

**VT-10 NAV Stan Notes (APR2024)**  
**STAN NOTES ARE SUPPLEMENTARY TO THE FTI.**

**General**

- **ATIS:**
  - Primary means of obtaining ATIS should be to ask for time off frequency if necessary.
- **Brief:**
  - Field and Approach briefs should be done as early as reasonable in the flight in order to alleviate task saturation in the terminal area.
  - Approach briefs should also include a review of the published missed approach or assigned climbout instructions.
  - All SNFO's should ask the IP if they have any questions upon completion of the brief.
- **Gear Call:**
  - When gear extension is desired, SNFOs will state "Below 150" and direct the IP to lower the gear and flaps to the desired setting. "Below 150, Gear Down, Flaps *desired setting*, Before Landing Checklist". SNFO will then begin the Before Landing Checklist.
- **Execution of missed approach or climbout instructions:**
  - SNFOs are expected to treat the approach segment as a simulated instrument environment until otherwise directed by the IP. In actual instrument conditions the number one priority after flying a safe and stable approach is obtaining visual contact with the landing environment. Therefore, the SNFO should repeatedly ask the IP if the runway environment is in sight and then direct the landing or execution of the missed approach as appropriate based on the criteria for such execution.
  - Under actual or simulated instrument conditions, climb out instructions supersede the published missed approach. Only in the event of an actual missed approach (approach in IMC intended for landing) should the SNFO report to tower and departure that they are "executing missed approach."

**NAV 4100**

- **EKB**
  - SNFOs are limited to FLIP publications and e-IFG.

**NAV 4200**

- SNFO's should take significant ownership of the flight and execution of a safe and efficient plan based on all environmental factors and training requirements. They are expected to operate much more autonomously in this block of training and take on a role more closely resembling that of a mission commander.
- **Cold Mic**
  - SNFOs shall select cold mic on the audio panel once after takeoff checks have been completed and remain in cold mic until calling to configure on an approach,

- **EKB**
  - SNFOs are authorized to use all functions of the EKB to include location services provided through ADSB.
- **GPS/RMU/HSI Management**
  - SNFOs shall adopt an **owning** mindset to managing the GPS, RMU, and HSI. IPs are encouraged to have a discussion on ICS about display content, etc. but shall not manipulate these systems unless there is a safety-of-flight concern.
  - When departing or recovering VFR, SNFOs shall program GPS direct to airport or MAP (Missed Approach Point) of departure or arrival airport or runway, OBS mode, CRS set to runway heading to establish a visual centerline reference on the HSI.
  - SNFOs shall set range in map mode on the HSI to the smallest scale that allows the active waypoint to be displayed and to the 10 mile scale when in the terminal area.
  - ARC mode is encouraged to provide a higher resolution map picture to aircrew. HSI mode is encouraged when a full compass rose and centered map display is desired (i.e. dynamic maneuvering, tactical formation, etc.).