

PRIMARY NAV Flight Planning: Keys To Success (NAV 1103)

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

1. Scheduling. The flight schedule will normally be published with the following *recommended* flight profiles:
 - a. NAV4101: NPA 601/603 backup
 - b. NAV4102-4290: DD-1801
2. Contact your IP.
 - a. Directly contact your IP via text message or phone call with your plan of action (via recall binder from the ASDO). Plan to provide a recommendation of a place you'd like to visit or an airfield with approaches you need/want to shoot. Don't wait all night for an IP to get back to you, sometimes they are busy flying late, so come up with a workable plan and a backup before you contact them.
3. Master Curriculum Guide.
 - a. Review your MCG (green book or found on the VT-10 Website under "Training Resources" > "Publications" > "NFOTS Curriculum") to ensure you're accomplishing the required types and number of approaches, etc., in the block. If you know you need VOR holding, arcing, circling, and/or a specific approach, then present a plan that includes those items, i.e. NPA 609 or 608, etc.
 - b. The "canned routes" from the Inflight Guide generally take-off and land from KNPA and do not include drop in approaches. This can be problematic when (technique only) we try to hit all the required approaches within those first 3 flights.
4. Brief/Discuss Items.
 - a. The primary navigation training flight block places emphasis on preflight briefing, procedural recall, and maneuver execution.
 - b. Study discuss items in advance as much as possible — it'll save time for flight planning!
 - c. Study the SOURCE (CNAF M-3710.7, FTI, NATOPS, SOP, FIH, etc.) of the material thoroughly, not just notes/gouge.
 - d. You will be held responsible and IPs will UNSAT for safety of flight knowledge deficiencies. Know the differences for the rear cockpit. Know and fully understand your Emergency Procedures (notes, warnings, and cautions outlined in NATOPS).
 - e. Publications.
 - i. Flying with expired publications or a red R&I card found in the Duty Office will result in Ready Room UNSAT (RRU). Update electronic pubs on Foreflight via the "Downloads" menu. Red numbers will appear at the bottom right of the screen when new pubs are available. Make sure your iPad has sufficient charge prior to walking to the aircraft for your event (50% charge for single, 75% for out and in, >90% for cross country).
 - ii. Paper pubs are not required if you have an iPad but can be a useful study tool.
 - f. NOTAMS. Have NOTAMS for all destination, alternate, and drop-in airfields. Do not plan to do approaches that are NOTAM'd out or go to closed runways or

- airfields. Include center and GPS NOTAMs in your mission planning. i.e. KZHU (Houston), KZJX (Jax), KZTL (Atlanta), KGPS. Look through these BEFORE the brief and check off which ones are pertinent to your flight and brief the pertinent NOTAMs (for example, unlit towers are not-relevant when we're flying mid-day).
- g. Required paperwork. Bring a copy of the DD-1801 (even if flying a canned route) and Jet Log for your IP, and give a copy of the DD-1801 to the SDO.
 5. Flight line expectations. You have been out of the plane for a while, but that is no excuse for improper execution of ground procedures. Practice strap-in, checklists (Hollywood script), etc., before hitting the flight line. After IGS/NAV1103, review your knowledge on survival gear, checklists, Pre-flights, Hollywood script.
 6. Instrument STAN Notes. Review INAV STAN notes on the VT-10 website.
 7. Crew Rest. SOP Crew Rest and Crew Day Policies:
 - a. TRARONTENIST 3710.1AA pg 2-3 "Aircrews shall be familiar with the policies outlined in the CTW6 SOP. Students should not show up more than 1 hr prior to their first scheduled event. Breaches in crew rest by a student may result in a Ready Room UNSAT (RRU)."
 - b. COMTRAWINGSIXINST 3710.1U pg 2-2 Student Crew Day. "The student's workday from first scheduled event or official duty of the day until completion of the last event of the day, including associate paperwork and debrief, shall not exceed 12 hours." Coming into the squadron spaces for official flight duties constitutes a break in Crew Rest.
 - c. Crew Rest. "Twelve hours of continuous crew rest shall be afforded prior to commencement of crew day."
 - d. If you have a scheduling conflict, let the SDO know IMMEDIATELY so your brief can be rescheduled.
 8. THE PRIORITY GUIDE: Aviate, Navigate, Communicate
 - a. Aviate. Keep the plane flying (attitude, altitude, airspeed, AOA).
 - b. Navigate. Ensure the NAV/HSI setup reflects what we are cleared for. Keep CDI tracking on victor/jet airways or approaches, point to points, etc. (CRS and HDG knobs). Utilize your standby NAVAID frequency to anticipate your next PTP or next NAVAID.
 - c. Communicate. This encompasses radio discipline and procedures. Always strive for professionalism with ATC and your IP. Stay ahead by typing in your next frequency in the standby radio. Never have an old and/or irrelevant radio frequency in standby.
 - d. Checklists. Initiate as time and priority allows. Checklists can be paused to address a higher priority, but remember to return and complete.
 - e. Brief. Once all above is completed, communicate to your pilot how you will execute your procedures. In addition to the FTI procedures, use any briefs to address any non-standard pertinent to the approach, hold, etc. The brief is a great CRM tool to bring the whole crew together on the same page.

- f. Repeat. Constantly recycle back through the above priorities throughout your flight.
9. Strive to get ahead and stay ahead. Ask yourself, “What’s next? Are we set up for it? What’s after that? Are we set up for that?”
10. Be verbal. Tell your instructor what you are doing and thinking. For example, say your 6 T’s out loud. If you’re quiet, the IP won’t know what you are working on. Thinking out loud will also enhance CRM and keep your IP aware of what you are setting up.
11. Cross country flights. If you would like to do a cross country in lieu of local flights, be sure to reach out to an instructor prior to starting your block of flights. They will coordinate with scheduling to reserve your flights necessary to conduct a cross country. Do this EARLY!