

NFOTS (1542.162A) VNAV Event Profile Stan Notes

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

Brief:

- When preparing for the brief pay special attention to the Bingo and Route. During the Route Entry and Exit portion of the brief, give a detailed description of how you intend to leave NPA and enter the route using TEEZY – TRADR or with visual navigation (i.e. “Once clear of Class C, level off at 4500’ MSL, fly a heading of 330 and pick up Highway 98; switch to UHF BTN 15 and VHF 122.6 (Gainesville Radio). Fly approximately 270 along Highway 98 towards Weeks Bay and call up GNV Radio. Once ‘Feet wet’, we’ll descend to 2000’ MSL, etc...”
 - Make sure to use the HATT format when you cancel IFR or anytime you are starting/ending a phase of flight, e.g. cancelling IFR, coming off the route, finishing an approach, etc...
- Make sure your mandatory ICPs are on your IPs Jet Log as well as yours.
- During your route brief, please use a pen or pencil as a pointer. This will allow your IP to see the strip chart while you brief it without your hand in the way. Follow the Route description format in the brief, paying special attention to hazards and altitude changes.

Ground:

- Skipping over the GPS or RMU during the “Before Taxi Checklist” should not be common practice. Take a minute and set up the GPS the way you want it with the Preset VNAV Route Flight Plans VNAV1 – VMAX, presets 19 – 24. Be sure to select DIRECT TO your first desired Waypoint, as the GPS will most likely cycle to KNPA since that’s where you currently are. Set the display to “Super Nav 5” and call “Programmed and Set”. Set up the RMU as per Contacts or as appropriate for the field you’re currently at.
- Approaching the last taxiway, switch to UHF BTN 4 and monitor Tower while you conduct your appropriate checklists.

Enroute:

- If taking off VFR, expect an immediate turn to heading 285. Tower will not switch you to Departure until you are airborne and they are certain you are clear of traffic. Remember this and DO NOT switch to Departure rolling onto the runway out of habit.
- Expect to fly to TEEZY – TRADR for at least one of your first two VNAV flights. This is to brush up on your PTP procedures. This can also be used if weather at the field is IMC and the route is clear.

- Cancel IFR, or if VMC cancel advisories, once clear of Class C. It's a good idea to conduct a HATT brief, and start visually navigating your IP to PT A. If you conducted a thorough brief on the ground, this should be easy. If there are clouds scattered throughout Area 1 or at your altitude, make a recommendation to your IP and he will help you navigate these unexpected obstacles.
- Contact Gainesville or Anniston Radio to get weather along the route: 122.2 or 122.6 work the best. The proper check-in goes as follows: **Position, Altitude, Destination**
 - "Anniston Radio, KATT 603 on 122.6"
 - "KATT 603 this is Anniston, go ahead"
 - "KATT 603, off November Papa Alpha, 4 thousand five hundred, destination November Papa Alpha (or other destination), request"
 - "Roger KATT 603, go ahead with your request"
 - "KATT 603 request weather, altimeter and winds aloft at 3000' for Mike Oscar Bravo (MOB)"
 - Do not say, "10 miles North of MOB", this is not an actual place where they can look. They need an actual airport identifier.
 - If you follow this format, your FSS interaction should be short and sweet.
- At about four minutes prior, you should descend if not on altitude yet and switch to BTN 18 for VNAV Common. Feel free to switch UHF and descend after exiting Area 1, to get ahead.
 - Mach, Squawk, Clock, and TALK! Do not forget to switch to the Safety of Flight Frequency.
- At the Two Minute Prior call, to the max extent possible, give the COMPENSATED Heading you wish to fly next, as opposed to waiting to the Wings Level call. If you wait, you are at the mercy of the winds after your turn and subject to its wrath, especially on a windy day.
- *Technique* is to move the Heading Bug at the Two Minute Prior call to the next compensated outbound heading.
- If you get to the turnpoint and determine you are off course or off timing, or both, update your compensation prior to making a correction. This will allow for you get the full correction and not somewhere in between.
- Use everything on your chart as a potential ICP along with your chosen mandatory one per each leg. Crossing features, such as roads or power lines make excellent "Time Gates" and should be used often, especially if you have a timing correction in. If you see that you're back "On Time", take out the correction and move on.
- **Please LOOK OUTSIDE!**
- Jungle Rules are allowed on the Target leg, but remember that your standard corrections and compensations are more accurate and should be used primarily over Jungle Rules.
- IP will call off the Route on BTN 18, after that give a HATT brief and make sure to configure both UHF and VHF for the next phase of flight.
- Expect on Route 1 and 4 to do a drop-in to Bay Minette or Mobile Downtown for a practice approach followed by some aerobatics, if you are feeling "Up to Snuff". Recommend utilizing Mobile Approach, to continue building your skills talking to ATC.

Terminal Area / Recovery:

- Be sure to review your approach procedures/skills prior to your flight. You'd be surprised at how much you can forget in a week, especially after studying an entirely new topic. This is where IPs often see the flight start to deteriorate when it comes to student performance. This can easily be avoided with some extra prep, preflight.
- Comms are an area we see take a hit after completing VNAV ground school. Not a ton of comms on the front side of the flight, but it ramps up towards the end, so stay ahead and practice your ATC calls prior to the flight.
- After Aerobatics you will most likely recover via Course Rules, if the weather is VFR. Drive the flight and let your IP know that you are starting the recovery process and grabbing ATIS for NPA. Assuming you are in Area 1, it's recommended to grab ATIS on VHF BTN 1, to allow you to monitor UHF BTN 15 as long as possible. Approaching KJKA, around 5-10 NM, switch to UHF BTN 6 and make your request.
- Make sure to have reviewed the Course Rules, as you may not have seen them since Contacts.

Miscellaneous:

- Expect Route 1 on your N4001 and Route 4 on your N4002. IP discretion to change for weather so have all of your strip charts available.
- Good places to stop are HBG after Route 3, MVC after Route 5, 79J after Route 2, and 1R8, MOB, HSA are always good. *Technique only*

VNAV - MCF / Bingo Flow Chart

