WIDE RIGHT

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Crew Resource Management

- Communication
- Situational Awareness
- Decision Making
Mission

• Conduct STOVL type landings to an austere sight.
  – Starlight conditions
  – Night Vision Goggles utilized
Crew

- Pilot
- LSO
- Observers
- Tower
PLANNING

NO HAPPY HOUR LASTS FOREVER.
Pre Flight Brief

• Buildup Approach
  – Slow Landing T & Gs
  – Precision RVLs

• Lighting Scheme
  – Airfield lights off
  – IR chem Lights to mark runway edges & Landing area

• LSO procedures
  – LSO wearing NVGs
  – LSO monitor T & Gs from abeam and RVLs from 2000 ft down runway
Roll Tape
POWER, POWER, POWER....

- Aircraft touches down on crossing taxiway
Crew Resource Management

- Communication
- Situational Awareness
- Decision Making
Communication

Pilot convey SA degraded due to sensor performance.
Observers alert LSO that things didn’t look right.
Situational Awareness

- Misinterpret runway marking lights
- Taxi lights create false illusion
- Runway remaining marker
- LSO IR pointer
- LSO limited field of view with NVGs
Decision Making

- Continue ops with degraded sensors
- LSO does not change position
- Taxi way lights left on
- IR marker usage
- IR pointer usage
Managing Resources

- Well thought out IR field marking plan
- NVDs for LSO
- Build up approach Slow T & Gs followed by precision RVLS
- LSO positioned abeam for T & Gs and 2000 ft down RW for RVLs
- All airfield lighting secured
- IR laser pointer for LSO
- NAVFLIR in HUD for starlight ops