



From: Standardization Officer, Training Air Wing TWO

The following STAN notes have been approved by CTW-2 and serve as standardization guidelines for Training Air Wing TWO. STAN Notes will be updated annually or as required and published on the TW-2 E-Brief website.

1. General

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

b. FAA call signs - FAA standard. FAA guidelines state that aircrew on all initial check-ins and subsequent radio calls to ATC will be made using full call sign (HAWK2XX, BLZR2XX, LTHL2XX). Aircrew should **only** abbreviate call sign if controlling agency has initiated use of FAA standard abbreviated call sign. Side number only is acceptable in NQI VFR tower pattern. The only TW-2 authorized call signs are HAWK2XX, BLZR2XX, LTHL2XX and CD2XX.

c. Portable Electronic Tablets. Use of portable electronic tablets is authorized for instructors. However, use must be in compliance with CNATRA directives and the most recent COMNAVAIRSYS COM PATUXENT RIVER MD MULTIPLATFORM INTERIM FLIGHT CLEARANCE FOR PORTABLE ELECTRONIC TABLETS message.

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

e. 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)

f. Landing Rollout On Centerline. To mitigate any possible directional control issues, aircrew shall maintain runway centerline during the entire landing rollout for a full stop landing unless landing as a section/division or safety of flight dictates otherwise. When landing as a section or division, after slowing to less than 50 KIAS, aircrew should smoothly move to the inboard side of the runway for the remainder of their landing rollout.

g. Landing Checklist verification - anti skid switch. If an IP toggles the anti-skid switch off to test checklist verification, the IP shall not remove his/her hand 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/Low Key or 600' AGL on any instrument approach.

h. CFIT (TAWS). TAWS Warning cues shall be briefed prior to flight and treated with an immediate response from the pilot at the controls (same as LAW warning tone). Exceptions are "Power, Power" on start-up and "Pull Up", "Roll Left/Right" on PAs. However, if at any time during a PA, an unsafe condition is perceived or confusion exists over the TAWS warning cue, recover the aircraft immediately.

2. Intermediate Jet (Phase I) syllabus issues

a. 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 waypoint IFR navigation. T-45C GINA is neither designed nor authorized to be used as IFR terminal area navigation system or IFR airways navigation system. Outdated magnetic variation tables in GINA make magnetic course lines and radials from GINA fixes inaccurate, especially at greater distances. In no case may GINA be used to define radials off of fixes on airways navigation or fixes and course lines on an IFR approach.

(3) 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. Because the HUD "shall not be used as a primary flight instrument" per NATOPS, CDI shall be selected on the HSI to define centerline of airways and must be used on final approach for instrument approaches that defines the final approach course off of a navaid (TACAN/VOR).

(4) 250kt vs 12 α 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 higher power settings as a technique to optimize range, but students must always plan for a 250kt idle descent. A higher power setting can help reduce the likelihood of Oxygen Warning lights at high altitudes.

(5) Simulated Low Oil GCA Procedures. Due to varying environmental factors from day to day, IPs shall brief SNAs/IUTs on the expected power setting and when to expect to lower flaps to half on simulated Low Oil approaches.

b. FAMs

(1) Straight in procedures. Use 3° glideslope but intercept profile IAW local course rules (1000' MSL/5 NM at KNQI).

c. 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. During transit, at lead's discretion, flights may fly admin cruise. Dash-2 should set the interval off lead and Dash-3 should balance the formation off Dash-2 on the opposite side.

(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) Cruise Form Tail Chase. Leads shall not conduct loops or nose high maneuvers within 20 degrees of pure vertical during tail chase. Standard knock-it-off comm should be used per the TAC SOP to terminate Tail Chase. However, lead will also give an altitude and direction of turn for the final 300 kt rendezvous, as required.

(4) Section Approaches. Wingman shall be on the right (starboard) side of lead for section approaches. Lead will drop the wingman off on the

centerline of the runway cleared to land on NLT circling mins or 500', whichever is higher. The lead can then remain on the left side of the wingman, splitting the dual runways (if using the right runway), or, lead may switch sides in order to deconflict from any left runway traffic. If switching sides, the lead must thoroughly brief this maneuver prior to the flight and confirm which side the wingman should rejoin on after the touch and go/wave off.

d. Night FAMs.

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

3. Advanced Strike (Phase II) issues

a. FCL/CQ.

(1) Course Rules. During FCL and CQL stages, aircrew shall transit to and from Navy Orange Grove via the BARNN 1/BARNN 1R.

b. Strike.

(1) Arming. For IPs in the weapons pattern, with guest riders in the aircraft, "MSTR ARM" shall not be selected until the nose of the aircraft is pointed at the ground.

c. ACM/OCF

(1) ACM Currency for SNAs. If required, a BFM4186 (1V0) warm-up event should be used to maintain/regain ACM currency. BFM4186 events shall not be scheduled as part of a cross-country (e.g. RTB from det). SNA "trunking" of TACF or ACM lead flights is encouraged but shall not count for ACM currency. See OPNAV 3710.7U, Section 5.1.10.1 for general ACM currency requirements.

(2) Limitations during BFM4201. BFM maneuvering on BFM4201 shall be limited to 180 degrees of turn (perch) or one flight path crossing (scissors) if the SNA is not ACM current (see above). For the purpose of demo sets flown by IPs - when a SNA is not BFM4101 complete - a SNA may be considered ACM current if he/she meets general OPNAV 3710.7U criteria (e.g. use a RR syllabus event as a "dynamic maneuvering hop"). In this case, demo BFM sets may be taken to a logical conclusion. OPS/Skeds should make every effort to ensure SNA is BFM4101 complete and ACM current prior to BFM4201.