. If the pattern becomes saturated, Tower should direct non-participating aircraft to full stop or shift them to the right runway (right traffic). LSOs will coordinate with tower as appropriate to make this happen if safety dictates.

7. Operations

a. Density: Maximum number in the pattern should be adjusted (down) from the scheduling guidance (6.d.) to account for degraded conditions, including weather, traffic saturation, and LSO judgment.

b. Flex to NMM Operations: If NJW was scheduled, but is unworkable due to circumstances, then every effort shall be made to obtain a sterile FCLP pattern. CQ and FCLP events must take priority. Communication between squadrons beginning with the Operational Duty Officers and the controlling LSO is critical to the safe operation of high density SNA solo operations, especially at night.

c. FAM4601 & FCL4101: The experience of NJW for FAM4601 and FCL4101 is **strongly recommended** prior to night solo SNA operations at NJW **in stage**. The intent is to mitigate risk by ensuring that no SNA operates solo at night at NJW without the proper experience and supervision during that stage.

d. FCL4201: If NJW is unworkable due to crosswind limitations, then the flight will proceed as scheduled to NJW for a touch and go, followed by RTB NMM where FCLPs will be

conducted. This will still fulfill the purpose of the FCL4201, which is demonstrating the knowledge of course rules to and from NJW.

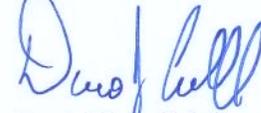
e. NMM Night Operations/Pattern Entry: To ensure traffic separation and utilize familiar pattern entry procedures, the BIN clearance may be used by solo SNAs. Radar vectors to the initial may take more time and increase the workload of ATC, but will mitigate safety concerns regarding VFR traffic de-confliction (field of view, depth perception, lateral offset, integration of upwind aircraft) when utilizing staggered runways for direct pattern entry. This is not to say that a downwind entry or departing to the initial is unacceptable, but if situations dictate, the BIN clearance is an option.

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