



# INSTRUCTOR'S WING

## BRIEFINGS

*Rain started to dance down the windscreen as I finished loading the flight plan into the Control Display Unit. The L.E.D screen affixed to the terminal building at our gate flashed our flight number, destination and time remaining before departure. The digital clock showed t-minus 50 minutes.*

I finished the remaining cockpit checks as John, our relief pilot walked through the flight deck door. "Good timing" he commented while pointing outside. The rain had intensified as he finished the exterior pre-flight.

Drew, our Captain arrived a couple minutes later. I had flown with Drew years before on a domestic Transcontinental flight. He was an outstanding Captain, and good briefer. As we approached 30 minutes to departure Drew asked if he could have a couple minutes of our time while he gave his "briefing".

The briefing included who would assume "pilot flying" and "pilot non flying" duties. A quick review of what items he would decide to abort the take-off for during certain stages of our take-off roll,



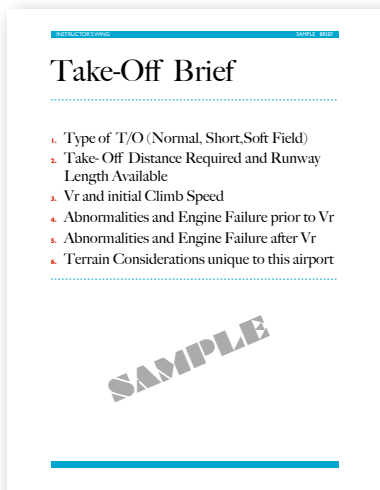
### Welcome

*I would like to wish you all a Happy New Year. Now that the holidays are over, let's get back to flying.*

*This issue covers the ingredients that go into giving a better briefing, and how to incorporate them into your flying if you are not already using them.*

*Safe flying.*

*Ruben Alconero*



# INSTRUCTOR'S WING

including increased runway required to stop due to a wet surface.

Considering the Boeing's heavy weight this evening Drew briefed the relief pilot to initiate fuel dumping if an engine failed after V1 and we were airborne. A review of the departure runway and the SID (Standard Instrument Departure) we would be flying, which included an initial altitude restriction and the MSA (Minimum Sector Altitude) around JFK airport.

Drew then discussed the navigation mode he would be flying the SID, LNAV (Lateral Navigation) and the runway we would return to if we needed to declare an emergency.

Strict adherence to our airline's SOPs (Standard Operating Procedures) was required. It was stressed that if either of us had a question or suggestion to the safety and operation of the flight to please speak up. Drew summarized the briefing with his signature line, "Let's have a great trip, and stay out of the Chief Pilot's office".

Checklists were completed and 2 minutes prior to scheduled departure we pushed back from our gate.

A few more briefings would be given over the duration of the flight. One given each time a new pilot showed up on the flight deck after the required rest

break. It would include a summary of our Oceanic clearance, fuel on board, ETPs (Equal Time Points) and current weather at our alternate airports.

Prior to descent a review of the applicable STAR (Standard Terminal Arrival) procedures, instrument approach to be flown, and flight rules specific to the country of arrival would be accomplished.

Briefings have an integral role on the flight deck of commercial airliners. They can also be a valuable tool for general aviation flying and instruction. While the briefings do not have to be as in depth as the ones on our Oceanic flight, it is critical to understand what a briefing is and what your goals are in giving one.

A briefing is a form of communication and is the most common kind of oral presentation in airline, military, and corporate flying.

For effective communication to take place it is important to understand that is not about what you want to tell your listeners, it is about what you want them to think, feel or do. For a briefing to be effective, especially in aviation I like to follow John A Kline's (PhD) ABC's of a successful brief. *Accurate, Brief, and Clear.*

So how do you apply this to your flying? Construct your briefings to:

***\*Define and communicate action plans and expectations, under normal or non-normal conditions.***

***\*Confirm applicable task sharing (i.e., crew members, or instructor/student roles and responsibilities).***

***\*Brief specific areas to the required level of details.***

***\*Promote an environment of feedback to express ideas.***

***\*Ensure full understanding and agreement on items discussed.***

In addition to the briefing, your technique and delivery can have a significant impact on the results. The style and tone of the briefing plays an important role. e.g., Interactive briefings which require confirming the agreement and understanding of the other pilot after each phase of the brief can provide a more effective result.

Interactive briefings should fulfill another important purpose, to foster an environment that provides the "Pilot Flying" and "Pilot Not Flying" with an opportunity to correct each other i.e., pilots confirming the use of the correct and effective departure and approach charts, or confirming the correct setup of navigational equipment and nav aids for takeoff and landing.

Briefings should be constructed to follow a logical,

# INSTRUCTOR'S WING

concise sequence, e.g., take off and departure to approach and landing. Tailor your briefings to fit your mission, and the experience of the other pilot flying with you. This may require you to add weather requirements, terrain and airspace considerations.

For maximum results consider any briefing you give to another pilot or student should encourage effective listening to attract their attention and participation in the flight.

The technologically advanced aircraft (TAA) in today's general aviation market have many of the same sophisticated instruments and navigation features of large jetliners. Autopilots, Primary Flight Displays (PFDs), Moving Map displays, GPS etc. It is critical general aviation pilots new to this technology adapt to the time tested techniques professional pilots have learned over the past decades through enhanced crew resource management (CRM).

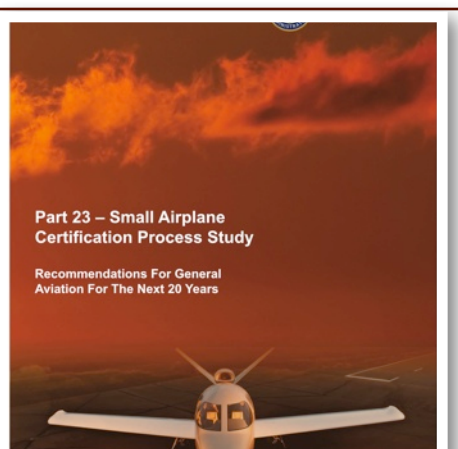
One of these facets is the ability to organize your cockpit effectively, more than just where you rest your kneeboard, it includes how you communicate with other pilots and your aircraft.



**Would you like to enhance the safety of your flying club or FBO? Consider designing a "Flight Operations Manual" that will establish Standard Operating Procedures (SOPs), which are universally recognized as basic to safe aviation operations.**

*NBAA offers a template for you to customize.*

<http://www.nbaa.org/admin/policies/lba-flight-ops-manual/>



[http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/air/directorates/field/small\\_airplanes/media/](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/air/directorates/field/small_airplanes/media/)

I would like to encourage flight instructors to expose their students to flight briefings from day one. Have your students incorporate this into their training so it becomes a SOP. FAA examiners I have spoken with are now expecting these briefings from pilot applicants. Spend some time hangar flying with other pilots and see what briefings they give.

Experiment with and design your own departure and approach briefs. As with most everything else you have learned in flight training, practice makes perfect, so get briefing today!

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

# INSTRUCTOR'S WING

## What is NextGen?

NextGen is an umbrella term for the ongoing transformation of the National Airspace System (NAS). At its most basic level, NextGen represents an evolution from a ground-based system of air traffic control to a satellite-based system of air traffic management.

NextGen will open America's skies to continued growth and increased safety while reducing aviation's environmental impact. We will realize these goals through the development of aviation-specific applications for existing, widely-used technologies, such as the Global Positioning System (GPS) and technological innovation in areas such as weather forecasting, data networking and digital communications. Hand-in-hand with state-of-the-art technology will be new airport infrastructure and new procedures, including the shift of certain decision-making responsibility from the ground to the cockpit.



**Picture of the Month:** Cirrus SR20 wing between cloud layers.



**Next Issue: Rod Machado**

**Join me as Instructor's Wing continues with its Contrails Series in interviewing famed aviation speaker and author Rod Machado.**



*Tailwinds and Blue Skies*