

## **L.1.0 APPENDIX L - TRAINING COMMAND MISSION AREAS, DESCRIPTION OF CURRENT SYSTEM OR SITUATION**

The mission of all Naval Air Training Squadrons is to produce basic qualified naval aviators. Each phase of student naval aviator (SNA)/naval flight officer training (primary, intermediate, and advanced) follows a specific training syllabus, directed by Chief of Naval Training (CNATRA).

Within individual squadrons, a daily flight schedule is issued to ensure proper progression through the syllabus. Aircraft in the Naval inventory currently used for training and covered by this appendix include the T-1, T-2, TA-4J, T-6A, T-34, T-39, T-44, T-45, and the TH-57.

Syllabus events requiring mission planning by the SNA include Instrument Navigation, Visual Flight Rules (VFR) Navigation and Operational Low Level VFR Navigation. In the near future, Navy Portable Flight Planning Software (N-PFPS) could be incorporated to aid in the planning of these missions. This planning is currently accomplished without an automated flight planning system, relying on the manual method (pencil and paper planning methods).

### **L.1.1 TASKING**

The SNA receives tasking via squadron flight schedule.

### **L.1.2 RESEARCH & STUDY**

The SNA determines destination and route by consulting the hard copy Department of Defense (DoD) Flight Information Publications (FLIP). Preliminary weather information is obtained by browsing various on-line weather pages, physically visiting the weather office or by phone.

### **L.1.3 ROUTE PLANNING**

The SNA completes the jet log (route, navigation aids, fuel, etc.) by consulting FLIP charts and publications, applicable Naval Aviation Training and Operating Procedures Standardization (NATOPS) manuals, and uses a hand-held CR-2/4 computer for all calculations. Strip charts and divert charts will be prepared for VFR Navigation and Operational VFR Navigation. The Chart Update Manual (CHUM) is consulted for VFR Navigation missions.

### **L.1.4 PREPARATION OF DD-175 FLIGHT PLAN**

The SNA completes DD-175 flight plan based on the jet log.

### **L.1.5 PREPARATION OF DD-175-1 WEATHER BRIEFING**

The SNA obtains an official weather brief (DD-175-1) from the weather office.

### **L.1.6 FILE DD-175 FLIGHT PLAN**

The SNA files a hardcopy DD-175 flight plan with base operations.

### **L.1.7 BRIEF/FLY EVENT/DEBRIEF**

The SNA briefs, executes, and debriefs the flight.

## **L.2.0 JUSTIFICATION FOR AND NATURE OF CHANGES**

### **L.2.1 DEFICIENCIES AND LIMITATIONS OF CURRENT SYSTEM**

Since the SNA has no exposure to the automated mission planning systems being used in the Fleet, the SNA has no basic skills related to the systems that they will be required to use for flight planning. The vast majority of the automated mission planning system training falls directly on the Fleet Replacement Squadrons (FRS) and the Fleet Operational Squadrons.

#### **L.2.1.1 Tasking**

There is no interface with the Training Information Management System (TIMS) or any other CNATRA systems. TIMS could be accessed (via the mission planning system) by the training squadron to assist in determining which flight to schedule. After the flight, TIMS could be accessed via the mission planning system to annotate successful completion of the scheduled flight.

#### **L.2.1.2 Research & Study**

There is no access to electronic versions of materials used to prepare a flight plan such as charts (Tactical Pilotage Charts-TPC, Operational Navigation Charts-ONC, Joint Operations Graphics-JOG Air, JOG Ground, 1:50,000, etc.), CHUM, Digital Aeronautical Flight Information File (DAFIF), NATOPS, Standard Operating Procedures (SOPs), OPNAVINST 3710, etc.

There is no access to real-time Continental United States (CONUS) weather information.

#### **L.2.1.3 Route Planning**

There is no ability to plan VFR and Instrument Flight Rules (IFR) Navigation on low and high altitude route structures.

There are no strip chart editing tools that meet CNATRA standards (time ticks, dog houses, route altitudes, etc.) with an easy and effective manipulation capability of the chart depiction for the chart stripping.

There is no divert chart production capability which includes airfield diagrams.

There is no jet log production capability.

There are no aircraft performance parameters for all CNATRA aircraft and stores configuration.

Note: TH-57 aircraft use gallons vice pounds for fuel planning.

#### **L.2.1.4 Preparation of DD-175**

There is no capability to produce DD-175 electronically.

#### **L.2.1.5 Preparation of DD-175-1**

There is no capability to initiate DD-175-1 electronically.

#### **L.2.1.6 File DD-175**

There is no capability to file DD-175.

### **L.3.0 CONCEPT FOR A NEW OR MODIFIED SYSTEM**

#### **L.3.1 TASKING**

The SNA will receive tasking via the squadron flight schedule detailing the mission requirements.

#### **L.3.2 RESEARCH & STUDY**

The SNA will determine destination and route by consulting the electronic DoD FLIP charts. Preliminary weather information and Notices to Airmen (NOTAMS) will be obtained through the weather web site.

#### **L.3.3 ROUTE PLANNING**

After consulting all necessary publications on-line, the SNA will create the automated jet log by identifying the intended route, navigation aids, fuel, aircraft configuration, etc. The SNA will then print out the jet log and all related/required charts. Upon completion of route planning, data loads will be generated where applicable.

#### **L.3.4 PREPARATION OF DD-175 FLIGHT PLAN**

The mission planning system will automatically generate the DD-175 flight plan based on the jet log.

#### **L.3.5 PREPARATION OF DD-175-1 WEATHER BRIEFING**

The SNA will electronically submit a DD-175 to the weather office and obtain an official DD-175-1 weather brief.

#### **L.3.6 FILE DD-175 FLIGHT PLAN**

The SNA will electronically file the DD-175 flight plan with base operations.

#### **L.3.7 BRIEF/FLY EVENT/DEBRIEF**

The SNA will brief, execute, and debrief the flight.