

VT-35 Flight Briefing Guide
(Updated JUL 2020)

Mission Overview:

1. Callsign “Our callsign today is STGRY XX. The PF will handle all comms and be backed up by the PM.”
2. Mission(s) “We will be completing (two C4101’s, one I4101 and one I4102, etc.)
3. Departure “We will take off from RWY XX via (course rules to the Cheetah/IFR departure).”
4. Flight Flow and Time Line
 - a. (Contact) “We will complete high work in the (Foxtrot,Cheetah,etc.) working area followed by low work at (inset airport) expecting to return via course rules at approximately (insert expected time)”
 - b. (Instrument) “After departure we will plan to complete the (insert approach) via (RV,PT,etc) at (insert airport) followed by (repeat for all airports encompassing the entire flight).”
5. Frequencies “We will be using the 20 preset frequencies as well as monitoring STGRY Base and backing ourselves up with the VHF radio which is primary at all civilian airfields.”
6. Fuel Required (mission/minimum)
 - a. (Contact) “Bingo fuel from (airfield) is XXX lbs per side.”
 - b. (Instrument) Discuss fuel required to complete profile to include Bingo fuel as applicable.
7. Recovery “Recovery will be to (airport) via (course rules, instrument approach), ETA XXXXL”
8. Stopover/Servicing (if applicable) “A fuel packet will be required for today’s flight. We will plan to get fuel at (FBO), no other servicing will be required” (list any requirements for PPR, food order, lodging, etc.)

Weather/Navigation:

1. Local Observation Review METAR and TAF at departure airport
2. Enroute and Destination Forecast Review DD175-1 and TAF lines
3. Alternate Forecast Identify need for a CNATRA or 3710 alternate and brief forecasted weather.
4. NOTAMS/TFR’s Identify all applicable NOTAMS and TFR’s along the route of flight
5. BASH Brief BASH condition at applicable airfields
6. NAVAIDS available/utilization Brief applicable NAVAIDS along the route and utilization plan
7. Working area/route Brief any potential route or working area conflicts

Safety/CRM/ORM:

1. ORM Checklist Ensure ORM checklist is complete
2. STAN Board/R&I Ensure aircrew is current on read and initial
3. CRM “CRM callouts will be in accordance with NATOPS to include the mandatory callouts, two challenge rule, and sterile cockpit.”
4. Training Time Out “training time out will be made via verbal request only”
5. Seat Swap/Rotation Brief at what point in the flight seat swaps will be conducted to include planned altitude.

Emergencies:

1. Aborting Takeoff “If anyone sees the need to abort, call out ‘ABORT’, the pilot at the controls will execute the NATOPS directed procedures and discuss/troubleshoot the malfunction once clear of the runway.”
2. Divert Fields Identify suitable EMERGENCY divert fields along the route of flight
3. Minimum and emergency fuel “We will call minimum or emergency fuel if we will land with less than 265 lbs or 200 lbs per side, respectively.”
4. 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.”
5. Downed Pilot “If we are the first on-scene, we will assume an orbit around the crash site, with the student flying while the IP starts the on scene commander checklist. We will remain on station until we reach our bingo fuel, have an emergency of our own, or relieved by a more suitable SAR asset.”
6. System Failures “We (are/are not) planning simulated system failures. 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 in accordance with NATOPS as a crew.”
7. Spin/Windshear/Forced Landing/Ditch “In the event of a spin, windshear condition, forced landing, or ditch, the PF will execute the NATOPS directed procedures.” The pilot not at controls will back up the control inputs to ensure proper execution.”
8. Emergency Egress “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 deploy the liferaft in accordance with NATOPS outside of the aircraft. The second student is responsible for the first aid kit. The aircraft commander will be the last out of the aircraft.”
9. Passenger Briefing (as applicable) Brief passengers on the use of the emergency exit and all applicable emergency equipment for the flight.

Observer Duties:

“The observer will...

1. Scan for Traffic
2. Confirm gear down and locked.
3. Monitor radios
4. Count landings”

Discussion Items: