



VT-6 NATOPS Briefing Guide



- 1) **Admin**
 - a) **EP / Question / Quote of the Day**
 - b) **IMSAFE / Human Factors / Crew Day and Rest / Work Week limits**
 - c) **Form Specific:** Designated / Formation Lead
 - d) **Seat Position** (INAV or IP/IP only)
 - e) **Current read and initial**
 - f) **Current NATOPS/Pubs/Charts/EKB packed & charged**
 - g) **SNA EKB use and restrictions**
 - h) **Review ATJ to include:**
 - i) **Airsickness history**
 - ii) **Below MIF / Incomplete/ ungraded items in block / SSRs**
 - iii) **Previous hop complete or incomplete**
 - iv) **Mandatory or optional warm up window**
 - v) **Review green/blue card**
 - i) **DOR/TTO policy**
 - j) **JPPT Discussion Items** (May be moved to end of brief at IP's discretion.)
- 2) **Mission Conduct**
 - a) **Side Number / Callsign**
 - b) **Walk / Takeoff / Land times**
 - c) **Weather / NOTAMS / AHAS / TFRs**
 - d) **TOLD**
 - e) **Flight Plan**
 - f) **Profile** – Origin / Departure / Stage Maneuvers / Destination / Alternate
 - g) **Fuel management**
 - i) **Joker / Bingo / Divert**
 - ii) **Minimum / Emergency Fuel**
 - h) **Frequencies / NAVAIDS**
 - i) **Radio procedures and discipline**
 - j) **Change of aircraft controls**
 - k) **Non flying pilot duties for IMC and instrument approaches**
 - l) **Clearing / Lookout procedures**
- 3) **Emergencies / Crew Coordination**
 - a) **Aircraft Emergencies and System Failures**
 - i) **Actual**
 - ii) **Simulated**
 - (1) **PCL control: simulated PEL vs. simulated forced landing**
 - b) **Aborted Takeoff**
 - c) **Engine Failure / Un-commanded Power Change**
 - d) **Damaged Aircraft / Midair / Bird strike**
 - e) **Stall / Out of Control Flight (spin, spiral, etc.) Recognition & Recovery**
 - f) **Radio Failure / ICS Failure**
 - g) **Inadvertent IMC**
 - h) **Downed Pilot / Aircraft**
- 4) **Mission Specific ORM**
 - a) **Contact**
 - i) **G-Warm**
 - ii) **Energy Management**
 - iii) **Area Management**
 - iv) **Clearing Procedures**
 - b) **Formation**
 - i) **Blind**
 - ii) **Lost Sight**
 - iii) **G-Warm / Tail Chase**
 - iv) **KIO / Terminate**
 - c) **INAV**
 - i) **Spatial Disorientation**
 - ii) **Missed Approach Criteria**
 - iii) **Missed Approach vs. Climb-out Instructions**
 - d) **Night**
 - i) **Sunset / Moonrise**
 - ii) **Personal equipment**
 - iii) **Aircraft / Cockpit lighting**
 - iv) **Spatial Disorientation**
 - v) **Night landings / Fixation**
 - vi) **Lookout / Obstacle avoidance**
 - e) **VNAV**
 - i) **Route brief**
 - ii) **Route restrictions**
 - iii) **Planned Altitudes / Airspeeds**
 - iv) **RADALT Settings**
 - v) **MSA / ESA**
 - vi) **Deteriorating WX**
 - vii) **Loss of Situational Awareness**
 - f) **CCX / Off Station OPS**
 - i) **PPR / Fuel Packet**
 - ii) **Contract Fuel/ FBO**
 - iii) **Suitable runway at destination**
 - iv) **Airfield familiarity / review: layout, NOTAMS, parking location**
 - v) **Orders / tax exempt form Lodging / Transportation**
 - vi) **Oil / Parking brake status sign**
 - vii) **Government Travel Card/ Review CCX student INFO guide**
 - g) **IP / IP**
 - i) **Test completed within 60 days**
 - ii) **Complacency**
 - iii) **Student Trends**
- 5) **Landing Irregularities / Wave-off**
- 6) **Loss of Directional Control on Runway / Departing the Prepared Surface**
- 7) **CFS: Command and crew coordination**
- 8) **Ejection: 6000' AGL OCF, 2000' AGL controlled**
 - i) **Immediate**
 - ii) **Time Critical**
 - iii) **Controlled / Planned**
 - iv) **Loss of ICS**
 - v) **Environmental conditions- winds / water temp**
 - vi) **Post Ejection Procedures**



VT-6 NATOPS Debriefing Guide

1) Safety of Flight:

- a) NATOPS / FTI / FWOP/3710 deviations
- b) Unsafe events
- c) Squadron safety concerns

2) ADMIN:

- a) Flight plan closed out / FDO contacted
- b) Maintenance discrepancies / MAFs
- c) FDO notified of schedule changes / issues
- d) Crew day / rest

3) Mission:

- a) Event flow
- b) Deviations from briefed SOE
- c) SNA perception of performance
- d) IP perception of performance
- e) Instructional critique
- f) Follow-on event expectations

4) ASAP Submission:

VT-6 SOP required submissions:

- a) Near midair collision
- b) Traffic conflict with civilian aircraft within confines of NMOA, SMOA, OLF, pattern, or ELP
- c) ATC errors resulting in significant reduction of safety margins
- d) Any unscheduled TSHARP outage resulting in loss of SA on solo aircraft
- e) Any time an aircraft diverts
- f) Any time battery voltage drops below 17 volts on start



HELLCAT TACTICAL ADVANCED FORMATION TRAINING RULES

*Indicates 3710 mandatory briefing items

Currency

1. *Verify currency of all aircrew

Departure/Out-of-Control Flight

2. *Departure / Spin immediate action items
3. No sustained slow speed or high AOA maneuvering below the soft deck defined as:
 - <100 KIAS, **OR**
 - >15.5 units AOA sustained for more than 3 seconds

Administrative

4. Scheduled face-to-face brief
5. Weather:

- Daylight VMC (30 minutes after sunrise to 30 minutes prior to sunset)
- Weather: VMC, 5 miles visibility, and defined horizon
- Maintain 2,000 feet vertically and 1 NM horizontally from all clouds

6. *Hard Deck: 6,000 feet AGL or 2,000 feet above an undercast
7. Soft Deck: 5,000 feet above the Hard deck
8. Configuration changes except for speed breaks are prohibited
9. All aircraft must have operable common frequency radio, ICS and guard
10. Prior to tail chase a G-awareness maneuver shall be performed

Mid-Air/Collision Avoidance

11. Maintain at least 500' bubble around aircraft at all times
 - Always assume the other aircraft does not see you
 - For head-on passes, maintain the established trend. When no trend exists, give way to the right to create a "left-to-left" pass. Broadcast your own intentions (i.e. 'Hellcat 11, Left-to-left')
 - For converging flight paths, nose-high goes high. Nose low has collision avoidance responsibility. Broadcast your own intentions (i.e. 'Hellcat 11, low')
 - Never intentionally maneuver to lose sight (no blind lead turns)
12. With loss of visual, transmit "blind" and remain predictable. Other aircraft shall acknowledge with "visual, continue" or "knock-it-off" as appropriate, providing directive communication as necessary for safety of flight and ownship altitude in thousands of feet. Once sight is regained, transmit "visual"
13. Up-sun aircraft is responsible for collision avoidance. Offensive or high aircraft will monitor the defensive or low aircraft's altitude, attitude, airspeed, and will break off the attack prior to pushing the defensive aircraft through the hard deck
14. Call "ballistic" for slow-speed reduced maneuverability <100 KIAS
15. No head-on or beam-quarter gun attacks. Break off all gun attacks at 1,000' to ensure a 500 foot pass.
16. Maneuvering shall cease when "Knock-it-off" / "Terminate" is called (or aircraft rocking its wings) and all players echo
 - Knock-it-off for any of the following:
 1. Interloper
 2. Departure from controlled flight
 3. GLOC
 4. Minimum Altitude broken
 5. NORDO/ICS Failure
 6. Overstress/Overspeed
 7. BINGO fuel
 8. Inadvertent IMC
 9. Loss of SA
 10. Unsafe condition/Emergency
 11. Approaching training area boundary
 12. Training rule violation
 13. Training objectives obtained

Be aware of the increased midair potential following the KIO or terminate