

VISUAL NAVIGATION SIMULATOR BRIEF SHEET

N3101 (Day Nav) & N3201 (Night Nav)

- 1) Prior to your N3101/N3201 simulator events you should have a thorough knowledge of:
 - a) VFR rules and regulations, Traffic Pattern Procedures, Communications, ALDIS Lamp Signals and Services provided by FSS.
 - b) Types of airspace and restrictions involved in VFR flying, cloud clearances and chart symbology.
 - c) Communication phraseology as it applies at Towered, Non-Towered and airports with an FSS.

- 2) You are required to complete a VFR DD-175 flight plan, TAW-5 flight log (jet log) and VFR Sectional Chart IAW Chapter IV of the Navigation FTI for each flight. You will prepare a VFR Sectional for the N3101 (Day Nav) route during the VFR Navigation Planning Lab (NA1106). The N3201 (Night NAV) route will be planned on your own time (don't wait until the last minute to prepare for this event).
 - a) **N3101(Day Nav) ROUTE:** NAS NORTH WHITING FIELD (KNSE); ATMORE AIRPORT (K0R1); JACKSON AIRPORT (K4R3); CITRONELLE (GCV086014); LUCEDALE (GCV201012); MOBILE REGIONAL AIRPORT (KMOB); BAY MINETTE AIRPORT (K1R8).

 - b) **N3201 (Night Nav) ROUTE:** BAY MINETTE AIRPORT (K1R8); MONROE COUNTY AIRPORT (KMVC); BREWTON AIRPORT (K12J); BARIN OLF (KNBJ); NAS PENSACOLA AIRPORT (KNPA); HURLBURT AFB (KHRT), CRESTVIEW (CEW129008); NAS NORTH WHITING FIELD (KNSE).

 - c) **ALTITUDE:** DAY-2,500' MSL; NIGHT 3,500' MSL (or as required by cruising altitude rules).

 - d) **SPEED:** 210 KNOTS GS (3.5 NM/MIN).

 - e) **LANDING REQUIREMENTS:** Minimum of 1 T&G or full stop at a non-towered field and a towered field.

NOTE

Before commencing a flight the pilot shall become familiar with all available information appropriate to the intended operation. This is a Federal Aviation Regulations (FAR) Section 91.103 and OPNAVINST 3710.7 series (Preflight Planning) requirement. Preflight planning should include, but is not limited to; destination weather reports and forecasts, route of flight, runway length at airports of intended use, fuel requirements, NOTAMS, bird activity along the intended route and at airports of intended use, alternates available if flight cannot be completed as planned and any expected delays that ATC has advised. Due to the reduced amount of ATC control and oversight, proper preflight planning is crucial for VFR operations.