

FAM Zero 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

This document is meant to set a guide for what will be covered and expected on FAM Zero and act as a guide as you set up the briefing spaces for your FAM Flights.

Show up to the scheduled location and time for FAM Zero. You shall have with you:

- Pubs: NATOPS, Current VT-10 and CTW-6 SOPs, Current VFR Sectional Charts downloaded on Foreflight for the entire US, CONTACT FTI, VT-10 In Flight Guide, Junk Jacket (Student Training Jacket)
- Flight Gear: Gloves, kneeboard, (your vest, helmet, and g-suit will stay in the PR shop)

1. EP/OPS LIMITS, SOP TESTS, COURSE RULES TEST

- ☐ EP/OPS Limits will be administered at the end of your FAM-0 and must be completed within 45 minutes. At any time after FAM Zero you can be given an EP/Ops Limits Test at the discretion of your IP. Failure to complete it may result in a RRU or Failure.
- ☐ Come with a completed SOP and Course Rules Exam. These may be taken open book.

2. FLIGHT BRIEF WALKTHROUGH

- ☐ The IP will give you an example flight brief. After this, you will be expected to brief every event in Flight School. If you have any questions, now is your chance to ask them!!
- ☐ IP will login to a briefing computer, go to the VT-10 website, Training Resources Page, CONTACT/FAM dropdown menu, and open the FAM410X brief. They will then give an explanation on how to conduct the brief with emphasis on:
 - IMSAFE, DOR, TTO (policy and guidance can be found in SOPs, come with an understanding and any questions you have)
 - ORM Online Worksheet (how to fill it out, total the score, and brief the result)
 - Weather:
 - CNAF 3710 requires a weather brief for any flight that encounters IMC
 - <https://fwb.metoc.navy.mil/> or (1-888-PILOTWX) or Foreflight
 - Students SHALL have a current weather brief (usually a DD175-1) for **every** event in VT-10
 - Students must “Register New User” before first flight to create a FWB account so they can get weather briefs
 - How to get a DD-175-1 CANNED ROUTE 350RR/Whiskey
 - <https://aviationweather.gov/data/taf/>
 - How to get the TAF and METAR for the following:
 - KNPA KPNS KJKA KCQF K1R8 KBFM KMOB KPQL KCEW KEGI KHSA KBIX
 - www.spc.noaa.gov
 - Used to check significant weather area forecast

- Temporary Flight Restrictions (TFR)
 - <https://tfr.faa.gov/tfr3/?page=map>
 - 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 1R8 KBFM KMOB KPQL KCEW
- BASH
 - <http://www.usahas.com/>
 - How to check our area for BASH
 - Recommend selecting
 - Area Type - 'Other Units'
 - Area – VT-10
 - Click – 12HR RISK, scroll down till you see the airfields you will visit at the ZULU times you will be flying
 - If MODERATE or HIGHER note on ORM worksheet
- FUELS
 - Joker/Bingo – 750/450 for first couple flights (CONTACT FTI 4-4, 4-5)
 - SOP minimum/emergency fuels
- BRIEFING ITEMS
 - Shall be briefed with no reference to notes.
 - **Have a presentation prepared for each item, do not expect your IP to simply ask questions**
- Ensure all appropriate publications are downloaded on Foreflight (i.e. charts, DoD Publications, FAA taxi diagrams).
- Briefing Board
 - Set up depicted below.
 - All Questions of the Day (QOD) and Discuss Items will be written WITHOUT answers.

FAM 410X				<u>Discuss Items</u>	<u>Conduct:</u>
A/C	CALLSIGN	CREW			
9XX	KATT XX	LT XXXX	ENS XXXX		Departure: (NPA630/VFR West)
			ENS XXXX		Working Area: (Gator/Wahoo/Area 3)
BRIEF	WALK	T/O	LAND	Drop <u>In</u> Field:	
XXXX	XXXX	XXXX	XXXX		
FUEL:	JOKER XXX	BINGO XXX			
<u>QOD</u> SOP: XXXX EOD: XXXX QOD: XXXX IOD: XXXX WOD: XXXX					
				<u>South MOA (GATOR)</u> 11,000 – 23,000 MSL	

- SAFEREP. You must log a SAFEREP record every time that something “significant” in regards to safety of flight occurs.
 - <https://asap.safety.af.mil/>
- Be familiar with Crew Day requirements found in VT-10/CTW-6 SOP

3. SQUADRON TOUR

- The group will then continue to Maintenance Control. The person working the desk will start the process to get students input in NALCOMIS. You will need to log in prior to leaving the squadron on your first fly day
 - Aircraft Discrepancy Book (ADB) review. (ADB Guide at the bottom)
 - SNFOs will be responsible for all information about the ADB every flight. SNFOs should read the ADB prior to each brief so that they are familiar with any issues that may impact the day's flight (i.e. TAD inop, GPS inop, etc.) If you have questions about the ADB, ask the kind folks in maintenance control, they are happy to help explain a MAF or answer questions if they are not busy
- 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 in Safety and clearly explain that they are expected to have their pubs fully incorporated and properly documented like the examples.
 - In the Duty Office the IP will discuss the Read and Initial (R&I) binder and ensure all students have a R&I card and have properly filled it out. Students must review all R&I prior to initially their card. This **MUST BE** complete prior to your first flight.
 - 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.

4. PREFLIGHT AND EGRESS

- The IP will talk to maintenance to determine what aircraft can be used for a preflight demonstration. Students will go to the PR shop and get their flight gear on. Bring helmet, gloves and checklists/kneeboard.
- Each student will run the 'Before Exterior Inspection' checklist with the IP. *DO NOT* manipulate any controls or switches unless the IP specifically instructs to do so.
- After the 'Before Exterior Inspection', the IP will demonstrate a preflight. SNFOs shall be familiar with every item in the NATOPS Exterior Inspection checklist and come prepared with any questions they may have.
- After the preflight the IP will demonstrate how to safely enter and exit the cockpit, and each student will then strap in the aircraft. *DO NOT* manipulate any switches or controls unless the IP specifically instructs to do so.
 - If you have questions about how to properly inspect each item of the ejection seat, ask during this evolution. After this, failure to know your seat will result in an UNSAT!!
 - Your IP will demonstrate the proper way to insert / remove an iPad as to protect the integrity of the mount. Preferred method is to mount the iPad upside down
- Once complete the IP will ask you the 'Emergency Engine Shutdown on the Ground' and 'Emergency Ground Egress' boldface. As before, do not manipulate any switches, pins, or controls unless specifically told to do so. You will then unstrap and exit the aircraft normally.

5. Aircraft Maintenance and Flight Line

□ ADB

○ Maintenance Inspections

- A Daily Inspection is good for 72 hours OR 24 hours once the aircraft has taken off. Located inside the front cover of the ADB.
- A Turnaround is good for 24 hours and void once the aircraft has taken off (a new TA is not required for subsequent flights with the same PIC). Located on the back of the A-sheet.
- Additional criteria are delineated in the NAMP 4790.2 but are generally not applicable during primary except on cross country flights.

○ The first sheet in the binder is the yellow A-Sheet (Aircraft Inspection and Acceptance Record).

- Front: Where your IP signs, read block 11 to understand what they are signing for.
- Back side of the A-sheet is where the Turnaround Inspection is located. Make sure it was completed within 24 hours of your IP signing for the aircraft.

○ In-between the 10 A-Sheets are Maintenance Action Forms (MAF or Gripe)

- These contain all the discrepancies (gripes) with the aircraft, and accompanying correction action(s).
 - Offset to the Left – Work is complete, discrepancy resolved. Closed MAFs for the last ten flights must be reviewed by the PIC.
 - Offset to the Right – Work is ongoing or pending. This means that the issue is still present and the airplane will not have the item corrected yet.
 - Check for “U” for UP aircraft. The aircraft can still fly, even with the discrepancy
 - If note a “D” for DOWN, the aircraft cannot fly until the discrepancy is resolved

□ Flight Line

- DO NOT go on the VT-10 flightline without prior permission from the SDO.
- Flight line is A-D spots 12→5 (under the apes). E line is behind D uncovered.
- Hearing protection is required if aircraft engines are operating on the line.
- Double hearing protection (foamies +helmet) are required inside the aircraft.