VT-10 NAV Stage Stan Notes
*** THESE STAN NOTES ARE MEANT TO SUPPLEMENT THE FTI. STUDENTS ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND CNAF 3710 CONTENT ***

GENERAL GUIDANCE

- Contact your IP the day prior
  - Contact your IP via Slack (or text) with your plan. Provide a recommendation of an airfield you'd like to go with approaches you need/want to shoot IAW requirements from the MCG. 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. The MCG requires you to have backup plan in the event weather prevents you from executing your primary plan. Come with Jet Logs and DD1801's for BOTH.
  - Flight planning is an iterative process, make sure you plan makes sense with the forecast weather, NOTAMS, TFRs, FBO availability, etc.
- Pubs
  - Flying with expired publications or a red R&I card will result in Ready Room UNSAT (RRU). Update electronic pubs on ForeFlight via the "Downloads" menu. Make sure you have the correct regions selected (all of USA and DoD) as well as the proper data settings (All charts, Airport Diagrams, and Terminal Procedures.) 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.
  - Approach Plates, SIDs, STARs, Airport diagrams and anything relevant for your departure/destination/alternates/diverts MUST be downloaded in ForeFlight in order to be retrieved during the flight.
- In Flight
  - The priority guide: Aviate, Navigate, Communicate
    - Aviate. Keep the plane flying and keep an instrument scan (attitude, altitude, airspeed, AOA).
    - Navigate. Ensure the GPS/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.
    - Communicate. This encompasses radio discipline and procedures. Always strive for professionalism with ATC and your IP. Stay ahead by tuning in your next frequency in the standby radio. Never have an old and/or irrelevant radio frequency in standby.
    - Checklists. Initiate as time and priority allows. Checklists can be paused to address a higher priority, but remember to return and complete.
    - 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. Use the brief as a CRM tool to ensure all crewmembers are on the same page.
  - 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?" The enroute portion of the flight can be less task saturated, use that time to prepare for the terminal phase.

- o   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.
- Cross Country Flights
    - o   If you would like to do a cross country in lieu of local flights, put your name on the CCX board and be sure to reach out to an instructor and ops 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!

GROUND OPERATIONS

- Brief
    - o   If using a PowerPoint to brief, ensure it is in Slide Show mode (full screen, not editable)
    - o   Students are expected to brief all NAV flight events and are responsible for demonstrating knowledge on all briefing items.
    - o   Study the SOURCE (CNAF M-3710.7, FTI, NATOPS, SOP, FIH, etc.) of the material thoroughly, not just notes/gouge.
    - o   Although Emergency Procedures are not the focus during the instrument phase, you are still responsible for all memory EP (notes, warnings, and cautions outlined in NATOPS). You will be held responsible and IPs will UNSAT for safety of flight knowledge deficiencies.
    - o   Required paperwork. Bring a copy of the DD-1801 (even if flying a canned route) and Jet Log for your IP.
    - o   Ensure you have a weather brief IAW CNAF 3710 requirements. FWB is the primary source.
    - o   Joker fuel shall only be calculated if a drop in airfield is planned. Joker fuel is be defined as the fuel required to complete all objectives at the drop-in field plus the fuel to reach the destination airfield plus Bingo Fuel. If there is no drop in planned then Joker Fuel is N/A.
    - o   Bingo fuel in NAV is Divert Fuel as defined in CNAF 3710. DO NOT just use the Bingo chart as this does not account for an approach or IFR flight to your alternate.
- Pre-flight
    - o   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 (I.T.C.H.), etc., before hitting the flight line. After IGS/NAV1103, review your knowledge on survival gear, checklists, Pre-flights, and the I.T.C.H. Ejection Seat inspection knowledge needs to be perfect, review this thoroughly!
- Taxi:
    - o   Have the airfield diagram open before call for taxi. This will be more important when you start going to airfields you are not familiar with.

FLIGHT OPERATIONS

- ATIS
    - o   Primary means of obtaining ATIS should be to ask for time off frequency if necessary.
- Brief
    - o   Briefs should be done as early as reasonable in the flight in order to alleviate task saturation in the terminal area.

- Approach briefs should include a review of the published missed approach or assigned climb out instructions.
- SNFO's should ask the IP if they have any questions upon completion of the brief.

- Gear Call
  - When gear extension is desired, SNFOs shall verify airspeed is below 150KIAS and state "Below 150, Gear Down, Flaps *desired setting*". SNFO will then begin the Before Landing Checklist.
- Execution of missed approach or climb out 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 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 if in a safe position to land.
  - 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."
- EKB Usage
  - NAV 4100 Block: SNFOs are limited to FLIP publications and e-IFG.
  - NAV 4200 Block: SNFOs are authorized to use all functions of the EKB to include location services provided through ADS-B. SNFO's will 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.
- ATC Frequency Changes
  - When ATC directs a radio frequency change students shall read back the frequency change to ATC prior to writing anything down
- Cold Mic
  - NAV 4100 Block: Not required
  - NAV 4200 Block: SNFOs shall select cold mic on the audio panel after takeoff checks have been completed and remain in cold mic until in the terminal area.
- 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 of departure or arrival airport or runway, OBS mode, CRS set to runway heading to establish a visual centerline reference on the HSI.
  - SNFOs should 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.
  - SNFOs should use ARC mode when executing GCAs