From: Standardization Officer, Training Air Wing TWO

The following notes serve as standardization guidelines for Training Air Wing TWO. Notes have been vetted through Squadron Standardization, Squadron Commanding Officers, and approved by Commander, Training Air Wing TWO. STAN Notes will be updated quarterly and published on TraWing 2 Ebrief site.

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1. General

a. Documents on E-brief. TW-2 stan will maintain most current copy of SOP, SOP addendum, TAC SOP, IFG, and other governing documents on E-brief website.

b. Checklists. Standard kneeboard checklists are now published on TW-2 E-brief website. Students may use NATOPS PCL or published TW-2 checklist. For changes to checklist, contact TW-2 Stan Officer.

c. OCF Simulators. Spin logic incorrect in sims. *To be addressed with Local Change Control Board by TW-2 Stan and Ground training.

d. FAA call signs – FAA standard. FAA guidelines state that aircrew on all initial check-ins and subsequent radio calls to ATC controllers will be made using full call sign (HAWK2XX, BLZR2XX, LTHL2XXX). Aircrew should **only** abbreviate call sign if ground controlling agency has initiated use of FAA standard abbreviated call sign. Side number only is acceptable in NQI VFR tower pattern.

e. Cross Country Field selection. If aircrew choose a destination airfield with a runway length of less than 8000’ and a field elevation at or above 3000’ MSL, aircrew must complete takeoff and landing performance calculations for expected field conditions prior to submitting cross country request and be able to brief squadron operations on field conditions and field suitability. Proper planning and computations are most critical for fields with higher density altitudes and shorter runways during the warmer seasons.

f. No HUD landings. Students must still be able to land the aircraft with a failed HUD. IPs may fail HUD in landing pattern and are encouraged to do so occasionally in advanced stage flights to maintain students’ proficiency landing the aircraft with no HUD.

e. AOA airspeed crosscheck. Students must verify and then verbalize calculated on speed airspeed at the end of landing checklist for the first pattern landing out of the break and when configuring for the first instrument approach on an instrument sortie.

f. ADI PT (pitch trim). Students will leave ADI PT set to zero. (Explanation: ADI pitch attitudes referenced in FTIs are based on PT of zero)

2. Intermediate Jet (Phase I) syllabus issues

a. General.

(1) Landing Checklist verification – anti skid switch. IPs may only de-select anti skid at the following times during the flight:

- When dirtying up at altitude (e.g. during dirty-up for dirty stall series at altitude or section approach at altitude)
- Immediately prior to gear transition out of the break
- Outside the final approach fix on an instrument approach

If an IP toggles the anti-skid switch off, the IP shall not remove his/her and from the anti-skid switch without turning the anti-skid switch back on. In all cases, the anti-skid switch shall be toggled on no later than the 180 (VFR landing pattern) or less than 600' AGL on any instrument approach.

b. Instruments.

(1) Partial Panel. With a failed MFD, students may use remaining MFD in best available configuration (switch between HSI, ADI, etc).

(2) Use of offsets for IAFs. Waypoint offsets may be used for initial steering and situational awareness when navigating to a given fix, but crew must still use TACAN or VOR/DME to define and navigate to the fix. When given syllabus point to point navigation, students must first make their initial turn towards the fix using TACAN or VOR/DME point to point navigation procedures BEFORE entering and displaying either TACAN or waypoint offset to refine their point to point. Students may not use waypoint and TACAN offsets for their initial point to point solution until complete with block RI31.

(3) Use of waypoint IFR navigation, /I vs /A. T-45C GINA is neither designed nor authorized to be used as IFR terminal area navigation system or IFR airways navigation system. Additionally, outdated magnetic variation tables in GINA make magnetic course lines and radials from GINA fixes inaccurate, especially at greater distances. TW-2 Stan is consulting with NAVAIR PMA-209 and FAA representatives to verify GINA capabilities and legalities of filing as /I and use of GINA for limited point to point random routing (off airways) navigation. For safest approach, aircrew should file as /A and conduct IFR navigation via TACAN and VOR. In no case must GINA be used to define radials off of fixes on airways navigation or fixes and course lines on an IFR approach.

(4) 250kt vs 12α enroute descent. Fuel planning for cross country legs is normally based on a 250kt idle enroute descent. An enroute descent may be briefed and conducted at 12α as a technique to optimize range, but students must always plan for a 250kt idle descent.

(5) Flap transitions on instrument approaches. Practice approaches will be flown at half flap for fuel conservation. If crew elects to execute a full flap touch and go off of approach, aircraft should be configured at full flaps NLT circling mins or 500' AGL, whichever is higher. Half flap touch and go landings must be cushioned so aircraft touches down with NMT 600 FPM rate of descent. Solo students executing an approach with intent to land should fly the approach at full flaps unless fuel is a consideration. If a solo student flies the approach at half flaps to conserve fuel, the student will configure the aircraft at full flaps NLT circling mins or 500' AGL, whichever is higher.

(6) Planimetric vs. CDI mode. FAA and ICAO guidelines reference CDI deflection for defining when aircraft is established on a particular navigation segment, and especially on approach. CDI should be used to define centerline of airways and must be used on final approach for any instrument approach that defines the final approach course off of a navaid (TACAN, VOR, localizer).

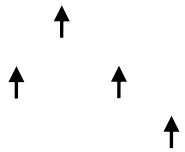
c. FAMs

(1) Straight in procedures. Use 3° glideslope but intercept profile IAW local course rules (1000' MSL at KNQI).

(2) Right break exposure. FAM instructors will ensure students have been executed one right hand break prior to FAM 4490.

d. Formation

(1) Admin cruise. IAW TW-1/TW-2 TACSOP, formation to and from the working area is pre-briefed and *at the discretion of the flight lead*. Flights will **not** fly "Admin cruise" as defined by the TAC SOP (flying the bearing line off of the vortex generators and maintaining one plane width between aircraft). Flights will fly regular cruise bearing line and interval as defined in the FTI. On transit, flights may fly cruise with -2 and -3 at equal interval behind lead on opposite sides:



(2) Over the top maneuvers – cruise form solos. Over the top maneuvers are permitted for solo cruise form students, but those maneuvers are optional.

(3) Lost communication section. Standard home field recovery for a formation with a lost comm. wingman during day VMC will be the overhead. Lead aircraft will execute a touch and go to the runway on which the lost comm. wingman is cleared to land. (Lead may execute section approach as appropriate or as directed by ATC)

e. Night FAMs.

(1) NFAM route will be flown at 240 KGS or NLT 220 KIAS with heavy winds from the west.

(2) Minimum ceiling for NFAM route is 4000. With ceilings at 4000, westbound legs of NFAM route will be flow at 2500 and eastbound legs will be flown at 3500.

(3) No flap landings at night shall not be flown as pattern no flap profiles. All no flap landings at night shall be executed from a straight in approach.

3. Advanced Strike (Phase II) issues

a. Strike (Weps) – 4g vs. 6g pulls. When initiating pull during pop deliveries, target 4gs and do not exceed rolling pull limits of airframe.

b. Road Recce / Section Low Level shotgun waiver. Formal waiver request submitted to CNATRA and approved. ON4301 may be shotgunned with prior Commodore approval IAW CNATRA ltr 1500, Ser N715/0487 dtd 31 Aug 12. Expect shotgun provision to be included in next iteration of 1542.167 syllabus.