SPECIAL MISSIONS AIR

Orientation & Instruction Training Protocol

Contents

Scope

Special Missions Air reserves this protocol for orientation and training of personnel in the Special Missions Air Group for other than administrative operations.

Purpose

This protocol establishes elements of orientation and training topics for personnel.

It is the intent of Special Missions Air to establish this protocol as a guide for training and to provide elements for flight performance.

Definitions

In all cases except explicitly mentioned, definitions are presumed as common meaning. Technical references are to be referred to their definition as mentioned in the United States Code of Federal Regulations, Title 14, Chapter 1, Subchapter A[1].

Virtual Air Traffic Simulation Network [VATSIM].

Membership & Virtual Air Traffic Simulation Network Protocol[2].

Special Missions Air Flight Operations Manual [FOM][3].

"Membership" implies the being of an Air Group Manager, or Air Group Operator, or Air Group Specialist associated with Special Missions Air.

"Initial Operating Experience" [IOE] refers to any operations by an Air Group Manager, Air Group Operator, or Air Group Specialist that are conferred as training, being supervised or performed with an Air Group Manager or Check Captain.

"Type Rating" refers to the entitlement and eligibility of a member to operate a mission/flight in a specific aircraft or otherwise for a specific purpose.

"Check Flight" [CF] refers to any mission/flight executed and reported by an Air Group Manager or Air Group Operator for the purpose of getting a Type Rating.

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[1] https://www.ecfr.gov/current/title-14/chapter-I/subchapter-A
[2] Membership & Virtual Air Traffic Simulation Network Protocol is located at https://specialmissionsair.com/index.php/ops/
[3] Special Missions Air Flight Operations Manual is located at https://specialmissionsair.com/index.php/ops/

"Recheck Flight" [RCF] refers to any mission/flight executed and reported by an Air Group Manager or Air Group Operator for the purpose of reorientation or replacing currency.

"Currency" refers to the compliance of activity established in Title II Section 2.3 of the Membership & Virtual Air Traffic Simulation Network Protocol.

"Type of Mission" refers to the purpose of the mission and its discipline; types of missions include Cargo, Passenger Charter, MedEvac (Ambulance), Technical Test, and Training.

The Supplemental Personnel Roster[4] is a training track solution maintained by Air Group Management for internal compliance (Special Missions Air) and external compliance (VATSIM Virtual Special Operations) with mission operation among Air Group Operators.

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[4] https://smxl.ink/suppr
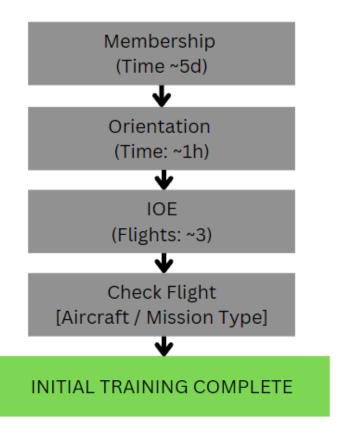
Chapter 1: Orientation

1.1 Eligibility & Evaluation

1. To be considered for orientation and established as a member, criteria from Title I of the Membership & Virtual Air Traffic Simulation Network Protocol.
2. All members are required to go through orientation before their IOE.

1.2 Orientation

1. Orientation consists of making all required and recommended provisions for a member before their IOE.
2. Orientation shall be performed by/with an Air Group Manager.
3. Topics of orientation should include
    a. any and all redresses with Title II and Title III of the Membership & Virtual Air Traffic Simulation Network Protocol
    b. Ops Site familiarity
    c. SimBrief integration
    d. installation and management of phpVMS ACARS software
    e. installation and management of components for aircraft/liveries/sceneries/model matching
    f. installation and management of recommended materials and software/hardware (i.e. 'Your Controls)
    g. Discord server
    h. typical mission/flight format (at personal discretion dependent of type of mission)
    i. expected instruction/training (reference Figure 1.1).

Figure 1.1

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┌─────────────────────────┐
│      Membership         │
│      (Time ~5d)         │
└─────────────────────────┘
             │
             ▼
┌─────────────────────────┐
│      Orientation        │
│      (Time: ~1h)        │
└─────────────────────────┘
             │
             ▼
┌─────────────────────────┐
│          IOE            │
│      (Flights: ~3)      │
└─────────────────────────┘
             │
             ▼
┌─────────────────────────┐
│      Check Flight       │
│  [Aircraft / Mission Type] │
└─────────────────────────┘
             │
             ▼
┌─────────────────────────┐
│  INITIAL TRAINING COMPLETE │
└─────────────────────────┘


┌──────────────────────────────────┐
│  ADDITIONAL/ADVANCED TRAINING      │
│     [Aircraft/Mission Type]        │
└──────────────────────────────────┘
                 │
┌─────────────────────────┐
│      Check Flight       │
│  [Aircraft / Mission Type] │
└─────────────────────────┘
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Chapter 2: Initial Operating Experience

2.1   Introduction

Initial Operating Experience [IOE] is the first flight/mission, or a series of flights/missions, to train an Air Group Operator in a typical mission/flight for a determined type of mission. This is to immerse and involve the Air Group Operator in an expected typical mission/flight, while also operating mission-specific tasks, communicating on VATSIM, and using the Ops Site and ACARS suite.

There are no limitations on IOE flights, except that all IOE flights are to be performed with or supervised/administered by an Air Group Manager. IOE flights shall differ, except in type of mission if it is predetermined that the Air Group Operator should only involve themselves in a specific, single type of mission.[5]

All IOE flights are to be recorded via the Supplemental Personnel Roster by an Air Group Manager.

2.2   Preflight

1. Address tasks to
   a. find where and how to bid/book a flight/mission
   b. review aircraft information via Ops Site and ACITs
   c. recognize new missions, ongoing flights, and bidded/booked flights/missions
   d. commence and complete a flight plan using the Ops Site and integrated SimBrief
      i.   and file the flight plan on VATSIM
   e. ensure software and hardware are prepared
      i.   and operate the ACARS suite to load the flight
   f. load and preflight the aircraft
   g. initialize and perform checks to start the aircraft
      i.   and complete calculations to determine a go/no-go decision and performance factors
   h. connect to VATSIM.
2. All aforementioned tasks in this section should be completed in accordance with the FOM and the aircraft's operating manual, or protocol, if applicable.

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[5] i.e.: Air Group Operators that only operate MedEvac (Ambulance) missions/flights need not perform IOE flights for Cargo missions/flights; Air Group Operators that only operate Cargo missions/flights need not perform IOE flights for MedEvac (Ambulance) missions/flights.

2.3   Departure

1. Address tasks to
   a. brief taxi, takeoff, and departure
   b. start and maneuver the aircraft on the ground from a designated parking area to a designated takeoff area
   c. perform takeoff and departure
   d. climb to cruise.
2. All aforementioned tasks in this section should be completed in accordance with the FOM and the aircraft's operating manual, or protocol, if applicable.

2.4   Enroute

1. Address tasks to
   a. maintain situational awareness by configuring aircraft in cruise
   b. demonstrate anticipated route conditions including ATC/traffic, weather, and alternate contingencies.
2. All aforementioned tasks in this section should be completed in accordance with the FOM and the aircraft's operating manual, or protocol, if applicable.

2.5   Arrival

1. Address tasks to
   a. brief descent, approach, landing, and taxi-in
   b. perform descent and execute an approach to terminated in either a go-around or full-stop landing
   c. perform landing
   d. stop/slow and maneuver the aircraft on the ground from a designated landing area to a designated parking area.
2. All aforementioned tasks in this section should be completed in accordance with the FOM and the aircraft's operating manual, or protocol, if applicable.

2.6   Postflight

1. Address tasks to
   a. park the aircraft
   b. unload and postflight the aircraft
   c. file the report [PIREP] via phpVMS/ACARS or manual PIREP on the Ops Site
   d. disconnect from VATSIM.
2. All aforementioned tasks in this section should be completed in accordance with the FOM and the aircraft's operating manual, or protocol, if applicable.

2.7   Conclusion

IOE is concluded upon flight/mission performance that meets or exceeds expectations of the assigning Air Group Manager, in accordance with the FOM and the aircraft's operating manual, (or protocol, if applicable), and when the Air Group Operator feels comfortable or at their own discretion to go on with the Check Flight [CF].

Upon conclusion of IOE, the Air Group Operator shall perform a Check Flight in accordance with Title III.

Chapter 3: Type Training

3.1 Check Flight

Each Air Group Operator shall, as a requirement to complete Initial Operating Experience and receive a type rating in an aircraft, or mission type, complete a Check Flight [CF] applicable to the aircraft and/or operation they are to receive such rating.

Each Check Flight focuses on Pilot Flying duties, Pilot Monitoring duties are not validated during any training event.
The following maneuvers will be validated on any application for an aircraft type:

- Normal Takeoff (Crosswind w/ Gusts)
- Rejected Takeoff
- RNAV Departure
- Holding
- Approach Setup
- Approach Procedures
    - Precision Approach
    - CAT II or CAT III ILS*[6]
- Non-Precision Approach
- RNAV Approach**[7]
- Missed Approach/Rejected Landing
- Normal Landing (Crosswind w/ Gusts)
- Zero or Reduced Flap Configuration Landing
- Engine Failure on Takeoff

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[6] *May be omitted with the limitation on the crewmember that they are not permitted to perform more than a CAT I ILS until a CAT II or III ILS has been validated.

[7] ** Approaches may be coincident. (i.e. an RNAV non-precision (other than LPV) approach will simultaneously satisfy the non-precision and RNAV portions of the validation).

- Single Engine Approach
- Stall Recovery
- Apply Basic Attitude Flying Skills
- Apply Aircraft Limitations
- Proper Use of Aircraft Systems

Ratings for mission types may contain a combination of maneuvers listed above, in addition to other requirements determined by Air Group Management to be applicable to a specific mission type.

All CFs are to be recorded via the Supplemental Personnel Roster by an Air Group Manager.

Chapter 4: Mission Type Training Elements

4.1 Mission Types

Special Missions Air operates these distinct mission types:
- Scheduled/Non-scheduled/Charter/Courier/Special Cargo
- Passenger Charter
- MedEvac (Ambulance)
- Technical

For each of these mission types, their respective training elements are to be performed by an Air Group Operator for them to operate the mission type. These elements are addressed in CFs.

4.2 Cargo Training Elements

4.2.1 Mission Assessment

Demonstrates an understanding and a familiarity of:
- Mission recognition via the Ops Site and Discord Server
- Load planning according to mission data
- Flight planning and filing in consideration of mission data, the FOM, and pilot discretion using multiple contexts such as ATC, traffic, weather, contingencies, etc.
- Operation of the Ops Site and ACARS.

4.2.2 Mission Operation

Demonstrates safe and efficient practices of:
- Loading the aircraft

- Ground service/equipment operation
- Load verification including explaining all weights
- Unloading the aircraft.

All elements of Chapter 2.2-2.6 are included in the operational assessment.

4.3 Passenger Charter Training Elements

4.3.1 Mission Assessment

Demonstrates an understanding and a familiarity of:
- Mission recognition via the Ops Site and Discord Server
- Mission autodispatch
- Flight planning and filing in consideration of the FOM, mission data if applicable, and pilot discretion using multiple contexts such as ATC, traffic, weather, contingencies, etc.
- Operation of the Ops Site and ACARS.

4.3.2 Mission Operation

Demonstrates safe and efficient practices of:
- Ground service/equipment operation
- Communication with cabin crew, if applicable
- Implementation and operation of cabin control measures to maintain passenger safety including, but not limited to, cabin altitude, air conditioning, seat belt recommendations, PED recommendations, and smoking/vaping recommendations.

All elements of Chapter 2.2-2.6 are included in the operational assessment.

4.4 MedEvac Training Elements

4.4.1 Mission Assessment

Demonstrates an understanding and a familiarity of:
- Mission recognition via the Ops Site and Discord Server
- Load planning according to mission data
- Flight planning and filing in consideration of mission data, the FOM, enroute emergency diversion opportunities with local land access, and pilot discretion using multiple contexts such as ATC, traffic, weather, contingencies, etc.
- Operation of the Ops Site and ACARS.

4.4.2 Mission Operation

Demonstrates safe and efficient practices of:
- Loading the aircraft
- Ground service/equipment operation
- Communication with cabin crew, if applicable
- Implementation and operation of cabin control measures to maintain passenger safety including, but not limited to, cabin altitude, air conditioning, seat belt recommendations, PED recommendations, and smoking/vaping recommendations
- Unloading the aircraft.

All elements of Chapter 2.2-2.6 are included in the operational assessment.