WIDE RIGHT

LtCol Art Tomassetti

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

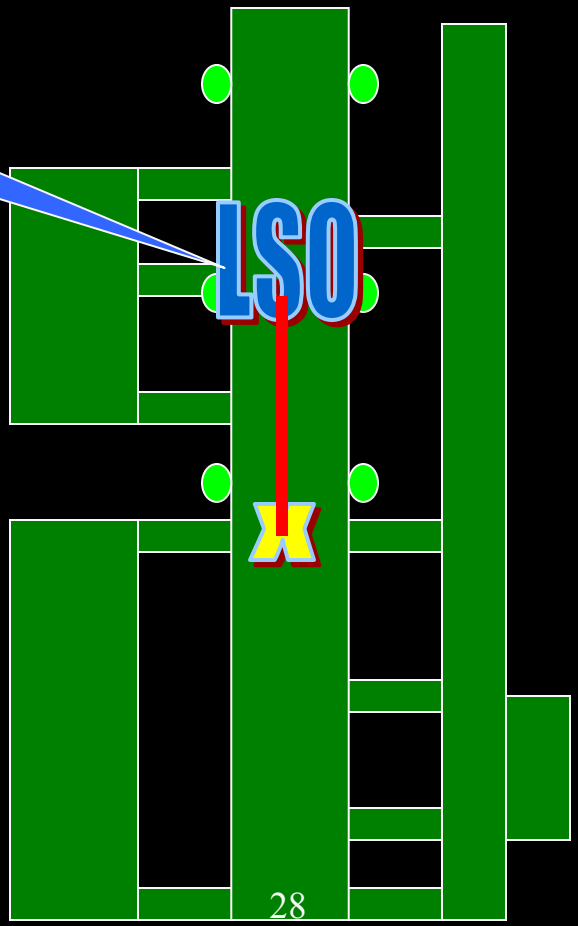
PLANNING

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

SQDRN CO
Safety Officer

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Roll Tape

POWER, POWER, POWER….

- Aircraft touches down on crossing taxiway


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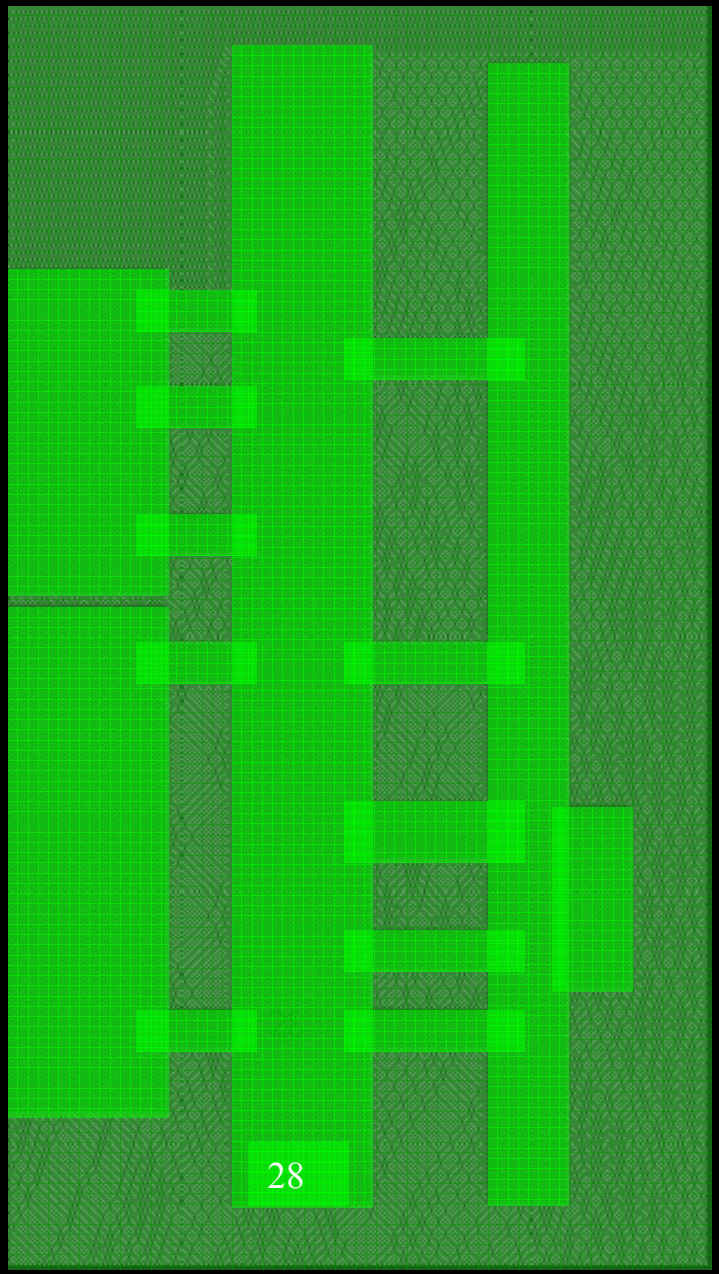
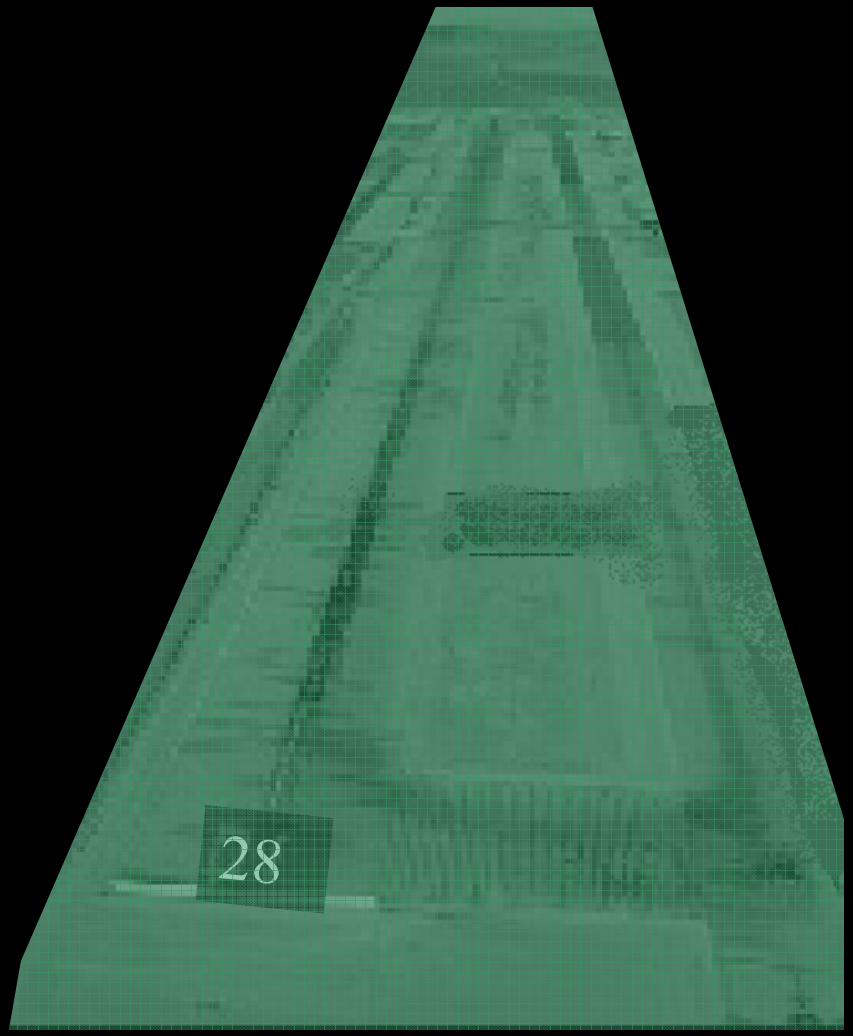
USGS

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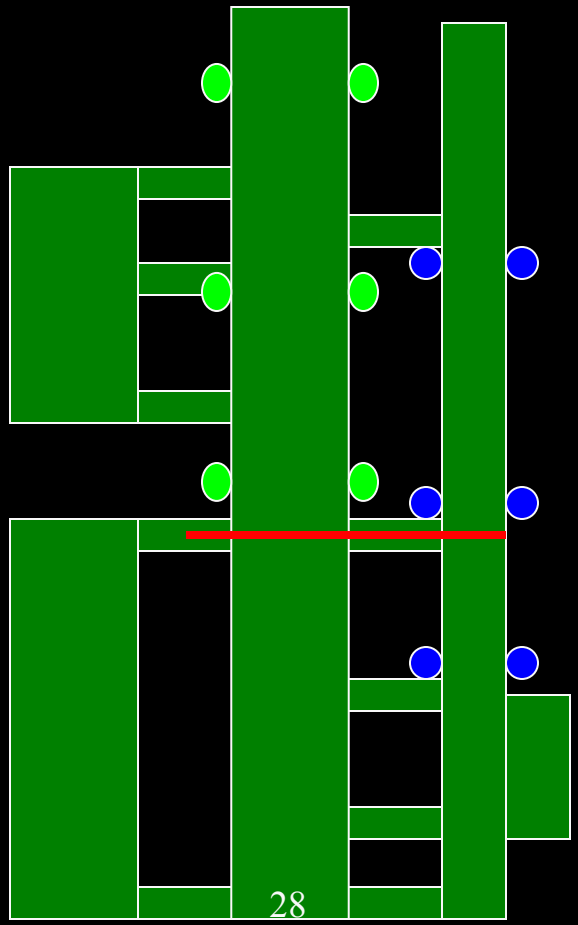

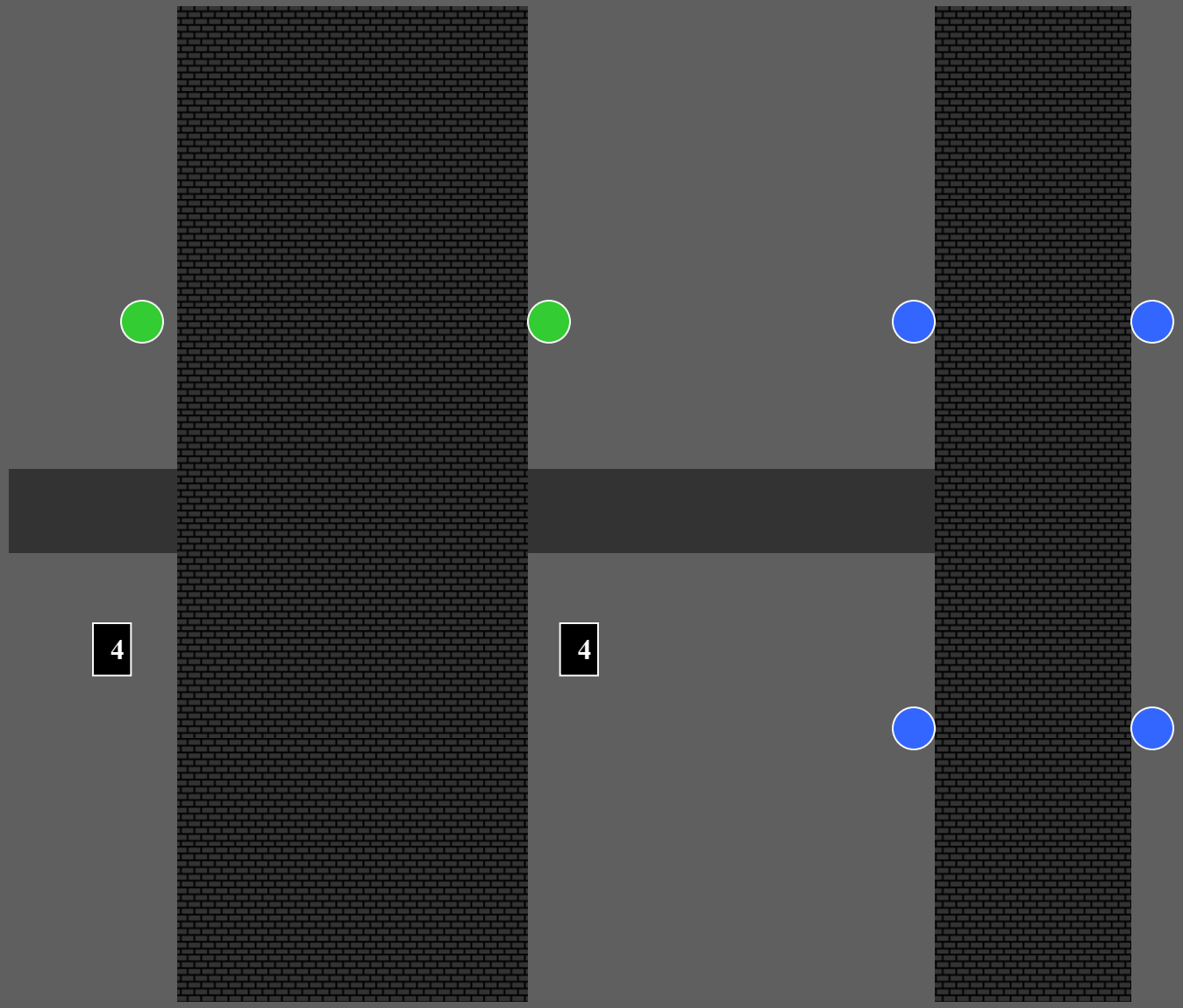
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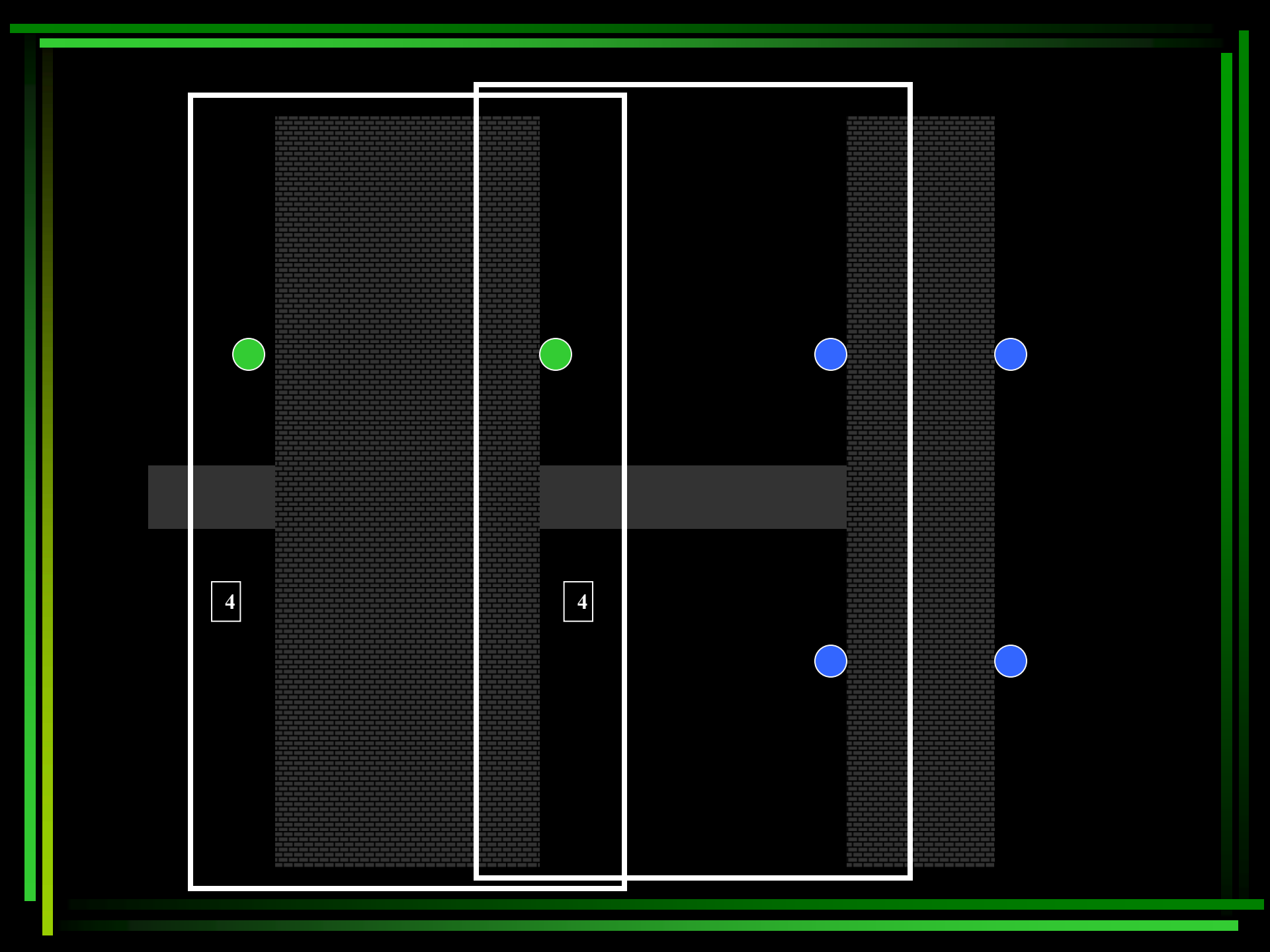
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Crew Resource Management

- **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