



## DEPARTMENT OF THE NAVY

TRAINING AIR WING ONE  
101 FULLER ROAD STE 250  
MERIDIAN, MS 39309-5403

TRAINING AIR WING TWO  
614 MCCAIN ST, SUITE 310  
KINGSVILLE, TX 78363-5038

COMTRAWINGONEINST 3710.15E  
COMTRAWINGTWOINST 3710.13H  
N7  
7 May 14

COMTRAWING ONE INSTRUCTION 3710.15E  
COMTRAWING TWO INSTRUCTION 3710.13H

Subj: T-45 GOSHAWK ORIENTATION/INCENTIVE FLIGHT PROGRAM

Ref: (a) OPNAVINST 3710.7U  
(b) CNATRAINST 3710.2U

Encl: (1) Orientation/Incentive Flight Request  
(2) Rear Cockpit Orientation Checklist  
(3) Rear Cockpit Qualification Checklist  
(4) Endorsement of Orientation/Incentive Flight Request  
(5) Orientation Flight Request to CNATRA

1. Purpose. To delineate specific requirements for personnel to fulfill who are not NATOPS qualified in the T-45 prior to being authorized to fly in any T-45 aircraft. Additionally, this instruction outlines the order of precedence for assigning rear-cockpit seats to personnel (strictly on a not-to-interfere-with-training basis) and establishes the responsibilities of the Training Air Wing Orientation Flight Coordinator.

2. Cancellation. COMTRAWINGONEINST 3710.15D/COMTRAWINGTWOINST 3710.13G

3. Discussion

a. The two-seat T-45 aircraft provides the opportunity to fly select personnel. Per references (a) and (b), approval authority for orientation flights is as follows:

(1) Chief of Naval Air Training. Orientation flights for civilian personnel, other distinguished visitors, non-aircrew personnel, and all CQ flights.

(2) Commander, Training Air Wing ONE/TWO (CTW-1/CTW-2)

(a) USNA/NROTC Midshipmen executing training orders.

(b) Ejection seat experienced aviators not assigned to TW-1/TW-2 who are military rated aviators (Pilot, Naval Flight Officer, Flight Surgeon or Aerospace Physiologists) on DIFOPS orders.

(c) Non-ejection seat aircrew personnel not assigned to CTW-1/CTW-2, when such flights would materially improve job performance and be in the best interest of the Navy.

(d) Student Naval Aviators (SNA) awaiting training are not typically scheduled for Incentive Flights, but are more appropriately authorized multiple rear cockpit flights for the purpose of optimizing their training progression. They may be scheduled once complete with their "Level-A" ejection seat/physiology training that is given during ground school and after full compliance with this instruction. If the SNA has failed to successfully complete CFET training, the SNA should not be scheduled until successful completion.

(e) Student Naval Aviators selected for recruiting/reward flights. This category applies to SNAs in Primary Flight training that have been identified for recruiting to the Strike and/or E-2/C-2 pipeline.

(f) Military personnel, when such flights would reward or improve job performance and be in the best interest of the Navy.

b. All flight prerequisites listed in reference (a) shall be met for all riders to include medical and aviation survival training requirements. TW-1/TW-2 do not have waiver authority for these prerequisites. Anyone requesting a waiver for physiology and water survival must receive written authorization for such a waiver from CNATRA.

c. All rider requests shall be submitted using enclosure (1). Requests are considered on a case-by-case basis and are subject to aircraft availability and mission requirements.

#### 4. Flight Profiles

a. General. Flights shall be conducted during daytime (between sunrise and sunset per the published flight schedule) and weather minimums equal to or better than Visual Flight Rules (VFR).

b. Limited maneuvering flight profiles will be planned and flown in a low risk environment, using a maximum of 4Gs for the majority of riders. With the exception of takeoffs and landings, these missions shall be flown 3500 feet above ground level (AGL). All Intermediate Jet Master Curriculum flights are considered limited maneuvering flights.

c. Unlimited maneuvering missions may include the full spectrum of training missions and are normally reserved for winged Naval Aviators and SNAs waiting to start the strike training syllabus.

d. Only those maneuvers specifically outlined in the training curriculums in use are authorized for demonstration/practice during orientation flights. Abrupt, unexpected maneuvers and G-loading (specifically negative Gs) are prohibited.

e. Unqualified guest personnel should not be in control of the aircraft during close formation flight, takeoff, landing, or any other critical phase of flight.

#### 5. Responsibilities

a. Personnel requesting authorization to fly in TW-1/TW-2 aircraft shall fulfill the requirements as specified in reference (a) and this instruction prior to flying.

(1) Complete enclosure (1) and deliver to the Orientation Flight Coordinator.

(2) Once approved, contact the TW-1/TW-2 Orientation Flight Coordinator to schedule a rear cockpit orientation. Complete enclosure (2) and deliver to Orientation Flight Coordinator.

(3) Complete enclosure (3).

b. The TW-1/TW-2 Orientation Flight Coordinator shall:

(1) Be designated in writing by the CTW-1/CTW-2.

(2) Ensure personnel requesting authorization to fly are in complete compliance with the provisions of this instruction and reference (a).

COMTRAWINGONEINST 3710.15E  
COMTRAWINGTWOINST 3710.13H  
7 May 14

(3) Maintain original request package on file for a minimum of one calendar year following the actual flight.

(4) Ensure continuity of the overall Orientation/Incentive Flight Program.

(5) Review enclosure (3) of this instruction for all personnel requesting flights in the T-45 aircraft.

c. The TW-1/TW-2 Operations Department shall:

(1) Formally schedule all flights, rear cockpit orientations and seat briefs.

(2) Prioritize scheduling of flights. Prioritization is as follows:

(a) Persons as directed by CTW-1/CTW-2

(b) Persons as directed by squadron Commanding Officers

(c) Instructors Under Training (IUT)

(d) Instructors

(e) SNAs with BI4103 completed

(f) Others

d. The Squadron/Wing Duty Officer shall:

(1) Assign flights according to the prioritization plan in this instruction.

(2) Notify the TW-1/TW-2 Orientation Flight Coordinator when one-time-flight-authorized individuals have completed their assigned sortie.

e. Assigned Pilot-in-Command:

(1) Thoroughly brief rider per enclosures (2) and (3)

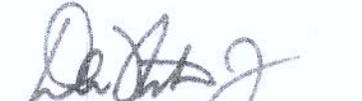
(2) Ensure flight gear is properly fitted to the rider and correctly worn.

COMTRAWINGONEINST 3710.15E  
COMTRAWINGTWOINST 3710.13H  
7 May 14

(3) Review the operation of installed life support and emergency egress systems and survival equipment prior to flight. Ensure sufficient time is allotted to address these systems for individuals flying with physiology/water survival waivers.

6. Approval authority. Approval authority for authorized riders is outlined in references (a) and (b) and shall not be delegated below the Training Air Wing Commander.

  
B. J. GOSZKOWICZ

  
D. A. NISBETT, JR.

TW-1 Distribution:  
TW-1 Sharepoint

TW-2 Distribution:  
TW-2 Sharepoint

ORIENTATION/INCENTIVE FLIGHT REQUEST

Deliver to the Orientation Flight Coordinator upon completion.

1. Name: \_\_\_\_\_
2. DoD ID Number: \_\_\_\_\_
3. Parent Command/Organization: \_\_\_\_\_
4. Business Address: \_\_\_\_\_
5. Business Phone Number: \_\_\_\_\_
6. Primary Next of Kin (PNOK): \_\_\_\_\_
7. PNOK Address: \_\_\_\_\_
8. PNOK Phone Number: \_\_\_\_\_
9. Provide copies of the following:
  - \_\_\_ Water Survival Training Record (CLASS 1, N6, R-1 OR CNATRA Waiver)
  - \_\_\_ Aviation Physiology Training Record (CLASS 1, N6, R-1 OR CNATRA Waiver)
  - \_\_\_ Aeromedical Clearance Notice
10. Date of T-45 Ejection Seat lecture: \_\_\_\_\_
11. Reason for Request:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

"FOR OFFICIAL USE ONLY. Information contained within this document or its attachments may contain personal information, disclosure of which is generally prohibited by the Privacy Act (5 U.S.C. 552a). Protected information included in this document or its attachments are in accordance with section (b)1 of the Act which permits disclosure to individuals within the Department of Defense (DoD) with an official need to know. Release of such protected information outside of the DoD is prohibited."

REAR COCKPIT ORIENTATION CHECKLIST

Rider Name: \_\_\_\_\_

Briefer Name: \_\_\_\_\_

Deliver to Orientation Flight Coordinator upon completion.

Briefer Initials

- |                                       |       |
|---------------------------------------|-------|
| 1. Entering cockpit                   | _____ |
| 2. Strapping in                       | _____ |
| 3. Switchology                        | _____ |
| 4. OBOGS                              | _____ |
| 5. Emergency restraint release handle | _____ |
| 6. Arming / Safe-ing seat             | _____ |
| 7. Intake danger (FOD considerations) | _____ |
| 8. Ejection procedures                | _____ |
| 9. Survival equipment (seat pan)      | _____ |
| 10. Unstrapping                       | _____ |
| 11. Shutdown                          | _____ |
| 12. Canopy operation                  | _____ |
| 13. Canopy detonation handle / chord  | _____ |
| 14. Emergency egress                  | _____ |

I have been briefed and understand each point on this checklist.

Rider Signature: \_\_\_\_\_

Briefer Signature: \_\_\_\_\_

REAR COCKPIT QUALIFICATION CHECKLIST

NAME: \_\_\_\_\_ DOD ID NUMBER: \_\_\_\_\_  
PARENT COMMAND/ORGANIZATION: \_\_\_\_\_  
BUSINESS PHONE NUMBER: \_\_\_\_\_ EMERGENCY POC PHONE: \_\_\_\_\_

1. This checklist must be completed and submitted to the schedules office prior to being scheduled as a rider.
2. This completed checklist authorizes flight gear check out from ALSS.
3. Retain this completed checklist and present it to the pilot the rider will be flying with prior to the flight.

	<u>VERIFIED BY</u>	<u>DATE</u>	<u>NOTE</u>
FLIGHT REQUEST	_____	_____	1
PHYSIOLOGY/WATER SURVIVAL	_____	_____	1
AEROMEDICAL CLEARANCE NOTICE	_____	_____	1
T-45 EJECTION SEAT LECTURE	_____	_____	1
CFET COMPLETE (SNA only)	_____	_____	1
REAR COCKPIT ORIENTATION	_____	_____	2
GEAR FIT (Non-SNA only)	Tech: _____	Date: _____	3

Notes:

- (1) To be verified by Orientation Flight Coordinator. Persons possessing a CNATRA physiology/water survival waiver letter shall be thoroughly briefed on installed life support equipment and emergency egress systems and survival equipment by the event pilot-in-command.
- (2) Rear cockpit orientation checklist is provided in enclosure (2) of this instruction and must accompany this document.
- (3) To be conducted and signed by appropriate ALSS Technician.

COMTRAWINGONEINST 3710.15E  
COMTRAWINGTWOINST 3710.13H  
7 May 14

ENDORSEMENT OF ORIENTATION/INCENTIVE FLIGHT REQUEST

Date \_\_\_\_\_

FIRST ENDORSEMENT ICO \_\_\_\_\_ ORIENTATION/INCENTIVE FLIGHT

1. Forwarded recommending approval/disapproval.

\_\_\_\_\_  
Orientation Flight Coordinator

Date \_\_\_\_\_

From: Commander, Training Air Wing ONE/TWO

To: \_\_\_\_\_

1. Your request is approved/disapproved.

2. This authorization is valid from \_\_\_\_\_ to \_\_\_\_\_  
and is limited to non/CQ rear cockpit flights in the T-45  
aircraft. It is your responsibility to coordinate flight gear  
issue 24 hours prior to any orientation flight.

3. Your point of contact for coordinating this event is  
\_\_\_\_\_.

\_\_\_\_\_  
Training Air Wing Commander

Enclosure (4)

COMTRAWINGONEINST 3710.15E  
COMTRAWINGTWOINST 3710.13H  
7 May 14

ORIENTATION FLIGHT REQUEST TO CNATRA

3710  
Ser 00/  
(Date)

From: Commander, Training Air Wing ONE/TWO  
To: Chief of Naval Air Training

Subj: ORIENTATION FLIGHT ICO \_\_\_\_\_

Ref: (a) OPNAVINST 3710.7U

1. Request authorization for (single/multiple) orientation flight(s) for (\_\_\_\_\_) in the T-45. Scheduling will be on a not-to-interfere-with-training basis. All requirements delineated by OPNAVINST 3710.7U have been completed.
2. All swim/physical requirements have/have not (circle one) been met. A waiver is/is not (circle one) requested for reference (a) NASTP requirements.
3. Point of contact in regard to all matters relating to this authorization is the Training Air Wing ONE/TWO Orientation Flight Coordinator. He/she can be reached at DSN\_\_\_\_\_.

TRAINING AIR WING COMMANDER

Enclosure (5)