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

- SNFO's shall contact their IP the day prior
    - SNFOs shall contact their IP via Slack (or text) with their plan. The text should include the route, drop-in airfield (if planning one), destination airfield, and planned approaches. SNFOs shall plan their flights to meet block requirements IAW requirements from the MCG. Do not wait for the IP to reply to plan the flight; in some cases the IP may still be executing a late event.
    - IAW the MCG, SNFOs shall have a backup plan in the event weather or other factors prevent execution of the primary plan. Come to the brief with Jet Logs and DD-1801's for BOTH.
    - Flight planning is an iterative process! SNFOs should develop a plan that makes sense with the forecast weather, NOTAMS, TFRs, FBO availability, etc. (i.e. don't brief approaches for runway 18 if winds favor runway 36 or plan an approach utilizing an unserviceable NAVAID).
- Pubs
    - Flying with expired publications or a red R&I card will result in Ready Room UNSAT (RRU).
        - If utilizing paper publications ensure current publications are retrieved from the Pubs Room at the squadron, to include the TCN that is released mid-cycle for each FLIPS release. SNFOs shall bring all relevant in-flight approach plates, sectional charts, STARs and an FIH to the cockpit.
        - 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. SNFOs shall ensure their iPad has sufficient charge prior to walking to the aircraft for their 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.
    - Each student is issued **<u>one</u>** copy of publications covering the local flying area; for operations at KNPA this constitutes L21, US LOW VOL 9 and VOL 10, and an FIH.
    - <u>For all other publications besides those listed above, or specifically listed as the local publications for detachment operations, SNFO's shall return the publication to the pubs room following their use.</u>
    - Markup of charts of approach plates, folds, and other techniques to bookmark pages are authorized. Non-destructive and erasable methods are recommended. Special attention shall be given to avoiding FOD within the cockpit due to rubber bands, paper clips, and other items used to mark pages.

- Cross Country Flights
    - SNFOs desiring a cross country in lieu of local flights should put their name on the CCX board and reach out to an IP and a member of the scheduling department prior to starting that block of flights. The earlier the coordination, the better!

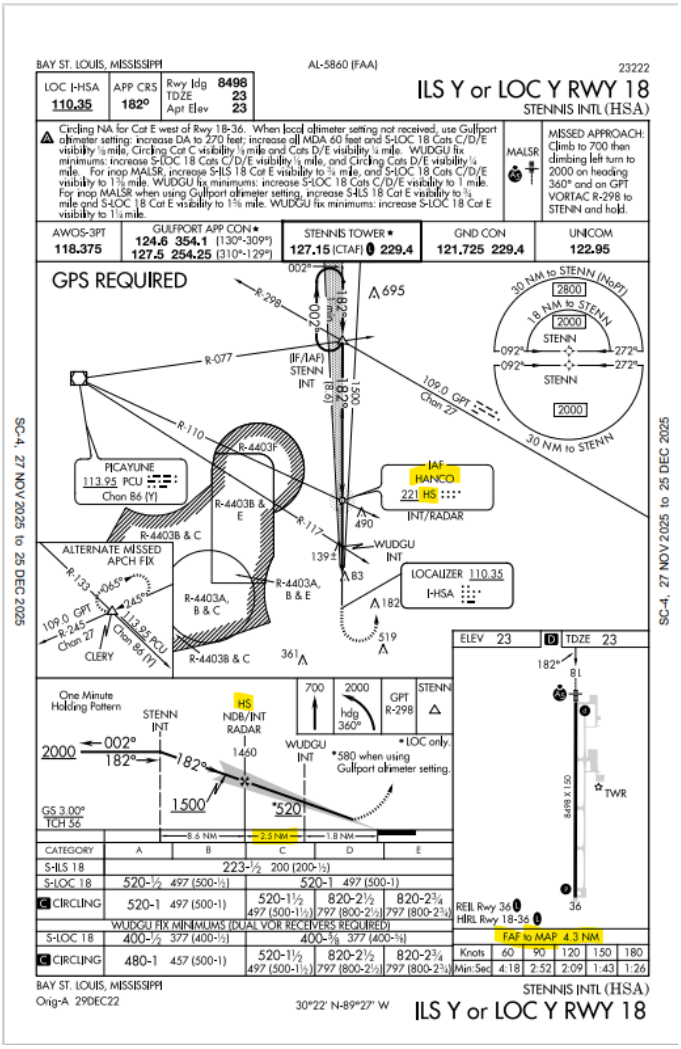
GROUND OPERATIONS

- Brief
    - If using a PowerPoint to brief, ensure it is in Slide Show mode (full screen, not editable)
    - Whiteboard setup shall be IAW FAMs, except replace the MOA and conduct with the route, planned airfields, and approaches. Displaying the route via Skyvector or Foreflight on the TV is recommended.
    - Students are expected to brief all NAV flight events and are responsible for demonstrating knowledge on all briefing items.
    - Although Emergency Procedures are not the focus during the instrument phase, SNFO's are still responsible for all memory EP (notes, warnings, and cautions outlined in NATOPS). Significant SNFO knowledge discrepancies pertaining to safety of flight are grounds for a RRU.
    - Required paperwork.
        - SNFO's shall bring a copy of the DD-1801 and Jet Log for both the primary and backup plans.
        - If the plan is changed significantly, IPs shall demonstrate and allow use of the FPLN page coupled with the D/T page on the KLN-900 as an inflight Jet Log. If the SNFO has been authorized to utilize electronic inflight publications, they may also use the Navlog feature on ForeFlight.
        - When a new plan is made for the flight, the IP and SNFO shall determine at minimum a new MCF (if a drop in is planned) and Bingo.
    - SNFOs shall obtain a weather brief IAW CNAF 3710 requirements. FWB is the primary source.
    - Field briefs should be conducted during the brief. Forecast weather +/- 1 hour shall be briefed.
- Fuel Planning
    - *Understand the bingo charts in the FTI vs. what you calculate*. Pay special attention to the Notes section on each of the FTI fuel planning tables. Max Range does not include approach or reserve fuel. Emergency Bingo does not include approach fuel but does include the CNAF reserve (125 lbs.).
    - SNFO's shall plan to arrive at their destination with no less than SOP minimum fuel. For diverts, SNFO's shall plan to arrive at the divert with SOP emergency fuel (Divert 1).

FLIGHT OPERATIONS

- In-Flight EKB Usage (Students who checked into the command <u>before</u> March 9, 2026)
    - NAV 4100 Block: The EKB may be used for all publications and ForeFlight, but SNFO's shall have location services disabled.
    - 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.

- In-Flight EKB Usage (Students who checked into the command after March 9, 2026)
    - The EKB may be used **ONLY** for the eIFG. Location services shall be disabled.
- *Unauthorized usage of the EKB will result in an OLQ pink sheet.*
- 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.
- ATC Frequency Changes
    - When ATC directs a radio frequency change students shall read back the frequency change to ATC prior to writing anything down.
- KLN-900/RMU/EHSI Management
    - SNFOs shall adopt an ownership-mindset to managing the KLN-900, RMU, and EHSI. IPs are encouraged to have a discussion on about display content, etc. but shall not manipulate these systems unless there is a safety-of-flight concern. During the enroute phase, if time and tasking permits, IPs may demonstrate additional functionality of the KLN-900 (CALC, D/T pages, etc.).
    - When departing or recovering VFR, SNFOs should program the KLN-900 direct to the MAP of the runway departing or arriving to, select OBS mode, and set CRS to runway heading to establish a visual centerline reference on the HSI (known as a planimetric line).
    - When utilizing map mode on the EHSI, SNFO's should set range 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 set ARC mode on the EHSI when executing a GCA.
- Departure Instructions
    - If tower issues departure instructions in conjunction with the takeoff clearance, SNFO's shall read back the instructions and takeoff clearance, re-bug the new heading, re-brief their IP on the departure, and immediately begin the lineup checklist.
- ATIS
    - SNFOs may utilize VHF or UHF to retrieve ATIS but shall have a plan for how and when to retrieve it.
        - If on a VHF frequency with ATC, request two minutes off frequency for ATIS *unless* the field has a UHF ATIS frequency. Alternatively, SNFO's may request a UHF ATC frequency, and then retrieve ATIS via VHF.
- In-Flight Briefs
    - If flexing in-flight to an airfield that was not previously briefed, SNFO's may combine the field brief and approach brief.
    - If executing a HILO, a holding brief shall be included in the approach brief.
    - SNFO's should ask the IP if they have any questions upon completion of the brief.
- Localizer Approaches without a collocated DME source or functioning OM
    - Per the FTI, SNFO's shall plan to utilize GPS to identify the FAF if there is no native DME off the localizer or a collocated VOR requiring DME HOLD, or the OM is unserviceable. (example approach plate below for the ILS or LOC Y RWY 18 at KHSA)



- The FAF here can be identified via the HANCO intersection, which can be input into the KLN-900 (HS, the identifier for the Outer Marker can also be used).
- WUDGU, the stepdown fix, can be identified as the point 2.5 NM from HANCO on the Localizer FAC. The MAP is 4.3 NM from the FAF.
- To set this type of approach up using available navigation sources (Radar Vectors to Final Localizer Approach):
  - During DLIDS check, as part of the first “D”:
    - Direct to FAF HANCO/HS in KLN-900
    - OBS ON
    - Track DME via KLN-900 or by turning on #2 needle to GPS
  - Configure normally at 3-5 NM from FAF and execute the approach using DME from FAF (begin descent at FAF passage, remain at or above 520’ until 2.5 DME, and execute missed approach at 4.3 NM if runway is not in sight or a safe landing cannot be made).
  - Backup timing is still applicable, as a failure of the GPS would cause a loss of SA of the aircraft’s position on the approach.

    - This procedure should also be used to determine LOC FAF location for backup timing/aid SA for configuration on the ILS approach, as loss of GS would revert the approach to a LOC.
    - Ensure OBS is disabled during climb out when resequencing the KLN-900 to the next point.
- 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. If a VDP is depicted, begin asking the IP if they have the runway in sight no later than this point, and again prior to the MAP or DA. If no VDP is depicted or on an ILS/PAR, ask if the field is in sight 200 ft. prior to MDA/DA. The IP will reply with either "simulated – no" or "field in sight".
    - Climb out instructions supersede the published missed approach. Only execute the published miss if no climb out instructions were provided or instructed by ATC to fly the published missed.
    - Only in the event of an actual missed approach (approach in IMC intended for landing and unable to identify the runway environment) should the SNFO report to tower and departure that they are "executing missed approach". If conducting a touch and go or the IP *simulates* not having the runway in sight, SNFO will report to tower and approach "executing climb out".

WINGS LEVEL CALL
Addendum to NAV FTI Chapter 5, Section 521, pg. 5-68

The wings level call compares the current fuel trend in relation with MCF. Take the AFR that you wrote down at the MOT call and compare it to the MCF for that point. If above MCF, make the standard call. Take the difference between AFR and MCF and compare it to the previous leg's calculation. Make the call stating:

"*We are ____ lbs. above MCF, _____ trend.*"

- Examples:

Last leg was 40 lbs. above MCF, this leg also 40 lbs. above: "*We are 40 lbs. above MCF, steady trend.*"

Last leg was 80 lbs. above MCF, this leg 110 lbs. above: "*We are 110 lbs. above MCF, positive trend*."

Last leg was 60 lbs. above MCF, this leg 40 lbs. above: "*We are 40 lbs. above MCF, negative trend."*

- If fuel state is below MCF, a recommendation is required. Formulate a plan that will get the aircraft on deck above SOP fuel mins. Identify mission objectives that can be eliminated (a practice approach or holding at the destination, an enroute delay, etc.) and clearly state your proposed plan. Example:

  "*We are 20 lbs. below MCF, recommend only 1 approach at destination. All MCFs are now 50 lbs. lower, continue*." - Applicable if the plan was for 2 (or more) approaches planned at destination.

  "*We are 40 lbs. below MCF, recommend route change to the destination. All MCFs are now 70 lbs. lower, continue.*" - Applicable if the plan was for an indirect route but could be made into direct routing.

- If the planning was in error, the altitude given for flight was wrong, or the winds were different than anticipated and there is nothing that you can remove during that specific flight:

  "*We are 110 lbs. below MCF. After removing all extras, we are still below MCF. Abort the current mission ASAP and proceed direct to the destination. Reference BINGO*." - You must proceed direct to the destination before dropping below BINGO fuel.