Flight Briefing Guide
(Updated DEC 20)

**Communications:**

1. Radio Procedures and Identification:  "Our identification will be RFNKXX. The PM will handle all comms and be backed up by the PF."

2. Frequencies: "We will be using the 20 preset UHF frequencies as well as monitoring MONTANA Base and backing ourselves up with the VHF radio which is primary at all civilian airfields."

3. CRM: "Crew coordination will be in accordance with NATOPS including two challenge rule, sterile cockpit, and mandatory callouts. A training time-out requires a verbal request only.

**Weather:**

1. Local Observation: Review local METAR and any PIREPS

2. Enroute and Destination Forecast: Review DD1801-1

3. Alternate Forecast: Identify appropriate alternate given forecasted weather.

**Flight Planning:**

1. Departure: "We are planning to depart via course rules/instrument departure (ie. Arrow 4).

2. Mission / Fuel Planning: "We will be flying (C410l, 14202, etc) mission(s) and will plan the training accordingly. We will consider 265 lbs per side "minimum fuel" and 200 lbs per side "emergency fuel" criteria. A fuel packet (will/will not) be required for today's profile."

3. Recovery: "We are planning a (course rules/ instrument approach) recovery at our planned destination. Our planned ETA will be_____ ."

**Emergencies:**

1. Aborting Takeoff: "If anyone sees the need to abort, call out 'abort, abort, abort', the pilot at the controls will pull the power to idle, reverse and brakes as required and discuss/troubleshoot the malfunction once clear of the runway."

2. Divert Fields: Brief viable divert options based on planned profile.

3. Radio Failure: "In the event of a radio failure, we will trouble shoot for stuck mic and try multiple frequencies including Guard. Lost comm recovery procedures will be in accordance

with the local Letter of Agreement and FAR/AIM as appropriate.

4. <u>Downed Pilot:</u> "If we are the first on-scene, we will assume an orbit around the crash site, with the IUT flying while the IP starts the on scene commander checklist. We will remain on station as long as possible until the situation has resolved itself."

5. <u>System Failures:</u> "We (are/are not) planning simulated system failures on the mission. The IP will preface any simulated failure by stating 'SIMULATED'. If we have an actual failure, the IP will clean up any simulated failures and the actual emergency will be handled as a crew."

6. <u>Spin/Windshear/Forced Landing/Ditch:</u> "In the event of a spin, windshear condition, forced landing, or ditch, the IP will take controls and execute NATOPS directed procedures." The pilot not at controls will back up the control inputs to ensure proper execution."

"The memory items for spin/ out of control flight are…"
"The memory items for windshear escape are…"

7. <u>Emergency Egress:</u> "The observer will be the first member to exit the aircraft. The air stair is considered the primary exit. Utilization of the emergency exit hatch is at the discretion of the aircraft commander. If required, the observer will remove liferaft and deploy it in accordance with NATOPS outside of the aircraft. The second IUT is responsible for the first aid kit. The aircraft commander will be the last out of the aircraft."

**Observer Duties:**

"The observer will…

1. Scan for Traffic

2. Confirm gear down and locked.

3. Monitor radios

4. Count landings"

5. "Transport of any passengers will be in accordance with TW-4 SOP's. A safety brief will be provided by the aircraft commander as required."