

INTERMEDIATE ANAV Flight Planning: Keys To Success (G0101)

*****SUPPLEMENT TO THE FTI. YOU ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND CNAF*****

Mission objectives:

1. The Intermediate navigation training flight block places emphasis on experiencing a real world instrument flying environment with the SNFO assuming the role of "Mission Commander."
2. You are no longer expected to "think out loud" as in Primary. Execute what is expected and communicate when executing the unexpected. Start building your personal CRM process to direct and communicate with your pilot.
 - a. For example, you do not need to tell your IPs when you are switching in radios. You know it needs to be done, just go ahead and do it.
3. Depart this block of flights ready to show up at VT-86 with a thorough knowledge and procedures of airways navigation without supplemental instruction.
 - a. You will have plenty to learn at VT-86. You will not have time to re-learn how to execute a holding entry. Use this block of flights to clean up any procedures you struggled with in the past, so you show up ready to go on your first day at VT-86.

Training Objectives:

4. Brief. Gain proficiency in professional briefing.
 - a. Student briefs entire flight. Focus on briefing the conduct of the flight exactly as you expect it to happen. Instructors are encouraged to save comments/questions/concerns only when prompted by the student.
 - b. As the expectation is higher, SNFO should have an in-depth knowledge of NATOPS (NOTES< WARNINGS, and CAUTIONS) and FTI emergency procedures.
 - c. Use the briefing guides. Debrief should only focus on what did NOT go according to brief.
5. Flight profile. Plan, brief, and execute a single 1.5 hr aircraft instrument flight at 270 KTAS mostly in the High Altitude structure.
 - a. Fewer turnpoint calls in the high altitude structure should allow student to get ahead of the aircraft despite the faster airspeed. 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 vice in the brief, if necessary, etc.
 - b. Fly Enroute High Altitude Structure for at least one flight. Hi-Altitude Penetration Approaches (FTI 625.) are optional, but highly encouraged as they are a common recovery procedure into the carrier. These should be briefed thoroughly on deck.
 - c. Many MIFs are higher now, so high performance is required to meet CTS to pass EOB.
6. Navigation. To familiarize the SNFO with GPS navigation and procedures.
 - a. As acting Mission Commander, you are encouraged to use all the tools in your tool box. This includes your GPS. You may load the flight plan, navigate with it, load the approach, and check the RAIM (STA 5 page).
 - b. Use radio navigation as secondary navigation source to GPS. SNFOs shall 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." Once the objective is met, the GPS may be returned at IP discretion.
 - c. After the brief and a thorough discussion on fuel planning, IPs are encouraged to remove the jet log for the flight. This will force students to derive necessary information for the turnpoint calls from real time groundspeed and fuel flow in the flight and ensure students are navigating from the chart.
 - d. To emphasize your role as acting Mission commander, students are authorized all functions of their issued EKB to assist as a supplemental situational awareness tool and electronic publication resource.

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