

FAM ZERO STAN NOTES

Websites:

www.baseops.net

-One-stop-shop for all other aviation online products. Use as a road map for getting to other websites.

-For **Notams** use typing field on top left portion of page under banner. Get the following notams for all C4XXX flights (unless IP wants less or more): (In Printer layout settings use 2 pages per sheet to save paper)

-KNPA, KPNS, KMOB, KBFM, KJKA, KPQL, KNFJ, KNBJ, K1R8, KMVC

-For Weather (**DD-175-1**) use "Aviation Weather" link.

-On next page, click "USN Flight Weather Briefer" for DD-175-1's

-Flight Wx Briefer: Setup account and get Canned wx briefs (350RR for Contact or ONTOP E/W/N for INAVs)

-Use "Aviation Digital Data Service" link on Baseops for quick access to ADDs page (see below)

-For **TFRs** click "Temporary Flight Restrictions" link on next line

-If that link doesn't work then navigate to tfr.faa.gov and use the the "TFR MAP" link or "TFR List" link. Can also search (in google/yahoo) for "FAA TFRs"

-For **BASH** click "US AHAS" in Safety section on right hand side of page, mid-way down.

-Click Airfields and setup the Date and Zulu hour for your intended arr/dep/practice time

-Check all fields that you intend to do practice or terminal pattern work

-KNPA, KBFM, KMOB, KNFJ, PNSS MOA (others at IP discretion)

-To display the BASH condition click AHAS RISK button. Print or copy/paste to word doc & print

-SOP restriction: See SOP for limits regarding SEVERE

www.aviationweather.gov (ADDs website)

- Use to check **TAFs/METARs**/SIGMETs/AIRMETS/Radar/Satellite

-Show up to brief with TAFs/METARs for all fields in the Notam list above (or on-wing discretion)

-Use SIGMET Java Tool to check for any SIGMETs

-Have a general knowledge of the radar picture

www.spc.noaa.gov

-Use to check WWs and severe weather (OPNAV3710 restriction for WWs)

-Briefing Power Point (E-Brief)

-The computers in the briefing spaces contain a CD that has event specific briefs on them

1. Open the brief for your event and input the appropriate ADMIN information for that brief
2. Additionally you should have weather, NOTAMS, TFRs, and BASH pulled up on separate windows so it will be available for the brief.
3. Post flight pull up the de-briefing guide on a computer for your IP.

-ORM Sheet

-An electronic copy is contained on the CD in the Briefing Computers

- FILL IT OUT WITH THE ASSOCIATED RISKS/CONTROLS

-IP will make adjustments, total the score. Don't leave it blank!

-White Board

-White board should be freshly erased (Do not have stuff on the white board from a previous brief). This will be used by the IP/Student to elaborate/illustrate procedures and systems.

-Read and Initial Cards (on the board across from the duty desk)

-All hands side: Read the all hands section and sign for all R&I's thru the most current

-Aircraft specific side: Read the T-6 section and sign for all R&I's thru the most current

-EP Tests (quarterly) get logged on this card also

-Make sure your card is showing on the green side and that you have read all the appropriate sections of the R&I binder

-If you have questions, follow the example in the duty office.

-Gear: In addition to the items above that are **RED** bring the following to all briefs:

-FTIs: Contact and Checklist Studyguide

-NATOPS FM: Wing SOP -> VT-10 SOP -> Letter of Promulgation -> Appropriate IOS's

-NATOPS PCL: Updated with appropriate IOS's

-Kneeboard: Best practice to tie pen to kneeboard / Checklists bound to it somehow

-CTW-6 Inflight guides – (Blue Brains) Must bring all, can be partially included in kneeboard but must have the guides in their entirety. And you have to be familiar with the bluebrains.

-VFR Sectional. You better know the VFR altitude rules and Airspace boundaries

-Leave Vest/G-suit/Helmet at the Paraloft

-ROE: Typical flow

- Show up with enough time before your brief to print/gather all the required items **above**
- Don't break crew rest from the previous day and don't show up so early to unduly extend your crew day either (SOP limit for students = 12 hours). NMT 1 hour should be sufficient.
- Prepare your **materials** and get a briefing room. Overflow briefing spaces at end of P-way.
- Wait for the IP in the main P-way outside the briefing spaces. After 5 minutes late, go find them
- Brief will take approx. 1 hr 15 minutes. Make sure there is a VT-10 briefing card in the room you pick.
- After the brief you will take care of any post brief tasks and get a step brief from the SDO. **GET EARPLUGS NOW!!!**

ADB GOUGE (MUST KNOW FOR FAM 1)

- Aircraft Discrepancy Book – ADB
 - Ask for your side number or tell them your call sign
 - Contains the previous ten flights worth of discrepancies with the below documents
- Daily Inspection
 - Inside front cover of binder
 - Good for 72 hours with Turn Around Inspections or other scenario's per 4790
- Turnaround Inspection
 - On the back of the A-Sheet (see below)
 - Good for 24 hours or until the aircraft is flown and returned to Maintenance
- A-Sheet – Aircraft Inspection and Acceptance Record
 - Servicing / Parking Spot / Signatures (Plane Captain / Maintenance Control Rep / Aircraft Commander)
 - Write in your call sign and name
 - IP will sign and date
- MAF – Maintenance Action Form (a.k.a Gripe or discrepancy)
 - Left side of book = completed discrepancies (signed off)
 - Right side of book = outstanding discrepancies (not signed off)
 - Outstanding discrepancies must up "UP" gripes
 - Separated by the 10 previous A-Sheets
- Weight and Balance
 - Back of book
 - See NATOPS for limitations

OTHER FAM-0 INFO

-Flight line expectations

Students should never be on the flight line unless accompanied by an Instructor.

Everything that goes into the cockpit should have a string attached to it. (No loose pens or highlighters etc)

Connect yourself to the ejection seat first so the IP can check your connectors. (Don't attach your knee board until the IP has looked you over and has begun strapping in)

-Scheduling/snivels

Check the flight schedule daily

If you need to snivel (request time off work) inform your class advisor and put your information in the snivel log located at the SDO desk. A SNIVEL IS A REQUEST AND DOES NOT GUARANTEE YOU WILL NOT BE SCHEDULED.

Leave will not normally be granted during flight training.

-Chain of Command/Class Advisor

Your class advisor should be informed immediately if you encounter any issues during your time at VT-10. If you fail a flight, get a marginal, go med down or med up, have family issue etc.

Your class advisor is the first person in your chain of command.

Students should see their class advisor weekly. It is the students responsibility to arrange this meeting via text, phone call, email, or face to face. Check the flight schedule to see when your instructor should be available.