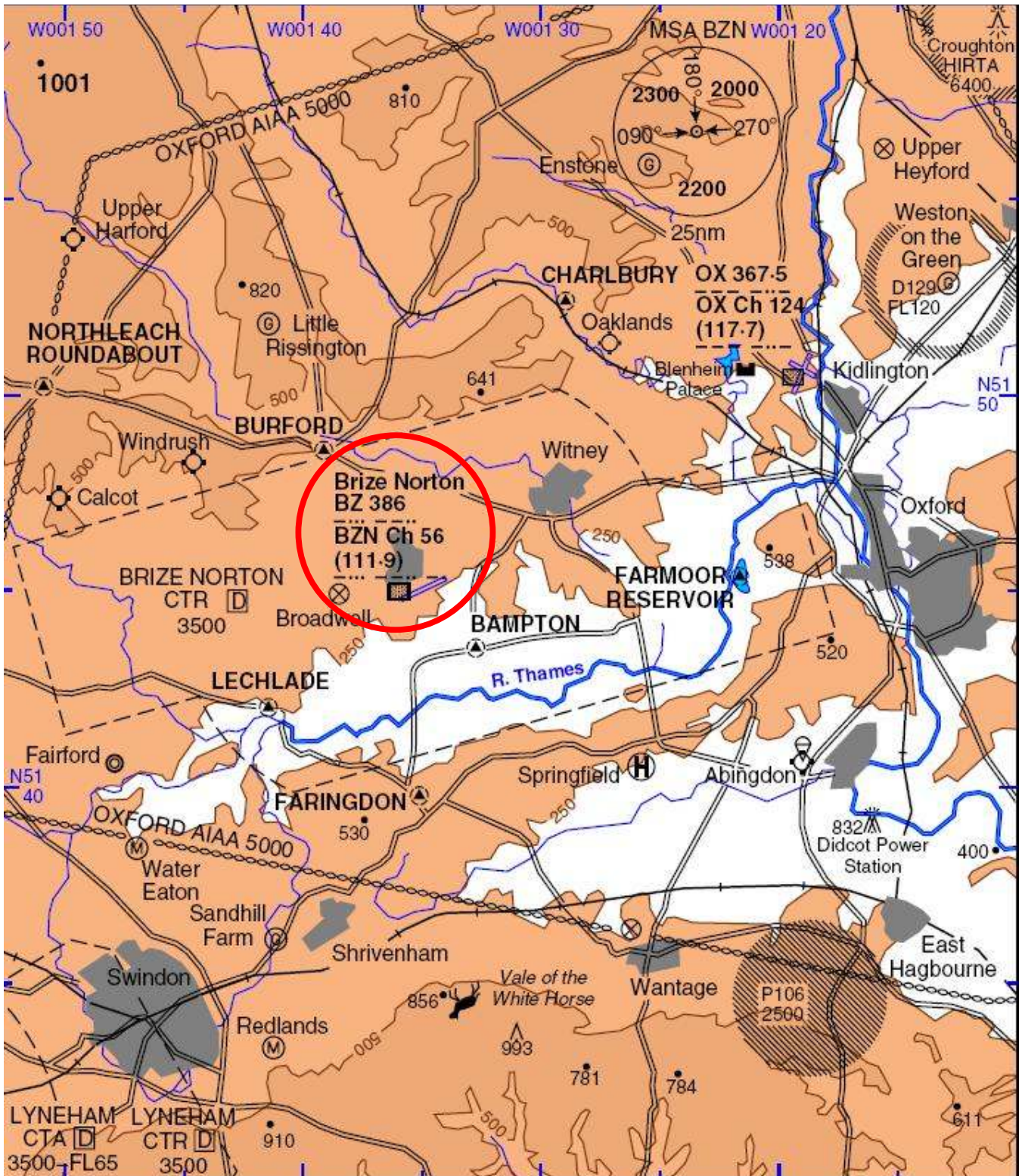


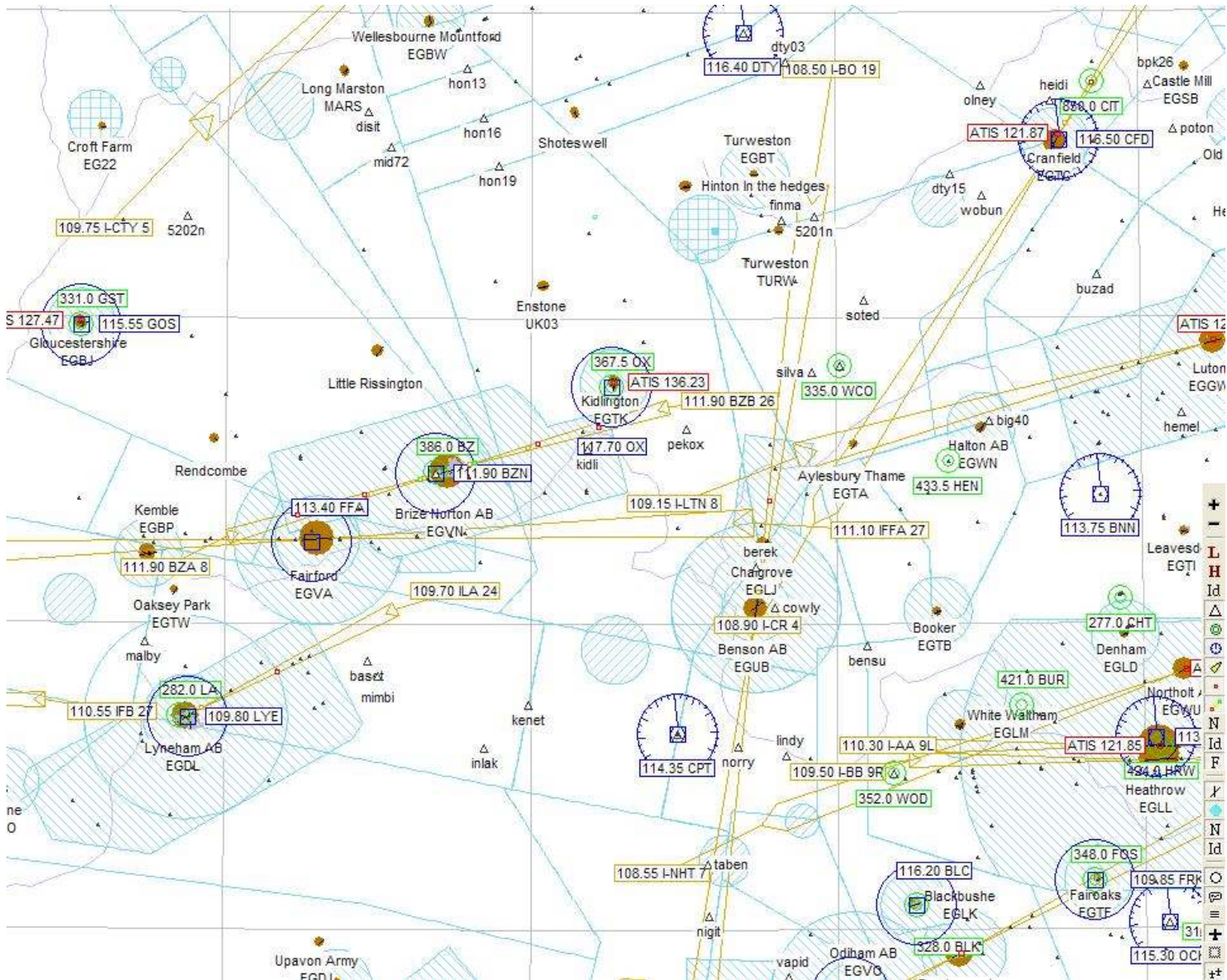
# 101 SQN OCU TRAINING – PART 1

## General view Brize Norton Map



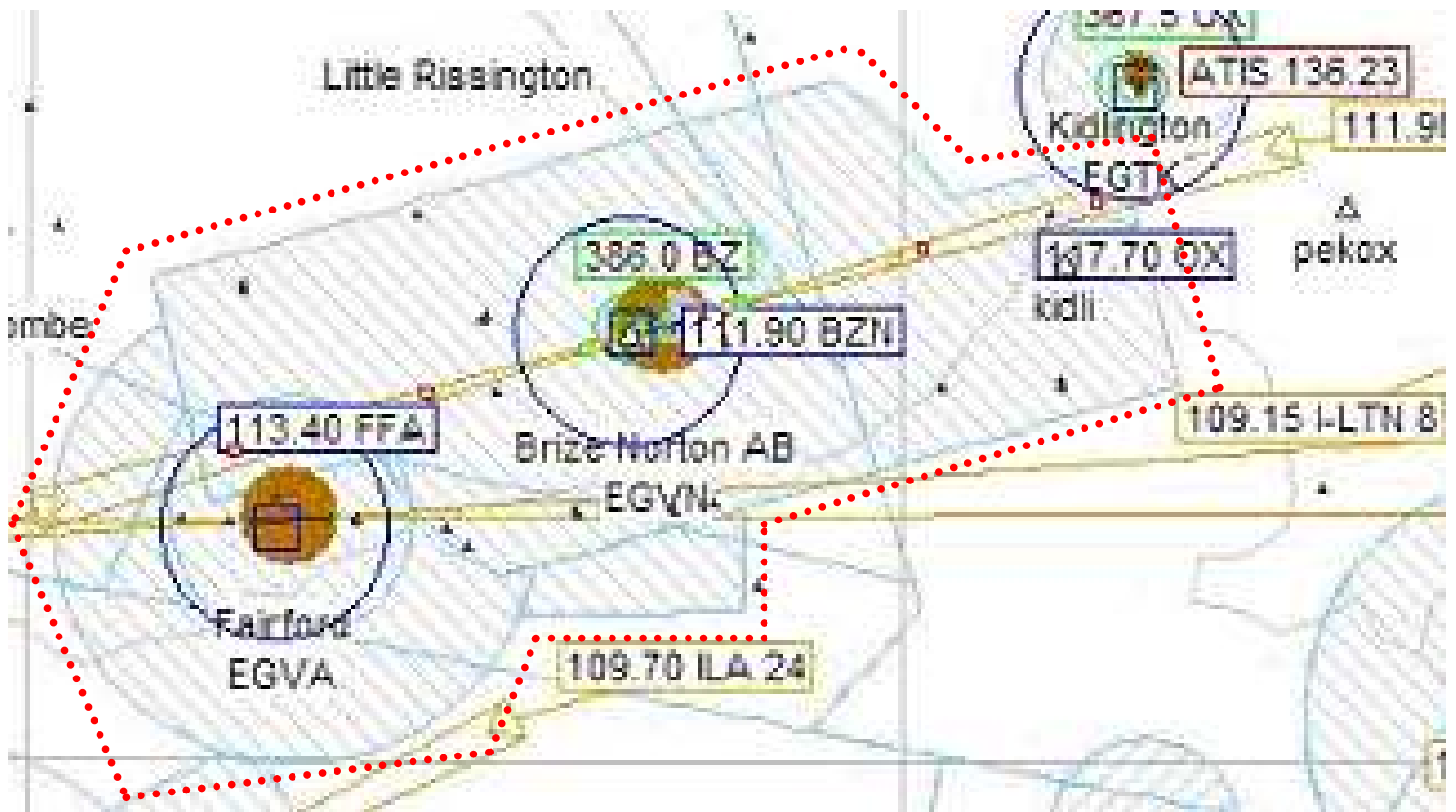
Compiled by Wg Cdr Joos Bral – OC 101 Sqn  
Version 01.00.00 – last update 31 March 2008.

# General view in FS Nav Brize Norton Area



Compiled by Wg Cdr Joos Bral – OC 101 Sqn  
Version 01.00.00 – last update 31 March 2008.

## Brize Norton CTR - Circuit



Prior to start-up and/or push-back, clearance must be obtained on GROUND, state POB (Persons On Board).

When flying circuits in Brize Norton CTR (= Controlzone of Brize Norton Tower) you stay in the teamspeak room of 101 Sqn.

Max altitude (vertical limits) in the CTR is 3,500 feet. Best max. speed is between 210 to 220 kts so your turns will be shorter. **Check your weight before take-off = do not take too much fuel onboard, 50% fuel is more then enough for circuits.**

For your first circuit flights you will be assisted by the OCU Training Officer or OC 101 Sqn.  
**Only when cleared by him or OC 101 Sqn you can fly circuits alone for practise.**

Runway 26 is the preferred runway, unless the tailwind component exceeds 5 kts, or unless the pilot requests otherwise.

# SORTIE 1

## Flight briefing

1. Pre-flight your aircraft and carry out your checks as described.
2. Max. fuel load = 50%.
3. Tune to Ground and request engine start-up.
4. Start the engines and request taxi instructions.
5. Taxi to the active runway and report on holding, switch to tower frequency.
6. Request take-off instructions.
7. Execute departure and climb to 3,000 ft.
8. Follow the instructions of your OCU Training Officer.
9. Max. speed between 210 – 220 KIAS.
10. Once cruising you will execute basic flying manoeuvres so you get the feeling for its handling.
11. When you are satisfied with your progress return to Brize Norton.
12. Land your aircraft on the active runway.
13. Taxi to the ramp and shut down the engines.

## Notes:

Do not forget your comms procedures.

Maintain a constant observation on the flight deck – instruments.

Listen carefully to your Training Officer.

Think one step ahead of your aircraft.

Do not rush and give your heavy the time to adjust on different airspeed/flaps/trim settings.

If your approach or short final is not 100% correct, execute a missed approach and go around. It is better to try again, crashes are not good for you or the plane.