

NAVAL AIR TRAINING COMMAND



**NAS CORPUS CHRISTI, TEXAS
CIN Q-2A-1165, CIN -2A-2165**

**CNATRAINST 1542.165B
16 Mar 2017**

CHIEF OF NAVAL AIR TRAINING



T-6B PRIMARY FLIGHT INSTRUCTOR TRAINING

2017




DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
250 LEXINGTON BLVD SUITE 102
CORPUS CHRISTI TX 78419-5041

CNATRAINST 1542.165B
N716
16 Mar 17

CNATRA INSTRUCTION 1542.165B

Subj: T-6B PRIMARY FLIGHT INSTRUCTOR CURRICULUM

1. Purpose. To publish the curriculum for qualifying naval aviators/military pilots to instruct student military aviators in the T-6B Primary phase of Naval Air Training Command (NATRACOM) flight training.
2. Cancellation. CNATRAINST 1542.165A will be canceled when the last student enrolled completes the curriculum.
3. Action. This instruction is effective on receipt. No changes will be made without the written authorization by the Chief of Naval Air Training (CNATRA).
4. Forms. The CNATRA forms required by this instruction are automated in the Training Integration Management System (TIMS) computer program. Additional CNATRA forms are available on the CNATRA website <https://www.cnatra.navy.mil/pubs/forms.htm>.


D. M. EDGECOMB
Chief of Staff

Distribution:
CNATRA Website

CNATRAINST 1542.165B
16 Mar 17

BLANK PAGE

LIST OF EFFECTIVE PAGES

Original

Total number of pages is 186 consisting of the following:

| <u>Page Number</u> | <u>Issue</u> |
|-----------------------|--------------|
| Letter - 2 | |
| 3/(4 blank) | |
| i - ii | |
| iii/(iv blank) | |
| v/(vi blank) | |
| vii - xviii | |
| xix/(xx blank) | |
| xxi - xxii | |
| xxiii/(xxiv blank) | |
| I-1/I-2 | |
| I-3/(I-4 blank) | |
| I-5/(I-6 blank) | |
| I-7 - I-12 | |
| I-13/(I-14 blank) | |
| II-1 - II-8 | |
| II-9/(II-10 blank) | |
| III-1 - III-26 | |
| IV-1 - IV-28 | |
| IV-29/(IV-30 blank) | |
| V-1 - V-16 | |
| VI-1 - VI-10 | |
| VI-11/(VI-12 blank) | |
| VII-1 - VII-18 | |
| VIII-1/(VIII-2 blank) | |
| IX-1 - IX-28 | |
| IX-29/(IX-30 blank) | |

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

TABLE OF CONTENTS

| | <u>PAGE</u> |
|---|-------------|
| <u>SUMMARY OF CHANGES</u> | v |
| <u>COURSE DATA</u> | vii |
| <u>ABBREVIATIONS</u> | xv |
| <u>GLOSSARY</u> | xxi |
| | |
| CHAPTER I. <u>GENERAL INSTRUCTIONS</u> | |
| SYLLABUS MANAGEMENT | I-1 |
| TRAINING MANAGEMENT | I-1 |
| T-6B IUT ACADEMICS COURSE FLOW | I-3 |
| T-6B FLIGHT/DEVICE IUT COURSE FLOW | I-5 |
| T-6B ADVANCED QUALIFICATIONS COURSE FLOW | I-7 |
| GROUND TRAINING AND BRIEFING REQUIREMENTS, MISSION PREPARATION, BRIEFINGS, AND DEBRIEFINGS | I-8 |
| MISSION GRADING PROCEDURES AND EVALUATION POLICIES ... | I-9 |
| SPECIAL INSTRUCTIONS AND RESTRICTIONS | I-13 |
| | |
| CHAPTER II. <u>GROUND TRAINING</u> | |
| ADMINISTRATION/INDOCTRINATION (G01) | II-1 |
| SYSTEMS (SY01/2/3) | II-3 |
| OPERATING PROCEDURES (PR01) | II-5 |
| COURSE RULES (G02) | II-6 |
| FIXED-WING AERODYNAMICS (G03) | II-7 |
| NATOPS QUALIFICATION (G04/5) | II-8 |
| NATOPS INSTRUMENT GROUND SCHOOL/IRATS (G06) | II-9 |
| | |
| CHAPTER III. <u>NATOPS TRAINING</u> | |
| MATRICES | III-1 |
| NATOPS STAGE MIF | III-1 |
| NATOPS QUALIFICATION TRAINING (Q11) | III-6 |
| NATOPS COCKPIT PROCEDURES (Q21) | III-7 |
| NATOPS - CONTACT (Q31) | III-11 |
| NATOPS - INSTRUMENT (Q32) | III-14 |
| NATOPS (Q41) | III-16 |
| NATOPS (Q42) | III-20 |
| NATOPS CHECK FLIGHT (Q43) | III-23 |

CHAPTER IV. CONTACT TRAINING

MATRICESIV-1
CONTACT STAGE MIFIV-1
CONTACT FLIGHT PROCEDURES 1 (C11)IV-4
CONTACT FLIGHT PROCEDURES 2 (C12)IV-5
OUT-OF-CONTROL FLIGHT (C13)IV-6
DAY CONTACT (C31)IV-7
DAY CONTACT (C41)IV-10
DAY CONTACT (C42)IV-13
DAY CONTACT (C43)IV-16
STANDARDIZATION DAY CONTACT CHECK FLIGHT (C44)IV-19
NIGHT CONTACT (C45)IV-22
STANDARDIZATION NIGHT CONTACT CHECK FLIGHT (C46) ...IV-24
STANDARDIZATION OUT-OF-CONTROL FLIGHT (C47)IV-26
STANDARDIZATION OUT-OF-CONTROL CHECK FLIGHT (C48) ..IV-28

CHAPTER V. INSTRUMENT TRAINING

MATRICESV-1
INSTRUMENT STAGE MIFV-1
INSTRUMENTS (IN12/13)V-3
RADIO INSTRUMENTS (I31)V-4
RADIO INSTRUMENTS (I32)V-7
RADIO INSTRUMENTS (I41)V-9
STANDARDIZATION INSTRUMENT CHECK FLIGHT (I42)V-13
NATOPS INSTRUMENT CHECK FLIGHT (I43)V-15

CHAPTER VI. NAVIGATION TRAINING

MATRICESVI-1
NAVIGATION STAGE MIFVI-2
NAVIGATION (NA11)VI-3
DAY NAVIGATION (N31)VI-4
NIGHT NAVIGATION (N32)VI-6
DAY NAVIGATION (N41)VI-8
NIGHT NAVIGATION (N42)VI-10

CHAPTER VII. FORMATION TRAINING

MATRICESVII-1
FORMATION STAGE MIFVII-1
FORMATION/CRUISE FORMATION (F11/12)VII-4
FORMATION (F31)VII-5

FORMATION (F41)VII-7
STANDARDIZATION FORMATION CHECK FLIGHT (F42)VII-10
CRUISE FORMATION (F43)VII-13
STANDARDIZATION CRUISE FORMATION CHECK
FLIGHT (F44)VII-16

CHAPTER VIII. TACTICAL TRAINING

DOES NOT APPLYVIII-1

CHAPTER IX. COURSE TRAINING STANDARDS

PURPOSEIX-1
IUT DUTIES AND RESPONSIBILITIESIX-1
GENERAL STANDARDSIX-1
EXECUTIONIX-2
JOB TASKSIX-2
GRADED ITEMSIX-2
COURSE TRAINING STANDARDSIX-2

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

SUMMARY OF CHANGES

| CHANGE NUMBER | DATE OF CHANGE | CHANGE DESCRIPTION | PAGES AFFECTED/ INITIALS |
|---------------|----------------|--------------------|-----------------------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

COURSE DATA

1. Course Title. T-6B Primary Flight Instructor Training.
2. Course ID Number (CIN). T-6B Primary Flight Instructor Training, (TW-4) Q-2A-1165 and (TW-5) Q-2A-2165.
3. Location(s). NAS Corpus Christi, TX 78419-5021 and NAS Whiting Field, Milton, FL 32510-6155.
4. Course Status. Active.
5. Course Mission. T-6B Primary Flight Instructor Training is designed to provide designated Naval Aviators and military pilots with the appropriate flight procedures and instructional methodology to instruct undergraduate flight students in the Primary phase of flight training. Requests for amendments or deviations to this instruction shall be forwarded to CNATRA (N71).
6. Prerequisite Training. Designated Naval Aviator/military pilot.
7. Security Clearance Requirements. None.
8. Follow-on Training. As required to maintain currency.
9. Course Length. Training Air Wing (TRAWING) Commanders are directed to provide the course of instruction contained herein to include a minimum full qualification in the NATOPS, Contact, Instrument, and Navigation stages. Overall time-to-train is calculated in accordance with CNATRAINST 1550.6E. Training days are as follows:

| | <u>Training Days</u> | <u>Calendar Weeks</u> |
|-------------------|--------------------------|---------------------------|
| Initial IUT (TW4) | 80.3 | 17.8 |
| Initial IUT (TW5) | 83.4 | 18.5 |

10. Class Capacity. Variable.
11. Instructor Requirements. One flight instructor per eight military aviators undergoing this training.
12. Course Curriculum Model Manager. TRAWING FIVE.

13. Quota Management Authority. Chief of Naval Air Training.
14. Quota Control. Chief of Naval Operations.
15. Course Training Subjects
 - a. Initial IUT Ground Training

| ADMINISTRATION | | |
|-----------------------|---------------|--------------|
| Stage | Symbol | Hours |
| Check-In | G0101 | 2.5 |
| Checkout | G0111 | 0.5 |
| Total | | 3.0 |

| INITIAL IUT GROUND TRAINING | | |
|---|---------------|--------------|
| Stage | Symbol | Hours |
| Ejection Seat/Egress Procedures/Aeromedical Aspects of Ejection | G0102 | 2.0 |
| Aviation Safety Program | G0103 | 1.0 |
| GLOC/GTIP | G0104 | 0.5 |
| Crew Resource Management | G0105 | 2.0 |
| Airsickness Awareness | G0106 | 1.0 |
| Wheels Watch | G0107 | 2.0* |
| TIMS/Curriculum Review | G0108 | 2.0 |
| Hypoxia Awareness/Sensory Problems | G0109 | 1.0 |
| Flight Instructor Training Course | G0110 | 26.0 |
| T-6B Aircraft Systems 1 | SY0101-16 | 24.1* |
| T-6B Aircraft Systems 1 Exam | SY0190 | 1.5 |
| T-6B Aircraft Systems 2 | SY0201-12 | 13.9* |
| T-6B Aircraft Systems 2 Exam | SY0290 | 1.5 |
| FMS Trainer | SY0301-2 | 4.0 |
| Operating Procedures | PR0101-12 | 16.5* |
| Course Rules | G0201 | 4.5 |
| Course Rules Exam | G0290 | 1.0 |
| Fixed-Wing Aerodynamics | G0301 | 2.0 |
| Fixed-Wing Aerodynamics Exam | G0390 | 1.0 |

| INITIAL IUT GROUND TRAINING (CONTINUED) | | |
|--|---------------|--------------|
| Stage | Symbol | Hours |
| NATOPS Open-Book Exam | G0490 | 3.0 |
| NATOPS Closed-Book Exam | G0590 | 1.0 |
| NATOPS Instrument Ground School/IRATS | G0601 | 6.0 |
| NATOPS Instrument Ground School/IRATS Exam | G0690 | 2.0 |
| Total* | | 119.5 |

* Hours include optional events.

b. Initial IUT Flight Support

| INITIAL IUT FLIGHT SUPPORT | | |
|---------------------------------------|---------------|--------------|
| Stage | Symbol | Hours |
| Contact Flight Procedures 1 | C1101-7 | 9.4* |
| Contact Exam 1 | C1190 | 1.0 |
| Contact Flight Procedures 2 | C1201-8 | 9.6* |
| Contact Exam 2 | C1290 | 1.0 |
| Night Procedures | C1209 | 0.8 |
| Out-of-Control Flight Procedures Exam | C1390 | 1.0 |
| Instruments Flight Procedures | IN1203-4 | 1.4 |
| | IN1206-7 | 1.6 |
| | IN1209-11 | 5.1 |
| | IN1301-3 | 6.0 |
| | IN1305-6 | 5.0* |
| Instruments Exam | IN1390 | 2.0 |
| Navigation Flight Procedures | NA1101-4 | 4.0 |
| | NA1106 | 2.0* |
| VFR Navigation Exam | NA1190 | 1.0 |
| NATOPS Flight 0 | Q1101 | 1.5 |
| Total* | | 52.4 |

* Hours include optional events.

c. Initial IUT Flight Training

| INITIAL IUT FLIGHT TRAINING | | | | | | |
|---|----------|------------|-----------|-------------|-----------|-------------|
| Flight/Events | UTD | | OFT | | T-6B Dual | |
| | Flts | Hrs | Flts | Hrs | Flts | Hrs |
| NATOPS Qualification | 4 | 5.2 | 6 | 7.8 | 8 | 14.4 |
| NATOPS Check Flight | | | | | 1 | 1.8 |
| Day Contact | | | 3 | 3.9 | 9 | 14.4 |
| Standardization Day Contact Check Flight | | | | | 1 | 1.6 |
| Night Contact | | | | | 1 | 1.6 |
| Standardization Night Contact Check Flight | | | | | 1 | 1.6 |
| Instruments | | | 5 | 6.5 | 6 | 9.6 |
| Standardization Instrument Check Flight | | | | | 1 | 1.6 |
| NATOPS Instrument Check Flight | | | | | 1 | 1.6 |
| Day Navigation | | | 1 | 1.3 | 1 | 1.6 |
| Night Navigation | | | 1 | 1.3 | 1 | 1.6 |
| Totals | 4 | 5.2 | 16 | 20.8 | 31 | 51.4 |

d. Annual Ground Training

| ADDITIONAL IP GROUND TRAINING (ANNUALLY) | | |
|---|---------------|--------------|
| Stage | Symbol | Hours |
| Ejection Seat/Egress Procedures/Aeromedical Aspects of Ejection | G0102 | 2.0 |
| GLOC/GTIP | G0104 | 0.5 |
| Crew Resource Management | G0105 | 2.0 |
| Hypoxia Awareness/Sensory Problems | G0109 | 1.0 |
| Course Rules Exam | G0290 | 1.0 |
| NATOPS Open-Book Exam | G0490 | 3.0 |
| NATOPS Closed-Book Exam | G0590 | 1.0 |
| NATOPS Instrument Ground School/IRATS | G0601 | 6.0 |
| NATOPS Instrument Ground School/IRATS Exam | G0690 | 2.0 |
| Total | | 18.5 |

e. Advanced Qualifications and Annual Flight Support

| FORMATION FLIGHT SUPPORT | | |
|---------------------------------|---------------|--------------|
| Stage | Symbol | Hours |
| Formation Procedures | F1101 | 4.5 |
| Formation Exam | F1190 | 1.0 |
| Total | | 5.5 |

| CRUISE FORMATION FLIGHT SUPPORT | | |
|--|---------------|--------------|
| Stage | Symbol | Hours |
| Cruise Formation Exam | F1290 | 1.0 |
| Total | | 1.0 |

| ADDITIONAL IP FLIGHT SUPPORT (ANNUALLY) | | |
|--|---------------|--------------|
| Stage | Symbol | Hours |
| Out-of-Control Flight Procedures Exam | C1390 | 1.0 |
| Total | | 1.0 |

f. Advanced Qualifications and Annual Flight Training

| FORMATION FLIGHT TRAINING (ADVANCED QUALIFICATION) | | | | | | |
|--|------|-----|----------|------------|-----------|-------------|
| Flight/Events | UTD | | OFT | | T-6B Dual | |
| | Flts | Hrs | Flts | Hrs | Flts | Hrs |
| Formation | | | 1 | 1.3 | 6 | 9.6 |
| Standardization Formation Check Flight | | | | | 1 | 1.6 |
| Totals | | | 1 | 1.3 | 7 | 11.2 |

| CRUISE FORMATION FLIGHT TRAINING (ADVANCED QUALIFICATION) | | | | | | |
|---|------|-----|------|-----|-----------|------------|
| Flight/Events | UTD | | OFT | | T-6B Dual | |
| | Flts | Hrs | Flts | Hrs | Flts | Hrs |
| Cruise Formation | | | | | 3 | 4.8 |
| Standardization Cruise Formation Check Flight | | | | | 1 | 1.6 |
| Totals | | | | | 4 | 6.4 |

| OCF FLIGHT TRAINING (ADVANCED QUALIFICATION) | | | | | | |
|--|------|-----|------|-----|-----------|------------|
| Flight/Events | UTD | | OFT | | T-6B Dual | |
| | Flts | Hrs | Flts | Hrs | Flts | Hrs |
| Standardization OCF Flight | | | | | 1 | 1.6 |
| Standardization OCF Check Flight | | | | | 1 | 1.6 |
| Totals | | | | | 2 | 3.2 |

| ADDITIONAL T-6B IP FLIGHT TRAINING (ANNUALLY) | | | | | | |
|--|-------------|------------|-------------|------------|------------------|------------|
| Flight/Events | UTD | | OFT | | T-6B Dual | |
| | Flts | Hrs | Flts | Hrs | Flts | Hrs |
| EP Trainer (Q2104R) | | | 1 | 1.3 | | |
| NATOPS Check Flight (Q4390) | | | | | 1 | 1.8 |
| OCF Refresher (C4301R) | | | | | 1 | 1.6 |
| Standardization Day Contact Check Flight (C4490) | | | | | 1 | 1.6 |
| Standardization Instrument Check Flight (I4290) | | | | | 1 | 1.6 |
| NATOPS Instrument Check Flight (I4390) | | | | | 1 | 1.6 |
| Totals | | | 1 | 1.3 | 5 | 8.2 |

16. Training Preparation Time. In addition to the hours formally planned for classes, simulators, and flights, significant additional time to prepare and study should be expected outside of scheduled training hours. This range will vary depending on the complexity of the material and individual student needs, and may be up to several hours per event. For simulator and flight events, specific brief and taxi times will be programmed into TIMS and accounted for on the flight schedule, per the following table:

| ADDITIONAL FORMAL TRAINING TIME PER EVENT | | | |
|--|-----------------------------|---------------------|--------------|
| Training Area | Brief/Preflight/Taxi | Taxi/Debrief | Total |
| Flight | 1.75 | 1.00 | 2.75 |
| Simulator | 0.50 | 0.50 | 1.00 |

17. Physical Requirements. As specified in Chapter 15 of the Manual of the Medical Department, and all applicable anthropometric standards.

18. Obligated Service. Refer to MILPERSMAN for naval personnel.

19. Primary Instructional Methods. Lecture, computer-assisted instruction, self- and group-paced study, and in-flight instruction.

20. Preceding Curriculum Data. None.

21. Student Performance Measurement/Application of Standards. The standards outlined in Chapter IX, Course Training Standards, are used to evaluate student performance of individual items and maneuvers. Final judgment regarding the satisfactory performance of any flight maneuver rests with the instructor pilot to assess the environmental and systems factors affecting the condition under which the performance is measured and the student's experience within the stage.

ABBREVIATIONS

The following is a list of abbreviations used in the curriculum:

| | | |
|--------|---|--|
| Aero | - | Aerodynamics |
| AGL | - | Above Ground Level |
| AGSM | - | Anti-Gravity Straining Maneuver |
| AIM | - | Aeronautical Information Manual |
| ALSS | - | Aviation Life Support System |
| AOA | - | Angle of Attack |
| AOB | - | Angle of Bank |
| AP | - | Area Planning |
| ASI | - | Aviation Student Indoctrination |
| ASR | - | Airport Surveillance Radar |
| ATC | - | Air Traffic Control |
| ATF | - | Aviation Training Form |
| ATIS | - | Automatic Terminal Information Service |
| ATS | - | Aviation Training Summary or Approach Turn Stall |
| AWOS | - | Automated Weather Observation System |
| BASH | - | Bird/Animal Strike Hazard |
| BAW | - | Basic Air Work |
| BDA | - | Battle Damage Assessment |
| CAI | - | Computer-Assisted Instruction |
| CDI | - | Course Deviation Indicator |
| CNATRA | - | Chief of Naval Air Training |
| CR | - | Course Rules |
| CRM | - | Crew Resource Management |

| | | |
|--------|---|-----------------------------------|
| CTS | - | Course Training Standard |
| DA | - | Decision Altitude |
| DCONFP | - | Day Contact Flight Procedures |
| DH | - | Decision Height |
| DME | - | Distance Measuring Equipment |
| ECS | - | Environmental Control System |
| ELP | - | Emergency Landing Pattern |
| EOB | - | End of Block |
| EP | - | Emergency Procedure |
| EPT | - | Emergency Procedures Trainer |
| EST | - | Ejection Seat Trainer |
| FAF | - | Final Approach Fix |
| FAWP | - | Final Approach Waypoint |
| FFP | - | Formation Flight Procedures |
| FIH | - | Flight Information Handbook |
| FITC | - | Flight Instructor Training Course |
| FITU | - | Flight Instructor Training Unit |
| FLIP | - | Flight Information Publication |
| FMS | - | Flight Management System |
| FRR | - | Flight Rules and Regulations |
| FSS | - | Flight Support Services |
| FTI | - | Flight Training Instruction |
| GLOC | - | G-Induced Loss of Consciousness |
| GPS | - | Global Positioning System |
| GSI | - | Glideslope Indicator |

| | | |
|-------|---|---|
| GTIP | - | G-Tolerance Improvement Program |
| H/X | - | Hours per Event |
| HEFOE | - | Hydraulic, Electrical, Fuel, Oxygen, Engine |
| HILO | - | Holding-In-Lieu-Of |
| HUD | - | Head-up Display |
| IAF | - | Initial Approach Fix |
| IAP | - | Initial Approach Procedure |
| IAW | - | In Accordance With |
| IFR | - | Instrument Flight Rules |
| ILS | - | Instrument Landing System |
| IMC | - | Instrument Meteorological Conditions |
| IP | - | Instructor Pilot |
| IRATS | - | Instrument Refresher Academic Training Syllabus |
| ITU | - | Instructor Training Unit |
| IUT | - | Instructor Under Training |
| JPATS | - | Joint Primary Aircraft Training System |
| KIAS | - | Knots Indicated Airspeed |
| LDG | - | Landing |
| MAP | - | Missed Approach Point |
| MAWP | - | Missed Approach Waypoint |
| MDA | - | Minimum Descent Altitude |
| MIF | - | Maneuver Item File |
| MIL | - | Mediated Interactive Lecture |
| MOA | - | Military Operating Area |
| MPTS | - | Multi-Service Pilot Training System |

NALCOMIS - Naval Aviation Logistics Command Operating
Maintenance Information System

NAS - Naval Air Station

NATOPS - Naval Air Training Operating Procedures
Standardization

NAV - Navigation

NAVAID - Navigational Aid

NCONFP - Night Contact Flight Procedures

NG - No Grade

NM - Nautical Mile(s)

OBOGS - On-Board Oxygen Generating System

OCF - Out-of-Control Flight

OCFFP - Out-of-Control Flight Flight Procedures

OFT - Operational Flight Trainer

OIC - Officer in Charge

OLF - Outlying Field

OPNAV - Office of the Chief of Naval Operations

OPS - Operations

ORM - Operational Risk Management

P/P - Pen/Pencil and Paper

PAR - Precision Approach Radar

PCL - Power Control Lever

PEL - Precautionary Emergency Landing

PEL/P - Precautionary Emergency Landing/Pattern

PMSV - Pilot-to-Metro Service

PMU - Power Management Unit

RVFAC - Radar Vectors to Final Approach Course
SI - Standardization Instructor
SID - Standard Instrument Departure
SOP - Standard Operating Procedure
SSR - Special Syllabus Requirement
STARs - Standard Terminal Arrivals
SYS - Systems
TIMS - Training Integration Management System
TOLD - Takeoff and Landing Data
TRAWING - Training Air Wing
UFCP - Up Front Control Panel
UHF - Ultra High Frequency
UTD - Unit Training Device (T-6B)
VFR - Visual Flight Rules
VHF - Very High Frequency
VMC - Visual Meteorological Conditions
VNAV - Visual Navigation
VOR - VHF Omnidirectional Range

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

GLOSSARY

1. Advancing X. Completed event within the normal syllabus flow. Excludes events with last characters in the range 86-89.
2. Aviation Training Summary. A tabular sheet listing the MIF and maneuver grades within a training stage.
3. Block of Training. A sequential series of lessons within a training stage sharing an identical MIF. The fifth character in the lesson designator identifies a block.
4. Check Flight (SXX90). A flight check in any stage of training.
5. Contact. The stage of training that combines day and night flight familiarization, aerobatics maneuvers, and out-of-control flight procedures. Note: Day Contact (DCON), Night Contact (NCON), and Out-of-Control (OCF) all require separate qualifications in accordance with CNATRAINST 3710.13H.
6. Course of Training. The entire program of preflight, flight, simulation, academics, and officer development conducted in all media during the programmed training days.
7. Course Training Standard. A description of required behaviors and standards of performance for a specific maneuver. These standards are in Chapter IX.
8. Courseware. The technical data, FTIs, audio, video, film, CAI, instructor guides, student study guides, and other training material developed to support and implement the syllabus of instruction.
9. Critical Item. Any maneuver coded with a plus sign (+). This symbol indicates the maneuver is required and must be accomplished to the specified standard in that block of training.
10. Fixed-Wing Operating Procedures Manual. A training wing directive describing standard operating procedures for local fixed-wing aircraft.

11. Flight Training Instruction. A CNATRA-approved manual describing flight procedures and techniques for each training stage.
12. Hours per X. The average length for each event in a block, rounded to the nearest tenth of an hour.
13. Instructor Training Form. A grade sheet documenting IUT performance for all categories of training regardless of media, phase, or stage. May also be referred to as aviation training form.
14. Lesson Designator. All syllabus events have a seven-character lesson designator in the following format:

| Char | Meaning | Remarks |
|---|---------------------------|---|
| 1 st 2 nd | Stage | C-Contact L-Low-Level Q-NATOPS F-Formation LL-Low-Level SY-Systems G-Ground Flt Support PR-Operating I-Instrument N-Navigation Procedures IN-Inst Flt NA-Nav Flt Support Support |
| 3 rd | Media | 0-Ground Training 2-T-6B UTD 3-T-6B OFT 4-T-6B 1-Flight Support |
| 4 th | Block | Sequential, indicating block within stage. |
| 5 th & 6 th | Event/Check Identifier | Sequential, indicating event within block, or other event types as shown below: 84-Adaptation 85-Practice Sim 86-Warmup 87-Extra Training 88-Initial Progress Check 89-Final Progress Check 90-Check Flight/Exam |

15. Maneuver Item File. A listing of required maneuvers and associated proficiency levels for each block of training.
16. Master Syllabus. Chapters I-VIII list all training syllabus activities, prerequisites, and desired training flow.

17. Special Syllabus Requirement. One time, ungraded demonstration item(s).
18. Stage of Training. All training of a particular type (Ground, Contact, Instruments, Navigation, Formation) within a phase. The first 1-2 letters in the lesson designator identifies the stage of each lesson (Example: F4101 is in the Formation stage; SY0101 is in the Systems stage).
19. Standardization Instructor. The squadron commander/FITU OIC will designate SIs for each stage.
20. Training Media. The media for this syllabus includes aircraft, UTDs, OFTs, ground training, FMS trainers, and CAI. The third character in the lesson identifier designates the training media.

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

Chapter I

General Instructions

1. Syllabus Management

a. Distribution. Participating squadron personnel.

b. Interpretation. The syllabus is directive. Should circumstances create situations not covered within the scope of this syllabus, or course of action appears to conflict with other directives, consult CNATRA (N71).

c. Deviations. Document all deviations on the event's ATF, or a supplemental ATF if found after the event.

d. Changes. Recommended changes shall be submitted IAW CNATRAINST 1550.6E.

e. Syllabus Description. The syllabus is divided into stages; the stages are grouped by flight training regimes such as Contact, Instrument, Formation, Navigation, and NATOPS flights. Each stage is subdivided into training blocks. The training blocks consist of a specified number of flight or device events. MIFs identify the minimum acceptable level of performance in relation to the CTS that must be achieved at the completion of each training block.

2. Training Management

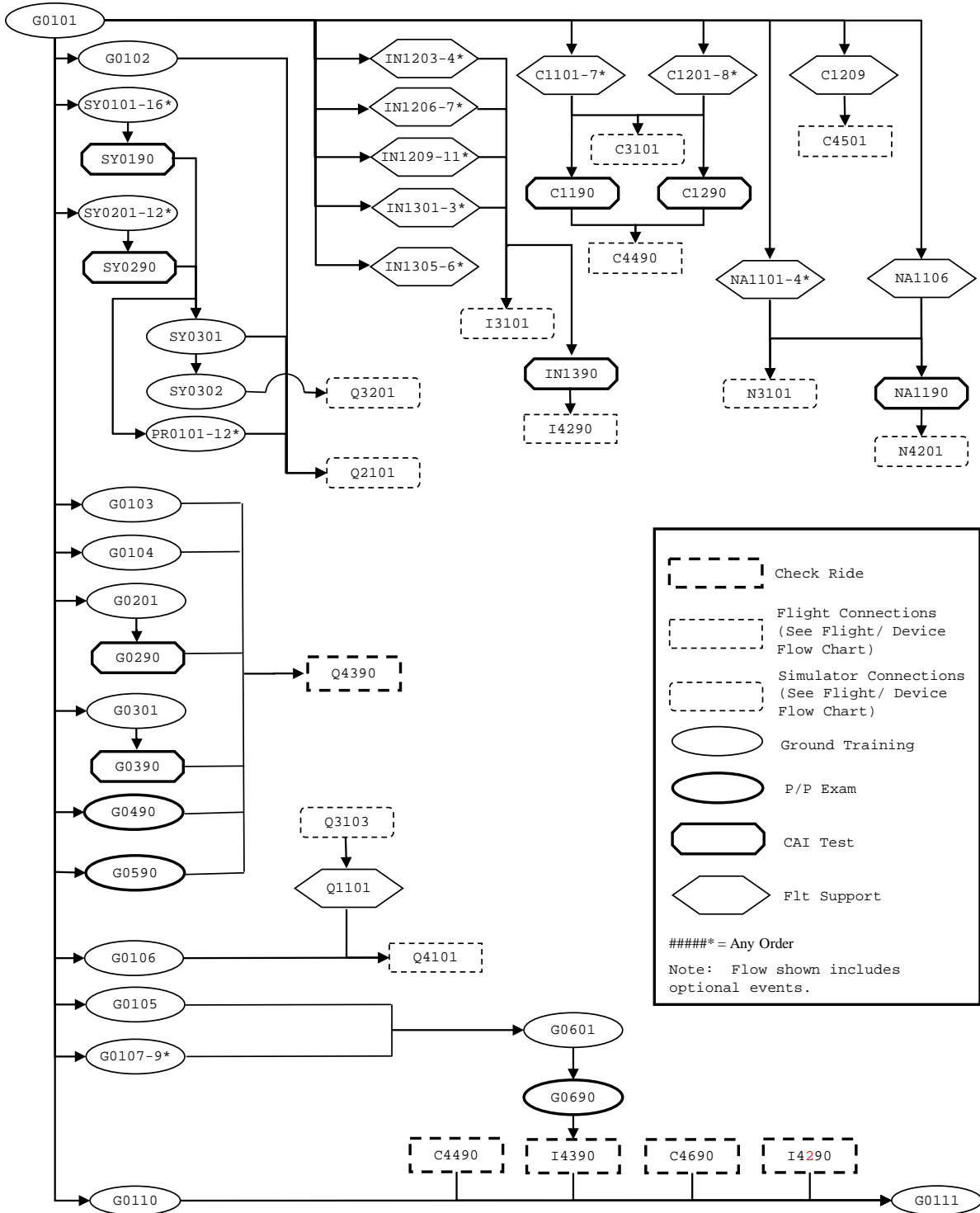
a. Syllabus Progression. Fly events within each stage sequentially, except as noted. Do not start a block without all prerequisites complete. IUTs may be in different stages simultaneously. Where applicable, IUTs shall be prepared, and will be eligible, for both a Contact and an Instrument syllabus event. IUTs must complete all events, unless approved for acceleration. System training management is designed to facilitate two graded events (flight, simulator, or exam) per IUT per day.

b. Maneuver Continuity. IUTs must accomplish previously introduced maneuvers frequently enough to ensure maintaining required proficiency.

c. Hours/X (H/X). Standardization instructor pilots shall plan and execute missions to meet H/X as closely as practical. If actual event length varies from the programmed H/X by more than 0.3 hrs, annotate reason(s) in the general comment section of the ATF.

d. Special Syllabus Requirements. SSRs are allocated to flights. Unless noted otherwise, SIs may accomplish SSRs on any flight within the block. SSRs shall be completed in the specified block. Annotate completed SSRs in both the SSR comments section of the ATF and the TIMS SSR tab. Assign NG/1 as the SSR maneuver grade.

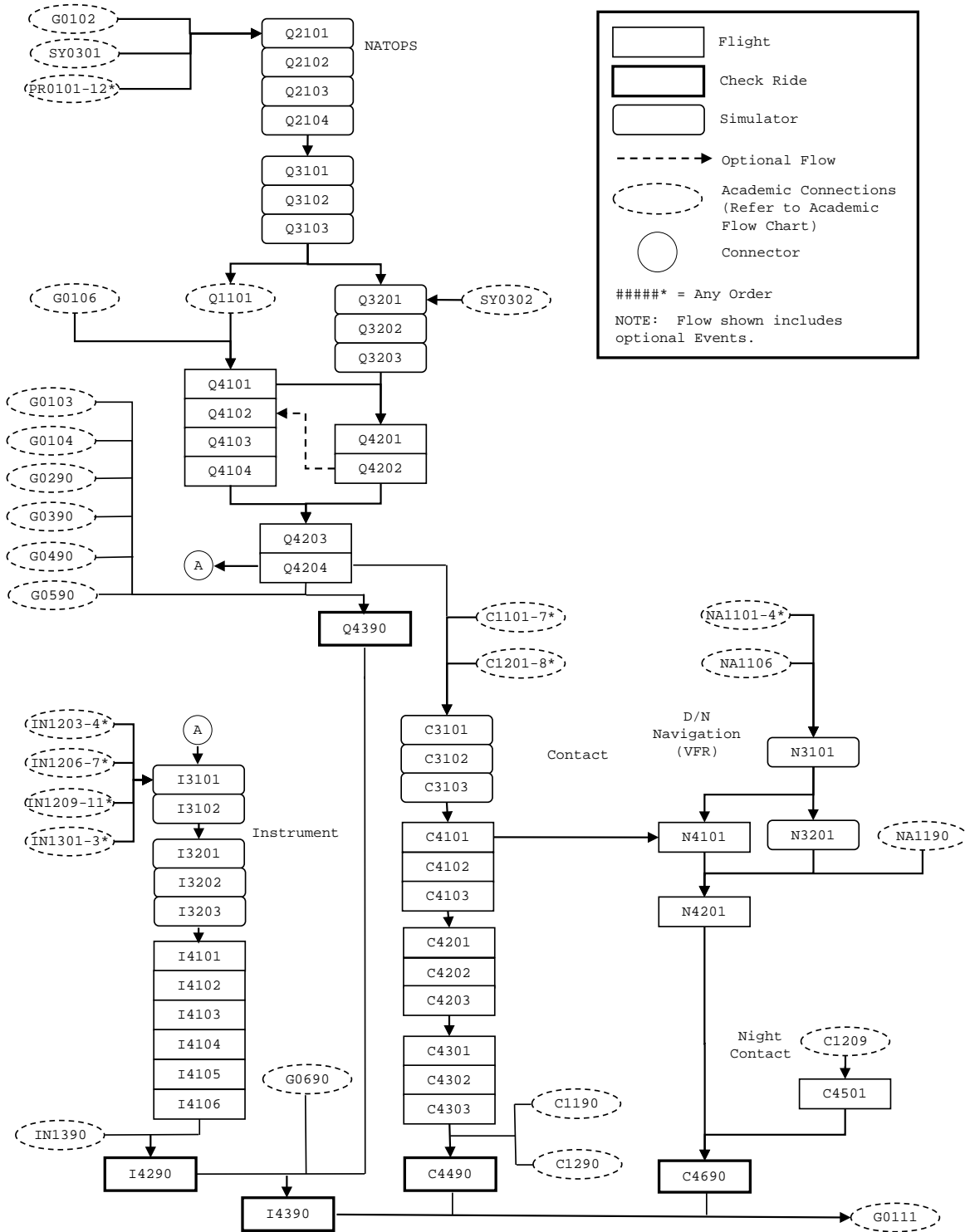
T-6B IUT ACADEMICS COURSE FLOW



CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

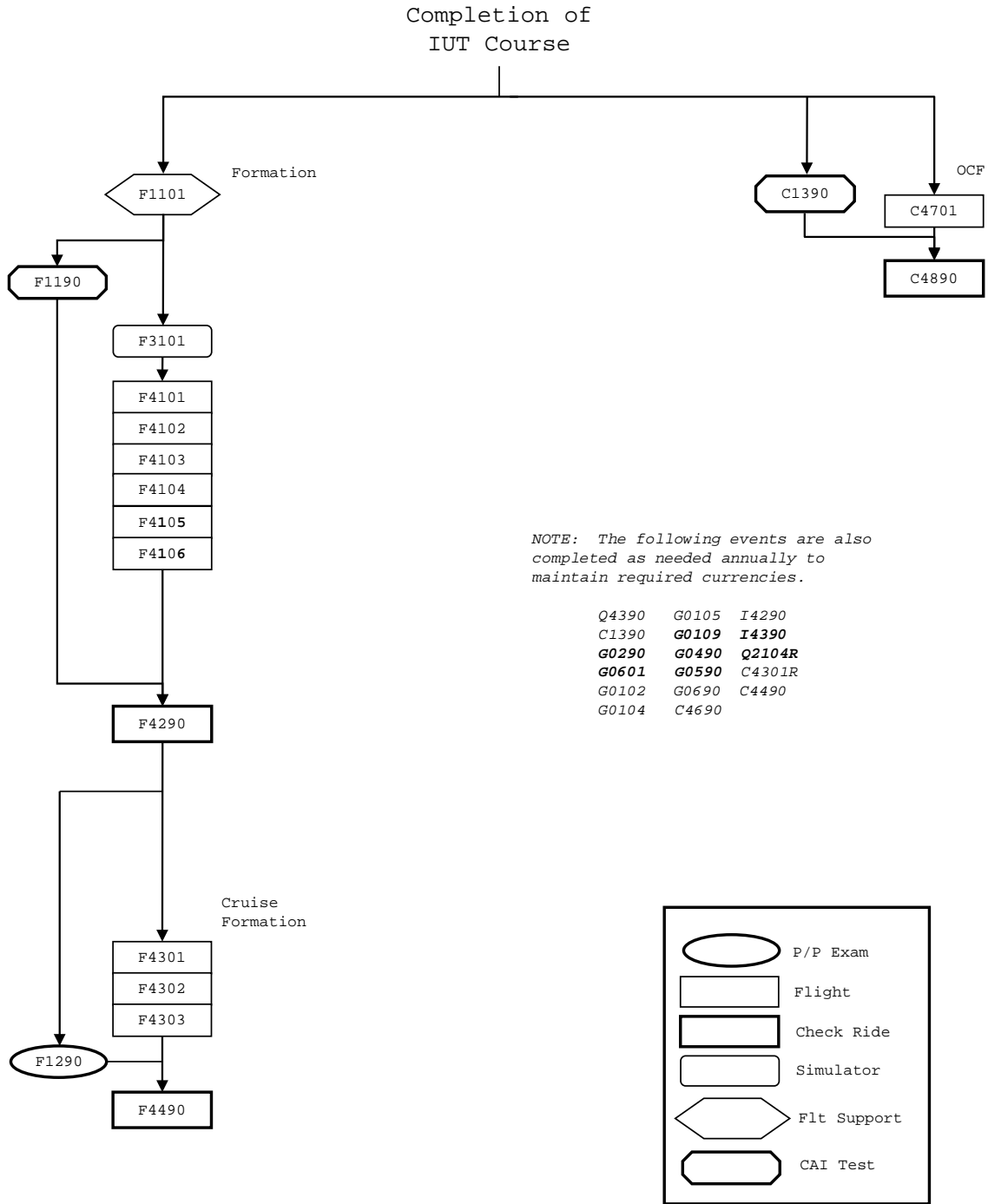
T-6B FLIGHT/DEVICE IUT COURSE FLOW



CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

T-6B ADVANCED QUALIFICATIONS COURSE FLOW



3. Ground Training and Briefing Requirements, Mission Preparation, Briefings, and Debriefings

a. EOB Events. The SI shall carefully review previous event ATFs in planning the EOB event to ensure the profile includes opportunities to reach MIF on all critical items and optional items attempted in the block.

b. Preparation. IUTs shall arrive for each flight with:

(1) Thorough knowledge of:

(a) The flight's discuss items as listed in Chapters III-VIII.

(b) Procedural knowledge of the critical items for the event's training block.

(2) A flight profile tailored to training requirements, weak areas, and continuity.

c. Briefing. Thoroughly cover the mission's:

(1) Discuss items, as listed in Chapters III-VIII.

(2) Specific objectives.

(3) Required procedures for accomplishing those objectives.

(4) Planned profile, contingencies, and ORM considerations.

d. Debriefing

(1) After each event, the SI shall critique the IUT's performance using cause/effect analysis, particularly with respect to the CTS.

(2) The mission's complexity and IUT's progress will govern the time required for the debrief.

(3) The SI may provide the IUT with a copy of the event's ATF.

(4) Simulator debriefing stations should be used as required following simulator events.

4. Mission Grading Procedures and Evaluation Policies

a. General Evaluation Policy. CTSs listed in this instruction and the corresponding MIFs are minimum stage/phase completion standards per maneuver. CTSs/MIFs are designed to allow for minimum performance in a specific area with the understanding that performance above the minimum CTS/MIF will offset the weak area.

b. Grading Procedures (Aircraft and Training Devices)

(1) Overall Grading

(a) The overall grade for all flight and device events, with the exception of the NATOPS Check Flight, will be Pass/Fail.

(b) The overall grade for the NATOPS Check Flight will be UQ, CQ, or Q as described below:

1. Unqualified (UQ Level) - Fails to meet minimum acceptable criteria and needs supervised instruction.

2. Conditionally Qualified (CQ Level) - Meets minimum acceptable criteria and is safe to fly as the Mission Commander.

3. Qualified (Q Level) - Displays good knowledge of operational procedures and a thorough understanding of the aircraft.

(2) Standard Maneuver Grading. Use the following grading scale to document the characteristic performance of IUTs on all flight and device maneuvers attempted during each dual event, with the exception of maneuvers done during the NATOPS phase of training. This is an absolute grading scale. Judge their proficiency **only** against the item's course training standard.

(a) Demonstrated (NG/1 Level). Enter "No Grade (NG)":

1. When the SI demonstrates the maneuver and the IUT does not subsequently perform it during the event.

2. To indicate accomplishing SSRs. Specify the completed SSRs in the SSR comments section of the ATF and the TIMS SSR tab.

(b) Unable (U/2 Level). Performance is unsafe or lacks sufficient knowledge, skill, or ability. Deviations greatly exceed CTS, significantly disrupting performance. Corrections significantly lag deviations or aggravate the deviation. A comment is required.

(c) Fair (F/3 Level). Performance is safe, but with limited proficiency. Deviations exceed CTS, detracting from performance. Corrections noticeably lag deviations and may not be appropriate.

(d) Good (G/4 Level). Characteristic performance is within CTS. Deviations outside CTS are allowed, provided they are brief, minor, and do not affect safety of flight. Corrections must be appropriate and timely.

(e) Excellent (E/5 Level). Greatly surpasses CTS. Performance is correct, efficient, and skillful. Deviations are very minor. Corrections, if required, are initiated by the IUT and are appropriate, smooth, and timely.

(3) NATOPS Maneuver Grading. During the NATOPS phase of training, grading will be IAW NATOPS standards. This criteria applies to all NATOPS chapter flight/device events.

Judge the proficiency of the IUT only against the item's CTS or NATOPS grading criteria. The grading scale will be per the NATOPS as listed below:

- 5 = Not applicable to NATOPS Block Training
- 4 = Q
- 3 = CQ
- 2 = UQ
- 1 = Demonstrate

Corresponding Course Training Standards will reference NATOPS.

(4) Progression Rule. Performance must meet MIF by the end of block. IUTs shall maintain or exceed MIF performance from one block, stage, or media to the next.

(5) Maneuver Requirements. For each block:

(a) Critical (Mandatory) Items. Items with a number and a plus (+) are mandatory and the IUT must meet the required proficiency by EOB. When a maneuver is performed multiple times in a block of training, the last grade assigned for the maneuver will determine if the IUT meets EOB MIF.

(b) Optional Items. Items with a number, but without a plus (+), are optional; however, if flown, they must meet the required EOB proficiency the last time the maneuver is graded in the block.

(6) Incomplete Events. In general, SIs should consider an event complete if able to accomplish either all high or all low work. This consideration is particularly true when weather precludes one or the other, and the SI is able to emphasize training where weather permits. Subsequent events in the block, when available, can reverse this emphasis, hence achieving overall training balance. If an IUT has had ample opportunity to learn a task and subsequently flies a short mission, do not incomplete the event solely to provide unwarranted extra training. **Assess the event complete if:**

(a) Sufficient events remain in the block to redress the imbalance, and

(b) Sufficient events remain in block to allow for completion of all remaining required maneuvers.

(c) Otherwise, assess the event incomplete.

(7) Completion Events. An event may both complete a previous event and count as an advancing X.

(8) Simulator Event Completion. Assess a simulator event complete if the IUT has received a full 1.3-hour training period.

c. Policies for Evaluation Flights and Ground Evaluations

(1) Check Flights (SXX90). Check flights amount to single event training blocks; therefore, all rules regarding progressing out of a block apply, except as noted below:

(a) Fly a representative cross section of optional maneuvers.

(b) The entire event should be devoted to assessing the IUT's ability and readiness to progress to the next stage of training. All maneuvers indicated with a plus (+) are check flight critical and must be accomplished to MIF.

(c) The IUT should be able to demonstrate required levels of proficiency without SI assistance; however, instruction is allowed on check flights, and IUTs may reattempt maneuvers at the SI's discretion.

(2) Incomplete Check Flight. The check shall be incomplete when:

(a) Any (+) item was not flown, or

(b) The SI was unable to observe sufficient examples of a given maneuver to assess the IUT's overall performance.

NOTE: The subsequent flight need only include maneuvers required to complete the check.

(c) Exceptions. The check is complete and the overall grade is Fail if:

1. Any critical item is below MIF, or
2. Any maneuver is U/2.

5. Special Instructions and Restrictions

a. Schedule limitations for IUTs will be left to the discretion of the FITU or cognizant squadron, but consistent with the provisions of CNAF M-3710.7.

b. IUTs are responsible for reviewing applicable source documents (NATOPS, FTIs, local SOPs, etc.) prior to commencing each stage of training.

c. All IUT flights will be conducted in accordance with the current T-6B NATOPS Flight Manual, FTI, and local SOP. No deviations from standard maneuvers are authorized except in cases of emergency.

d. Completion of the NATOPS stage as described in this instruction meets the NATOPS qualification requirements for the T-6B aircraft.

e. Aircraft/Simulator Interchangeability

(1) Simulator events may be substituted in the aircraft when the UTD/OFT is unavailable for extended periods of time.

(2) Aircraft events may not be substituted in the UTD/OFT.

(3) Any UTD event may be conducted in an OFT.

f. Reasonable accelerations and decelerations in the curriculum are authorized when warranted by previous experience or demonstrated ability. During the accelerated period, the IUT may progress to the next block of training once MIF is met within the current block of training. Accelerations of the curriculum require TRAWING Commander approval and shall be annotated in writing in the Instructor Training Jacket.

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

Chapter II

Ground Training

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-------|-----------------------------------|--------|------|----------|
| G01 | Class | Administration/ Indoctrination | 11 | 40.5 | ASI |

1. Prerequisites

- a. G0101 prior to G0102-10 (any order).
- b. G0110, C4490, C4690, and I4390 prior to G0111.

2. Events

| | | | | | |
|-------|----------------|--|--|-----|--|
| G0101 | Sqdn | Check-In. IUT will check in with Squadron. This block includes Publications Issue and Flight Gear Fitting. | | 2.5 | |
| G0102 | Lect | Ejection Seat/Egress Procedures/Aeromedical Aspects of Ejection | | 2.0 | |
| G0103 | Offline MIL | Aviation Safety Program | | 1.0 | |
| G0104 | Offline MIL | GLOC/GTIP | | 0.5 | |
| G0105 | Offline MIL | Crew Resource Management | | 2.0 | |
| G0106 | Offline MIL | Airsickness Awareness | | 1.0 | |
| G0107 | MIL | Wheels Watch | | 2.0 | |
| G0108 | MIL | TIMS/Curriculum Review | | 2.0 | |

2. Events (cont)

| | | | |
|-------|----------------|---------------------------------------|------|
| G0109 | Offline MIL | Hypoxia Awareness/Sensory Problems | 1.0 |
| G0110 | Offline MIL | FITC | 26.0 |
| G0111 | Sqdn | Checkout | 0.5 |

3. Syllabus Notes

- a. G0102 requires the use of an EST and an EPT.
- b. G0107 is an optional event.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|----------|-------|---------|--------|------|--------------|
| SY01/2/3 | Class | Systems | 32 | 45.0 | See Below |

1. Prerequisites

- a. G0101 (Check-in) prior to SY0101 and SY0201.
- b. SY0101-16 (in any order) prior to SY0190.
- c. SY0201-12 (in any order) prior to SY0290.
- d. SY0190 and SY0290 prior to SY0301.
- e. SY0301 prior to SY0302.

2. Events

| | | | | | |
|--------|-------------|---------------------------------|--|-----|------|
| SY0101 | MIL | Introduction to T-6B Systems | | 1.0 | SYS1 |
| SY0102 | T-6B | Aircraft Systems Tour | | 1.5 | SYS1 |
| SY0103 | CAI | Flight Controls | | 1.2 | SYS1 |
| SY0104 | CAI | Hydraulic System 1 | | 1.5 | SYS1 |
| SY0105 | CAI | Hydraulic System 2 | | 1.3 | SYS1 |
| SY0106 | MIL | Systems Review | | 1.9 | SYS1 |
| SY0107 | CAI | Up Front Control Panel | | 2.0 | SYS1 |
| SY0108 | CAI | Flight Instruments 1 | | 1.6 | SYS1 |
| SY0109 | CAI | Flight Instruments 2 | | 1.1 | SYS1 |
| SY0110 | CAI | Head-Up Display | | 1.0 | SYS1 |
| SY0111 | CAI | Communication System | | 1.8 | SYS1 |
| SY0112 | CAI | Navigation Systems | | 1.7 | SYS1 |
| SY0113 | CAI | UFPC Scenarios | | 1.0 | SYS1 |
| SY0114 | CAI | FMS | | 1.0 | SYS1 |
| SY0115 | MIL | Systems Review 2 | | 3.5 | SYS1 |
| SY0116 | UTD | T-6B Cockpit Familiarization | | 1.0 | SYS1 |
| SY0190 | CAI Test | Systems 1 Exam | | 1.5 | SYS1 |

2. Events (cont)

| | | | | |
|--------|-----|-----------------------------------|-----|------|
| SY0201 | CAI | Electrical System | 1.2 | SYS2 |
| SY0202 | CAI | Fuel System | 1.0 | SYS2 |
| SY0203 | MIL | Electrics and Fuel Review | 1.4 | SYS2 |
| SY0204 | CAI | Propulsion 1 | 1.8 | SYS2 |
| SY0205 | CAI | Propulsion 2 | 1.1 | SYS2 |
| SY0206 | MIL | Propulsion Review | 1.5 | SYS2 |
| SY0207 | CAI | Environmental System 1 | 0.8 | SYS2 |
| SY0208 | CAI | Environmental System 2 | 0.5 | SYS2 |
| SY0209 | CAI | Canopy System | 0.6 | SYS2 |
| SY0210 | CAI | Ejection System | 1.0 | SYS2 |
| SY0211 | UTD | T-6B Cockpit Familiarization 2 | 1.0 | SYS2 |
| SY0212 | MIL | Systems Review 3 | 2.0 | SYS2 |
| SY0290 | CAI | Systems 2 Exam Test | 1.5 | SYS2 |
| SY0301 | SS | FMS Trainer 1 | 2.0 | FMS |
| SY0302 | SS | FMS Trainer 2 | 2.0 | FMS |

3. Syllabus Note. SY0101, SY0106, SY0113, SY0115, SY0203, SY0206, and SY0212 are optional events.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-------|----------------------|--------|------|----------|
| PR01 | Class | Operating Procedures | 12 | 16.5 | PR |

1. Prerequisites

a. SY0190 (Systems 1 Exam) and SY0290 (Systems 2 Exam).

b. PR0101-12 in any order.

2. Events

| | | | | | |
|--------|-----|--------------------------------------|--|-----|--|
| PR0101 | MIL | Introduction to Operating Procedures | | 1.0 | |
| PR0102 | CAI | Exterior Inspection | | 1.0 | |
| PR0103 | CAI | Preflight Checks | | 1.3 | |
| PR0104 | CAI | In-flight Checks | | 0.7 | |
| PR0105 | CAI | Postflight Checks | | 0.5 | |
| PR0106 | MIL | Handling Emergency Procedures | | 0.9 | |
| PR0107 | CAI | Takeoff Emergencies | | 1.0 | |
| PR0108 | CAI | In-flight Emergencies 1 | | 3.0 | |
| PR0109 | CAI | In-flight Emergencies 2 | | 2.0 | |
| PR0110 | CAI | In-flight Emergencies 3 | | 2.5 | |
| PR0111 | CAI | Aircraft Operating Limitations | | 0.6 | |
| PR0112 | MIL | Emergency Procedures Review | | 2.0 | |

3. Syllabus Note. PR0101, PR0106, and PR0112 are optional events.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-------|--------------|--------|-----|----------|
| G02 | Class | Course Rules | 2 | 5.5 | CR |

1. Prerequisite. G0101 (Check-in).

2. Events

| | | | | | |
|-------|----------------|--------------|--|-----|--|
| G0201 | Offline MIL | Course Rules | | 4.5 | |
|-------|----------------|--------------|--|-----|--|

| | | | | | |
|-------|-------------|-------------------|--|-----|--|
| G0290 | P/P Exam | Course Rules Exam | | 1.0 | |
|-------|-------------|-------------------|--|-----|--|

3. Syllabus Notes. None.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|----------|----------------------------|--------|-----|----------|
| G03 | Wkbk/CAI | Fixed-Wing Aerodynamics | 2 | 3.0 | Aero |

1. Prerequisite. G0101 (Check-in).

2. Events

G0301 Wkbk Fixed-Wing Aerodynamics 2.0

G0390 CAI Fixed-Wing Aerodynamics 1.0
 Test Exam

3. Syllabus Notes. None.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-------|----------------------|--------|-----|----------|
| G04/5 | P/P | NATOPS Qualification | 2 | 4.0 | NATOPS |

1. Prerequisite. G0101 (Check-in) prior to G0490 and G0590.

2. Events

| | | | | | |
|-------|------|-----------------------|--|-----|--|
| G0490 | P/P | NATOPS Open-Book Exam | | 3.0 | |
| | Exam | | | | |

| | | | | | |
|-------|------|-------------------------|--|-----|--|
| G0590 | P/P | NATOPS Closed-Book Exam | | 1.0 | |
| | Exam | | | | |

3. Syllabus Notes. None.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-------|--|--------|-----|----------|
| G06 | Class | NATOPS Instrument Ground School/IRATS | 2 | 8.0 | IFR |

1. Prerequisites

- a. G0105 (CRM).
- b. G0108 (TIMS/Curriculum Review).
- c. G0109 (Hypoxia Awareness/Sensory Problems).

2. Events

| | | | | | |
|-------|----------------|---|--|-----|--|
| G0601 | Offline MIL | NATOPS Instrument Ground School/IRATS | | 6.0 | |
| G0690 | P/P Exam | NATOPS Instrument Ground School/IRATS Exam | | 2.0 | |

3. Syllabus Notes. None.

4. Discuss Items. None.

CNATRAINST 1542.165B
16 Mar 2017

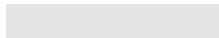
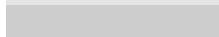
BLANK PAGE

Chapter III

NATOPS Training

1. Matrices. The following matrix is an overview of the entire NATOPS stage. The purpose of this matrix is to provide the IUT and SI the easiest way to track progress, regression, and overall status in relation to the MIF. In addition, there is a single matrix following each block description throughout this chapter.

2. NATOPS Stage MIF

 Simulator/Device Event
 Check Flight Event

N = NATOPS CTS

| NATOPS STAGE MANEUVER ITEM FILE | | | | | | | |
|---------------------------------|---|-------|-------|-------|-------|-------|-------|
| CTS REF | MANEUVER | Q2104 | Q3103 | Q3203 | Q4104 | Q4204 | Q4390 |
| 1 | General Knowledge/ Procedures | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 2 | Emergency Procedures | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 3 | Headwork/Situational Awareness | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 4 | Basic Air Work | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| N | Abort Start | 3+ | | | | | |
| N | PMU Off Ground Start | 3+ | | | | | |
| N | Fire Warning on Ground (Fire Annunciator Illuminated) | 3+ | | | | | |
| N | Emergency Engine Shutdown | 3+ | | | | | |
| N | Emergency Ground Egress | 3+ | | | | | |
| N | Abort Takeoff | 3+ | | | | | |

MIF continued on next page.

| NATOPS STAGE MANEUVER ITEM FILE | | | | | | | |
|---------------------------------|---|-------|-------|-------|-------|-------|-------|
| CTS REF | MANEUVER | Q2104 | Q3103 | Q3203 | Q4104 | Q4204 | Q4390 |
| N | Aircraft Departs Prepared Surface | 3+ | | | | | |
| N | Engine Failure Immediately After Takeoff | 3+ | | | | | |
| N | Engine Failure During Flight | 3+ | | | | | |
| N | PMU NORM Airstart | 3+ | | | | | |
| N | PMU OFF Airstart | 3+ | | | | | |
| N | Immediate Airstart | 3+ | | | | | |
| N | Uncommanded Propeller Feather | 3+ | | | | | |
| N | Uncommanded Power Changes/LOP | 3+ | | | | | |
| N | Fire Warning in Flight (Fire Annunciator Illuminated) | 3+ | | | | 4+ | 4+ |
| N | Smoke and Fume Elimination | 3+ | | | | | |
| N | PMU Failure | 3+ | | | | | |
| N | Chip Detector Warning | 3+ | | | | | |
| N | Oil System Malfunction or Low Oil Press | 3+ | | | | | |
| N | Electrical Failures | 3+ | | | | | |
| N | Avionics Failures | 3+ | | | | | |
| N | Fuel System Failures | 3+ | | | | | |
| N | Hydraulic System Failures | 3+ | | | | | |
| N | OBOGS System Fail | 3+ | | | | | |

MIF continued on next page.

| NATOPS STAGE MANEUVER ITEM FILE | | | | | | | |
|---------------------------------|--------------------------------------|-------|-------|-------|-------|-------|-------|
| CTS REF | MANEUVER | Q2104 | Q3103 | Q3203 | Q4104 | Q4204 | Q4390 |
| N | Trim System Malfunctions | 3+ | | | | | |
| N | Controlled Ejection | 3+ | | | | | |
| N | Uncontrolled Ejection | 3+ | | | | | |
| N | Precautionary Emergency Landing | 3+ | | | | | |
| N | Landing Gear Emergency Extension | 3+ | | | | | |
| 5 | In-flight Checks/Fuel Management | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 6 | In-flight Planning/Area Orientation | | 3+ | 3+ | 3+ | 4+ | 4+ |
| 7 | Task Management | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 8 | Communication | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 1 | 3+ | 3+ | 3+ | 4+ | 4+ |
| 10 | Ground Operations | 3+ | 3+ | 3+ | 3+ | 4+ | 4+ |
| 11 | Takeoff | 3 | 3+ | 3+ | 3+ | 4+ | 4+ |
| 12 | Departure | 3 | 3+ | 3+ | 3+ | 4+ | 4+ |
| 14 | G-Awareness/Exercise | | | | 3+ | 4+ | 4+ |
| N | Power-Off Stall | | 3+ | | 4+ | | |
| N | ATS | | 3+ | | 3+ | 4+ | 4+ |
| N | Spin | | 3+ | | 3+ | 4+ | 4+ |
| N | Contact Unusual Attitudes | | 3+ | | 3+ | 4+ | 4+ |
| N | Inverted Flight | | 3+ | | | 4+ | 4+ |
| N | Loop | | 3+ | | 3+ | 4+ | 4 |
| N | Aileron Roll | | 3+ | | 3+ | 4+ | 4 |
| N | Split-S | | 3+ | | 3+ | 4+ | 4 |

MIF continued on next page.

| NATOPS STAGE MANEUVER ITEM FILE | | | | | | | |
|---------------------------------|------------------------------------|-------|-------|-------|-------|-------|-------|
| CTS REF | MANEUVER | Q2104 | Q3103 | Q3203 | Q4104 | Q4204 | Q4390 |
| N | Barrel Roll | | 3+ | | 3+ | 4+ | 4 |
| N | Cloverleaf | | 3+ | | 3+ | 4+ | 4 |
| N | Immelmann | | 3+ | | 3+ | 4+ | 4 |
| N | Cuban Eight | | 3+ | | 3+ | 4+ | 4 |
| N | Wingover | | 3+ | | 3+ | 4+ | 4 |
| 32 | Power Loss | | 3+ | | 3+ | 4+ | 4+ |
| 33 | Precautionary Emergency Landing | | 3+ | | 3+ | 4+ | 4+ |
| 34 | PEL/P | | 3+ | | 3+ | 4+ | 4+ |
| 35 | ELP Landing | | 3+ | | 3+ | 4+ | 4+ |
| 36 | VFR Arrival/Course Rules | | 3+ | | 3+ | 4+ | 4 |
| 37 | Landing Pattern | | 3+ | | 3+ | 4+ | 4+ |
| 38 | No-Flap Landing | | 3+ | | 3+ | 4+ | 4+ |
| 38 | Takeoff Flap Landing | | 3+ | | 3+ | 4+ | 4+ |
| 38 | LDG Flap Landing | | 3+ | | 3+ | 4+ | 4+ |
| 40 | Waveoff | | 3+ | | 3+ | 4+ | 4 |
| 44 | Holding | | | 3+ | | 4+ | 4 |
| 45 | Enroute Procedures | | | 3+ | | 4+ | 4 |
| 46 | Enroute Descent | | | 3+ | | 4+ | 4 |
| 47 | High-Altitude Approach | | | 3+ | | 4 | 4 |
| 48 | Teardrop Approach | | | 3 | | 4 | 4 |
| 49 | Arcing Approach | | | 3+ | | 4+ | 4 |
| 50 | HILO Approach | | | 3+ | | 4 | 4 |
| 51 | Procedure Turn Approach | | | 3+ | | 4+ | 4 |
| 52 | RVFAC Approach | | | 3+ | | 4+ | 4 |
| 53 | GPS Approach | | | 3+ | | 4+ | 4 |

MIF continued on next page.

| NATOPS STAGE MANEUVER ITEM FILE | | | | | | | |
|---------------------------------|--------------------------------------|-------|-------|-------|-------|-------|-------|
| CTS REF | MANEUVER | Q2104 | Q3103 | Q3203 | Q4104 | Q4204 | Q4390 |
| 54 | PAR Approach | | | 3+ | | 4+ | 4 |
| 55 | ASR Approach | | | 3+ | | 4+ | 4 |
| 56 | VOR Final | | | 3+ | | 4+ | 4 |
| 57 | ILS Final | | | 3+ | | 4+ | 4 |
| 58 | LOC Final | | | 3+ | | 4+ | 4 |
| 59 | GPS Final | | | 3+ | | 4+ | 4 |
| 60 | Backup Flight Instrument Approach | | | 3+ | | | |
| 61 | Circling Approach | | | 3+ | | 4+ | 4 |
| 62 | Missed Approach | | | 3+ | | 4+ | 4 |
| 63 | Transition to Landing/ Landing | | | 3+ | | 4+ | 4 |
| 66 | OCF Recovery | | | | | 4+ | 4+ |
| | Special Syllabus Requirements | 1 | | | 1 | | 1 |

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-------|-------------------------------|--------|-----|----------|
| Q11 | Class | NATOPS Qualification Training | 1 | 1.5 | NATOPS |

1. Prerequisite. Q3103.

2. Events

Q1101 Sqdn NATOPS Flight 0 1.5

3. Syllabus Notes

a. IUT shall demonstrate preflight, postflight, cockpit introduction (to include strapping in), and emergency ground egress.

b. With survival vest on, IUT shall locate, identify, and discuss function of each ALSS item.

4. Discuss Items. Discuss scheduling, brief and debrief, flight gear check, aircraft issue, weight and balance, aircraft discrepancy reporting, CTS, exams, simulator requirements, FTI reference material, and TIMS.

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|---------|---------------------------|--------|-----|-----|
| Q21 | UTD/OFT | NATOPS Cockpit Procedures | 4 | 5.2 | 1.3 |

1. Prerequisites

- a. SY0301 (FMS Trainer 1).
- b. G0102 (Egress Procedures).
- c. PR0102-5 and PR0107-11 (Operating Procedures CAIs).

2. Syllabus Notes

a. Q2104 is also required annually to maintain qualification currency and should be conducted in the OFT. For annual qualification currency events, execute a cross-section of normal checklists and emergency procedure critical/noncritical memory items (10 minimum).

b. The following procedures should be performed by the IUT on the indicated event:

Q2101

All normal checklists, abort start (PMU abort, hung, and no-start), non-PMU abort (hot start), fire warning on ground, emergency engine shutdown, emergency ground egress, abort, and aircraft departs prepared surface.

Q2102

All normal checklists, engine failure immediately after takeoff, chip detector warning, PMU normal airstart, PMU off airstart, PMU failure, uncommanded prop feather, engine failure during flight (flameout, seized engine, loss of power), immediate airstart, PEL, and controlled and uncontrolled ejection.

Q2103

All normal checklists, hydraulic system failures, emergency landing gear extension, oil system malfunction, OBOGS system failures, fire warning in flight, trim system malfunctions, electrical failures (bus tie inoperative, battery bus inoperative, generator inoperative), and fuel system failures (imbalance on ground and in flight, low fuel pressure in flight).

Q2104

Any items required on Q2101-3 not previously covered. Cross section of normal checklists and emergency procedure critical/noncritical memory items. Abort takeoff (reduced RCR and high left to right crosswind).

3. Special Syllabus Requirements

Q2101

Loss of START READY light during start sequence.

Q2103

Blindfold Cockpit Check - IUT demonstrates a safe knowledge of location of the following: emergency firewall shutoff handle, CFS handle, PCL cutoff, flap selector, landing gear handle, emergency gear handle, backup VHF radio, bus tie switch, PMU switch, PROP SYS circuit breaker, and pressurization control switch.

4. Discuss Items

Q2101

All normal operating procedures and Q2101 required emergency procedures.

Q2102

All Q2102 required emergency procedures.

Q2103

All Q2103 required emergency procedures.

Q2104

Nose wheel alignment for takeoff. Cross section of emergency procedure critical/noncritical memory items.

5. Block MIF

| CTS REF | MANEUVER | Q2104 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 3+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 3+ |
| N | Abort Start | 3+ |
| N | PMU Off Ground Start | 3+ |
| N | Fire Warning on Ground (Fire Annunciator Illuminated) | 3+ |
| N | Emergency Engine Shutdown | 3+ |
| N | Emergency Ground Egress | 3+ |
| N | Abort Takeoff | 3+ |
| N | Aircraft Departs Prepared Surface | 3+ |
| N | Engine Failure Immediately After Takeoff | 3+ |
| N | Engine Failure During Flight | 3+ |
| N | PMU NORM Airstart | 3+ |
| N | PMU OFF Airstart | 3+ |
| N | Immediate Airstart | 3+ |
| N | Uncommanded Propeller Feather | 3+ |
| N | Uncommanded Power Changes/LOP | 3+ |
| N | Fire Warning in Flight (Fire Annunciator Illuminated) | 3+ |
| N | Smoke and Fume Elimination | 3+ |
| N | PMU Failure | 3+ |
| N | Chip Detector Warning | 3+ |
| N | Oil System Malfunction or Low Oil Press | 3+ |
| N | Electrical Failures | 3+ |
| N | Avionics Failures | 3+ |
| N | Fuel System Failures | 3+ |

MIF continued on next page.

| CTS REF | MANEUVER | Q2104 |
|---------|--|-------|
| N | Hydraulic System Failures | 3+ |
| N | OBOGS System Fail | 3+ |
| N | Trim System Malfunctions | 3+ |
| N | Controlled Ejection | 3+ |
| N | Uncontrolled Ejection | 3+ |
| N | Precautionary Emergency Landing | 3+ |
| N | Landing Gear Emergency Extension | 3+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/ Debriefing | 1 |
| 10 | Ground Operations | 3+ |
| 11 | Takeoff | 3 |
| 12 | Departure | 3 |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|------------------|--------|-----|-----|
| Q31 | OFT | NATOPS - Contact | 3 | 3.9 | 1.3 |

1. Prerequisite. Q2104.

2. Syllabus Notes

a. Practice basic handling characteristics, basic maneuvers, and local procedures. Introduce and practice the following:

- (1) Ground operations.
- (2) Landing pattern procedures.
- (3) Stalls.
- (4) Contact unusual attitude recoveries.
- (5) Local departures and course rules.
- (6) Local radio procedures.
- (7) Spin recovery.

b. For the power-off stall, IUTs may reference the Power-Off (ELP) Stall in the T-6B Contact FTI.

c. For the ATS, IUTs may reference the Approach Turn Stall in the T-6B OCF FTI.

d. For power-off stall and ATS, IUTs shall demonstrate proficiency in stall recovery at both first indication of impending stall and onset of stall.

3. Special Syllabus Requirements. None.

4. Discuss Items

Q3101

All local procedures to include ground operations, departure, ATS, spin, slips, course rules, radio procedures, and HUD.

Q3102

Precautionary emergency landing, PEL/P, power loss (engine failure), emergency landing profile, landing pattern, waveoff, no-flap landing, takeoff flap landing, and LDG flap landings.

Q3103

Contact stage maneuvers to include: Contact unusual attitude recoveries, inverted flight, loop, aileron roll, split-S, barrel roll, cloverleaf, Immelmann, and Cuban eight.

5. Block MIF

| CTS REF | MANEUVER | Q3103 |
|---------|--------------------------------------|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 3+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 3+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 6 | In-flight Planning/Area Orientation | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 3+ |
| 11 | Takeoff | 3+ |
| 12 | Departure | 3+ |
| N | Power-off Stall | 3+ |
| N | ATS | 3+ |
| N | Spin | 3+ |
| N | Contact Unusual Attitudes | 3+ |
| N | Inverted Flight | 3+ |
| N | Loop | 3+ |
| N | Aileron Roll | 3+ |

MIF continued on next page.

| CTS REF | MANEUVER | Q3103 |
|---------|---------------------------------|-------|
| N | Split-S | 3+ |
| N | Barrel Roll | 3+ |
| N | Cloverleaf | 3+ |
| N | Immelmann | 3+ |
| N | Cuban Eight | 3+ |
| N | Wingover | 3+ |
| 32 | Power Loss | 3+ |
| 33 | Precautionary Emergency Landing | 3+ |
| 34 | PEL/P | 3+ |
| 35 | ELP Landing | 3+ |
| 36 | VFR Arrival/Course Rules | 3+ |
| 37 | Landing Pattern | 3+ |
| 38 | No-Flap Landing | 3+ |
| 38 | Takeoff Flap Landing | 3+ |
| 38 | LDG Flap Landing | 3+ |
| 40 | Waveoff | 3+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|---------|---------------------|--------|-----|-----|
| Q32 | OFT/UTD | NATOPS - Instrument | 3 | 3.9 | 1.3 |

1. Prerequisites

- a. Q3103.
- b. SY0302 (FMS Trainer 2).

2. Syllabus Notes

- a. Practice instrument flight maneuvers.
- b. Q3201 may be flown in OFT or UTD; Q3202-3 should be flown in OFT.

3. Special Syllabus Requirements. None.

4. Discuss Items

Q3201

Holding, enroute descent, missed approach, teardrop approach, arcing approach, HILO approach, and procedure turn approach.

Q3202

RVFAC, ILS, localizer, high-altitude approach, and circling approaches.

Q3203

PAR, ASR, no-gyro final, backup flight instrument approach, and GPS approaches.

5. Block MIF

| CTS REF | MANEUVER | Q3203 |
|---------|--------------------------------|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 3+ |
| 3 | Headwork/Situational Awareness | 3+ |

MIF continued on next page.

| CTS REF | MANEUVER | Q3203 |
|---------|--------------------------------------|-------|
| 4 | Basic Air Work | 3+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 6 | In-flight Planning/Area Orientation | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 3+ |
| 11 | Takeoff | 3+ |
| 12 | Departure | 3+ |
| 44 | Holding | 3+ |
| 45 | Enroute Procedures | 3+ |
| 46 | Enroute Descent | 3+ |
| 47 | High-Altitude Approach | 3+ |
| 48 | Teardrop Approach | 3 |
| 49 | Arcing Approach | 3+ |
| 50 | HILO Approach | 3+ |
| 51 | Procedure Turn Approach | 3+ |
| 52 | RVFAC Approach | 3+ |
| 53 | GPS Approach | 3+ |
| 54 | PAR Approach | 3+ |
| 55 | ASR Approach | 3+ |
| 56 | VOR Final | 3+ |
| 57 | ILS Final | 3+ |
| 58 | LOC Final | 3+ |
| 59 | GPS Final | 3+ |
| 60 | Backup Flight Instrument Approach | 3+ |
| 61 | Circling Approach | 3+ |
| 62 | Missed Approach | 3+ |
| 63 | Transition to Landing/Landing | 3+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|--------|--------|-----|-----|
| Q41 | T-6B | NATOPS | 4 | 7.2 | 1.8 |

1. Prerequisites

a. G0106 (Airsickness Awareness).

b. Q1101 (NATOPS Flight 0).

2. Syllabus Notes

a. All events in this block shall be flown from the front cockpit.

b. Q4201 and Q4202 may be flown prior to Q4102, Q4103, and Q4104.

c. For the power-off stall, IUTs may refer to the Power-Off (ELP) Stall in the T-6B Contact FTI.

d. For the ATS, IUTs may reference the Approach Turn Stall in the OCF FTI.

e. For power-off stall and ATS, IUTs shall demonstrate proficiency in stall recovery at both first indication of impending stall and onset of stall.

3. Special Syllabus Requirements

Q4101

Slow flight/stall characteristics.

Q4102

OCF (controls neutral) spin recovery, progressive spin, high speed spiral demonstration, inverted flight, and OCF/unusual attitude recovery.

Q4103

Aborted takeoff.

4. Discuss Items

Q4101

Pre-stalling, spinning and aerobatic checklist, ground emergencies/CFS, engine failure during flight, airstart, compressor stall, inadvertent departure from controlled flight, fire warning during flight, smoke and fume elimination, ejection seat/ejection, emergency landing pattern, ditching, landing gear emergencies, and local area operating procedures.

Q4102

Takeoff emergencies, chip detector warning, oil system malfunctions, fuel system failures, diverts, crosswind takeoff and landing, inverted spins, control release spin, progressive spin, aggravated spins, accelerated stalls, and OCF/unusual attitude.

Q4103

Hydraulic system failures, landing emergencies, wake turbulence, wet runway landing, hard landing, TOLD definitions, aborted takeoff, and maximum braking.

Q4104

Controllability check, trim malfunctions, flight with shattered/damaged canopy, canopy unlocked, wing flap failure, thunderstorm penetration, icing restrictions, bird strike, dive recovery, low altitude engine failure considerations, and ground roll/braking distance for PEL.

5. Block MIF

| CTS REF | MANEUVER | Q4104 |
|---------|--------------------------------------|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 3+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 3+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 6 | In-flight Planning/Area Orientation | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 3+ |
| 11 | Takeoff | 3+ |
| 12 | Departure | 3+ |
| 14 | G-Awareness/Exercise | 3+ |
| N | Power-off Stall | 4+ |
| N | ATS | 3+ |
| N | Spin | 3+ |
| N | Contact Unusual Attitudes | 3+ |
| N | Loop | 3+ |
| N | Aileron Roll | 3+ |
| N | Split-S | 3+ |
| N | Barrel Roll | 3+ |
| N | Cloverleaf | 3+ |
| N | Immelmann | 3+ |
| N | Cuban Eight | 3+ |
| N | Wingover | 3+ |
| 32 | Power Loss | 3+ |

MIF continued on next page

| CTS REF | MANEUVER | Q4104 |
|------------|---------------------------------|-------|
| 33 | Precautionary Emergency Landing | 3+ |
| 34 | PEL/P | 3+ |
| 35 | ELP Landing | 3+ |
| 36 | VFR Arrival/Course Rules | 3+ |
| 37 | Landing Pattern | 3+ |
| 38 | No-Flap Landing | 3+ |
| 38 | Takeoff Flap Landing | 3+ |
| 38 | LDG Flap Landing | 3+ |
| 40 | Waveoff | 3+ |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|--------|--------|-----|-----|
| Q42 | T-6B | NATOPS | 4 | 7.2 | 1.8 |

1. Prerequisites

- a. Q4101.
- b. Q3203.
- c. Q4104 prior to Q4203.
- d. Q4202 prior to Q4203.

2. Syllabus Notes

a. Q4201 and Q4202 correspond to NA-3 in the T-6B NATOPS Flight Manual.

b. Q4201 and Q4202 may be flown prior to Q4102, Q4103, and Q4104 and may be flown from the rear cockpit; Q4203-4 shall be flown from the front cockpit.

3. Special Syllabus Requirements. None.

4. Discuss Items

Q4201

Uncommanded power change/loss of power/uncommanded propeller feather; PMU fault; PMU failure; electrical failure; avionics failure; radio failure VMC/IMC; instrument takeoff, departure, and arrival; physiological incident; OBOGS system malfunction; ECS duct overtemp; cockpit overpressurization; and rapid decompression.

Q4202-4

Any previously discussed items (as required).

5. Block MIF

| CTS REF | MANEUVER | Q4204 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| N | Fire Warning in Flight (Fire Annunciator Illuminated) | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| N | ATS | 4+ |
| N | Spin | 4+ |
| N | Contact Unusual Attitudes | 4+ |
| N | Inverted Flight | 4+ |
| N | Loop | 4+ |
| N | Aileron Roll | 4+ |
| N | Split-S | 4+ |
| N | Barrel Roll | 4+ |
| N | Cloverleaf | 4+ |
| N | Immelmann | 4+ |
| N | Cuban Eight | 4+ |
| N | Wingover | 4+ |
| 32 | Power Loss | 4+ |

MIF continued on next page.

| CTS REF | MANEUVER | Q4204 |
|---------|---------------------------------|-------|
| 33 | Precautionary Emergency Landing | 4+ |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 4+ |
| 38 | Takeoff Flap Landing | 4+ |
| 38 | LDG Flap Landing | 4+ |
| 40 | Waveoff | 4+ |
| 44 | Holding | 4+ |
| 45 | Enroute Procedures | 4+ |
| 46 | Enroute Descent | 4+ |
| 47 | High-Altitude Approach | 4 |
| 48 | Teardrop Approach | 4 |
| 49 | Arcing Approach | 4+ |
| 50 | HILO Approach | 4 |
| 51 | Procedure Turn Approach | 4+ |
| 52 | RVFAC Approach | 4+ |
| 53 | GPS Approach | 4+ |
| 54 | PAR Approach | 4+ |
| 55 | ASR Approach | 4+ |
| 56 | VOR Final | 4+ |
| 57 | ILS Final | 4+ |
| 58 | LOC Final | 4+ |
| 59 | GPS Final | 4+ |
| 61 | Circling Approach | 4+ |
| 62 | Missed Approach | 4+ |
| 63 | Transition to Landing/Landing | 4+ |
| 66 | OCF Recovery | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|---------------------|--------|-----|-----|
| Q43 | T-6B | NATOPS Check Flight | 1 | 1.8 | 1.8 |

1. Prerequisites

- a. G0103 (Aviation Safety Program).
- b. G0104 (GLOC/GTIP).
- c. G0290 (Course Rules Exam).
- d. G0390 (Fixed-Wing Aerodynamics Exam).
- e. G0490 (NATOPS Open-Book Exam).
- f. G0590 (NATOPS Closed-Book Exam).
- g. Q4204.

2. Syllabus Notes

- a. Event shall be flown from the front cockpit.
- b. Execute comprehensive check of introduced maneuvers in accordance with Section 8 of the T-6B NATOPS Flight Manual.
- c. Discuss procedures for securing the rear cockpit for solo flight.
- d. A minimum of two aerobatic maneuvers shall be conducted.
- e. Initial qualification requires holding and precision and non-precision approach.
- f. IUT shall bring a completed T-6B Emergency Procedures/Operating Limitations Exam to the brief.
- g. IUT shall bring their updated T-6B NATOPS Flight Manual and Pocket Checklist to the brief.

3. Special Syllabus Requirements. High-speed spiral demonstration, inverted flight, progressive spin,

OCF (controls neutral) spin recovery, securing the rear cockpit for solo flight, and emergency ground egress.

4. Discuss Items. Securing the rear cockpit for solo flight.
5. Block MIF

| CTS REF | MANEUVER | Q4390 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| N | Fire Warning in Flight (Fire Annunciator Illuminated) | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| N | ATS | 4+ |
| N | Spin | 4+ |
| N | Contact Unusual Attitudes | 4+ |
| N | Inverted Flight | 4+ |
| N | Loop | 4 |
| N | Aileron Roll | 4 |
| N | Split-S | 4 |
| N | Barrel Roll | 4 |

MIF continued on next page.

| CTS REF | MANEUVER | Q4390 |
|---------|---------------------------------|-------|
| N | Cloverleaf | 4 |
| N | Immelmann | 4 |
| N | Cuban Eight | 4 |
| N | Wingover | 4 |
| 32 | Power Loss | 4+ |
| 33 | Precautionary Emergency Landing | 4+ |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 4+ |
| 36 | VFR Arrival/Course Rules | 4 |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 4+ |
| 38 | Takeoff Flap Landing | 4+ |
| 38 | LDG Flap Landing | 4+ |
| 40 | Waveoff | 4 |
| 44 | Holding | 4 |
| 45 | Enroute Procedures | 4 |
| 46 | Enroute Descent | 4 |
| 47 | High-Altitude Approach | 4 |
| 48 | Teardrop Approach | 4 |
| 49 | Arcing Approach | 4 |
| 50 | HILO Approach | 4 |
| 51 | Procedure Turn Approach | 4 |
| 52 | RVFAC Approach | 4 |
| 53 | GPS Approach | 4 |
| 54 | PAR Approach | 4 |
| 55 | ASR Approach | 4 |
| 56 | VOR Final | 4 |
| 57 | ILS Final | 4 |
| 58 | LOC Final | 4 |

MIF continued on next page.

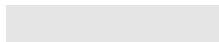
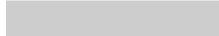
| CTS REF | MANEUVER | Q4390 |
|------------|-------------------------------|-------|
| 59 | GPS Final | 4 |
| 61 | Circling Approach | 4 |
| 62 | Missed Approach | 4 |
| 63 | Transition to Landing/Landing | 4 |
| 66 | OCF Recovery | 4+ |
| | Special Syllabus Requirements | 1 |

Chapter IV

Contact Training

1. Matrices. The following matrix is an overview of the entire Contact stage, including two Advanced Qualification* blocks. The purpose of this matrix is to provide the IUT and SI the easiest way to track progress, regression, and overall status in relation to the MIF. In addition, there is a single matrix following each block description throughout this chapter.

2. Contact Stage MIF

 Simulator/Device Event
 Check Flight Event

| CONTACT STAGE MANEUVER ITEM FILE | | | | | | | | | | |
|----------------------------------|---------------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| CTS REF | MANEUVER | C3103 | C4103 | C4203 | C4303 | C4490 | C4501 | C4690 | C4701* | C4890* |
| 1 | General Knowledge/ Procedures | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 2 | Emergency Procedures | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 3 | Headwork/Situational Awareness | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 4 | Basic Air Work | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 5 | In-flight Checks/ Fuel Management | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 6 | In-flight Planning/ Area Orientation | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 7 | Task Management | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 8 | Communication | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 9 | Mission Planning/ Briefing/Debriefing | 3+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | | |
| 10 | Ground Operations | 4 | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |

MIF continued on next page.

| CONTACT STAGE MANEUVER ITEM FILE | | | | | | | | | | |
|----------------------------------|---|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| CTS REF | MANEUVER | C3103 | C4103 | C4203 | C4303 | C4490 | C4501 | C4690 | C4701* | C4890* |
| 11 | Takeoff | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 12 | Departure | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4+ |
| 13 | Instructional Skills/Student Management | 3+ | 3+ | 3+ | 4+ | 4+ | 4+ | 4+ | | |
| 14 | G-Awareness/Exercise | | 4+ | 4+ | 4+ | 4+ | | | | |
| 15 | Turn Pattern | 3+ | 4+ | 4 | 4 | 4 | | | | |
| 16 | Level Speed Change | 3+ | 4+ | 4 | 4 | 4 | | | | |
| 17 | Slow Flight | 3+ | 3 | 4+ | 4 | 4+ | | | | |
| 18 | Power-On Stall | 3+ | 4+ | 4+ | 4+ | 4+ | | | | |
| 19 | Landing Pattern Stalls | 3+ | 4+ | 4+ | 4+ | 4+ | | | | |
| 20 | Power-Off Stalls | 3+ | 4+ | 4+ | 4+ | 4+ | | | | |
| 21 | Spin | 3 | 4 | 4+ | 4+ | 4 | | | 4+ | 4+ |
| 22 | Contact Unusual Attitudes | 3+ | 4+ | 4+ | 4+ | 4+ | | | 4+ | 4+ |
| 23 | Loop | 3+ | 3+ | 3+ | 4+ | 4 | | | | |
| 24 | Aileron Roll | 3+ | 3+ | 3+ | 4+ | 4 | | | | |
| 25 | Split-S | 3+ | 3+ | 3+ | 4+ | 4 | | | | |
| 26 | Barrel Roll | 3+ | 3 | 3+ | 4+ | 4 | | | | |
| 27 | Cloverleaf | 3+ | 3 | 3+ | 4+ | 4 | | | | |
| 28 | Immelmann | 3+ | 3 | 3+ | 4+ | 4 | | | | |
| 29 | Cuban Eight | 3+ | 3 | 3+ | 4+ | 4 | | | | |
| 30 | Wingover | 3+ | 3 | 3+ | 4+ | 4 | | | | |
| 31 | Slip | 3 | 3 | 4+ | 4+ | 4 | | | | |
| 32 | Power Loss | 3+ | 3+ | 4+ | 4+ | 4 | | | | |
| 33 | Precautionary Emergency Landing | 3+ | 3+ | 4+ | 4+ | 4 | 4+ | 4+ | | |
| 34 | PEL/P | 3+ | 3+ | 4+ | 4+ | 4+ | 4+ | 4+ | | |

MIF continued on next page.

| CONTACT STAGE MANEUVER ITEM FILE | | | | | | | | | | |
|----------------------------------|-------------------------------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| CTS REF | MANEUVER | C3103 | C4103 | C4203 | C4303 | C4490 | C4501 | C4690 | C4701* | C4890* |
| 35 | ELP Landing | 3+ | 3 | 3+ | 4+ | 4+ | 4+ | 4+ | | |
| 36 | VFR Arrival/Course Rules | 3 | 3+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4 | 4 |
| 37 | Landing Pattern | 3+ | 3+ | 4+ | 4+ | 4+ | 4+ | 4+ | 4 | 4 |
| 38 | No-Flap Landing | 3+ | 3+ | 3+ | 4+ | 4+ | 4+ | 4+ | 4 | 4 |
| 38 | Takeoff Flap Landing | 3+ | 3+ | 3+ | 4+ | 4+ | 4+ | 4+ | 4 | 4 |
| 38 | LDG Flap Landing | 3+ | 3+ | 3+ | 4+ | 4+ | 4+ | 4+ | 4 | 4 |
| 39 | AOA Pattern | 3+ | 3+ | 3+ | 4+ | 4 | | | | |
| 40 | Waveoff | 4 | 4+ | 4+ | 4+ | 4 | 4+ | 4+ | | |
| 64 | Progressive Spin | | | | | | | | 4+ | 4+ |
| 65 | Spiral | | | | | | | | 4+ | 4+ |
| 66 | OCF Recovery | | | | 4+ | 4 | | | 4+ | 4+ |
| | Special Syllabus Requirements | | | 1 | 1 | | | | 1 | |

*OCF Advanced Qualification

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|---------|--------------------------------|--------|------|----------|
| C11 | CAI/MIL | Contact Flight Procedures 1 | 8 | 10.4 | Contact |

1. Prerequisites

- a. G0101 (Check-in) prior to C1101-7 (any order).
- b. C1101-6 prior to C1190.

2. Events

| | | | | | |
|-------|-----|--|--|-----|--|
| C1101 | CAI | TOLD Computations | | 1.0 | |
| C1102 | CAI | Clearing, Cross-check, and Basic Flight | | 1.6 | |
| C1103 | CAI | Taxi and Takeoff | | 1.3 | |
| C1104 | CAI | Departure and Climb | | 0.5 | |
| C1105 | CAI | Traffic Patterns | | 2.0 | |
| C1106 | CAI | Landing | | 1.0 | |
| C1107 | MIL | Contact Review 1 | | 2.0 | |
| C1190 | CAI | Contact Exam 1 Test | | 1.0 | |

3. Syllabus Note. C1107 is an optional event.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|---------|--------------------------------|--------|------|--------------|
| C12 | CAI/MIL | Contact Flight Procedures 2 | 10 | 11.4 | See Below |

1. Prerequisites

a. G0101 (Check-in) prior to C1201-8 (in any order) and prior to C1209.

b. C1201-4 and C1206-8 prior to C1290.

2. Events

| | | | | | |
|-------|-----|------------------------|--|-----|-------|
| C1201 | CAI | Stalls | | 1.5 | DCONF |
| C1202 | CAI | Recoveries | | 0.5 | DCONF |
| C1203 | CAI | Spins | | 1.0 | DCONF |
| C1204 | CAI | Energy Management | | 1.6 | DCONF |
| C1205 | MIL | Contact Review 2 | | 2.0 | DCONF |
| C1206 | CAI | Rear Cockpit Preflight | | 0.5 | DCONF |
| C1207 | CAI | Basic Aerobatics | | 0.7 | DCONF |
| C1208 | CAI | Advanced Aerobatics | | 1.8 | DCONF |
| C1290 | CAI | Contact Exam 2 Test | | 1.0 | DCONF |
| C1209 | CAI | Night Procedures | | 0.8 | NCONF |

3. Syllabus Note. C1205 is an optional event.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|-----------------------|---|--------|-----|----------|
| C13 | CAI | Out-of-Control Flight | 1 | 1.0 | OCFFP |
| 1. | <u>Prerequisite.</u> | Completion of IUT syllabus. | | | |
| 2. | <u>Events</u> | | | | |
| | C1390 | CAI Out-of-Control Flight Test Procedures Exam | | 1.0 | |
| 3. | <u>Syllabus Note.</u> | OCF Advanced Qualification only. | | | |
| 4. | <u>Discuss Items.</u> | None. | | | |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-------------|--------|-----|-----|
| C31 | OFT | Day Contact | 3 | 3.9 | 1.3 |

1. Prerequisites

a. C1101-6, C1201-4, and C1206-8 (Contact Flight Procedures CAIs).

b. Q4204.

2. Syllabus Note. All maneuvers performed by the IUT will emphasize instructional procedures while maintaining pilot proficiency level.

3. Special Syllabus Requirements. None.

4. Discuss Items

C3101

Spin, Contact unusual attitudes, landing pattern, crosswind landings, full-stop landings, AOA pattern, and waveoff.

C3102

Loop, aileron roll, split-S, barrel roll, cloverleaf, Immelmann, Cuban eight, and wingover.

C3103

Power loss, PEL, PEL/P, ELP, and ELP landing.

5. Block MIF

| CTS REF | MANEUVER | C3103 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 4 |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 3+ |
| 15 | Turn Pattern | 3+ |
| 16 | Level Speed Change | 3+ |
| 17 | Slow Flight | 3+ |
| 18 | Power-On Stall | 3+ |
| 19 | Landing Pattern Stalls | 3+ |
| 20 | Power-Off Stalls | 3+ |
| 21 | Spin | 3 |
| 22 | Contact Unusual Attitudes | 3+ |
| 23 | Loop | 3+ |
| 24 | Aileron Roll | 3+ |
| 25 | Split-S | 3+ |
| 26 | Barrel Roll | 3+ |
| 27 | Cloverleaf | 3+ |
| 28 | Immelmann | 3+ |

MIL continued on next page.

| CTS REF | MANEUVER | C3103 |
|---------|---------------------------------|-------|
| 29 | Cuban Eight | 3+ |
| 30 | Wingover | 3+ |
| 31 | Slip | 3 |
| 32 | Power Loss | 3+ |
| 33 | Precautionary Emergency Landing | 3+ |
| 34 | PEL/P | 3+ |
| 35 | ELP Landing | 3+ |
| 36 | VFR Arrival/Course Rules | 3 |
| 37 | Landing Pattern | 3+ |
| 38 | No-Flap Landing | 3+ |
| 38 | Takeoff Flap Landing | 3+ |
| 38 | LDG Flap Landing | 3+ |
| 39 | AOA Pattern | 3+ |
| 40 | Waveoff | 4 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-------------|--------|-----|-----|
| C41 | T-6B | Day Contact | 3 | 4.8 | 1.6 |

1. Prerequisite. C3103.

2. Syllabus Notes

a. All IUT events will be flown from the rear cockpit; all maneuvers will emphasize rear-cockpit proficiency.

b. Once initial proficiency is achieved, the IUT shall practice instruction.

3. Special Syllabus Requirements. None.

4. Discuss Items

C4101

Front and rear cockpit switchology differences, local course rules, and crosswind takeoffs/touch-and-goes/full-stop landings.

C4102

Area/energy management, local area fuel considerations, and aerobatic maneuvers.

C4103

Power loss, PEL, PEL/P, ELP, and ELP landing.

5. Block MIF

| CTS REF | MANEUVER | C4103 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 3+ |
| 14 | G-Awareness/Exercise | 4+ |
| 15 | Turn Pattern | 4+ |
| 16 | Level Speed Change | 4+ |
| 17 | Slow Flight | 3 |
| 18 | Power-On Stall | 4+ |
| 19 | Landing Pattern Stalls | 4+ |
| 20 | Power-Off Stalls | 4+ |
| 21 | Spin | 4 |
| 22 | Contact Unusual Attitudes | 4+ |
| 23 | Loop | 3+ |
| 24 | Aileron Roll | 3+ |
| 25 | Split-S | 3+ |

MIF continued on next page.

| CTS REF | MANEUVER | C4103 |
|---------|---------------------------------|-------|
| 26 | Barrel Roll | 3 |
| 27 | Cloverleaf | 3 |
| 28 | Immelmann | 3 |
| 29 | Cuban Eight | 3 |
| 30 | Wingover | 3 |
| 31 | Slip | 3 |
| 32 | Power Loss | 3+ |
| 33 | Precautionary Emergency Landing | 3+ |
| 34 | PEL/P | 3+ |
| 35 | ELP Landing | 3 |
| 36 | VFR Arrival/Course Rules | 3+ |
| 37 | Landing Pattern | 3+ |
| 38 | No-Flap Landing | 3+ |
| 38 | Takeoff Flap Landing | 3+ |
| 38 | LDG Flap Landing | 3+ |
| 39 | AOA Pattern | 3+ |
| 40 | Waveoff | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-------------|--------|-----|-----|
| C42 | T-6B | Day Contact | 3 | 4.8 | 1.6 |

1. Prerequisite. C4103.

2. Syllabus Notes

a. All events will be flown from the rear cockpit.

b. All events will concentrate on introducing instructional procedures while continuing to build proficiency in the rear cockpit.

c. Observe a minimum of one student brief/debrief evolution during block.

3. Special Syllabus Requirements

C4201

Demonstrate visual straight-in.

C4202

Aborted takeoff demonstration.

4. Discuss Items

C4201

Working area/outlying field operations, student C4101 briefing items/profile, energy management, and visual straight-in.

C4202

Pattern chalkboard brief (IUT brief), student C4102 briefing items/profile, and aborted takeoff.

C4203

Emergency landing pattern chalkboard brief (IUT brief), student C4103 briefing items/profile, and Aldis lamp demonstration.

5. Block MIF

| CTS REF | MANEUVER | C4203 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 3+ |
| 14 | G-Awareness/Exercise | 4+ |
| 15 | Turn Pattern | 4 |
| 16 | Level Speed Change | 4 |
| 17 | Slow Flight | 4+ |
| 18 | Power-On Stall | 4+ |
| 19 | Landing Pattern Stalls | 4+ |
| 20 | Power-Off Stalls | 4+ |
| 21 | Spin | 4+ |
| 22 | Contact Unusual Attitudes | 4+ |
| 23 | Loop | 3+ |
| 24 | Aileron Roll | 3+ |
| 25 | Split-S | 3+ |

MIF continued on next page.

| CTS REF | MANEUVER | C4203 |
|---------|---------------------------------|-------|
| 26 | Barrel Roll | 3+ |
| 27 | Cloverleaf | 3+ |
| 28 | Immelmann | 3+ |
| 29 | Cuban Eight | 3+ |
| 30 | Wingover | 3+ |
| 31 | Slip | 4+ |
| 32 | Power Loss | 4+ |
| 33 | Precautionary Emergency Landing | 4+ |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 3+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 3+ |
| 38 | Takeoff Flap Landing | 3+ |
| 38 | LDG Flap Landing | 3+ |
| 39 | AOA Pattern | 3+ |
| 40 | Waveoff | 4+ |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-------------|--------|-----|-----|
| C43 | T-6B | Day Contact | 3 | 4.8 | 1.6 |

1. Prerequisite. C4203.

2. Syllabus Notes

a. Events will be flown from the rear cockpit.

b. During this block of training, special emphasis will be placed on defensive posturing and instructional procedures. On C4302 and C4303, the IUT will practice instructing and evaluating SI in simulated student role. IUT will debrief simulated student and generate ATF.

c. C4302 will be flown as a student C4203 syllabus event.

d. C4303 will be flown as a student C4104 syllabus event.

e. Observe a minimum of one student brief/debrief evolution during block.

f. C4301 shall be repeated annually as an OCF refresher.

3. Special Syllabus Requirements

C4301

High-speed spiral demonstration and progressive spin.

C4302-3

SI will demonstrate a cross section of common student errors.

4. Discuss Items

C4301

Out-of-control flight recognition and recovery; defensive positioning/exposure/recovery; spin versus spiral flight characteristics; and MPTS review of ATF and ATS. Common student errors; spin and stall errors; stalls during out-of-balance flight; aircraft flight characteristics associated with stalling in a skid versus a slip; skid-to-slip - rudder swap; defensive positioning for all maneuvers listed in the MIF; and what to expect on C4302 flight profile.

C4302

Early contact defensive positioning; Contact stage student errors; and landing pattern errors to include: improper OLF entry/departure, interval errors, basic arrival deviations, improper communications, late flare, high flare, flat landings, porpoise landings, landing long, off center line, nose-wheel shimmy, landing in a crab, improper waveoffs, and low-key considerations. How to brief a typical student Contact flight (ATF, ATS, etc.), managing a typical student Contact flight (i.e., high-to-low), how to write the ATF, course training standards, and how to use the CTS.

C4303

Aborted takeoff, TOLD, minimum power-required charts/determination, and defensive positioning.

5. Block MIF

| CTS REF | MANEUVER | C4303 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |

MIF continued on next page.

| CTS REF | MANEUVER | C4303 |
|---------|---------------------------------|-------|
| 14 | G-Awareness/Exercise | 4+ |
| 15 | Turn Pattern | 4 |
| 16 | Level Speed Change | 4 |
| 17 | Slow Flight | 4 |
| 18 | Power-On Stall | 4+ |
| 19 | Landing Pattern Stalls | 4+ |
| 20 | Power-Off Stalls | 4+ |
| 21 | Spin | 4+ |
| 22 | Contact Unusual Attitudes | 4+ |
| 23 | Loop | 4+ |
| 24 | Aileron Roll | 4+ |
| 25 | Split-S | 4+ |
| 26 | Barrel Roll | 4+ |
| 27 | Cloverleaf | 4+ |
| 28 | Immelmann | 4+ |
| 29 | Cuban Eight | 4+ |
| 30 | Wingover | 4+ |
| 31 | Slip | 4+ |
| 32 | Power Loss | 4+ |
| 33 | Precautionary Emergency Landing | 4+ |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 4+ |
| 38 | Takeoff Flap Landing | 4+ |
| 38 | LDG Flap Landing | 4+ |
| 39 | AOA Pattern | 4+ |
| 40 | Waveoff | 4+ |
| 66 | OCF Recovery | 4+ |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|---|--------|-----|-----|
| C44 | T-6B | Standardization Day Contact Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. C4303.
- b. C1190 and C1290 (Contact 1 and 2 Exams).

2. Syllabus Notes

a. Event will be flown from the rear cockpit for Stage "Q" and Check "X" instructor qualification. Event may be flown from the front cockpit for Standardization "S" instructor qualification.

b. OCF maneuvers are required on initial qualification only. They may be flown on requalification flights if flown with an OCF instructor.

c. A minimum of four aerobatic maneuvers (SI choice) shall be flown.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any emergency procedure, defensive positioning, OCF, and OCF recovery procedures.

5. Block MIF

| CTS REF | MANEUVER | C4490 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| 15 | Turn Pattern | 4 |
| 16 | Level Speed Change | 4 |
| 17 | Slow Flight | 4+ |
| 18 | Power-On Stall | 4+ |
| 19 | Landing Pattern Stalls | 4+ |
| 20 | Power-Off Stalls | 4+ |
| 21 | Spin | 4 |
| 22 | Contact Unusual Attitudes | 4+ |
| 23 | Loop | 4 |
| 24 | Aileron Roll | 4 |
| 25 | Split-S | 4 |
| 26 | Barrel Roll | 4 |

MIF continued on next page.

| CTS REF | MANEUVER | C4490 |
|---------|---------------------------------|-------|
| 27 | Cloverleaf | 4 |
| 28 | Immelmann | 4 |
| 29 | Cuban Eight | 4 |
| 30 | Wingover | 4 |
| 31 | Slip | 4 |
| 32 | Power Loss | 4 |
| 33 | Precautionary Emergency Landing | 4 |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 4+ |
| 38 | Takeoff Flap Landing | 4+ |
| 38 | LDG Flap Landing | 4+ |
| 39 | AOA Pattern | 4 |
| 40 | Waveoff | 4 |
| 66 | OCF Recovery | 4 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|---------------|--------|-----|-----|
| C45 | T-6B | Night Contact | 1 | 1.6 | 1.6 |

1. Prerequisite. C1209 (Night Contact Flight Procedures).
2. Syllabus Note. Event will be flown from the rear cockpit.
3. Special Syllabus Requirements. None.
4. Discuss Items. Night flying considerations, aircraft and cockpit lighting, applicable night emergencies, local night SOP, and electrical system malfunctions.

5. Block MIF

| CTS REF | MANEUVER | C4501 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 33 | Precautionary Emergency Landing | 4+ |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 4+ |
| 38 | Takeoff Flap Landing | 4+ |
| 38 | LDG Flap Landing | 4+ |
| 40 | Waveoff | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|---|--------|-----|-----|
| C46 | T-6B | Standardization Night Contact Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites
 - a. C4501.
 - b. N4201.
2. Syllabus Notes. C4690 as needed if NCON currency expires.
3. Special Syllabus Requirements. None.
4. Discuss Items. Applicable night emergencies, local SOP night operations, and student Night Contact event.

5. Block MIF

| CTS REF | MANEUVER | C4690 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 33 | Precautionary Emergency Landing | 4+ |
| 34 | PEL/P | 4+ |
| 35 | ELP Landing | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4+ |
| 38 | No-Flap Landing | 4+ |
| 38 | Takeoff Flap Landing | 4+ |
| 38 | LDG Flap Landing | 4+ |
| 40 | Waveoff | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|--|--------|-----|-----|
| C47 | T-6B | Standardization Out-of-Control Flight | 1 | 1.6 | 1.6 |

1. Prerequisite. Completion of IUT syllabus.
2. Syllabus Notes
 - a. OCF Advanced Qualification only.
 - b. Event will be flown from the front cockpit.
3. Special Syllabus Requirements. Anti-spin recovery, demonstrate improper ELP profile, and demonstrate landing pattern errors that may lead to OCF (at altitude).
4. Discuss Items
 - a. Out-of-control flight/recovery procedures, anti-spin versus controls neutral spin recovery, progressive spin, spin versus spiral, stalls during out-of-balance flight; aircraft flight characteristics associated with stalling in a skid versus a slip; and skid-to-slip/rudder swap.
 - b. Common student errors and defensive positioning.

5. Block MIF

| CTS REF | MANEUVER | C4701 |
|---------|-------------------------------------|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 21 | Spin | 4+ |
| 22 | Contact Unusual Attitudes | 4+ |
| 36 | VFR Arrival/Course Rules | 4 |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 64 | Progressive Spin | 4+ |
| 65 | Spiral | 4+ |
| 66 | OCF Recovery | 4+ |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|--|--------|-----|-----|
| C48 | T-6B | Standardization Out-of-Control Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. C1390 (OCF Exam).
- b. C4701.

2. Syllabus Notes

- a. OCF Advanced Qualification only.

- b. Event will be flown from the front cockpit for Stage "Q" instructor qualification. Event may be flown from the front cockpit for Standardization "S" instructor qualification.

3. Special Syllabus Requirements. None.

4. Discuss Items. Out-of-control flight/recovery procedures, progressive spin, spin versus spiral, common IUT errors, defensive positioning, and CNATRAINST 3710.13G OCF refresher requirements.

5. Block MIF

| CTS REF | MANEUVER | C4890 |
|---------|-------------------------------------|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 21 | Spin | 4+ |
| 22 | Contact Unusual Attitudes | 4+ |
| 36 | VFR Arrival/Course Rules | 4 |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 64 | Progressive Spin | 4+ |
| 65 | Spiral | 4+ |
| 66 | OCF Recovery | 4+ |

CNATRAINST 1542.165B
16 Mar 2017

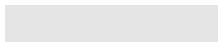
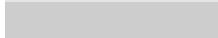
BLANK PAGE

Chapter V

Instrument Training

1. Matrices. The following matrix is an overview of the entire Instrument stage, except I4390. The purpose of this matrix is to provide the IUT and SI the easiest way to track progress, regression, and overall status in relation to the MIF. In addition, there is a single matrix following each block description throughout this chapter.

2. Instrument Stage MIF

 Simulator/Device Event
 Check Flight Event

| INSTRUMENT STAGE MANEUVER ITEM FILE | | | | | |
|--|--------------------------------------|--------------|--------------|--------------|--------------|
| CTS REF | MANEUVER | I3102 | I3203 | I4106 | I4290 |
| 1 | General Knowledge/Procedures | 3+ | 4+ | 4+ | 4+ |
| 2 | Emergency Procedures | 3+ | 4+ | 4+ | 4+ |
| 3 | Headwork/Situational Awareness | 3+ | 4+ | 4+ | 4+ |
| 4 | Basic Air Work | 4+ | 4+ | 4+ | 4+ |
| 5 | In-flight Checks/Fuel Management | 3+ | 4+ | 4+ | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ | 4+ | 4+ | 4+ |
| 7 | Task Management | 3+ | 4+ | 4+ | 4+ |
| 8 | Communication | 4+ | 4+ | 4+ | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ | 4+ | 4+ | 4+ |
| 10 | Ground Operations | 4 | 4 | 4+ | 4+ |
| 11 | Takeoff | 4+ | 4+ | 4+ | 4+ |
| 12 | Departure | 4+ | 4+ | 4+ | 4+ |

MIF continued on next page.

| INSTRUMENT STAGE MANEUVER ITEM FILE | | | | | |
|--|---|--------------|--------------|--------------|--------------|
| CTS REF | MANEUVER | I3102 | I3203 | I4106 | I4290 |
| 13 | Instructional Skills/Student Management | 3+ | 4+ | 4+ | 4+ |
| 41 | Steep Turns | 4+ | 4 | 4 | 4 |
| 42 | IFR Unusual Attitudes | 4+ | 4 | 4 | 4 |
| 43 | Point-to-Point | 3+ | 4+ | 4+ | 4 |
| 44 | Holding | 4+ | 4+ | 4+ | 4+ |
| 45 | Enroute Procedures | 4+ | 4+ | 4+ | 4+ |
| 46 | Enroute Descent | 4+ | 4+ | 4+ | 4+ |
| 47 | High-Altitude Approach | 3 | 4+ | 4 | 4 |
| 48 | Teardrop Approach | 4 | 4+ | 4 | 4 |
| 49 | Arcing Approach | 4 | 4+ | 4 | 4 |
| 50 | HILLO Approach | 4 | 4+ | 4+ | 4 |
| 51 | Procedure Turn Approach | 4 | 4+ | 4+ | 4 |
| 52 | RVFAC Approach | 4 | 4+ | 4+ | 4 |
| 53 | GPS Approach | 4 | 4+ | 4+ | 4 |
| 54 | PAR Approach | 4 | 4+ | 4+ | 4 |
| 55 | ASR Approach | 4 | 4+ | 4+ | 4 |
| 56 | VOR Final | 3+ | 4+ | 4+ | 4 |
| 57 | ILS Final | 3+ | 4+ | 4+ | 4 |
| 58 | LOC Final | 3+ | 4+ | 4+ | 4 |
| 59 | GPS Final | 3 | 4+ | 4+ | 4 |
| 60 | Backup Flight Instrument Approach | 3 | 4+ | 4 | 4 |
| 61 | Circling Approach | 3 | 3+ | 4+ | 4 |
| 62 | Missed Approach | 4 | 4+ | 4+ | 4+ |
| 63 | Transition to Landing/ Landing | 4+ | 4+ | 4+ | 4+ |
| | Special Syllabus Requirements | | | 1 | |

| Blk # | Media | Title | Events | Hrs | Blk Name |
|---------|-------|-------------|--------|------|-----------|
| IN12/13 | CAI | Instruments | 13 | 21.1 | See Below |

1. Prerequisites

a. G0101 (Check-in) prior to IN1203-4, IN1206-7, IN1209-11, IN1301-3, and IN1305-6 in any order.

b. IN1203-4, IN1206-7, IN1209-11, and IN1301-3 prior to IN1390.

2. Events

| | | | | | |
|--------|-----|---|--|-----|-----|
| IN1203 | CAI | Instrument Takeoff and Departure | | 0.8 | IN2 |
| IN1204 | CAI | Arrival Preparation and Holding | | 0.6 | IN2 |
| IN1206 | CAI | Descent and Penetration | | 0.7 | IN2 |
| IN1207 | CAI | Low Altitude Approaches | | 0.9 | IN2 |
| IN1209 | CAI | Final Approach | | 1.2 | IN2 |
| IN1210 | CAI | Radar Approaches | | 1.4 | IN2 |
| IN1211 | CAI | Transition to Landing and Missed Approach | | 2.5 | IN2 |
| IN1301 | CAI | Mission Planning Computations | | 1.5 | IN3 |
| IN1302 | CAI | IFR Mission Planning | | 3.0 | IN3 |
| IN1303 | CAI | IFR Navigation | | 1.5 | IN3 |
| IN1305 | MIL | IFR Mission Planning Lab 1 | | 3.0 | IN3 |
| IN1306 | MIL | IFR Mission Planning Lab 2 | | 2.0 | IN3 |
| IN1390 | CAI | Instruments Exam Test | | 2.0 | IN3 |

3. Syllabus Note. IN1305 and IN1306 are optional events.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|---------|-------------------|--------|-----|-----|
| I31 | OFT/UTD | Radio Instruments | 2 | 2.6 | 1.3 |

1. Prerequisites

a. IN1203-4, IN1206-7, IN1209-11, and IN1301-3,
(Instruments CAI).

b. Q4204.

2. Syllabus Notes

a. I3101 shall be conducted in the OFT. I3102 should be
conducted in the OFT, but it may be conducted in the UTD.

b. IUTs shall meet or exceed these approach-type
requirements. A minimum of six approaches are required for this
block.

| | |
|-----|----------------|
| GCA | 1 (PAR or ASR) |
| ILS | 1 |
| LOC | 1 |
| VOR | 2 |

3. Special Syllabus Requirements. None.

4. Discuss Items

I3101

UFCP, FMS setup, and scan patterns.

I3102

Battery failure, generator failure, and backup flight
instrument.

5. Block MIF

| CTS REF | MANEUVER | I3102 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 3+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 4 |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 3+ |
| 41 | Steep Turns | 4+ |
| 42 | IFR Unusual Attitudes | 4+ |
| 43 | Point-to-Point | 3+ |
| 44 | Holding | 4+ |
| 45 | Enroute Procedures | 4+ |
| 46 | Enroute Descent | 4+ |
| 47 | High-Altitude Approach | 3 |
| 48 | Teardrop Approach | 4 |
| 49 | Arcing Approach | 4 |
| 50 | HIL0 Approach | 4 |
| 51 | Procedure Turn Approach | 4 |
| 52 | RVFAC Approach | 4 |
| 53 | GPS Approach | 4 |
| 54 | PAR Approach | 4 |

MIF continued on next page.

| CTS REF | MANEUVER | I3102 |
|---------|-----------------------------------|-------|
| 55 | ASR Approach | 4 |
| 56 | VOR Final | 3+ |
| 57 | ILS Final | 3+ |
| 58 | LOC Final | 3+ |
| 59 | GPS Final | 3 |
| 60 | Backup Flight Instrument Approach | 3 |
| 61 | Circling Approach | 3 |
| 62 | Missed Approach | 4 |
| 63 | Transition to Landing/Landing | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|---------|-------------------|--------|-----|-----|
| I32 | OFT/UTD | Radio Instruments | 3 | 3.9 | 1.3 |

1. Prerequisite. I3102.
2. Syllabus Notes. I3201 shall be conducted in the OFT. I3202 and I3203 should be conducted in the OFT, but they may be conducted in the UTD.
3. Special Syllabus Requirements. None.
4. Discuss Items

I3201

Clearance and departure procedures, lost communications, local procedures/FIH, and radar approaches.

I3202

FMS flight plan usage, FMS SID, FMS STAR, FMS holding, and FMS arcing approach.

I3203

FMS HILO approach, FMS procedure turn approach, GPS approach, RVFAC, and FMS missed approach.

5. Block MIF

| CTS REF | MANEUVER | I3203 |
|---------|-------------------------------------|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |

MIF continued on next page.

| CTS REF | MANEUVER | I3203 |
|---------|---|-------|
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4 |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 41 | Steep Turns | 4 |
| 42 | IFR Unusual Attitudes | 4 |
| 43 | Point-to-Point | 4+ |
| 44 | Holding | 4+ |
| 45 | Enroute Procedures | 4+ |
| 46 | Enroute Descent | 4+ |
| 47 | High-Altitude Approach | 4+ |
| 48 | Teardrop Approach | 4+ |
| 49 | Arcing Approach | 4+ |
| 50 | HIL0 Approach | 4+ |
| 51 | Procedure Turn Approach | 4+ |
| 52 | RVFAC Approach | 4+ |
| 53 | GPS Approach | 4+ |
| 54 | PAR Approach | 4+ |
| 55 | ASR Approach | 4+ |
| 56 | VOR Final | 4+ |
| 57 | ILS Final | 4+ |
| 58 | LOC Final | 4+ |
| 59 | GPS Final | 4+ |
| 60 | Backup Flight Instrument Approach | 4+ |
| 61 | Circling Approach | 3+ |
| 62 | Missed Approach | 4+ |
| 63 | Transition to Landing/Landing | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-------------------|--------|-----|-----|
| I41 | T-6B | Radio Instruments | 6 | 9.6 | 1.6 |

1. Prerequisite. I3203.

2. Syllabus Notes

a. I4101 will be flown from the rear cockpit; I4102-6 will be flown from the front cockpit.

b. One hour of nighttime should be completed during the I41 block. Discuss local night procedures prior to night flight.

c. During block, IUT will fly and instruct a portion of each flight.

d. At least two flights from I41 block must be completed during an out-and-in or during a cross-country.

e. A minimum of three approaches and holding should be accomplished on each event.

f. Flights should represent a typical student profile.

g. Observe a minimum of one student brief/debrief evolution during block.

h. Fly at least one PAR or ASR as a no-gyro.

i. Ensure IUTs are proficient in FMS holding setup procedures.

3. Special Syllabus Requirements

I4101

Local departure, recovery, and vertigo demonstration.

I4106

SI will demonstrate a cross section of common student errors.

4. Discuss Items

I4101

Instrument scan, local IFR departure, and local student instrument approach plates.

I4102

Hypoxia/hyperventilation and OBOGS caution/warning light, and icing considerations.

I4103

Clearance and departure procedures, stereo routes (canned flight plans), airway navigation, lost communications, local procedures/FIH, PAR approach, ASR approach, and no-gyro radar approach.

I4104

FMS flight plan usage, FMS SID, FMS STAR, FMS holding, and FMS arcing approach.

I4105

FMS HILO approach, FMS procedure turn approach, GPS approach, RVFAC approach, FMS missed approach, common student errors, student grading practices, and defensive posturing.

I4106

Common student errors and student grading practices.

5. Block MIF

| CTS REF | MANEUVER | I4106 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 41 | Steep Turns | 4 |
| 42 | IFR Unusual Attitudes | 4 |
| 43 | Point-to-Point | 4+ |
| 44 | Holding | 4+ |
| 45 | Enroute Procedures | 4+ |
| 46 | Enroute Descent | 4+ |
| 47 | High-Altitude Approach | 4 |
| 48 | Teardrop Approach | 4 |
| 49 | Arcing Approach | 4 |
| 50 | HILO Approach | 4+ |
| 51 | Procedure Turn Approach | 4+ |

MIF continued on next page.

| CTS REF | MANEUVER | I4106 |
|---------|-----------------------------------|-------|
| 52 | RVFAC Approach | 4+ |
| 53 | GPS Approach | 4+ |
| 54 | PAR Approach | 4+ |
| 55 | ASR Approach | 4+ |
| 56 | VOR Final | 4+ |
| 57 | ILS Final | 4+ |
| 58 | LOC Final | 4+ |
| 59 | GPS Final | 4+ |
| 60 | Backup Flight Instrument Approach | 4 |
| 61 | Circling Approach | 4+ |
| 62 | Missed Approach | 4+ |
| 63 | Transition to Landing/Landing | 4+ |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|--|--------|-----|-----|
| I42 | T-6B | Standardization Instrument Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. I4106.
- b. IN1390 (Instruments Exam).

2. Syllabus Notes

a. A minimum of holding, one precision, and one non-precision approach shall be flown.

b. Event will be flown from the front cockpit for Stage "Q" and Check "X" instructor qualification. Event may be flown from the rear cockpit for Standardization "S" instructor qualification.

3. Special Syllabus Requirements. None.

4. Discuss Items. Student check flight criteria, FMS operations, and lost communication (IAW local SOP).

5. Block MIF

| CTS REF | MANEUVER | I4290 |
|---------|-------------------------------------|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |

MIF continued on next page.

| CTS REF | MANEUVER | I4290 |
|---------|---|-------|
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 41 | Steep Turns | 4 |
| 42 | IFR Unusual Attitudes | 4 |
| 43 | Point-to-Point | 4 |
| 44 | Holding | 4+ |
| 45 | Enroute Procedures | 4+ |
| 46 | Enroute Descent | 4+ |
| 47 | High-Altitude Approach | 4 |
| 48 | Teardrop Approach | 4 |
| 49 | Arcing Approach | 4 |
| 50 | HIL0 Approach | 4 |
| 51 | Procedure Turn Approach | 4 |
| 52 | RVFAC Approach | 4 |
| 53 | GPS Approach | 4 |
| 54 | PAR Approach | 4 |
| 55 | ASR Approach | 4 |
| 56 | VOR Final | 4 |
| 57 | ILS Final | 4 |
| 58 | LOC Final | 4 |
| 59 | GPS Final | 4 |
| 60 | Backup Flight Instrument Approach | 4 |
| 61 | Circling Approach | 4 |
| 62 | Missed Approach | 4+ |
| 63 | Transition to Landing/Landing | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-----------------------------------|--------|-----|-----|
| I43 | T-6B | NATOPS Instrument Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. G0690 (NATOPS Instrument Ground School/IRATS Exam).
- b. Q4390.
- c. I4290.

2. Syllabus Notes

a. Nonplussed graded items are required when evaluation is not conducted under actual instrument conditions.

b. If annual CRM flight evaluation was conducted in conjunction with the NATOPS Instrument Check Flight, it shall be noted in the remarks section of the OPNAVINST 3710/2 NATOPS Instrument Rating Request Form.

3. Special Syllabus Requirements. None.

4. Discuss Items. None.

5. Block MIF

| CTS REF | MANEUVER | I4390 |
|------------|--|-------|
| N | Instrument Takeoff | 4 |
| N | Climbing/Descending Timed Turns | 4 |
| N | Steep Turns | 4 |
| N | Recovery From Unusual Attitudes | 4 |
| N | VOR/TACAN Positioning | 4+ |
| N | Partial Panel Air Work | 4 |
| N | Flight Planning | 4+ |
| N | Clearance Compliance | 4+ |
| N | Instrument Approaches | 4+ |
| N | Communications and Navigation Equipment | 4+ |
| N | Emergency Procedures | 4+ |
| N | Voice Procedures | 4+ |

Chapter VI

Navigation Training

1. Matrices. The following matrices present an overview of the entire Navigation stage. The purpose of these matrices is to provide the IUT and SI the easiest way to track progress, regression, and overall status in relation to the MIF. In addition, there is a single matrix following each block description throughout this chapter.

2. Navigation Stage MIF

Simulator/Device Event

| NAVIGATION STAGE MANEUVER ITEM FILE | | | | | |
|--|---|--------------|--------------|--------------|--------------|
| CTS REF | MANEUVER | N3101 | N3201 | N4101 | N4201 |
| 1 | General Knowledge/Procedures | 3+ | 3+ | 4+ | 4+ |
| 2 | Emergency Procedures | 4+ | 4+ | 4+ | 4+ |
| 3 | Headwork/Situational Awareness | 3+ | 3+ | 4+ | 4+ |
| 4 | Basic Air Work | 4+ | 4+ | 4+ | 4+ |
| 5 | In-flight Checks/Fuel Management | 3+ | 3+ | 4+ | 4+ |
| 6 | In-flight Planning/Area Orientation | 3+ | 3+ | 4+ | 4+ |
| 7 | Task Management | 3+ | 3+ | 4+ | 4+ |
| 8 | Communication | 3+ | 3+ | 4+ | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ | 3+ | 4+ | 4+ |
| 10 | Ground Operations | 4 | 4 | 4+ | 4+ |
| 11 | Takeoff | 4+ | 4+ | 4+ | 4+ |
| 12 | Departure | 3+ | 3+ | 4+ | 4+ |
| 13 | Instructional Skills/Student Management | 3+ | 3+ | 4+ | 4+ |
| 36 | VFR Arrival/Course Rules | 3+ | 3+ | 4+ | 4+ |
| 37 | Landing Pattern | 4 | 4 | 4 | 4 |
| 38 | No-Flap Landing | 4 | 4 | 4 | 4 |
| 38 | Takeoff Flap Landing | 4 | 4 | 4 | 4 |
| 38 | LDG Flap Landing | 4 | 4 | 4 | 4 |
| 68 | Route Management | 3+ | 3+ | 4+ | 4+ |
| 69 | Standard Time Corrections | 3+ | 3+ | 4+ | 4+ |
| 70 | Standard Course Corrections | 3+ | 3+ | 4+ | 4+ |
| 71 | ATIS/PMSV/FSS/Weather | 3+ | 3+ | 4+ | 4+ |

| Blk # | Media | Title | Events | Hrs | Blk Name |
|-------|---------|------------|--------|-----|----------|
| NA11 | CAI/MIL | Navigation | 6 | 7.0 | NAV |

1. Prerequisites

a. G0101 (Check-in) prior to NA1101-4, and NA1106 (in any order).

b. NA1101-4 prior to NA1190.

2. Events

| | | | |
|--------|-------------|--------------------------------|-----|
| NA1101 | CAI | VFR Mission Planning | 1.5 |
| NA1102 | CAI | Lost Procedures | 0.5 |
| NA1103 | CAI | VFR Arrivals | 1.5 |
| NA1104 | CAI | Strange Field Procedures | 0.5 |
| NA1106 | MIL | VFR Navigation Planning Lab | 2.0 |
| NA1190 | CAI Test | VFR Navigation Exam | 1.0 |

3. Syllabus Notes. NA1106 is an optional event.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|----------------|--------|-----|-----|
| N31 | OFT | Day Navigation | 1 | 1.3 | 1.3 |

1. Prerequisites. NA1101-4 (Navigation CAIs).
2. Syllabus Notes. None.
3. Special Syllabus Requirements. None.
4. Discuss Items. VFR chart preparation, emergency field selection, airspace classification, VFR field entry/departure (AIM), and any applicable day emergency.

5. Block MIF

| CTS REF | MANEUVER | N3101 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 6 | In-flight Planning/Area Orientation | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 4 |
| 11 | Takeoff | 4+ |
| 12 | Departure | 3+ |
| 13 | Instructional Skills/Student Management | 3+ |
| 36 | VFR Arrival/Course Rules | 3+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 68 | Route Management | 3+ |
| 69 | Standard Time Corrections | 3+ |
| 70 | Standard Course Corrections | 3+ |
| 71 | ATIS/PMSV/FSS/Weather | 3+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|------------------|--------|-----|-----|
| N32 | OFT | Night Navigation | 1 | 1.3 | 1.3 |

1. Prerequisite. N3101.
2. Syllabus Notes. None.
3. Special Syllabus Requirements. None.
4. Discuss Items. Night visual navigation procedures, night VFR chart interpretation, local night VNAV SOPs, and any applicable night emergency procedure.

5. Block MIF

| CTS REF | MANEUVER | N3201 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 3+ |
| 6 | In-flight Planning/Area Orientation | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 10 | Ground Operations | 4 |
| 11 | Takeoff | 4+ |
| 12 | Departure | 3+ |
| 13 | Instructional Skills/Student Management | 3+ |
| 36 | VFR Arrival/Course Rules | 3+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 68 | Route Management | 3+ |
| 69 | Standard Time Corrections | 3+ |
| 70 | Standard Course Corrections | 3+ |
| 71 | ATIS/PMSV/FSS/Weather | 3+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|----------------|--------|-----|-----|
| N41 | T-6B | Day Navigation | 1 | 1.6 | 1.6 |

1. Prerequisites

a. N3101.

b. C4101.

2. Syllabus Notes

a. N41 block may be flown at anytime during the Day Contact syllabus after completion of C4101 and N3101.

b. Event is flown from the rear cockpit.

3. Special Syllabus Requirements. None.

4. Discuss Items. VFR chart preparation, emergency field selection, destination maintenance facilities and operating procedures, airspace classification, and VFR field entry/departure (AIM), any applicable day emergency, and local cross-country SOP.

5. Block MIF

| CTS REF | MANEUVER | N4101 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 68 | Route Management | 4+ |
| 69 | Standard Time Corrections | 4+ |
| 70 | Standard Course Corrections | 4+ |
| 71 | ATIS/PMSV/FSS/Weather | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|------------------|--------|-----|-----|
| N42 | T-6B | Night Navigation | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. N4101.
- b. N3201.
- c. NA1190 (VFR Navigation Exam).

2. Syllabus Notes

a. N42 block may be flown anytime after N4101 and N3201, but must be complete prior to C4690.

b. Event is flown from the rear cockpit.

3. Special Syllabus Requirements. None.

4. Discuss Items. Night visual navigation procedures, night VFR chart interpretation, local night SOPs, and applicable night emergency.

5. Block MIF

| CTS REF | MANEUVER | N4201 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 11 | Takeoff | 4+ |
| 12 | Departure | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 68 | Route Management | 4+ |
| 69 | Standard Time Corrections | 4+ |
| 70 | Standard Course Corrections | 4+ |
| 71 | ATIS/PMSV/FSS/Weather | 4+ |

CNATRAINST 1542.165B
16 Mar 2017

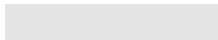
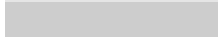
BLANK PAGE

Chapter VII

Formation Training

1. Matrices. The following matrices are overviews of the entire Formation Stage. The purpose of these matrices is to provide the IUT and SI the easiest way to track progress, regression, and overall status in relation to the MIF. In addition, there is a single matrix following each block description throughout this chapter.

2. Formation Stage MIF

 Simulator/Device Event
 Check Flight Event

| FORMATION STAGE MANEUVER ITEM FILE | | | | | | |
|---|---|--------------|--------------|--------------|--------------|--------------|
| CTS REF | MANEUVER | F3101 | F4106 | F4290 | F4303 | F4490 |
| 1 | General Knowledge/ Procedures | 3+ | 4+ | 4+ | 4+ | 4+ |
| 2 | Emergency Procedures | 3+ | 4+ | 4+ | 4+ | 4+ |
| 3 | Headwork/Situational Awareness | 3+ | 4+ | 4+ | 4+ | 4+ |
| 4 | Basic Air Work | 4+ | 4+ | 4+ | 4+ | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ | 4+ | 4+ | 4+ | 4+ |
| 6 | In-flight Planning/Area Orientation | 3+ | 4+ | 4+ | 4+ | 4+ |
| 7 | Task Management | 3+ | 4+ | 4+ | 4+ | 4+ |
| 8 | Communication | 3+ | 4+ | 4+ | 4+ | 4+ |
| 9 | Mission Planning/Briefing/ Debriefing | 3+ | 4+ | 4+ | 4+ | 4+ |
| 10 | Ground Operations | | 4+ | 4+ | 4+ | 4+ |
| 13 | Instructional Skills/ Student Management | | 4+ | 4+ | 4+ | 4+ |

MIF continued on next page.

| FORMATION STAGE MANEUVER ITEM FILE | | | | | | |
|---|-----------------------------|--------------|--------------|--------------|--------------|--------------|
| CTS REF | MANEUVER | F3101 | F4106 | F4290 | F4303 | F4490 |
| 14 | G-Awareness/Exercise | | 4+ | 4+ | 4+ | 4+ |
| 37 | Landing Pattern | 4 | 4 | 4 | 4 | 4 |
| 38 | No-Flap Landing | 4 | 4 | 4 | 4 | 4 |
| 38 | Takeoff Flap Landing | 4 | 4 | 4 | 4 | 4 |
| 38 | LDG Flap Landing | 4 | 4 | 4 | 4 | 4 |
| 72 | Lead Change | 3 | 4+ | 4+ | 4+ | 4+ |
| 73 | Visual Signals | 3+ | 4+ | 4+ | 4+ | 4+ |
| 76 | Wingman Consideration | | 4+ | 4+ | 4+ | 4+ |
| | Formation Lead | | | | | |
| 12 | Departure | | 4+ | 4 | 4+ | 4 |
| 36 | VFR Arrival/Course Rules | | 4+ | 4+ | 4+ | 4+ |
| 74 | Section Takeoff | | 4+ | 4 | 4 | 4 |
| 75 | Interval Takeoff | | 4+ | 4 | 4 | 4 |
| 83 | Breakup and Rendezvous | | 4+ | 4+ | 4+ | 4+ |
| 88 | Formation Approach | | 4+ | 4 | 4+ | 4 |
| | Formation Wingman | | | | | |
| 74 | Section Takeoff | 2+ | 4+ | 4 | 4 | 4 |
| 75 | Interval Takeoff | 2+ | 4+ | 4 | 4 | 4 |
| 77 | Parade (Straight-and-Level) | 2+ | 4+ | 4+ | 4+ | 4+ |
| 78 | Parade/Turns Into | 2+ | 4+ | 4+ | 4+ | 4+ |
| 79 | Parade/Turns Away (IFR) | 2+ | 4+ | 4+ | 4+ | 4+ |
| 80 | Parade/Turns Away (VFR) | 2+ | 4+ | 4+ | 4+ | 4+ |
| 82 | Crossunder | 2+ | 4+ | 4+ | 4 | 4 |
| 83 | Breakup and Rendezvous | 2+ | 4+ | 4+ | 4 | 4 |
| 84 | Running Rendezvous | 2+ | 4+ | 4+ | 4 | 4 |
| 85 | Underrun | 2+ | 4+ | 4+ | 4 | 4 |

MIF continued on next page.

| FORMATION STAGE MANEUVER ITEM FILE | | | | | | |
|---|----------------------------------|--------------|--------------|--------------|--------------|--------------|
| CTS REF | MANEUVER | F3101 | F4106 | F4290 | F4303 | F4490 |
| 86 | Cruise Maneuvering | 2+ | 4+ | 4+ | 4+ | 4+ |
| 87 | Tail-Chase | 2+ | | | 4+ | 4+ |
| 88 | Formation Approach | 2+ | 4+ | 4 | 4+ | 4 |
| | Special Syllabus Requirements | | 1 | | | |

| Blk # | Media | Title | Events | Hrs | Blk Name |
|--------|---------|--------------------------------|--------|-----|--------------|
| F11/12 | MIL/CAI | Formation/ Cruise Formation | 3 | 6.5 | See Below |

1. Prerequisites

a. Completion of IUT syllabus - Formation Advanced Qualification.

b. F1101 prior to F1190 - Formation Advanced Qualification.

c. F4290 prior to F1290 - Cruise Formation Advanced Qualification.

2. Events

F1101 MIL Formation Procedures 4.5 FFP1

F1190 CAI Formation Exam 1.0 FFP1
 Test

F1290 P/P Cruise Formation Exam 1.0 FFP2
 Exam

3. Syllabus Notes

a. Formation Advanced Qualification IPs complete F1101 and F1190.

b. IP must have Formation Advanced Qualification in order to begin Cruise Formation Advanced Qualification.

c. Cruise Formation Advanced Qualification IPs complete F1290.

4. Discuss Items. None.

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-----------|--------|-----|-----|
| F31 | OFT | Formation | 1 | 1.3 | 1.3 |

1. Prerequisite. F1101 (Formation Procedures) - Formation Advanced Qualification only.
2. Syllabus Note. Initial IUTs do not take this block.
3. Special Syllabus Requirements. None.
4. Discuss Items. Visual signals and Formation maneuvers.
5. Block MIF

| CTS REF | MANEUVER | F3101 |
|---------|--------------------------------------|-------|
| 1 | General Knowledge/Procedures | 3+ |
| 2 | Emergency Procedures | 3+ |
| 3 | Headwork/Situational Awareness | 3+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 3+ |
| 7 | Task Management | 3+ |
| 8 | Communication | 3+ |
| 9 | Mission Planning/Briefing/Debriefing | 3+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 72 | Lead Change | 3 |
| 73 | Visual Signals | 3+ |
| | Formation Wingman | |
| 74 | Section Takeoff | 2+ |
| 75 | Interval Takeoff | 2+ |

MIF continued on next page.

| CTS REF | MANEUVER | F3101 |
|------------|-----------------------------|-------|
| 77 | Parade (Straight-and-Level) | 2+ |
| 78 | Parade/Turns Into | 2+ |
| 79 | Parade/Turns Away (IFR) | 2+ |
| 80 | Parade/Turns Away (VFR) | 2+ |
| 82 | Crossunder | 2+ |
| 83 | Breakup and Rendezvous | 2+ |
| 84 | Running Rendezvous | 2+ |
| 85 | Underrun | 2+ |
| 86 | Cruise Maneuvering | 2+ |
| 87 | Tail-Chase | 2+ |
| 88 | Formation Approach | 2+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|-----------|--------|-----|-----|
| F41 | T-6B | Formation | 6 | 9.6 | 1.6 |

1. Prerequisite. F3101.

2. Syllabus Notes

a. Formation Advanced Qualification only.

b. F4101-2 shall be flown from the front cockpit.

c. F4103-6 shall be flown from the rear cockpit.

d. The IUT must perform knock-it-off/terminate procedures as both Lead and Wing during the event block.

e. During F4105-6, IUT will fly and instruct a portion of the flight.

3. Special Syllabus Requirements

F4105

Demonstrate visual landing gear check, lost sight procedures, and blind procedures.

F4106

SI will demonstrate a cross section of common student errors.

4. Discuss Items

F4101

Emergency field locations in operating area, visual signals, section takeoff, interval takeoff, parade, crossunder, breakup and rendezvous, running rendezvous, underrun, area management, course rules, and lost wingman.

F4102

Aborted takeoff procedures for lead and wingman, and responsibilities of the section leader.

F4103

Cruise position, cruise turns, and formation approach.

F4104

Airborne damaged aircraft and visual landing gear inspection, HEFOE procedures, lost communication procedures, inadvertent instrument flight, lost sight procedures, and knock-it-off/terminate procedures.

F4105

Section ELP procedures, blind procedures, formation emergency procedures, and landing gear inspection.

F4106

Any previously discussed formation maneuver and common student errors.

5. Block MIF

| CTS REF | MANEUVER | F4106 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |

MIF continued on next page.

| CTS REF | MANEUVER | F4106 |
|---------|-------------------------------|-------|
| 38 | LDG Flap Landing | 4 |
| 72 | Lead Change | 4+ |
| 73 | Visual Signals | 4+ |
| 76 | Wingman Consideration | 4+ |
| | Formation Lead | |
| 12 | Departure | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 74 | Section Takeoff | 4+ |
| 75 | Interval Takeoff | 4+ |
| 83 | Breakup and Rendezvous | 4+ |
| 88 | Formation Approach | 4+ |
| | Formation Wingman | |
| 74 | Section Takeoff | 4+ |
| 75 | Interval Takeoff | 4+ |
| 77 | Parade (Straight-and-Level) | 4+ |
| 78 | Parade/Turns Into | 4+ |
| 79 | Parade/Turns Away(IFR) | 4+ |
| 80 | Parade/Turns Away(VFR) | 4+ |
| 82 | Crossunder | 4+ |
| 83 | Breakup and Rendezvous | 4+ |
| 84 | Running Rendezvous | 4+ |
| 85 | Underrun | 4+ |
| 86 | Cruise Maneuvering | 4+ |
| 88 | Formation Approach | 4+ |
| | Special Syllabus Requirements | 1 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|---|--------|-----|-----|
| F42 | T-6B | Standardization Formation Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. F4106.
- b. F1190 (Formation Exam).

2. Syllabus Notes

- a. Formation Advanced Qualification only.
- b. Event will be flown from the rear cockpit for Stage "Q" and Check "X" instructor qualification. Event may be flown from the front cockpit for Standardization "S" instructor qualification.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any previously discussed maneuver and any emergency procedure.

5. Block MIF

| CTS REF | MANEUVER | F4290 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 72 | Lead Change | 4+ |
| 73 | Visual Signals | 4+ |
| 76 | Wingman Consideration | 4+ |
| | Formation Lead | |
| 12 | Departure | 4 |
| 36 | VFR Arrival/Course Rules | 4+ |
| 74 | Section Takeoff | 4 |
| 75 | Interval Takeoff | 4 |
| 83 | Breakup and Rendezvous | 4+ |
| 88 | Formation Approach | 4 |

MIF continued on next page.

| CTS REF | MANEUVER | F4290 |
|------------|-----------------------------|-------|
| | Formation Wingman | |
| 74 | Section Takeoff | 4 |
| 75 | Interval Takeoff | 4 |
| 77 | Parade (Straight-and-Level) | 4+ |
| 78 | Parade/Turns Into | 4+ |
| 79 | Parade/Turns Away (IFR) | 4+ |
| 80 | Parade/Turns Away (VFR) | 4+ |
| 82 | Crossunder | 4+ |
| 83 | Breakup and Rendezvous | 4+ |
| 84 | Running Rendezvous | 4+ |
| 85 | Underrun | 4+ |
| 86 | Cruise Maneuvering | 4+ |
| 88 | Formation Approach | 4 |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|------------------|--------|-----|-----|
| F43 | T-6B | Cruise Formation | 3 | 4.8 | 1.6 |

1. Prerequisite. F4290.

2. Syllabus Notes

a. Cruise Formation Advanced Qualification only.

b. F4301 shall be flown from the front cockpit; F4302-3 shall be flown from the rear cockpit.

c. During F4303, IUT will fly and instruct a portion of the flight.

3. Special Syllabus Requirements. None.

4. Discuss Items

F4301

Cruise position, cruise turns, tail-chase, and formation approach.

F4302-3

Common student errors and any emergency procedure.

5. Block MIF

| CTS REF | MANEUVER | F4303 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 72 | Lead Change | 4+ |
| 73 | Visual Signals | 4+ |
| 76 | Wingman Consideration | 4+ |
| | Formation Lead | |
| 12 | Departure | 4+ |
| 36 | VFR Arrival/Course Rules | 4+ |
| 74 | Section Takeoff | 4 |
| 75 | Interval Takeoff | 4 |
| 83 | Breakup and Rendezvous | 4+ |
| 88 | Formation Approach | 4+ |

MIF continued on next page.

| CTS REF | MANEUVER | F4303 |
|------------|-----------------------------|-------|
| | Formation Wingman | |
| 74 | Section Takeoff | 4 |
| 75 | Interval Takeoff | 4 |
| 77 | Parade (Straight-and-Level) | 4+ |
| 78 | Parade/Turns Into | 4+ |
| 79 | Parade/Turns Away (IFR) | 4+ |
| 80 | Parade/Turns Away (VFR) | 4+ |
| 82 | Crossunder | 4 |
| 83 | Breakup and Rendezvous | 4 |
| 84 | Running Rendezvous | 4 |
| 85 | Underrun | 4 |
| 86 | Cruise Maneuvering | 4+ |
| 87 | Tail-Chase | 4+ |
| 88 | Formation Approach | 4+ |

| Blk # | Media | Title | Events | Hrs | H/X |
|-------|-------|--|--------|-----|-----|
| F44 | T-6B | Standardization Cruise Formation Check Flight | 1 | 1.6 | 1.6 |

1. Prerequisites

- a. F4303.
- b. F1290 (Cruise Formation Exam).

2. Syllabus Notes

- a. Cruise Formation Advanced Qualification only.
- b. Event will be flown from the rear cockpit for Stage "Q" instructor qualification. Event may be flown from the front cockpit for Standardization "S" instructor qualification.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any previously discussed maneuver and any emergency procedure.

5. Block MIF

| CTS REF | MANEUVER | F4490 |
|---------|---|-------|
| 1 | General Knowledge/Procedures | 4+ |
| 2 | Emergency Procedures | 4+ |
| 3 | Headwork/Situational Awareness | 4+ |
| 4 | Basic Air Work | 4+ |
| 5 | In-flight Checks/Fuel Management | 4+ |
| 6 | In-flight Planning/Area Orientation | 4+ |
| 7 | Task Management | 4+ |
| 8 | Communication | 4+ |
| 9 | Mission Planning/Briefing/Debriefing | 4+ |
| 10 | Ground Operations | 4+ |
| 13 | Instructional Skills/Student Management | 4+ |
| 14 | G-Awareness/Exercise | 4+ |
| 37 | Landing Pattern | 4 |
| 38 | No-Flap Landing | 4 |
| 38 | Takeoff Flap Landing | 4 |
| 38 | LDG Flap Landing | 4 |
| 72 | Lead Change | 4+ |
| 73 | Visual Signals | 4+ |
| 76 | Wingman Consideration | 4+ |
| | Formation Lead | |
| 12 | Departure | 4 |
| 36 | VFR Arrival/Course Rules | 4+ |
| 74 | Section Takeoff | 4 |
| 75 | Interval Takeoff | 4 |
| 83 | Breakup and Rendezvous | 4+ |
| 88 | Formation Approach | 4 |

MIF continued on next page.

| CTS REF | MANEUVER | F4490 |
|------------|-----------------------------|-------|
| | Formation Wingman | |
| 74 | Section Takeoff | 4 |
| 75 | Interval Takeoff | 4 |
| 77 | Parade (Straight-and-Level) | 4+ |
| 78 | Parade/Turns Into | 4+ |
| 79 | Parade/Turns Away (IFR) | 4+ |
| 80 | Parade/Turns Away (VFR) | 4+ |
| 82 | Crossunder | 4 |
| 83 | Breakup and Rendezvous | 4 |
| 84 | Running Rendezvous | 4 |
| 85 | Underrun | 4 |
| 86 | Cruise Maneuvering | 4+ |
| 87 | Tail-Chase | 4+ |
| 88 | Formation Approach | 4 |

Chapter VIII

Tactical Training

This chapter does not apply to T-6B Primary Flight Instructor Training.

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE

Chapter IX

Course Training Standards

1. Purpose. These standards outline the tasks and proficiency required of IUTs and Transition students during the initial and upgrade training.
2. IUT Duties and Responsibilities
 - a. Plan the mission.
 - b. Ensure the aircraft is preflighted, inspected, and equipped for the assigned mission.
 - c. Operate the aircraft to accomplish the mission using sound judgment and airmanship.
3. General Standards
 - a. Achieve training standards for VMC maneuvers in conjunction with visual clearing.
 - b. Unless otherwise specified, use **Basic Air Work (BAW)** standards for all items with altitude, airspeed, or heading parameters.
 - c. "Standard" equates to **good** (G/4).
 - d. Aircraft control must be smooth and positive. Performance may be within CTS and still not warrant a grade of **good** if control inputs are delayed, erratic, imprecise, or inappropriate. Slight deviations in establishing or maintaining the proper or desired aircraft attitude or position may occur during the maneuver being performed.
 - e. Momentary deviations outside CTS that do not compromise flight safety are acceptable if subsequent corrections are timely.
 - f. Procedural knowledge and application must comply with applicable directives and allow efficient mission accomplishment. If individual tasks require pre-mission planning, the standards from **Mission Planning** apply.

4. Execution. The MIF regulates IUT/student progression to meet required standards prior to phase completion. Instructor pilots shall evaluate student performance against these standards.

5. Job Tasks. Specific performance and standards required are described as follows:

| BEHAVIOR STATEMENT | STANDARDS |
|--|--|
| Graded Item | |
| <ul style="list-style-type: none"> • A brief description of the behavior, required action, and/or conditions. | <ul style="list-style-type: none"> • The specific standards for the action. May be read as "The IUT/student..." |

6. Graded Items. The MIF for specific graded items varies for each stage. Several items are graded on all complete syllabus events. The standards for these Universally Graded Items are listed first. Then beginning with NATOPS, each stage's MIF table is listed followed by the CTSS unique to that stage. Once the standard for a graded item has been established, the description will be omitted from later stages where it is also graded.

7. Course Training Standards

UNIVERSALLY GRADED ITEMS

| BEHAVIOR STATEMENT | STANDARDS |
|---|---|
| 1. General Knowledge/Procedures | |
| <ul style="list-style-type: none"> • Demonstrate satisfactory knowledge of aircraft systems, procedures, flight training instructions, and directives. | <ul style="list-style-type: none"> • Demonstrate a thorough understanding of aircraft system capabilities, aircraft directives, and applicable instructions. • Demonstrate the ability to apply procedures from all applicable sources of guidance. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 2. Emergency Procedures | |
| <ul style="list-style-type: none"> ● Maintain in-depth knowledge of NATOPS and appropriate directives. ● Perform critical/noncritical action emergency procedures. | <ul style="list-style-type: none"> ● Correctly analyzes situation. ● Performs/recites critical action steps from memory. ● Uses checklist when conditions permit. ● Completes procedures in a timely manner. |
| 3. Headwork/Situational Awareness | |
| <ul style="list-style-type: none"> ● Maintain situational awareness to include the following: <ul style="list-style-type: none"> ▶ Awareness - Correlates and keeps track of what is happening on the ground, in own aircraft, or with other flight members, and copes with subsequent mission impact as a result of their happenings. ▶ Flexibility - Copes with rapidly changing situations or conditions in flight or on the ground, and adjusts mission as needed to obtain desired objectives. | <ul style="list-style-type: none"> ● Demonstrates the ability to minimize the effects of adverse factors and capitalize on opportunities to avoid mission degradation. Factors to be considered may include, but are not limited to, weather conditions, airspace and approach restrictions, high-density traffic, aircraft capabilities and limitations, and fuel conservation. ● Correctly assesses all possible factors bearing on the situation and selects the best course of action. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 3. Headwork/Situational Awareness (Continued) | |
| <ul style="list-style-type: none"> ▶ Capacity - Cognizant of how large a task loading they can cope with before becoming saturated, confused, or frustrated to the point safety is jeopardized or the mission is rendered ineffective. ▶ Flight Discipline - Follows orders and carries out all required steps in a procedure in the proper order. | <ul style="list-style-type: none"> ● Makes correct decisions based on complete or incomplete knowledge of the situation. Foresees the outcome(s) of present actions and modifies those actions as necessary to obtain the best outcome. ● Decisions enhance mission effectiveness and do not hinder others from completing their missions. ● Never exceeds capabilities to control the aircraft safely. Selects an alternative course of action, when needed, to reduce task loading and allow for effective mission accomplishment. ● Has complete knowledge of all rules and regulations and carries out all duties with minimum supervision. |
| 4. Basic Air Work | |
| <ul style="list-style-type: none"> ● Establish and maintain desired altitude, airspeed, and heading during flight. | <ul style="list-style-type: none"> ● Maintains aircraft within 100 feet, 10 KIAS, 10° of heading. ● Appropriately uses power, attitude, and trim. ● Levels off within 100 feet of desired altitude. ● Maintains smooth/positive control consistent with flight conditions. ● Correctly uses trim system to maintain aircraft control. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|--|
| 5. In-Flight Checks/Fuel Management | |
| <ul style="list-style-type: none"> ● Complete checks as required. | <ul style="list-style-type: none"> ● Performs: <ul style="list-style-type: none"> ▶ Operations checks at least every 20 minutes. ▶ Before landing checklist at required configuration points. ▶ Pre-stalling, spinning, and aerobatics checklist when required. ● Does not go below Joker or Bingo fuel without informing the flight leader as applicable. |
| 6. In-Flight Planning/Area Orientation | |
| <ul style="list-style-type: none"> ● Perform in-flight planning to include maintaining area orientation, profile management, energy management, and remaining within area limits. | <ul style="list-style-type: none"> ● Efficiently sequences maneuvers. ● Adjusts mission profile for external factors (weather, traffic, etc.). ● Maintains positional awareness using ground references, navigational aids, VFR charts, or FLIPs. ● Maintains appropriate boundaries and altitude block within a working area as required. |
| 7. Task Management | |
| <ul style="list-style-type: none"> ● Prioritize and manage tasks, based on existing and new information, while maintaining constructive behavior under stress. | <ul style="list-style-type: none"> ● Correctly prioritizes multiple tasks. ● Uses all available resources to manage workload. ● Asks for assistance when overloaded. ● Clearly states the problem and proposed solutions. ● Uses facts to come up with solutions. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 8. Communication | |
| <ul style="list-style-type: none"> ● Perform verbal and visual communication to include: <ul style="list-style-type: none"> ▶ Use of UHF/VHF radio. ▶ Intercockpit and formation intraflight communications. | <ul style="list-style-type: none"> ● Understands and responds to 90 percent of incoming calls. ● Correctly formulated, timely response with proper radio discipline and concise terminology. ● Required radio calls made IAW FLIP requirements. ● Visual signals IAW applicable directives. |
| 9. Mission Planning/Briefing/Debriefing | |
| <ul style="list-style-type: none"> ● Perform mission planning to include takeoff, climb, enroute, descent, approach, and landing data: planning mission profile and alternate course of action where appropriate. ● Plan alternate course of action. ● Prepare flight log/chart/DD 175. | <ul style="list-style-type: none"> ● Uses required directives and forms. ● Plans mission in a timely manner to meet requirements. ● Completes all forms correctly. ● Complies with all directives. |
| 10. Ground Operations | |
| <ul style="list-style-type: none"> ● Inspect and wear personal equipment. ● Prepare aircraft for flight. ● Move aircraft to and from parking area to runway. ● Perform postflight duties. | <ul style="list-style-type: none"> ● Correctly inspects and wears personal equipment. ● Correctly and expeditiously performs exterior inspection, prestart, start, taxi, before takeoff, lineup, and shutdown checklists. ● Taxies safely via prescribed routing within three feet of centerline. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|---|
| 11. Takeoff | |
| <ul style="list-style-type: none"> ● Perform takeoff to include: <ul style="list-style-type: none"> ▶ Checking aircraft performance by means of precomputed takeoff data. ▶ Retracting gear/flaps. ▶ Accelerate to climb airspeed. | <ul style="list-style-type: none"> ● Does not allow aircraft to move prior to brake release for takeoff. ● Applies appropriate crosswind controls. ● Maintains runway centerline within 10 feet. ● Rotates to and maintains proper takeoff attitude, becomes airborne at appropriate airspeed for existing conditions. ● Retracts gear and flaps when safely airborne and prior to exceeding aircraft limitations. ● Transitions to cross-check scan. |
| 12. Departure | |
| <ul style="list-style-type: none"> ● Perform VFR, IFR, or simulated IFR departure. | <ul style="list-style-type: none"> ● Maintains altitudes, ground tracks, headings, and airspeeds as required. ● Complies with valid controller instructions or departure procedure. |
| 13. Instructional Skills/Student Management | |
| <ul style="list-style-type: none"> ● Perform pre-mission briefing for aircraft or simulator event. ● Effectively instruct, evaluate, and document student performance. ● Perform postmission debriefing for aircraft or simulator event. | <ul style="list-style-type: none"> ● Presents all information required to accomplish mission correctly, understandably, concisely, and in a logical sequence. ● Student aware of his weaknesses, progress, and corrective actions. ● Completely documents results. |

CONTACT

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 14. G-Awareness/Exercise | |
| <ul style="list-style-type: none"> ● Ensure proper anti-G suit operation. Perform G-awareness exercise and AGSM. Maintain awareness of G-loading through all maneuvers. | <ul style="list-style-type: none"> ● Performs G-warmup and G-awareness turns IAW directives. ● Performs proper AGSM technique. ● Avoids exceeding aircraft G-limitations. |
| 15. Turn Pattern | |
| <ul style="list-style-type: none"> ● Perform turn pattern IAW the FTI. | <ul style="list-style-type: none"> ● Perform within Basic Airwork CTS. |
| 16. Level Speed Change | |
| <ul style="list-style-type: none"> ● Perform level speed change IAW the FTI. | <ul style="list-style-type: none"> ● Perform within Basic Airwork CTS. |
| 17. Slow Flight | |
| <ul style="list-style-type: none"> ● Perform slow flight IAW the FTI. | <ul style="list-style-type: none"> ● Airspeed +5,-0 KIAS. ● Maintains BAW. |
| 18. Power-on Stall | |
| <ul style="list-style-type: none"> ● Perform power-on stall IAW FTI. | <ul style="list-style-type: none"> ● Initiates recovery when control effectiveness is lost. ● Recovers to an established climb with minimum altitude loss by maintaining 14-17.9 units AOA. ● Avoids secondary stall. |
| 19. Landing Pattern Stalls | |
| <ul style="list-style-type: none"> ● Perform simulated landing pattern stalls in various configurations. | <ul style="list-style-type: none"> ● Recognizes approach to stall indications and recovers properly. ● Recovers to an established climb with minimum altitude loss by maintaining 14-17.9 units AOA. ● Avoids secondary stall. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 20. Power-Off (Emergency Landing Pattern) Stalls | |
| <ul style="list-style-type: none"> ● Perform emergency landing pattern stalls and recoveries in authorized configurations. | <ul style="list-style-type: none"> ● Initiates recovery at the sound of the gear warning horn, stick shaker, or approach-to-stall indications as appropriate. ● Recovers by lowering pitch as appropriate. ● Maintains the turn or ground track profile as appropriate. |
| 21. Spin | |
| <ul style="list-style-type: none"> ● Spin and recover per FTI. | <ul style="list-style-type: none"> ● Performs clearing turn and check list. ● Properly enters spin IAW FTI. ● Initiates proper recovery utilizing FTI spin recovery (emphasizing departure recognition and recovery) procedures. ● Recovers from ensuing unusual attitude without exceeding aircraft limitations. |
| 22. Contact Unusual Attitudes | |
| <ul style="list-style-type: none"> ● Recover from nose-high unusual attitude. ● Recover from nose-low unusual attitude. | <ul style="list-style-type: none"> ● Nose-High: <ul style="list-style-type: none"> ▶ Minimizes airspeed loss during recovery. ▶ Does not: <ul style="list-style-type: none"> ■ Overstress or stall aircraft. ■ Enter subsequent unusual attitude. ● Nose-Low: <ul style="list-style-type: none"> ▶ Minimizes altitude loss and airspeed buildup during recovery. ▶ Does not: <ul style="list-style-type: none"> ■ Overstress or stall aircraft. ■ Enter subsequent unusual attitude. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 22. Contact Unusual Attitudes (Continued) | |
| <ul style="list-style-type: none"> ● Recover from an inverted unusual attitude. | <ul style="list-style-type: none"> ● Inverted: <ul style="list-style-type: none"> ▶ Minimizes altitude loss and airspeed buildup during recovery. ▶ Does not: <ul style="list-style-type: none"> ■ Overstress or stall aircraft. ■ Enter subsequent unusual attitude. ■ Does not Split-S. |
| 23. Loop | |
| <ul style="list-style-type: none"> ● Perform a loop IAW the FTI. | <ul style="list-style-type: none"> ● Initiates using 4 ±1 Gs. ● Airspeed 110-120 KIAS at the top of the loop. ● Completes within: <ul style="list-style-type: none"> ▶ 200 feet of entry altitude. ▶ ±10° of entry heading. |
| 24. Aileron Roll | |
| <ul style="list-style-type: none"> ● Perform an aileron roll IAW the FTI. | <ul style="list-style-type: none"> ● Maintains minimum yaw during roll. ● Rolls out with less than 5° AOB. |
| 25. Split-S | |
| <ul style="list-style-type: none"> ● Perform a split-S per the FTI. | <ul style="list-style-type: none"> ● Initiates at: <ul style="list-style-type: none"> ▶ 120-140 KIAS. ▶ 5-10 degrees nose high. ● Recovers within: <ul style="list-style-type: none"> ▶ 2500-3000 feet below entry altitude. ▶ 20° of reciprocal heading. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|--|
| 26. Barrel Roll | |
| <ul style="list-style-type: none"> ● Perform a barrel roll per the FTI. | <ul style="list-style-type: none"> ● Does not exceed 2.5 Gs. ● Arrives at 45° position: <ul style="list-style-type: none"> ▶ 80-100 degrees AOB. ▶ 55-60 degrees nose high. ● Arrives at 90° position: <ul style="list-style-type: none"> ▶ Nose 10-20 degrees above the horizon. ▶ 170-190 degrees AOB. ▶ 100-120 KIAS. ▶ 80-90 degrees of entry heading. ● Completes within: <ul style="list-style-type: none"> ▶ 200 feet of entry altitude. ▶ 10° of entry heading. |
| 27. Cloverleaf | |
| <ul style="list-style-type: none"> ● Perform cloverleaf IAW the FTI. | <ul style="list-style-type: none"> ● Arrives at 45° position: <ul style="list-style-type: none"> ▶ 80-100 degrees AOB. ▶ 55-60 degrees nose high. ● Arrives at 90° position: <ul style="list-style-type: none"> ▶ Nose 10-20 degrees above the horizon. ▶ 170-190 degrees AOB. ▶ 100-120 KIAS. ▶ 80-90 degrees of entry heading. ● Completes within 20° of entry heading. |
| 28. Immelmann | |
| <ul style="list-style-type: none"> ● Perform Immelmann per the FTI. | <ul style="list-style-type: none"> ● Initiates using 4 ±1 Gs. ● Completes within: <ul style="list-style-type: none"> ▶ 100-120 KIAS. ▶ 20° of reciprocal heading. ▶ 2500-3000 feet above entry altitude. |
| 29. Cuban Eight | |
| <ul style="list-style-type: none"> ● Perform Cuban eight per the FTI. | <ul style="list-style-type: none"> ● Initiates using 4 ±1 Gs. ● Completes within: <ul style="list-style-type: none"> ▶ 200 feet of entry altitude. ▶ 20° of reciprocal heading. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 30. Wingover | |
| <ul style="list-style-type: none"> ● Perform a wingover IAW the FTI. | <ul style="list-style-type: none"> ● Does not exceed: <ul style="list-style-type: none"> ▶ 2.5 Gs. ▶ 90° AOB. ● Arrives at 90° position: <ul style="list-style-type: none"> ▶ 80-90 degrees AOB. ▶ 85-95 degrees from entry heading. ● Arrives at level-flight position within: <ul style="list-style-type: none"> ▶ 200 feet of entry altitude. ▶ 10° of reciprocal heading. |
| 31. Slip | |
| <ul style="list-style-type: none"> ● Perform a slip IAW FTI. | <ul style="list-style-type: none"> ● Uses proper cross-control procedures. ● Terminates slip after dissipating excess energy level necessary to continue profile. |
| 32. Power Loss (Engine Failure) | |
| <ul style="list-style-type: none"> ● Perform simulated emergency IAW NATOPS/FTI. | <ul style="list-style-type: none"> ● Performs timely procedural execution and diagnosis of engine failure mode. ● Executes NATOPS memory items to 100 percent accuracy. ● Correctly executes zoom/glide. ● Formulates plan to intercept ELP profile and executes successfully. ● Flies correct checkpoints and airspeeds on ELP. ● Establishes aircraft on final in position to make a safe landing at the selected site. ● If no suitable site for forced landing is available, verbalizes controlled ejection procedures. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|--|
| 33. Precautionary Emergency Landing | |
| <ul style="list-style-type: none"> ● In response to simulated EP, proceed to high key for the nearest suitable runway, then intercept the ELP. | <ul style="list-style-type: none"> ● Performs timely procedural execution. ● Selects nearest suitable runway and appropriate high key. ● Maintains airspeed no less than 125 KIAS prior to extending landing gear, no less than 120 KIAS prior to intercepting final, and no less than 110 KIAS on final. ● Uses power rather than delaying configuration to maintain ELP profile. ● If conditions permit, lowers flaps to Takeoff at low-key and to LDG when the runway is made. ● Establishes aircraft on final in position to make a safe landing. |
| 34. PEL/P | |
| <ul style="list-style-type: none"> ● In response to simulated EP, proceed to appropriate ELP position for the nearest suitable runway, then intercept the ELP. ● Perform from initiation to crossing runway threshold. | <ul style="list-style-type: none"> ● Performs timely procedural execution. ● Selects nearest suitable runway and intercepts appropriate ELP position. ● Maintains airspeed no less than 125 KIAS prior to extending landing gear, no less than 120 KIAS prior to intercepting final, and no less than 110 KIAS on final. ● Uses power rather than delaying configuration to maintain ELP profile. ● If conditions permit, lowers flaps to Takeoff at low-key and to LDG when the runway is made. ● Establishes aircraft on final in position to make a safe landing. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 35. ELP Landing | |
| <ul style="list-style-type: none"> ● Perform landing in proper ELP configuration. | <ul style="list-style-type: none"> ● Touches down at proper pitch attitude while maintaining ground track using wing-low procedures as appropriate. ● Touches down in prescribed landing zone. |
| 36. VFR Arrival/Course Rules | |
| <ul style="list-style-type: none"> ● Operate to and from OLF and home field using local course rules. | <ul style="list-style-type: none"> ● Complies with the FTI, local course rules. ● Navigation: <ul style="list-style-type: none"> ▶ Proceeds under own navigation to OLF/home field entry point. ▶ Asks for, and successfully complies with, radar vectors to OLF/home field entry point. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|---|
| 37. Landing Pattern | |
| <ul style="list-style-type: none"> ● If from initial, from rolling out on downwind to the straightaway. ● If from takeoff, touch-and-go, or waveoff, commencing the crosswind turn to the straightaway. | <ul style="list-style-type: none"> ● Complies with BAW parameters except: <ul style="list-style-type: none"> ▶ Maximum 45° AOB. ▶ TO Flap: <ul style="list-style-type: none"> ■ 115 +10/-0 KIAS from 180 until straightaway. ■ 105 +10/-0 KIAS until beginning landing flare. ▶ LDG Flap: <ul style="list-style-type: none"> ■ 110 +10/-0 KIAS from 180 until straightaway. ■ 100 +10/-0 KIAS until beginning landing flare. ▶ No-Flap: <ul style="list-style-type: none"> ■ 120 +10/-0 KIAS from 180 until straightaway. ■ 110 +10/-0 KIAS until beginning landing flare. ▶ Rolls out on final: <ul style="list-style-type: none"> ■ Within 75 feet of runway centerline. ■ With 1200-1500 feet of straightaway from the threshold. ■ Between 200 ±50 feet AGL. ▶ No slower than on-speed AOA until beginning landing transition. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 38. Landing (No-Flap, Takeoff Flap, LDG Flap, Full-Stop) | |
| <ul style="list-style-type: none"> ● Execute normal landing per the FTI. ● From crossing runway threshold until: <ul style="list-style-type: none"> ▶ Touch-and-go, commencing crosswind turn. ▶ Full stop, aircraft is at taxi speed. | <ul style="list-style-type: none"> ● Maintains: <ul style="list-style-type: none"> ▶ Correct glidepath until flare initiation. ▶ No-Flap: Minimum 110 KIAS until landing transition. ▶ Takeoff Flap: Minimum 105 KIAS until landing transition. ▶ LDG Flap: Minimum 100 KIAS until landing transition. ● Touches down with: <ul style="list-style-type: none"> ▶ Appropriate crosswind controls. ▶ Main gear first (nose-high attitude). ▶ Nose gear ± 10 feet of centerline. ● Touches down in the touchdown zone as defined by Contact FTI and local instructions. ● Full-Stop: Maintains directional control through proper use of aileron and rudder. Reduces to safe taxi speed prior to clearing runway. |
| 39. Angle-of-Attack Pattern | |
| <ul style="list-style-type: none"> ● Perform AOA approach to a normal flared landing. | <ul style="list-style-type: none"> ● Transitions to AOA when established on downwind. ● Maintains AOA ± 2 units. ● Rolls out on final: <ul style="list-style-type: none"> ▶ 1200-1500 feet of straightaway from the threshold. ▶ 200 ± 50 feet AGL. ▶ Within 75 feet of runway centerline. ● Executes normal flared landing or a waveoff. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|--|
| 40. Waveoff | |
| <ul style="list-style-type: none"> ● Discontinue approach to landing. | <ul style="list-style-type: none"> ● Expeditiously executes waveoff procedures IAW the FTI. ● Initiates waveoff when: <ul style="list-style-type: none"> ▶ Conflicting with PEL traffic. ▶ Stall warning system actuates (stick shaker). ▶ Aircraft requires more than 45-degree AOB to avoid overshooting final. ▶ Directed. ▶ Aircraft is not in a safe position to make a safe landing. ● Maintains course rules requirements. |

INSTRUMENT

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 41. Steep Turns | |
| <ul style="list-style-type: none"> ● Perform steep turns(45- and 60-degree AOB) using instrument references only. | <ul style="list-style-type: none"> ● Bank angle ±10 degrees. ● Maintain ±15 KIAS desired airspeed. ● Rolls out on heading ±15 degrees at 60-degree AOB and ±10 degrees at 45-degree AOB. |
| 42. IFR Unusual Attitudes | |
| <ul style="list-style-type: none"> ● Perform unusual attitude recovery using full panel references. | <ul style="list-style-type: none"> ● Nose low: Recovers minimizing altitude loss and airspeed buildup. ● Nose high: <ul style="list-style-type: none"> ▶ Does not stall aircraft. ▶ Does not overstress aircraft. ▶ Does not enter subsequent unusual attitude. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 43. Point-to-Point | |
| <ul style="list-style-type: none"> ● Proceed direct to an assigned fix using only VOR/DME point-to-point per FTI. | <ul style="list-style-type: none"> ● Applies FTI procedures to expeditiously establish a correct initial heading. ● Continuously updates heading to: <ul style="list-style-type: none"> ▶ Avoid sudden, large, heading changes. ▶ Arrive within 1 NM of desired point. |
| 44. Holding | |
| <ul style="list-style-type: none"> ● Perform holding IAW FTI. | <ul style="list-style-type: none"> ● Computes proper entry and subsequent turns. ● Estimates wind direction and applies appropriate corrections. ● Establishes and maintains aircraft within holding airspace. |
| 45. Enroute Procedures | |
| <ul style="list-style-type: none"> ● Maintain aircraft's track on appropriate radial or airway. ● Identify an intersection using appropriate NAVAID(s). | <ul style="list-style-type: none"> ● Maintains ± 3 radials of centerline. ● Estimates approximate wind direction and applies proper crosswind correction. ● Positions the aircraft at a required intersection or leads the turn at an intersection to roll out on the required radial $\pm 3^\circ$. ● Gives position report as required. ● For GPS, maintains ± 2 NM of centerline. |
| 46. Enroute Descent | |
| <ul style="list-style-type: none"> ● Perform IFR descent from enroute altitude or MOA. | <ul style="list-style-type: none"> ● Maintains altitudes, ground tracks, headings, and airspeeds as required. ● Complies with BAW standards. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|---|
| 47. High-Altitude Approach | |
| <ul style="list-style-type: none"> ● Perform high-altitude approach procedure from IAF to MAP. | <ul style="list-style-type: none"> ● Plans descent rate consistent with approach requirements. ● Maintains standards for appropriate IAP layout. |
| 48. Teardrop Approach | |
| <ul style="list-style-type: none"> ● Perform a teardrop approach IAW FTI. | <ul style="list-style-type: none"> ● IAF to FAF: Maintains course ± 5 degrees or valid intercept. ● By the FAF or initiating descent to MDA: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final approach airspeed $+10/-0$ KIAS. |
| 49. Arcing Approach | |
| <ul style="list-style-type: none"> ● Perform an arcing approach per FTI. | <ul style="list-style-type: none"> ● Adheres to standards for arcing. ● By the FAF or initiating descent to MDA: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final approach airspeed $+10/-0$ KIAS. |
| 50. HILO Approach | |
| <ul style="list-style-type: none"> ● Perform a holding pattern approach per FTI. | <ul style="list-style-type: none"> ● Computes proper entry turn. ● IAF to FAF: Maintains course $\pm 5^\circ$ or valid intercept. ● By the FAF or initiating descent to MDA. <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final approach airspeed $+10/-0$ KIAS. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 51. Procedure Turn Approach | |
| <ul style="list-style-type: none"> ● Perform a procedure turn approach per FTI. | <ul style="list-style-type: none"> ● IAF to FAF: Maintains course $\pm 5^\circ$ or valid intercept. ● By the FAF or initiating descent to MDA: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final approach airspeed $+10/-0$ KIAS. |
| 52. RVFAC Approach | |
| <ul style="list-style-type: none"> ● Perform an approach using radar vectors to final approach course per FTI. | <ul style="list-style-type: none"> ● Responds quickly and correctly to controller instructions. ● Maintains headings $\pm 5^\circ$. |
| 53. GPS Approach | |
| <ul style="list-style-type: none"> ● Perform a GPS approach IAW FTI. | <ul style="list-style-type: none"> ● Initial approach waypoint to FAWP: Maintains course ± 0.25 NM or valid intercept. ● At 3 NM from FAWP, ensures FAWP is active waypoint. ● At 2 NM from FAWP, ensures GPS is in active mode. |
| 54. PAR Approach | |
| <ul style="list-style-type: none"> ● Perform PAR approach IAW FTI. | <ul style="list-style-type: none"> ● Responds quickly and correctly to controller instructions. ● Prior to beginning descent to DA: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final airspeed $+10/-0$ KIAS. ● On final: <ul style="list-style-type: none"> ▶ Maintains $\pm 3^\circ$ of desired course. ▶ Maintains airspeed $+10/-0$ KIAS. ▶ Reaches DA. ▶ Can safely land from approach. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|--|
| 55. ASR Approach | |
| <ul style="list-style-type: none"> ● Perform ASR approach IAW FTI. | <ul style="list-style-type: none"> ● Responds quickly and correctly to controller instructions. ● Prior to beginning descent to MDA: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final airspeed +10/-0 KIAS. ● On final <ul style="list-style-type: none"> ▶ Maintains $\pm 3^\circ$ of desired course. ▶ Maintains airspeed +10/-0 KIAS. ▶ Reaches and maintains MDA +100/-0 feet. ▶ Can safely land from approach. |
| 56. VOR Final | |
| <ul style="list-style-type: none"> ● Perform VOR final from FAF to MAP. | <ul style="list-style-type: none"> ● Maintains $\pm 3^\circ$ of desired course. ● Maintains airspeed +10/-0 KIAS. ● Maintains CDI within 1 dot. ● Reaches and maintains MDA +100/-0 feet. ● Can safely land from approach. |
| 57. ILS Final | |
| <ul style="list-style-type: none"> ● Perform ILS final from glideslope intercept to DH. | <ul style="list-style-type: none"> ● Maintains $\pm 3^\circ$ of desired course. ● Maintains airspeed +10/-0 KIAS. ● Maintains CDI within 1 dot. ● Maintains GSI within 1 dot. ● Reaches DA. ● Can safely land from approach. |
| 58. Localizer Final | |
| <ul style="list-style-type: none"> ● Perform LOC final from FAF to MAP. | <ul style="list-style-type: none"> ● Maintains $\pm 3^\circ$ of desired course. ● Maintains airspeed +10/-0 KIAS. ● Maintains CDI within 1 dot. ● Reaches and maintains MDA +100/-0 feet. ● Can safely land from approach. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 59. GPS Final | |
| <ul style="list-style-type: none"> ● Perform GPS final from FAWP to MAWP. | <ul style="list-style-type: none"> ● Maintains $\pm 3^\circ$ of desired course. ● Maintains airspeed +10/-0 KIAS. ● Maintains CDI within 1 dot. ● Reaches and maintains MDA +100/-0 feet. ● Can safely land from approach. |
| 60. Backup Flight Instrument Approach | |
| <ul style="list-style-type: none"> ● Perform final approach from descent point to DH/MDA using PAR/ASR for guidance. | <ul style="list-style-type: none"> ● Responds quickly and correctly to controller instructions. ● By starting descent to DH/MDA: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Has aircraft trimmed and at final airspeed. ● Maintains airspeed +10/-0 KIAS on final. ● Can safely land from approach. |
| 61. Circling Approach | |
| <ul style="list-style-type: none"> ● Visually align the aircraft for landing on a runway other than that to which the approach was flown, or from a circling IAP per the FTI. | <ul style="list-style-type: none"> ● Properly orients circling instructions to the landing runway. ● Selects appropriate MDA for aircraft category. ● Maintains at/above MDA consistent with weather. ● Remains within the clear zone for the approach category. ● Executes missed approach instructions for the approach flown. |

| BEHAVIOR STATEMENT | STANDARDS |
|---|---|
| 62. Missed Approach | |
| <ul style="list-style-type: none"> ● Perform a missed approach. | <ul style="list-style-type: none"> ● Complies with FTI procedures. ● Initiates when field not in sight and <ul style="list-style-type: none"> ▶ Nonprecision, <ul style="list-style-type: none"> ■ Inside FAF and full scale CDI deflection, ■ At specified MAP DME, ■ At expiration of timing in the absence of DME. ▶ Precision, first of <ul style="list-style-type: none"> ■ Decision altitude, ■ Controller-directed, ▶ Or, not in position for safe landing. |
| 63. Transition to Landing/Landing | |
| <ul style="list-style-type: none"> ● Execute normal landing per the FTI. ● From crossing runway threshold until: <ul style="list-style-type: none"> ▶ Touch-and-go, commencing crosswind turn. ▶ Full stop, aircraft is at taxi speed. | <ul style="list-style-type: none"> ● Maintains: <ul style="list-style-type: none"> ▶ Correct glidepath until flare initiation. ▶ TO flap: Minimum 105 KIAS until landing transition. ▶ LDG flap: Minimum 100 KIAS until landing transition. ● Touches down with: <ul style="list-style-type: none"> ▶ Appropriate crosswind controls. ▶ Main gear first (nose-high attitude). ▶ Nose gear ±10 feet of centerline. ● Touches down in the touchdown zone as defined by Contact FTI and local instructions. |

OCF

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 64. Progressive Spin | |
| <ul style="list-style-type: none"> ● Perform progressive spin IAW NATOPS/FTI. | <ul style="list-style-type: none"> ● Selects altitude that allows recovery IAW FTI. ● Ensures aircraft is in steady-state spin before reversing the rudder direction. ● Recovery procedures are IAW NATOPS/FTI. |
| 65. Spiral | |
| <ul style="list-style-type: none"> ● Perform spiral maneuver and recover per NATOPS/FTI. | <ul style="list-style-type: none"> ● Maintains thorough knowledge of spiral indications and characteristics. ● Commences in clean configuration. ● Performs clearing turn and Pre-stalling, spin, and aerobatic checklist. ● Enters spiral at or above in order to recover IAW FTI. ● Performs entry IAW OCF FTI. ● Reports altitude, AOA, airspeed, and turn needle following spiral entry. ● Initiates proper recovery inputs. ● Does not overstress the aircraft. |
| 66. Out-of-Control Flight Recovery | |
| <ul style="list-style-type: none"> ● Recognize OCF situation and promptly execute recovery procedures. | <ul style="list-style-type: none"> ● Executes OCF recovery procedures IAW NATOPS/FTI. ● Does not overspeed gear and/or flaps. ● Does not overstress the aircraft. ● Recovers at or above FTI requirements. |

NAVIGATION

| BEHAVIOR STATEMENT | STANDARDS |
|---|--|
| 67. Route Entry/Exit | |
| <ul style="list-style-type: none"> ● Perform route entry procedures. | <ul style="list-style-type: none"> ● Accomplishes required ATC coordination, visually identifies route entry, complies with all entry time requirements, effectively maneuvers aircraft into route structure, arrives at entry point ± 1 NM. |
| 68. Route Management | |
| <ul style="list-style-type: none"> ● Navigate from point-to-point using dead reckoning and visual references. | <ul style="list-style-type: none"> ● Establishes chart position using clock-chart-ground. ● Identifies chart significant landmarks along route. ● Reaches each checkpoint ± 1 NM. |
| 69. Standard Time Corrections | |
| <ul style="list-style-type: none"> ● Navigate from point-to-point using dead reckoning and visual references. | <ul style="list-style-type: none"> ● Makes airspeed adjustments to arrive on target ± 1 minute. |
| 70. Standard Course Corrections | |
| <ul style="list-style-type: none"> ● Navigate from point-to-point using dead reckoning and visual references. | <ul style="list-style-type: none"> ● Makes adjustments to maintain a visual course given a specified course ± 2 NM. |
| 71. ATIS/PMSV/FSS/Weather | |
| <ul style="list-style-type: none"> ● Use ATIS/PMSV to update destination conditions. ● Use FSS as required to open, change, and close flight plans. | <ul style="list-style-type: none"> ● Checks ATIS prior to contacting destination approach control. ● Updates destination and alternate weather with PMSV/AWOS/FSS enroute, when required. ● Contacts FSS to: <ul style="list-style-type: none"> ▶ Open flight plans after departure. ▶ Change flight plans enroute. ▶ Close flight plans after landing. |

FORMATION

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 72. Lead Change | |
| <ul style="list-style-type: none"> ● Transfer control of the flight from lead to Dash 2. | <ul style="list-style-type: none"> ● Performs expeditiously IAW the appropriate FTI parameters and procedures. |
| 73. Visual Signals | |
| <ul style="list-style-type: none"> ● Communicate using hand, head, and aircraft movements. | <ul style="list-style-type: none"> ● Performs IAW FTI to 100 percent accuracy. |
| 74. Section Takeoff | |
| <ul style="list-style-type: none"> ● Perform takeoff from takeoff clearance through landing gear retraction while in close formation. | <ul style="list-style-type: none"> ● Performs IAW FTI. ● Wingman maintains takeoff position until gear retraction, and then expeditiously moves to parade/fingertip position. |
| 75. Interval Takeoff | |
| <ul style="list-style-type: none"> ● Perform takeoff IAW the FTI as Lead or Dash 2. | <ul style="list-style-type: none"> ● Performs timely procedures IAW FTI. ● Lead conducts a max power takeoff while maintaining their side of the runway. ● Dash 2 accomplishes normal takeoff and climbout allowing for approximately 1,000 feet of aircraft separation. |
| 76. Wingman Consideration | |
| <ul style="list-style-type: none"> ● Plan and maneuver to avoid unnecessarily complicating Dash 2's tasks. | <ul style="list-style-type: none"> ● Considers airspace and weather in planning maneuvers. ● Monitors Dash 2. ● Does not exceed Dash 2 capabilities. ● Maneuvers smoothly and avoids abrupt power changes. ● Does not exceed FTI parameters. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 77. Parade/Fingertip (Straight-and-Level) | |
| <ul style="list-style-type: none"> ● Maintain close formation position IAW the FTI. | <ul style="list-style-type: none"> ● Maintains parade position checkpoints IAW Formation FTI: wingtip separation +5/-0 feet, step-down ±5 feet, and bearing line ±10 degrees. ● Makes smooth flight control and PCL corrections. ● Performs checklist items, radio frequency changes, and navigational tasks expeditiously/safely. |
| 78. Parade/Turns Into | |
| <ul style="list-style-type: none"> ● Dash 2 is on the inside of the turn while in parade. | <ul style="list-style-type: none"> ● Maintains parade position parameters for all turns. |
| 79. Parade/Turns Away (IFR) | |
| <ul style="list-style-type: none"> ● Perform parade turns during actual/simulated IMC. | <ul style="list-style-type: none"> ● Maintains normal parade checkpoints for all turns. ● Lead does not exceed 45° AOB. |
| 80. Parade/Turns Away (VFR) | |
| <ul style="list-style-type: none"> ● Dash 2 is on the outside of the turn while in parade. | <ul style="list-style-type: none"> ● Maintains proper position and rotates about own longitudinal axis. |
| 81. Lost Wingman Exercise | |
| <ul style="list-style-type: none"> ● Execute appropriate separation procedure IAW the FTI. | <ul style="list-style-type: none"> ● Safely executes procedures IAW the FTI. |
| 82. Crossunder | |
| <ul style="list-style-type: none"> ● Dash 2 moves from parade/fingertip on one side of the formation to parade/fingertip on the other side. | <ul style="list-style-type: none"> ● Performs IAW FTI. ● Stabilizes momentarily in each position prior to moving on to the next position. ● Does not allow nose of aircraft to be under Lead aircraft at any time. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 83. Breakup and Rendezvous | |
| <ul style="list-style-type: none"> ● Separate flight and return to close formation. | <ul style="list-style-type: none"> ● Performs IAW FTI. ● Expeditiously maneuvers to the briefed rendezvous line. ● Maintains positive overtake throughout the remainder to the rendezvous. ● Lead monitors Dash 2's position. |
| 84. Running Rendezvous | |
| <ul style="list-style-type: none"> ● Join a flight to parade position while proceeding on course. | <ul style="list-style-type: none"> ● Performs IAW FTI. ● Dash 2 accomplishes timely running rendezvous, with closure rate no faster than 10 knots per aircraft length away from Lead, not to exceed 200 KIAS. ● Dash 2 maintains a minimum of 20 feet of step-down until stable on the 45 degree bearing line. |
| 85. Underrun | |
| <ul style="list-style-type: none"> ● Dash 2 discontinues joinup due to being excessively acute, acute in close, or has excessive closure. | <ul style="list-style-type: none"> ● Recognizes requirement for underrun in time to safely execute appropriate procedures IAW the FTI. |
| 86. Cruise Maneuvering | |
| <ul style="list-style-type: none"> ● Perform cruise maneuvering sequence. | <ul style="list-style-type: none"> ● Lead: <ul style="list-style-type: none"> ▶ Smoothly maneuvers IAW FTI parameters. ▶ Minimizes use of power to maintain stable platform. ● Wing: <ul style="list-style-type: none"> ▶ Maintains approximate cruise position according to lead's bank angle. ▶ Minimizes use of power to maintain proper position. ▶ Properly uses pursuit curves to maintain position. |

| BEHAVIOR STATEMENT | STANDARDS |
|--|---|
| 87. Tail-Chase | |
| <ul style="list-style-type: none"> ● Perform tail-chase maneuvering as lead or wing. | <ul style="list-style-type: none"> ● Lead: <ul style="list-style-type: none"> ▶ Smoothly maneuvers IAW FTI parameters. ▶ Monitors Dash 2. ● Wing: <ul style="list-style-type: none"> ▶ Recognizes changes in aspect, bearing line, closure, and range. ▶ Correctly establishes lead/lag/pure pursuit to maintain 800-1000 feet nose-to-tail position. ▶ Minimizes use of power to maintain position. |
| 88. Formation Approach | |
| <ul style="list-style-type: none"> ● Execute an instrument or VFR straight-in approach as lead or wing. | <ul style="list-style-type: none"> ● Lead: <ul style="list-style-type: none"> ▶ Maintains appropriate Contact, Instrument, or Formation FTI approach parameters and procedures. ▶ Maintains wingman consideration. ● Wing: <ul style="list-style-type: none"> ▶ Maintains parade/fingertip parameters. ▶ Configures on lead's signals. ▶ Sets and monitors NAVAIDS. |

CNATRAINST 1542.165B
16 Mar 2017

BLANK PAGE