NFOTS (1542.162A/B) ONAV Event
Profile Stan Notes

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

Planning / Brief:

- Bring strip charts and un-winded Jet Logs for all routes (ONAV 1-5, MAX, East/West Routes) to every flight event. Have them readily accessible in the aircraft in case inclement weather requires an in-flight route change. You’re encouraged to bring wind corrected Jet Logs for your planned routes.

- Plan on at least (1) IFR and (1) VFR departure in the block, but plan to brief using IFR when required by weather. For the “Route Entry and Exit” portion of the brief give a detailed description of how you intend to leave NPA either IFR using TEEZY – TRADR, or VFR with visual navigation (i.e. “Once clear of Class C, level off at 4500’ MSL, fly a heading of 330, find and follow Highway 98 westbound; cancel IFR/advisories and switch to UHF BTN 15 and VHF Mobile ATIS. Once ‘Feet wet’ over Mobile Bay, we’ll descend to 2000’ MSL, etc…”)
  - Use the HATT format anytime you are changing phases of flight, e.g. cancelling IFR, leveling off, exiting the route, setting up an approach, etc…

- Make sure your mandatory ICPs are on your IPs Jet Log as well as yours.

- Verify all route altitudes on the Jet Log and ONAV Strip chart against the ONAV planning guide.

- For the route brief, use a pen or pencil as your “pointer.” This is standard military briefing professionalism, and allows your IP to see the strip chart while you brief it without your hand in the way. Follow the route description format on the “Conduct” page in the brief, and emphasize hazards and altitude changes. You can use the pictures from the Training Resources website to brief the turnpoint description.

Ground Ops:

- Set up the GPS with the Preset ONAV Route Flight Plans (19-24) for ONAV1 – OMAX. Be sure to select DIRECT TO your first desired Waypoint, as the GPS will most likely cycle to KNPA since that’s where you currently are. Set the display to “Super Nav 5” and call “Programmed and Set”. Set up the RMU as per Contacts or as appropriate for the specific departure airfield.

- Approaching the last taxiway, switch to and monitor Tower Freq while completing all checklists.

In Flight:

- If taking off VFR, expect an immediate turn to heading 285. Tower will not switch you to Departure until you are airborne and they are certain you are clear of traffic so DO NOT automatically switch to Departure rolling onto the runway out of habit.

- Cancel IFR/advisories - Once clear of Class C (above 4,200’) AND able to proceed VMC.

- HATT brief - Start visually navigating to PT A. If clouds are present near your route or altitude, make a recommendation to your IP to help avoid these unexpected obstacles.
● If taking off IFR and you encounter actual IMC conditions, take note of the base of the clouds. Knowing the base of the clouds will give you an idea of how much you need to descend before canceling IFR with approach, which is normally done prior to TRADR.

● **ATIS/Weather near route** – As early as time allows, obtain ATIS/AWOS from an airport near the route.

● **4 Minutes Prior** – If airspace allows, descend to route altitude and switch to BTN 18 for ONAV Common. Use the HDG bug to navigate the plane to a straight-in entry for the 1st leg.

● **2 Minutes Prior** - Set HDG bug to the wind COMPENSATED heading you plan for the first leg, as opposed to waiting until the Wings Level call.

● Say “Contact” upon visually acquiring the turnpoint.
  o This is an ALSA brevity term which acknowledges the sighting of a specified reference point on the ground. Upon visually acquiring the target use the term “Tally” which signifies the Sighting of a target, bandit, bogey, or enemy position. If the turnpoint is not visually acquired, state “No Joy” which specifies Aircrew does not have visual contact with the target/BANDIT/BOGEY/landmark. “Visual” is for friendly or neutral aircraft reported in sight. Do not interchange these terms. You will never be “Visual” on a target or “Contact” on a friendly aircraft.

● If you get to the turnpoint and determine you are off course, timing, or both, update your compensation prior to making a correction. This will allow you to get the full correction and not somewhere in between.

● Be ready to find a backup ICP along with your chosen mandatory one per each leg. Crossing features, such as roads or power lines make excellent “Time Gates” and should be used often, especially if you have a timing correction in. If you see that you’re back “On Time”, take out the correction and move on.

● **LOOK OUTSIDE!** After the 2 minutes to turnpoint call, scan outside for the point. It becomes very difficult to see points within 45 seconds prior as they go under the aircraft.

● **AVIATE, Navigate, Communicate** - just because your hands aren’t on the controls doesn’t mean you aren’t responsible for collision avoidance. Visually clear ALL turns.

● Jungle Rules are allowed on the Target leg, but remember that your standard corrections and compensations are more accurate and should be used primarily over Jungle Rules.

● After the IP calls off route on BTN 18, give a HATT brief for the next phase of flight and make sure to configure the UHF, VHF and Navigation accordingly (GPS to FP25 for the MOA/WAHOO blocks if proceeding to aerobatics).

● Expect on Route 1 and 4 to do a drop-in to Bay Minette or Mobile Downtown for a practice approach and/or PEL.

**Terminal Area / Recovery:**

● **Be advised:** Transitioning between phases is where students tend to stagnate and get behind, so be assertive in getting set up for the next thing!

● Be sure to review your approach procedures/skills (you’ll be surprised at how much you forget in a week, especially after studying an entirely new topic), and plan to be vectored to final by the IP if commencing an approach VFR to a non-towered field.
Comm procedures also tend to deteriorate after completing ONAV ground school. The comms on the front side of the flight are light, but it ramps up towards the end, so practice your ATC calls prior to the flight and stay ahead with the RMU.

When RTB to KNPA, it’s recommended to grab ATIS on VHF BTN 1, to allow you to monitor UHF BTN 15 when near the WAHOO. Approaching KJKA, around 5-10 NM, switch to UHF BTN 6 and make your request.

Review Course Rules, as you may not have seen them since Contacts.

Review contact ELP/PEL procedures as you will be given some simulated emergencies on these flights.

Miscellaneous:

- Good places to stop are KHBG after Route 3, KMVC after Route 1,4, and 5, K79J after Route 2, KMOB and KHSA are always good. *Technique only*

- VT-10 has a Satellite JMPS lab located in the Student Study Room on the 1st floor of the Squadron Spaces. You will need to burn your routes onto a disk and open them up with JMPS in order to use the VT-10 Satellite lab. Disks are available from George Shipman at Griffith Hall book issue.

ONAV - MCF / Bingo Flow Chart

Students will always plan on an approach/divert (even if coming back for the overhead). Fuel is assumed to work out the same regardless of approach or overhead.

Conditions at the divert.

Larger of:

- 200 lbs at Destination
- Enroute Fuel + Emergency Fuel (120 lb.)