

# Leadplane Training Lesson Plan

## In Route and Time Management

05-01-N9065-HO

### Objective:

To familiarize the student within route procedures and time management (Phase 1).

To develop the student's proficiency in the use of in route procedures and time management (Phase 2).

### Content:

There are multiple tasks that can be addressed while flying between the departure airport and the FTA. Completing these tasks during the in route phase of flight will allow the tasks to be completed during a lower workload time period. By completing these tasks, the pilot will have more time during higher work load times, have greater situational awareness and will demonstrate good single pilot resource management.

### In Route

Going to a fire:

- Establish flight following.
- Plot the lat long on a sectional or iPad.
- Look at airspace in route to the fire and around the fire.
- Look at the elevation of the fire. Knowing the fire elevation will help plan the descent.
- Know what direction lower terrain lies from the fire.
- Check for hazards that might impact flight operations over the fire or in route to the fire.
- Program radio frequencies and monitor them.
- Determine where the closest or most practical fuel is.
- Determine where the closest emergency airport is, considering terrain.
- Consider possible destinations after being released or relieved.
- Determine what reload bases the tankers will use.
- Figure out when relief might be needed and write it down. If operations dictate that relief needs to be ordered, the time will have been determined.
- Be aware of time zone changes.
- Consider calling dispatch and find out what resources have been dispatched to the fire or are over the fire.
- Call the ATGS or IC if there is radio traffic concerning the leadplane arrival time.

Leaving a fire:

- Check out with ATGS, IC, or the relief leadplane.
- Flight follow with dispatch or ATC.
- Listen to tanker base ramp frequency, order fuel if needed.
- Exit at an altitude that will not impact the tankers in route to the FTA.

### **Time Management**

It is important for leadplane pilots to exercise efficient time management. This is especially true during the flight portion of the mission. Poor time management can create a high workload environment that leads to distractions during critical phases of flight.

The leadplane mission can be dynamic and difficult to predict upcoming tasks or workloads. Leadplane pilots need to look for situations where the work load is predictable and less dynamic. Having these predictable tasks memorized and being proficient with them will minimize the time devoted to the tasks and will lower the workload.

- Being familiar with aircraft checklists and procedures.
- Being proficient with standard scripts.
- Being proficient with FM radio programming.
- Being proficient with the aircraft GPS.
- Being proficient with ForeFlight or navigation/chart aids.

### **Completion Standards:**

The lesson is complete when the student can demonstrate the in route and time management items in a training environment for Phase 1 and in a fire environment for Phase 2. Items will be completed or considered and briefed to the evaluator prior to entry into the FTA or exiting the FTA with minimal deficiencies noted. Safety will never be in question and the tasks will be accomplished without the reliance on the evaluator.