

FAM Zero Stan Gouge

***** THESE STAN NOTES ARE MEANT TO SUPPLEMENT THE FTI. STUDENTS ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND CNAF 3710 CONTENT *****

GENERAL GUIDANCE

This gouge is meant to set a guide for what will be covered and expected on FAM Zero and act as a cheat sheet as you set up the briefing spaces for your FAM Flights.

1. EP/OPS LIMITS, SOP TESTS, COURSE RULES TEST

- Show up to the scheduled location and time for FAM Zero. You shall have with you:
 - Pubs: NATOPS (with VT-10 and CTW-6 SOPs), Current VFR Sectional Chrats downloaded on Foreflight for CONUS, CONTACT FTI, Blue Brains (VT-10 and CTW-6 In Flight Guide), Junk Jacket (Student Training Jacket)
 - Flight Gear: Gloves, kneeboard, (your vest, helmet, and g-suit will stay in the PR shop)
- EP/OPS Limits Test shall be 100% correct, from memory. At any time after FAM Zero you can be given an EP/Ops Limits Test at the discretion of your IP.
- SOP and Course Rules test may be taken open book

2. FLIGHT BRIEF WALKTHROUGH

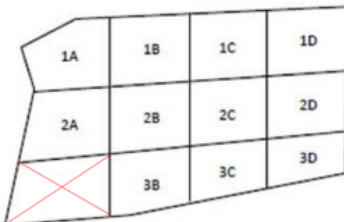
- IP will login to a briefing computer, go to the VT-10 website, Training Resources Page, CONTACT/FAM dropdown menu, and open the FAM410X brief. They will then give an explanation on how to conduct the brief with emphasis on:
 - IMSAFE, DOR, TTO (policy and guidance can be found in SOPs, come with an understanding and any questions you have)
 - ORM Online Worksheet (how to fill it out, total the score, and brief the result)
 - Weather:
 - <https://fwb.metoc.navy.mil/>
 - or (1-888-PILOTWX)
 - Students SHALL have a current DD175-1 canned route for every event in VT-10
 - Student must “Register New User” before first flight to create a Flight Wx Brief account
 - How to get a DD-175-1 CANNED ROUTE 350RR/Whiskey
 - <https://aviationweather.gov/data/taf/>
 - How to get the TAF and METAR for the following:
 - KNPA KPNS KJKA KCQF 1R8 KBFM KMOB KPQL KCEW
 - www.spc.noaa.gov
 - Used to check significant weather area forecast
 - Temporary Flight Restrictions (TFR)
 - https://tfr.faa.gov/tfr_map_ims/html/index.html
 - How to check our area for TFRs
 - NOTAMS:
 - <https://www.notams.faa.gov/dinsQueryWeb/>
 - How to get NOTAMS for the following:

- KNPA KPNS KJKA KCQF 1R8 KBFM KMOB KPQL KCEW

- BASH
 - <http://www.usahas.com/>
 - How to check our area for BASH
 - Recommend selecting
 - Area Type - ‘Other Units’
 - Area – VT-10
 - Click – 12HR RISK, scroll down till you see the airfields you will visit at the ZULU times you will be flying
 - If MODERATE or HIGHER note on ORM worksheet
- FUELS
 - Joker/Bingo – 750/450 for first couple flights (CONTACT FTI 4-4, 4-5)
 - SOP minimum/emergency fuels
- BRIEFING ITEMS
 - Shall be briefed with no reference to notes.
 - Have a presentation prepared for each item, do not expect your IP to simply ask questions
- Ensure all appropriate publications are downloaded on Foreflight (i.e. charts, DoD Publications, FAA taxi diagrams).
- Briefing Board
 - Set up depicted below.
 - All Questions of the Day (QOD) and Discuss Items will be written WITHOUT answers.

FAM 410X				<u>Discuss Items</u> • [item 1] • [item 2] • [item 3]
A/C	CALLSIGN	CREW		
9XX	KATT XX	LT XXXX	ENS XXXX ENS XXXX	
BRIEF	WALK	T/O	LAND	
XXXX	XXXX	XXXX	XXXX	
FUEL:	JOKER XXX	BINGO XXX		

QOD
 SOP: XXXX
 EOD: XXXX
 QOD: XXXX
 IOD: XXXX
 WOD: XXXX



South MOA (GATOR)
11,000 – 23,000 MSL

- ASAP. You must log an ASAP record every time you fly. Even if nothing “significant” happen!
 - <https://asap.safety.af.mil/>
- Be familiar with Crew Day requirements found in VT-10/CTW-6 SOP

3. SQUADRON TOUR

- The group will then continue to Maintenance Control. The person working the desk will start the process to get students input in NALCOMIS. You will need to log in prior to leaving the squadron on your first fly day
 - Aircraft Discrepancy Book (ADB) review. (ADB Gouge at the bottom)
 - SNFOs will be responsible for all information about the ADB every flight. SNFOs should read the ADB prior to each brief so that they are familiar with any issues that may impact the days flight (i.e. TAD inop, GPS inop, etc.) If you have questions about the ADB, ask the kind folks in maintenance control, they are happy to help explain a MAF or answer and questions if they are not busy
- Conduct a quick tour of the squadron spaces to include Admin, STUCON, Duty Office, OPS Office, Student Study Lab, and NATOPS/Training rooms.
 - In NATOPS the IP will show the students the example NATOPS and PCL in Safety and clearly explain that they are expected to have their pubs fully incorporated and properly documented like the examples.
 - In Duty Office the IP will review the Read and Initial (RnI) binder and ensure all students have a RnI card and have properly filled it out. **MUST BE** complete prior to first flight.
 - In OPS the IP will show the students the SNIV Log and inform them they should contact their Class Advisor prior to inputting a SNIV.

4. PREFLIGHT AND EGRESS

- Your IP will talk to maintenance to determine what aircraft can be used for these demos. You will go to the PR shop and get your flight gear on. Bring helmet, gloves and checklists/kneeboard.
- Your IP will demo a preflight. SNFOs should be familiar with every item in the NATOPS Exterior Inspection checklist and come prepared with any questions they may have
- After the preflight you IP will have you each run the ‘Before Exterior Checklist’, then strap in the aircraft and run the ‘Cockpit Checklist’. **DO NOT** manipulate any switches or controls unless specifically told to do so.
 - Your IP will go over proper way to get into aircraft in relation to ejection seat checklist
 - Your IP will demonstrate proper way to insert / remove iPad so as to protect the integrity of the mount. Referred method is to mount the iPad upside down
- Once complete the IP will ask you the ‘Emergency Engine Shutdown on the Ground’ and ‘Emergency Ground Egress’ boldface. You will then unstrap and exit the aircraft.

ADB GOUGE

- ADB
 - Inside the front cover is the Daily Inspection (a very in-depth preflight by maintenance)
 - Daily is good for 72 hours. Turnaround is good for 24.
 - The first sheet in the binder is the yellow A-Sheet (Aircraft Inspection and Acceptance Record)

- Front: Where your IP signs, read block 11 to understand what they are signing for
- Back side of the A-sheet is where the Turnaround Inspection is located. Make sure it was completed within 24 hours of your IP signing for the aircraft
- Must review closed gripes for at least 10 previous flights
- In-between the 10 A-Sheets are Maintenance Action Forms (MAF or Gripe)
 - These contain all the discrepancies with and work done on the aircraft.
 - Offset to the Left – Work is complete, discrepancy resolved
 - Offset to the Right – Work is ongoing or pending. This means that the issue is still present and the airplane will not have the item corrected yet.
 - Check for “U” for UP aircraft. The aircraft can still fly, even with the discrepancy
 - If note a “D” for DOWN, the aircraft cannot fly until the discrepancy is resolved
- Flight line
 - At VT-10 you are NOT ALLOWED on the flight line as a student unless an IP is with you.
 - Flight line is A-D spots 12→5 (under the apes). E line is behind D uncovered.