

FAM Zero Guide

***** THIS GUIDE IS INTENDED TO SUPPLEMENT THE FTI. STUDENTS ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND CNAF 3710 CONTENT *****

GENERAL GUIDANCE

This guide is meant to set expectations for FAM Zero and act as a cheat sheet for setting up the briefing spaces for FAM Flights.

1. INTRODUCTION

- Show up to the scheduled location and time for FAM Zero with:
 - **Completed** EP/OPS and SOP Tests. Tests can be found on the Training Resources page under 'NATOPS' and 'Publications' tab: [VT-10 Wildcats | Training \(navy.mil\)](#)
 - EP/OPS limits test shall be 100% correct, from memory. **At any time after FAM Zero students may be given an EP/Ops limits test at the discretion of any IP.**
 - SOP test may be taken open book.
 - Pubs: NATOPS (with VT-10 and CTW-6 SOPs), CONTACT FTI, Blue Brains (VT-10 and CTW-6 In Flight Guide), Junk Jacket (Student Training Jacket), and EKB
 - Flight Gear: Gloves and kneeboard (your vest, helmet, and g-suit will stay in the PR shop)

2. SQUADRON TOUR

- IP will take the students to the pubs room and each student will receive a current New Orleans Aeronautical Sectional Chart. The student will then be responsible for possessing a **current** sectional for all flights. If the students were issued iPads with Foreflight accounts, ensure they know they are responsible for making sure that all charts are up to date prior to any flights.
- IP will direct the group to Maintenance Control. The person working the desk will start the process to get students added to NALCOMIS.
 - Aircraft Discrepancy Book (ADB) review (ADB Gouge on last page).
- 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 and clearly explain expectations to have 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.
 - 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.

3. FLIGHT BRIEF WALKTHROUGH

- IP or a student will login to a briefing computer, go to the VT-10 website, Training Resources Page, CONTACT/FAM dropdown menu, and open the FAM4101 brief. They will then give an explanation on how to conduct the brief with emphasis on:
 - IMSAFE, DOR, TTO (policy and guidance)

- ORM Sheet (Ensure students know how to fill to include call sign, crew names, events, and date. ORM sheet shall then be turned in at the duty desk after the brief.)
- Weather:
 - <https://fwb.metoc.navy.mil/> or (1-888-PILOTWX)
 - How to create a Flight Wx Brief account
 - How to get a DD-175-1 On Top West
 - <https://www.aviationweather.gov/metar>
 - How to get the TAF and METAR for the following:
 - Add - KNPA, KPNS, KJKA, KCQF, K1R8, KBFM, KMOB, KPQL, KMVC, KNFJ, KECF
 - Select 'Include TAF' checkbox
 - <https://www.spc.noaa.gov/>
 - Used to check significant weather area forecast
- Temporary Flight Restrictions (TFR)
 - https://tfr.faa.gov/tfr_map_ims/html/cc/scale3/tile_4_4.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, K1R8, KBFM, KMOB, KPQL, KMVC, KNFJ, KECF
- BASH
 - <https://www.usahas.com/>
 - Select the following:
 - Area Type - 'Air Force Units'
 - Area – 479thFTG (in drop down list)
 - Click – AHAS RISK, scroll down till you see PENSACOLA NAS and surrounding area
- FUELS
 - Joker/Bingo – (CONTACT FTI 4-4, 4-5)
 - SOP minimum/emergency fuels
- BRIEFING ITEMS
 - **Shall be briefed from memory, without reference to notes.**
 - The **MINIMUM** required reference material for briefing items are listed on page 1-3 of the CONTACT FTI.
 - Any missing reference material should be addressed with IP or STUCON
 - VT-10 Training Resources Web Page also contains supplemental information such as CONTACT STAN notes.
- Briefing Board
 - Set up as depicted on page 3.
 - 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		

<u>QOD</u>			
SOP: XXXX			
EOD: XXXX			
QOD: XXXX			
IOD: XXXX			
WOD: XXXX			

South MOA (GATOR)
 11,000 – 23,000 MSL

- ASAP Logging
 - <https://asap-navy.com/navy/>
 - User name and password are physically located on computer monitor bezels in the student ready room
- Crew Day
 - SOP vs CNAF 3710

4. PREFLIGHT AND EGRESS

- Students are NOT ALLOWED on the flight line without an IP.
- IP will coordinate an aircraft to preflight with maintenance control while students retrieve flight gear from the PR shop.
- IP will demo a preflight.
- After the preflight the IP will check each student’s harness for proper fit/adjustment.
- The IP will have each student run the ‘Before Exterior Checklist’, then strap in and run the ‘Cockpit Checklist’ on BATT power if available. IP should address item management (gloves/kneeboard/helmet/other gear) and strap-in technique. Start with G-suit connection then work up from leg restraints.
 - **DO NOT** manipulate any switches or controls unless specifically instructed to do so.
- IP will direct students to open and close canopy from inside for practice.
- Once complete, the IP will have students complete the ‘Emergency Engine Shutdown on the Ground’ and ‘Emergency Ground Egress’ boldface. Student will 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
 - The first sheet in the binder is the A-Sheet (Aircraft Inspection and Acceptance Record)
 - Front: Where the IP signs
 - Parking spot
 - Back: Turnaround Inspection (think checking the tires and oil)
 - Turnaround is good for 24 hrs or until flown
 - This inspection is done to turnaround the aircraft after the IP is done flying, and before the aircraft is issued to another IP.
 - There will be 10 of these sheets in the binder.
 - In between the 10 A-Sheets are Maintenance Action Forms (MAF or Gripe), MAFs contain all the discrepancies and status of the aircraft.
 - Offset to the Left – Work is complete, discrepancy resolved
 - Offset to the Right – Work is ongoing or pending, **check for UP status**
 - UP status – The discrepancy is not downing (Offset Right), or corrective action complete (Offset Left)
 - DOWN status– The discrepancy downs the aircraft for flight until proper corrective actions are complete (Offset Left)
 - Form F – weight and balance