



CORPORATE WINGS

The air was still as the sun started to peak over the horizon. My Captain and friend Clinton Pye and I walked into Texas Jet (Fort Worth Meacham) and grabbed a fresh cup of coffee as we reviewed the weather. It appeared clear skies and tailwinds would grace our presence this morning. As we approached our Citation 560 something caught me off guard. There were no TSA personnel present, no long lines with agitated passengers, no being treated as a criminal for wearing a pilots uniform. In fact I was wearing a simple white polo shirt. This was going to be different, this was going to be fun!

When I show up to work at my airline the flight plan has been filed by a dispatcher. The fuel load and alternate airports pre-arranged. If there are performance issues with any maintenance items on the aircraft, that has been computed as well.

As pilots for the flight we simply review the dispatcher's planning and make modifications as we see fit.

Adding fuel, or last minute route changes due to PIREPS or weather is a simple phone call away.

Load manifests, customs forms and general declarations are handled by another department in the airline.



Welcome

I hope your summer has been enjoyable, with good weather and great flying.

In this issue I join a friend and corporate pilot for "a day in the life".

Readership is increasing and I hope to share some exciting news about this publication in the next issue.

Tailwinds,

Ruben Alconero

INSTRUCTOR'S WING

Airline pilots operate in a very canned environment, and for lack of a better word we are "spoiled" when it comes to pre-flight planning.

Many of the small jet operators are required to handle pre-flight planning on their own. Luckily for them flight planning has come light years to what it was even a mere 10 years ago.

We utilized Fltplan.com for our flight planning and tracking on a couple of legs. We previewed the flight plan filing function on ForeFlight's iPad app for another leg, it worked flawlessly.

AOPA has a free flight planning software available if you are a member, as does CSC DUATS. In fact the FAA sponsored DUATS has come along way from its origins. If you have not checked it out recently it is certainly worth a visit at <http://duats.com>.

This flight would be operated under Part 91. A few months prior Clinton and I had reviewed what would be required of me to be legal and safe for the trip. In summary;

14 CFR (Code of Federal Regulations) 61.55(d) required that I;

Become familiar with the following information for the specific type aircraft for which second-in-command privileges are requested

(1) Operational procedures applicable to the powerplant, equipment, and systems.

(2) Performance specifications and limitations.

(3) Normal, abnormal, and emergency operating procedures.

(4) Flight manual.



(5) Placards and markings

(6) Three takeoffs and three landings to a full stop as the sole manipulator of the flight controls;

(7) Engine-out procedures and maneuvering with an engine out while executing the duties of pilot in command; and

(8) Crew resource management training.

All passenger manifests were handled through eAPIS (The Electronic Advance Passenger Information System).

eAPIS is a user-friendly, web-based interface designed by U.S. Customs and Border Protection (CBP). This system is

used by the private aviation community to provide required information to CBP electronically. The eAPIS functionality includes the submission of notices of arrival and/or departure and traveler manifests (crew and passenger) to CBP, the transmission of master crew lists to TSA and the ability to view carrier reports.

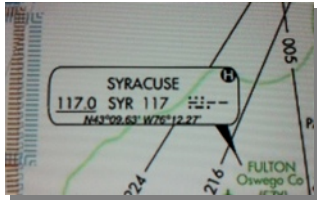
With our manifest filed and receipt of transmission in hand we were on our way to the Bahamas. While the weather looked good ahead we utilized three helpful weather tools in case Mother Nature had any surprises in store for us.

EFAS En route flight advisory service, also known as flight watch, can be reached on 122.0 MHz, anywhere in the U.S. This frequency is primarily used by aircraft flying below 17,500 ft. Select frequencies for 18,000-45,000 feet can be found on the back covers of the A/FD (Airport Facility directory

FSS Flight service stations can help with weather and pertinent data along your entire route. These frequencies can be found above the VOR frequency identification boxes on aeronautical charts. Frequencies are routinely 122.2, 122.4, or 122.6 MHz—

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HIWAS (Hazardous inflight weather advisory service), is a continuous broadcast of inflight weather advisories, carried over specific VOR frequencies, identified by a small, H within the VOR's frequency identification box.



Prior to departing, with all the flight planning details completed we decided on a briefing. Not just a departure briefing but a briefing on CRM. As two pilots working for two separate companies we devised our own SOPs (Standard Operating Procedures) for the flight.

We assigned pilot flying and non-flying duties. We briefed each other on our habit patterns and nuances. We discussed and agreed upon certain "call outs" we would use in addition to the ones in the Citation's Operating Handbooks.

Last but not least we briefed each other on our personal limitations. While I had substantial jet time and experience I was new to this jet so "watch me like a hawk". I said

Interim report on Air France 447



<http://www.bea.aero/fr/enquetes/vol.af.447/note29juillet2011.en.pdf>

I asked Clinton if there was anything he wanted me to pay special attention to, he smiled and in that Texan accent of his said "Prolly anything an airline pilot would find out of the ordinary."

Corporate flying is unique and challenging. The mission can change at the last minute, or even in flight. Many corporate pilots are operating without the advantage of large meteorological/dispatch departments, however plenty of cutting edge tools exist to safely plan and execute a flight. Whether you fly a Cessna Citation or Cessna 152 hopefully some of these tools will help you prepare for your next flight.

Train Like A Professional, Fly Like a Professional.....



Flying High Coffee

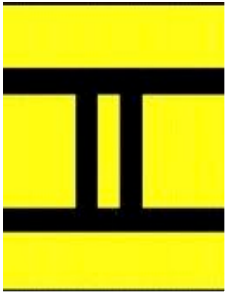
As a International airline pilot flying on the back side of the clock I have become a coffee connoisseur. I recently had the opportunity to taste Flying High coffee. What an outstanding cup of java. One of the best parts of Flying High Coffee, they donate up to 30% of their proceeds to aviation flight training and kids programs such as Able flight, and Girls with Wings. Please stop by their website and sign up for a sample. The next best thing to the smell of jet fuel in the morning is Flying High coffee in your cup.

<http://www.flyinghighcoffee.com/>

INSTRUCTOR'S WING

Ask the instructor

ILS Critical Area



What are those markings that look like a hold short line? It is called an ILS Critical Area.

The ILS Critical Area becomes effective when instrument approaches are being conducted with visibility less than or equal to 2 miles, and/or ceilings are less than or equal to 800 feet. Hold when instructed by ATC.



Ask the Instructor-

Do you have a question you would like answered in the next issue?

Please contact:

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Next Issue: Les Abend

An interview with Flying's Les Abend. A current B777 Captain and past B767 Checkairman.

Instructing at the airlines vs instructing in general aviation, the similarities and differences.

This will be the first in a series of one on one interviews with other pilots and instructors in our industry.

Till next month Safe Flying.

