

COMDTMIDNINST 3710.1

23 MAY 2003

NAVAL ACADEMY FLYING SQUADRON

STANDARD OPERATING PROCEDURES



COMDTMIDNINST 3710.1

**DEPARTMENT OF THE NAVY
OFFICE OF THE COMMANDANT OF MIDSHIPMEN**

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23 MAY 2003



**DEPARTMENT OF THE NAVY
OFFICE OF THE COMMANDANT OF MIDSHIPMEN
ANNAPOLIS, MD
BASED AT BALTIMORE-WASHINGTON INTERNATIONAL
"EX EVENTUS AER IMPERIUM"**

IN REPLY REFER TO

COMDTMIDNINST 3710.1
N33M3

COMDTMIDNINST 3710.1

From: Commandant of Midshipman

Subj: NAVAL ACADEMY FLYING SQUADRON STANDARD OPERATING
PROCEDURES

Ref: (a) COMDTMIDNINST 3501.1, Introductory Flight Screening
Program
(b) CNATRAININST 3501.1, Introductory Flight Screening
Program

Encl: (1 Naval Academy Flying Squadron SOP

1. Purpose. To provide authoritative guidelines for the conduct of all flight operations by midshipmen assigned to the United States Naval Academy. This publication standardizes and regulates all flying programs sponsored by the Academy including the Introductory Flight Screening (IFS) Program, the intercollegiate Flying Team, and all other Flying Squadron operations. These regulations are a supplement to and do not supercede Federal Aviation Regulations (FARs), Federal Aviation Administration Notices to Airmen (NOTAMS), Naval Air Training and Operating Procedures Standardization Program (NATOPS), Refs a and b, local airport regulations, aircraft rental agreements and restrictions, organization or club rules, or good judgment by the pilot in command.

The SOP guidelines focus on aviation SAFETY, standardization, and personal accountability in order to optimize aviation training and proficiency and to prevent aircraft mishaps and related injuries.

2. Cancellation. None

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3. Background. The Naval Academy Flying Squadron SOP is modeled after the current Fleet publication OPNAV 3710.1R and has similar goals - optimize flight training, organization, and safety of flight operations. The SOP is specifically tailored to Naval Academy flight operations and training with the objective of providing procedures contributing to the professional environment we work in as well as to familiarize midshipmen with publications similar to those employed in the Fleet.

4. General. The Naval Academy Flying Squadron, here-after referred to as *Squadron*, is a unit established to familiarize midshipmen with all aspects of flight operations in the military and civilian aviation communities. The Flying Squadron facilitates and standardizes all flight operations conducted by midshipmen for purposes of flight training, currency, recreational, and related flying. The Naval Academy Flight Competition Team, here-after referred to as *Team*, is a component of the *Squadron* sponsored by the Academy which allows midshipmen who have prior flight experience to represent the Academy at regional and national flight competition events. The Introductory Flight Screening (IFS) Program provides initial flight familiarization and training to first class midshipmen who have selected Navy Pilot as their first choice for service assignment. For specific IFS Program guidance see Refs a and b.

5. Applicability. These Standard Operating Procedures apply to midshipmen, and each person participating with or otherwise on board an aircraft being operated under the authority of these procedures.

6. Organization. The Squadron consists of both midshipmen and officer leadership. Principally, the administration and operation of the Squadron is managed by the midshipman staff. The involvement of officer representatives provides leadership and guidance similar to that of a squadron commander in the fleet. The two leadership components work integrally to provide a strong learning environment and effective organization to educate midshipmen about naval aviation:

a. Squadron

i. Officer Representation. The Flying Squadron is supported by an Officer Representative (O-Rep) who is a commissioned officer

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from the naval aviation community. The O-Rep works closely with the Squadron Commander to provide input into the development of Squadron programs and activities to best integrate aspects of fleet operations. Assistant Officer Representatives (AO-Rep) provide additional support of Squadron operations and serve in an advisory role to specific aspects of the organization.

ii. Commander. The Squadron Commander (CO) is a first class midshipman selected by the Squadron membership based on background experience, desire to serve, and input from peers and officer representatives. The responsibilities of the CO are to lead and guide Squadron activities, training program(s), and develop the organization to best accomplish Squadron objectives. The CO works directly with his staff and in close conjunction with officer representation and the IFS program director.

iii. Executive Officer. The Executive Officer (XO) is a first class midshipman selected by the CO. The XO provides a direct link between the Squadron and Team staff which work together closely with the daily operations.

iv. Administrative Officer (S-1). The Administration Officer (ADMIN) is a first or second class midshipman selected by the CO to ensure all ECA requirements are met. Specifically, this involves maintaining the Squadron Membership Roster in MIDS, maintaining the midshipmen activities budget, and conducting monthly reviews of financial records with MWF. ADMIN shall work closely with the CO and XO in the progress and currency of budgeting for the Squadron and Team.

v. Assistant ADMIN (if required). The Assistant ADMIN is a first, second or third class midshipman selected by ADMIN to manage a Squadron list of all pilots, their qualifications, ratings, medical status, flight hours, and contact information. This list will be updated at least monthly and will constitute an account of midshipmen who are qualified pilots who are under the umbrella of this Standard Operating Procedure.

vi. Operations Officer (S-3). Operations (OPS) is a first or second class midshipman selected by the CO to manage the operational aspects of Squadron activities. Specifically, OPS is tasked with implementing and enforcing Squadron procedures, maintaining a detailed outline of flight operations areas, managing Movement Orders, Fly-ins, and all operational functions of the Squadron. OPS shall work closely with the CO and XO to plan activities throughout the year and monitor the progress of Squadron operational procedures.

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vii. Logistics Officer (S-4). The Logistics Officer is tasked with coordinating and arranging transportation, logistical support and equipment for Squadron activities. Will work closely with CO, Operations Officer and Scheduling to manage all Squadron Movement Orders and other arranged or necessary movements. Logistics will also maintain a listing of individuals who are able to share transportation for purposes of flying weekday/weekend and provide this information to Technical Representative to post information on Squadron website.

viii. Maintenance Officer. The Maintenance Officer is responsible for the material condition of aircraft and at least a bi-monthly check of scheduled maintenance. Any discrepancies shall be reported in the MOs report which will summarize the status of aircraft operated by the Academy as well as spot checks of facilities used under rental contract by the Academy.

ix. Squadron Safety Officer. Safety is a first or second-class midshipman selected by the CO to develop, implement and enforce procedures and programs for the Squadron and Team. Specifically, the Safety Officer shall develop checklists, forms, SOP updates, and other publications specific to Academy flight operations and ensure the dissemination of Squadron safety procedures. The Safety Officer works in conjunction with OPS to address issues, which are critical to local flight and ground safety. Pre-mishap planning shall be developed to include procedures to be followed in the event of mishaps both at our primary field of operation and surrounding airports within local operations area (LOA), Ref SFR 1.2.3. The Safety Office will also be in charge of working closely with the CO, OPS and Training to organize a safety meeting at least on a quarterly basis to address any deficiencies, problem areas and keep midshipmen current, proficient, informed. A schedule will be produced at the beginning of each semester for dates, times and place for which safety meetings will be conducted - any urgent issues or additional training which requires a meeting other than those scheduled will be arranged as necessary.

x. Squadron Scheduling Officer. The Scheduling Officer (SKEDS) is a first, second, or third class midshipman selected by the CO to maintain a daily flight schedule of all flight and ground activities. Additionally, SKEDS will work closely with CO, XO, Safety and OPS to coordinate meetings, briefs, and other events pertaining to Squadron operations. SKEDS will also work in close conjunction with the Training Officer to coordinate with local flight schools in scheduling aircraft and instructors for

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midshipmen training. SKEDS will post the daily flight schedule on the Squadron webpage as well as submit an updated copy to the Squadron CoC and pertinent recipients as per Commandants request upon completion the day prior to schedule date.

xi. Squadron Training Officer. Training is a first or second class midshipman responsible for providing information and coordination with all local flight training operators, organizing bi-monthly aviation seminars for training in conjunction with safety meetings or as required, as well as managing the ground school class.

xii. Squadron Public Affairs Officer. The Public Affairs Officer (PAO) is in charge of documenting and promoting the Squadron and Team. PAO serves as the spokesman and oversees media and public relations efforts. PAO shall work closely with the CO and XO to develop a comprehensive program to involve the Team and Squadron in Academy activities. Specifically, PAO will coordinate with Boy Scout visits to the Yard, recruitment of midshipmen, and coordination with Academy PAO for events to promote the Academy and its aviation programs.

xiii. Technical Representative. The Technical Representative (Geek) is a second or third class midshipmen selected by the CO to provide updates of Flying Squadron webpage and work closely with Squadron administration to disseminate information on publications, local flight training information, and all other current information pertinent to Flying Squadron operations.

b. Team

i. Team Captain. The Team Captain (CO-T) is a first class midshipman selected by the team to organize, develop, and ensure the implementation of required training in preparation for regional and national competitions. The CO-T shall work closely with the Squadron CO to schedule flight practices, movement orders, and other activities pertinent to the operations of the Team. The CO-T is responsible for organizing the selection process of new Team members which shall include at least an initial interview with the current Team along with a trial period of flight and/or ground practice(s) and a final selection for the Team.

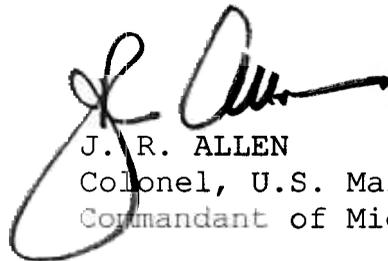
ii. Team Co-Captain. The Team Co-Captain (XO-T) is a first class midshipman selected by the team to work closely with the CO-T in training the Team for competition. Specifically, the XO-T shall organize the employment of individual staff positions

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within the Team to meet the training requirements for the various flight and ground events at regional and national competitions. Individual Team members will be selected based on expertise to manage a particular event and its training program.

iii. Team Members. Members of the Team are either first, second, or third class midshipmen who possess at least a Private Pilot Certificate and current medical who are selected based on completion of the Team evaluation process established by the CO-T. Each member is tasked with some aspect of Team and/or Squadron operations.



J. R. ALLEN
Colonel, U.S. Marine Corps
Commandant of Midshipmen

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1.1 OPERATIONS

1.1.1 General. Conducting flight operations is not a right – it is a privilege. With this privilege and opportunity comes the responsibility to conduct all operations with the highest regard for safety, professionalism and understanding that your actions reflect directly upon yourself, the Naval Academy and the Navy. Flight operations are granted to midshipmen for the purpose of advancing aviation professionalism and promoting involvement in general and military aviation.

1.1.2 Roster. Each midshipman participating in Naval Academy Flying Programs shall maintain either a membership with the Flying Squadron or be listed as an IFS Program participant to ensure account of those involved in aviation at the Academy, standardize operations, and facilitate dissemination of information pertinent to flight operations. The Flying Squadron membership roster will be updated on a monthly basis by the Squadron Commander to reflect an accurate account of midshipmen participating in program. Midshipmen who have completed the IFS Program and who desire to continue participating in flying for recreational purposes shall receive membership in the Flying Squadron and will operate under its governing directives. Violation of the standards set forth in this publication will be grounds for termination of membership and participation in the Naval Academy Flying Programs.

1.1.3 Flight Schedule. The flight schedule is used to account for all flight activities being conducted by individual(s) for whom this publication pertains. The Squadron Scheduling Officer (Skeds) shall be notified of all flights NLT 2000 the day prior to the planned departure – it is best to submit information as soon as possible. Placement on the schedule is an official account of each flight and it is the sole responsibility of each PIC to ensure that all information is correct and updated. The pilot-in-command (PIC) may always elect not to fly and is expected to notify Skeds of such changes to the planned flight including the addition or deletion of passengers, change of aircraft as well as any planned route changes. If a pilot is

unsure whether the flight will be conducted, he/she should schedule the flight with as much information as possible and leave any unknown information as to-be-determined (TBD). The PIC should update Skeds as soon as possible on all flight information prior to departure.

The following information must be provided to Skeds for the purpose of flight scheduling:

1. Brief Time (usually 30 mins prior to departure)
2. Proposed takeoff time
3. Proposed landing time
4. Tail number and aircraft type
5. Type of flight (VFR or IFR)
6. Pilot in command's name
7. Name of passenger(s)/instructor
8. Route of flight
9. Mission type code:
 - (a) Cross country flight
 - (b) Maneuvers practice
 - (c) Landings and pattern work
 - (d) Instrument work
 - (e) Aircraft checkout
 - (f) Ground instruction
 - (g) Paperwork
 - (h) Proficiency
 - (i) Initial flight syllabus
 - (j) Flying Team practice

The IFS Program will retain sole authority for scheduling and monitoring IFS related sorties. The consolidated USNA Flight Schedule will be compiled from all pertinent sources, including the IFS web site, and is maintained as an informational document only.

1.1.4 Flight Schedule Distribution. The daily flight schedule will be distributed to the Commandant of Midshipmen, Program Director for Naval Academy Flight Operations and company officers. The Flight Schedule will be updated and available on the Squadron webpage (<http://www.usna.edu/FlyNavy>) for reference as necessary. The web sites for the Flying Squadron and IFS Program are inter-linked for informational purposes.

1.1.5 Uniforms. While enroute from and returning to the Academy for the reason of conducting flight operations or related activities,

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midshipmen may wear either the uniform of the day or Navy "Blue Over Khaki." Blue Over Khaki consists of a Navy blue polo shirt (plain or with approved insignia) and kaki slacks or shorts as appropriate with brown or black belt (figure 1-1) and may be worn as a substitute for the uniform of the day. Close-toed shoes are required to be worn at all times. No sandals or flip-flops are authorized.



1.1.6 Weekday Flight Operations.

Flights may be scheduled if individual(s) are on authorized yard liberty status during the period in which the flight will be conducted. Participation in the Naval Academy Flying Programs is voluntary unless otherwise noted and is not to interfere with military obligations to include drill, lectures, formations, intramural sports or study hour as required. IFS Program sorties may take precedence over other military and academic obligations as directed by ref a. Only direct transit to and from the airport of intended operations is authorized. Fourth Class Midshipmen are permitted to ride in vehicles with approved civilian flight instructors for the purpose of transit to and from the airport. Adequate time should be allowed for return to the Naval Academy for military obligations. It is the sole responsibility of each midshipman to ensure that all obligations are fulfilled prior to conducting flight operations.

1.1.9 Weekend Flight Operations. All flights must be submitted to Skeds NLT 2000 on the Thursday prior to the weekend of the intended flight. The IFS input to the

consolidated Flight Schedule will be downloaded from the IFS web site. IFS flight events may take precedence over other military obligations IAW ref a. Midshipmen may schedule flights during normal liberty periods or when yard liberty is authorized and no conflicts with military obligations exist. Fourth Class Midshipmen are permitted to ride in vehicles with approved civilian flight instructors for the purpose of transit to and from the airport.

1.1.10 IFS Flight Operations. Midshipmen involved with the IFS program are authorized excusal from military obligations as specifically authorized by the Commandant. All regulations of these procedures apply.

1.2 FLIGHT SAFETY

SFR1.2.1 Flight Limitations over USNA.

Flight over the Yard, to include Annapolis Harbor, downtown area and the Naval Station, is limited to no lower than 1500 feet AGL (above ground level). Deviations from altitude restriction shall be forwarded through the Squadron Commander for which final approval must be granted by the Squadron Officer Representative.

SFR1.2.2 Aerobatic Flight Operations.

Aerobatics as specified in FAR 91.106 are not authorized in Naval Academy aircraft or by individuals for which these Standard Operating Procedures pertain. Instruction in aerobatics or aerobatic flight operations may be authorized only with prior approval. Requests for authorization shall be forwarded through the Squadron Commander for which final approval must be granted by the Officer Representative. This limitation does not apply to normal unusual attitude orientation conducted while under instruction.

SFR1.2.3 Flight Operations Area. The FOA establishes areas of normal operations that are most conducive to safety of flight, local traffic flow and local airspace. Deviations from the local flight operations area may be conducted by supervised IFS Program participants without any additional schedule action being necessary.

- i) Local Operations Area (LOA) is designated specifically for the purpose of flight training and recreational flights. The LOA

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contains all classes of controlled and uncontrolled airspace and provides for completion of all training tasks except for some cross-country flight requirements. The area begins north of Baltimore-Washington International (BWI) Class B airspace and is outlined by the following boundary waypoints/fixes (see appendix A for graphical representation).

Fix	Description	
	Latitude	Longitude
A1	Carroll County Regional/Jack Poage Field (DMW) 39° 36' N 077° 00' W	
B1	Martin State Airport (MTN) 39° 20' N 077° 25' W	
C	Ridgely Airpark (1N0) 38° 58' N 075° 52' W	
D	Waterloo VOR/DME (vATR) 112.6 38° 49' N 075° 12' W	
E	Ocean City Municipal Airport (OXB) 38° 18' N 075° 07' W	
F	Salisbury-Ocean City Wicomico Regional (SBY) 38° 20' N 075° 20' W	
G	Cambridge-Dorchester County Airport (CGE) 38° 32' N 076° 02' W	
H1	Duke Regional Airport at St. Mary's (2W6) 38° 18' N 075° 33' W	
J	Andrews Air Force Base (ADW) 38° 33' N 076° 52' W	
K	College Park Airport (CGS) 38° 59' N 076° 55' W	
L	Montgomery County Airpark (GAI) 39° 10' N 077° 10' W	
L	Frederick Municipal Airport (FDK) 39° 25' N 077° 22' W	

ii) Local Training Area (LTA) are designated areas within the LOA which are arranged to be conducive to safe flight operations taking into account local airspace restrictions,

air traffic density and flow, and avoidance of populated areas. LTAs "ALPHA", "BRAVO", and "CHARLIE" are each assigned specific frequencies to resolve traffic conflicts with other Academy aircraft. Pilots must remain vigilant for other light civil, military, and commercial aircraft which may also be operating within these areas. While in the corresponding LTA, pilots shall monitor the following frequencies:

LTA	Frequency
ALPHA	123.25 (TAC2)
BRAVO	123.35 (TAC3)
CHARLIE	123.45 (TAC4)

These frequencies will allow pilots to communicate beyond visual range and provide enhanced safety.

iii) Extended Operations Area (EOA) is designated to incorporate airports which permit long cross country flights from BWI or local flight training fields to airports that are in excess of 100 NM away. The EOA includes that airspace defined by the LOA as well as that airspace bounded by the following waypoints/fixes:

Southern Extended Operations Area (SEOA)

Fix	Description	
	Latitude	Longitude
H1	Duke Regional Airport at St. Mary's (2W6) 38° 18' N 075° 33' W	
M	Norfolk International Airport (ORF) 36° 55' N 076° 12' W	
N	Chesapeake Regional Airport (CPK) 36° 40' N 076° 19' W	
O	Franklin Vortac (FKN) 36° 43' N 077° 00' W	
P	Chesterfield County Airport (FCI) 37° 25' N 077° 32' W	

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Q Hanover County Airport
(OFP)
37° 43' N 077° 26' W

H2 Duke Regional Airport at
St. Mary's (2W6)
38° 18' N 075° 33' W

V Chester County/Carlson (40N)
39° 59' N 075° 52' W

B2 Martin State Airport (MTN)
39° 20' N 077° 25' W

Northern Extended Operations Area (NEOA)

<u>Fix</u>	<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
A2	Carroll County Regional/Jack Poage Field (DMW)	39° 36' N	077° 00' W
S	Gettysburg Airport (W05)	39° 51' N	077° 16' W
T	Capital City Airport (CXY)	40° 13' N	076° 51' W
U	Lancaster Vortac (LRP) 117.3	40° 08' N	076° 08' W

SFR1.2.4 Airport facility requirements.

In general, pilots are authorized to land on any hard surface runway which is equal to or greater in length than the sum of the takeoff roll and landing distance or at least 2500 feet in length whichever is greater. IFS students are limited to operations with USNA designated FAA Part 41 certified flight schools IAW refs a and b. For all midshipmen, operations from unimproved runways are generally not permitted. Requests for waiver of this provision shall be forwarded through the Squadron chain of command for which final approval must be granted by the Officer Representative.

CHAPTER X

NAVAL ACADEMY FLYING SQUADRON
FLIGHT COMPETITION TEAM
TRAINING COURSE OUTLINE

1.1 FLIGHT EVENTS

1.1.1 General. The student/member will obtain the necessary aeronautical experience required to meet the standards stipulated in the *Rules for Intercollegiate SAFECON* competitions here after referred to as the "Red book."

1.1.2 Standards. The student/member demonstrates through flight evaluation, verbal, written evaluation, and records that he/she has completed the required training and practice necessary to compete at standards established for SAFECON flight events as set forth in the Red book.

1.2 POWER OFF LANDING

1.2.1 General. The following prescribes the training program established to structure the process of achieving optimal level of performance to meet or exceed the competition requirements for the power off landing event.

1.2.2 Ground Training. Initial or recurrent familiarization must be performed to ensure proper procedures; specifications and event rules are understood and followed. The following items must be covered as part of the ground instruction stage.

- (a) Review of General Rules in *Red Book* pertaining to flight events.
- (b) Power off landing event rules
 - i. Event sequence
 - ii. Pattern profile
 - iii. Aircraft spacing
 - iv. Flaps
 - v. Landing target
 - vi. Scoring
 - vii. Disqualifying maneuvers
- (c) Safety of flight

- i. Competition operations
- ii. ORM
- iii. Bird strike hazard
- iv. Go around
- (d) Aircraft Operations
 - i. Configuration
 - ii. Airspeeds
 - iii. Check list and use
- (e) Landing Pattern
 - i. Requirements
 - ii. Profile
- (f) Approach Profile
 - i. Sight picture
 - ii. Winds
 - iii. Aircraft spacing
 - iv. Safety
 - v. Power management
- (g) Emergency Procedures
 - i. System malfunction
 - ii. Aircraft strike

Completion Standards will be met when a full understanding of the event environment is achieved. This will be noted by verbal and written evaluation.

1.2.3 Flight Training. The development of practical experience will be accomplished through demonstration and practice of power off landings. It is imperative that each flight includes an in-depth discussion of that day's mission, which are to be followed during the flight, and debriefed to maximize safety, efficiency and effectiveness of training evolution. The listed items are to be covered during the flight training and evaluation stage.

- (a) Start-up procedures, "Hot Box" environment
- (b) Taxi, departure procedures
- (c) Communications, team frequencies, air-ground on secondary radio
- (e) Pattern perimeters, requirements
- (f) Aircraft spacing
- (g) Aircraft configuration
 - i. Check list

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- ii. Airspeed
- iii. Flap settings
- (h) Approach Profile
 - i. Sight picture
 - ii. Aim point
 - iii. Landing box and environment
 - iv. Touchdown point
 - v. Correction techniques
- (i) Line Arrival Procedures
 - i. Engine shutdown
 - ii. Refueling
- (j) Safety
 - i. Go around, practice
 - ii. Hazards to operating area

1.2.4 Event Proficiency and Currency.

To maintain standards that are up to competition level, progressive training and practice must be accomplished. The following are the principle areas that are pertinent to the safety of flight and required to optimize performance for competition.

- (a) Procedures
 - i. FCLPs

1.3 POWER ON LANDING AND APPROACH

1.3.1 General. The power on landing event combines precise management of thrust and adherence to speed and configuration schedules throughout the pattern. The following is a prescribed approach to preparing for competitive practice in the power on flight event.

1.3.2 Ground Training. It is during this stage that familiarization and fundamental understanding of event practices is clearly established. The student/member must accomplish ground training during initial instruction or recurrence practice. The following is a list of items required to be included or reviewed during the ground training stage.

- (a) Review of General Rules in *Red Book* pertaining to the power on flight event.
- (b) Power on landing event rules
 - i. Event sequence
 - ii. Pattern profile
 - iii. Aircraft spacing
 - iv. Flaps
 - v. Landing target
 - vi. Scoring
 - vii. Disqualifying maneuvers

- (c) Safety of flight
 - i. Competition operations
 - ii. ORM
 - iii. Bird strike hazard
 - iv. Go around
- (d) Aircraft Operations
 - i. Configuration
 - ii. Airspeeds
 - iii. Check list and use
- (e) Landing Pattern
 - i. Requirements
 - ii. Profile
- (f) Approach Profile
 - i. Sight picture
 - ii. Winds
 - iii. Aircraft spacing
 - iv. Safety
 - v. Power management
- (g) Emergency Procedures
 - i. System malfunction
 - ii. Aircraft strike

Completion Standards will be met when a full understanding of the event environment is achieved. This will be noted by verbal and written evaluation.

1.3.3 Flight Training. The aeronautical experience required to compete in the power on landing is acquired through demonstration and practical training. The following areas of operation particular to the power on landing event are to be practiced and reviewed during the flight training accomplished in preparation for competition.

- (a) Start-up procedures, "Hot Box" environment
- (b) Taxi, departure procedures
- (c) Communications, team frequencies, air-ground on secondary radio
- (e) Pattern perimeters, requirements
- (f) Aircraft spacing
- (g) Aircraft configuration
 - i. Check list
 - ii. Airspeed
 - iii. Flap settings
- (h) Approach Profile
 - i. Sight picture
 - ii. Aim point
 - iii. Landing box and environment
 - iv. Touchdown point
 - v. Correction techniques
- (i) Line Arrival Procedures
 - i. Engine shutdown
 - ii. Refueling
- (j) Safety

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- i. Go around, practice
- ii. Hazards to operating area

1.3.4 Event Proficiency and Currency.

To maintain standards that are up to competition level, progressive training and practice must be accomplished. The following are the principle areas that are pertinent to the safety of flight and required to optimize performance for competition.

(a) Ground Procedures

- i. Short Field Approach and Landing Event Rules
- ii. Safety of flight

(b) Flight Procedures

- i. FCLPs
- ii. Approach profile
- iii. Sight picture
- iv. Initiation of approach
- v.

1.4 NAVIGATION

1.4.1 General. The navigation event requires proficiency and familiarity with aircraft performance perimeters as well as an efficient ability to produce a flight plan. Accurate data for aircraft performance is imperative to facilitate the generation of proper flight planning information. The following is an outline of the areas which should be addressed during preliminary and re-currency practice for the navigation event. The overall training is predominantly ground preparation.

1.4.2 Ground Training. The ground stage encompasses the most critical aspects of the event.

- i. Chart notation
- ii. Identification of landmarks
- iii. Pilotage and deadreckoning
- iv. Review of event rules.
- v. Role of pilot
- vi. Role of safety observer
- vii. CRM

1.4.3 Flight Training. The flight portion of the training for navigation consists of gaining familiarity with the aircraft in cruise flight as well as developing good CRM skills to utilize during event.

- i. Power management
- ii. Fuel management and tracking
- iii. Utilization of proper equipment onboard aircraft
- iv. Visibility, use of safety observer

1.4.4 Event Proficiency and Currency.

During a review for up-check on the navigation event the following items are important to note:

- i. Event rules
- ii. Aircraft performance data
- iii. Pilotage and deadreckoning
- iv. Flight planning procedures for event

2.1 PILOT REPORTING PROGRAM

2.1.1 Sortie Report. An important aspect of the continued growth and enhancement of the training program is the effective input by participating members to improve readiness through experience gained from each flight. The approach taken for standardization purposes and to facilitate maximum effect will consist of a pilot reporting system. This will consist of pilots completing an End Sortie Report (ESR) form which will cover any particulars noted on that flight that pertain to event notes, safety issues, or other pertinent information that will aid future competition.