

# UMFO INTERMEDIATE (1542.163) Event

## Profile Stan Notes

8JUL15

**\*\*\* WARNING: THESE STAN NOTES ARE MEANT TO SUPPLEMENT THE FTI. STUDENTS ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND OPNAV CONTENT \*\*\***

### General items common to all events:

- All X's are only 1.5
- Now using Cold Mic. Switch to cold mic when you bring the gear and flaps up. Switch back to hot mic after lowering the gear (in the terminal area), and anytime for SOF.
- 5 touch and go's from the landing pattern required for each block (except F4201).
- Fly at 270 KTAS instead of 240 KTAS for enroute travel.
- SNFOs brief and debrief the entire flight. IPs fill in gaps.

### Single aircraft INAV (I4301-2)

### Mission objectives:

- **Plan, brief, and execute a single aircraft instrument flight at 270 KTAS mostly in the High Altitude structure.**
  - Fewer turnpoint calls in the high altitude structure should allow student to get ahead of the aircraft. Focus on details like: entering next frequency and navaid, anticipating the next radio call, have the next chart out and ready prior to needing it, studying the approach plate enroute if necessary, etc.

### Training Objectives:

- **To familiarize the SNFO with the Enroute High Altitude structure.**
  - Fly Enroute High Altitude Structure for at least one leg. Hi-Altitude Approaches definitely an option, so should be briefed thoroughly on deck. All MIFs are all a 4 now, so performance must up to CTS to pass EOB.
- **To familiarize the SNFO with GPS navigation and procedures.**
  - 2 approaches per flight. Required: GPS holding, GPS approach, PAR/ASR.
  - Make one flight a GPS flight (only one). Students load the flight plan, navigate with it, load the approach, and check the RAIM (STA 5 page). IPs encouraged to take away students' jet logs (must still be prepared, however!). Students should derive necessary information for the turnpoint calls from actual GS and FF. Ensure students are navigating from the chart. SNFOs should always back up their position with nearest NAVAID. Students can expect a "Failed" GPS on one leg forcing them to switch to the backup nav source while IP "troubleshoots." Return the GPS once the objective is met.
- **Re-gain SNFO proficiency in the landing pattern.**
  - 5 x landing pattern. Knock off the rust on the first flight. Recommend reviewing it in the brief.
- **Gain proficiency in professional briefing.**
  - Student briefs entire flight. SNFO should have a basic working knowledge of emergencies by now. Focus on briefing the conduct of the flight exactly as they expect it to happen.
  - Use the guide. Debrief should only focus on what did NOT go according to brief.