

**NAVAL AIR TRAINING COMMAND**



**NAS CORPUS CHRISTI, TEXAS  
CIN Q-9B-0030**

**CNATRAINST 1542.178  
22 Jun 17**

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## **CHIEF OF NAVAL AIR TRAINING**



## **NAVAL INTRODUCTORY FLIGHT EVALUATION (NIFE)**

**2017**





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

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CNATRA INSTRUCTION 1542.178

Subj: Naval Introductory Flight Evaluation (NIFE)

1. Purpose. To publish the curriculum for training Student Military Aviators (SMA) in the Naval Introductory Flight Evaluation phase of training.
2. Cancellation. None.
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 available on the CNATRA website  
<https://www.cnatra.navy.mil/pubs/forms.htm>.

A handwritten signature in black ink, appearing to read "D M Edgcomb", is positioned above the typed name.

D. M. EDGECOMB  
Chief of Staff

Distribution:  
CNATRA SharePoint  
CNATRA Website

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LIST OF EFFECTIVE PAGES

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COURSE DATA

1. Course Title. Naval Introductory Flight Evaluation (NIFE).
2. Course ID Number (CIN). Q-9B-0030.
3. Locations. Naval Aviation Schools Command (NASC) at NAS Pensacola, FL and the United States Naval Academy (USNA) at Annapolis, MD.
4. Course Status. Active.
5. Course Mission. NIFE is designed to introduce students to military procedural-based aviation training and performance standards, conduct aeronautical adaptability screening, and decrease drop on request (DOR) and flight attrition and improve performance in primary flight training. The USNA NIFE program has the additional mission to influence service selection for pre-commissioned Midshipman.
6. Prerequisite Training. None.
7. Security Clearance Requirements. None.
8. Follow-on Training. Aviation Preflight Indoctrination Curriculum, Q-9B-0020.
9. Course Length. Overall time to train is calculated in accordance with CNATRINST 1550.6E. Training Days account directly or provide margin for factors including weather, personnel and equipment availability, briefing and preparation time, and historical delays. Calendar Weeks further account for weekends, holidays, safety standdowns, and other expected nonworking days throughout the year. USNA time to train is limited by established summer training blocks.

	<u>Training Days</u>	<u>Calendar Weeks</u>
NIFE:	18.6	4.1

10. Class Capacity. Variable.
11. Instructor Requirements. As established by Chief of Naval Operations (CNO) planning factors.

12. Course Curriculum Model Manager. Commanding Officer, Naval Aviation Schools Command (NASC).
13. Quota Management Authority. Chief of Naval Air Training.
14. Quota Control. CNO.
15. Course Training Subjects
  - a. Ground Training
    - (1) Initial Ground Training

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Welcome/Admin and STAN Brief	G0101	2.0
Overview and Physiology	G0102	2.0
Aircraft Components and Systems	G0103	2.0
Aircraft, FAR, and Local Procedures	G0104	2.0
Aerodynamics/Performance	G0105	2.0
Airports and Airspace	G0106	2.0
Communications and Flight Publications	G0107	2.0
Ground Exam I	G0190	1.0
Weather Theory	G0201	2.0
Weather Reports/METARs/TAFs	G0202	2.0
Performance Calculations/E6B	G0203	2.0
Pilotage/VOR	G0204	2.0
Private Pilot FARs/Review	G0205	2.0
Ground School Final Exam	G0290	1.0
Pre-Solo Knowledge Exam	G0390	1.0
FAA Private Pilot Exam	G0490	2.5
<b>Totals</b>		29.5

b. Flight Support

(1) Initial Flight Support

<b>INITIAL FLIGHT SUPPORT</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Introduction to Preflight Procedures	C1101	1.0
Introduction to Flows, Checklists and Procedures	C1201	2.0
Flows, Checklists and Procedures Mastery	C1202	2.0
Blindfold Cockpit Check	C2190	1.0
CFI Flight Procedures Brief	C1301	1.0
<b>Totals</b>		<b>7.0</b>

c. Flight Training. The programmed times for each phase, stage, and media are:

(1) Initial Flight Training

<b>INITIAL FLIGHT TRAINING</b>				
<b>Flight/Events</b>	<b>Single Engine Land</b>			
	<b>Dual</b>		<b>Solo</b>	
	<b>Flts</b>	<b>Hrs</b>	<b>Flts</b>	<b>Hrs</b>
Day Contact	10	13.0	1	0.5
<b>Totals</b>	<b>10</b>	<b>13.0</b>	<b>1</b>	<b>0.5</b>

16. Training Preparation Time. In addition to the hours formally planned for classes 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 flight events, specific brief and taxi times will be accounted for on the flight schedule, per the following table:

<b>ADDITIONAL FORMAL TRAINING TIME PER EVENT</b>			
<b>Training Area</b>	<b>Brief/ Preflight/ Taxi</b>	<b>Taxi/ Debrief</b>	<b>Total</b>
Flight	0.75	0.75	1.5

17. Physical Requirements. Medical clearance for flight documented on DD Form 2992, or a FAA third class medical certificate, should be obtained prior to beginning the course and shall be obtained prior to C4490.

18. Obligated Service. Refer to MILPERSMAN.

19. Primary Instructional Methods. Lecture, 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, who must assess the environmental and systems factors affecting the conditions under which the performance is measured.

ABBREVIATIONS

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

AFM	- Aircraft Flight Manual
AGL	- Above Ground Level
AIM	- Aeronautical Information Manual
AOB	- Angle of Bank
ASI	- Aviation Student Indoctrination
ATC	- Air Traffic Control
ATF	- Aviation Training Form
ATJ	- Aviation Training Jacket
ATS	- Aviation Training Summary
BAW	- Basic Airwork
CAI	- Computer-Assisted Instruction
CFI	- Certified Flight Instructor
CNATRA	- Chief of Naval Air Training
CNO	- Chief of Naval Operations
CO	- Commanding Officer
CRM	- Crew Resource Management
CTS	- Course Training Standard
EOB	- End of Block
EP	- Emergency Procedure
ET	- Extra Training
FAA	- Federal Aviation Administration
FAR	- Federal Aviation Regulations
FBO	- Fixed Base Operator

FTI - Flight Training Instruction  
H/X - Hours per Event  
IAW - In Accordance With  
IMT - International Military Training  
IMSO - International Military Student Officer  
IP - Instructor Pilot  
KIAS - Knots Indicated Airspeed  
METARs - Meteorological Aviation Report  
MIF - Maneuver Item File  
MIL - Mediated Interactive Lecture  
MNTS - Multi-Service NFO Training System  
MPTS - Multi-Service Pilot Training System  
NAMI - Naval Aerospace Medical Institute  
NASC - Naval Aviation Schools Command  
NATOPS - Naval Air Training Operating Procedures  
Standardization  
NIFE - Naval Introductory Flight Evaluation  
OPNAV - Office of the Chief of Naval Operations  
P.A.T - Power. Attitude. Trim.  
PIC - Pilot in Command  
POH - Pilot's Operating Handbook  
P/P - Pen/Paper  
PR - Procedures  
RRU - Ready Room UNSAT  
SOP - Standard Operating Procedures



SSR - Special Syllabus Requirement  
SYS - Systems  
TAF - Terminal Aerodrome Forecast  
TRB - Training Review Board  
UNSAT - Unsatisfactory  
USMC - United States Marine Corps  
USN - United States Navy  
VFR - Visual Flight Rules  
VHF - Very High Frequency  
VMC - Visual Meteorological Conditions  
VOR - VHF Omnidirectional Range  
VSO - Stall Speed in Landing Configuration  
VY - Best Rate of Climb Airspeed

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GLOSSARY

1. Advancing X. Completed event within the normal syllabus flow. Excludes events with last characters in the range 84-89.
2. Aviation Training Form. A grade sheet documenting student performance for all categories of training regardless of media, phase, or stage.
3. Aviation Training Jacket. The ATJ is the student's training record. It contains ATFs, calendar card, grade reports, and all other associated training information. It is filed in student control and follows the student through all phases of training.
4. Aviation Training Summary. A tabular sheet listing the MIF and maneuver grades within a training stage.
5. Blue ATF. A standard ATF that is printed on blue paper. The blue ATF is used to denote a Marginal event.
6. Block of Training. A sequential series of lessons within a training stage sharing an identical MIF. The second numerical character in the lesson designator identifies a block.
7. Check Ride (CXX90). A flight check in any stage of training.
8. Contact. The stage of training that encompasses day flight familiarization and procedures.
9. Course of Training. The entire program of preflight, flight, academics, and officer development conducted in all media during the programmed training days.
10. Course Training Standard. A description of required behaviors and standards of performance for a specific maneuver. These standards are in Chapter IX.
11. Courseware. The technical data, flight training instructions, audio, video, film, CAI, instructor guides, student study guides, and other training material developed to support and implement the syllabus of instruction.

12. 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.
13. Emergency Procedure. Any degradation of aircraft systems or flight conditions requiring pilot action or intervention.
14. End of Block. Last event in block. In order to progress past EOB, the student must meet or exceed MIF on all critical items and all optional items attempted in the block.
15. Extra Training (CXX87). Additional student training flights ordered by the NIFE Director, or higher, in order to address training deficiencies.
16. Flight Training Instruction. A CNATRA-approved manual describing flight procedures for each training stage.
17. Hours Per X. The average length for each event (H/X) in a block, rounded to the nearest tenth of an hour.
18. Lesson Designator. All syllabus events have a five- to six-character lesson designator in the following format:

Char	Meaning	Remarks
1 <sup>st</sup> - 2 <sup>nd</sup>	Stage	C-Contact G-Ground
3 <sup>rd</sup>	Media	0-Ground Training 1-Flight Support 2-Static Aircraft 3-NA 4-Single Engine Land Aircraft
4 <sup>th</sup>	Block	Sequential, indicating block within stage.
5 <sup>th</sup> & 6 <sup>th</sup>	Event/Check Identifier	Sequential, indicating event within block, or other event types as shown below: 84-Adaptation 86-Warmup 87-Extra Training 88-Initial Progress Check 89-Final Progress Check 90-Check Flight/Exam

19. Maneuver Item File. A listing of required maneuvers and associated proficiency levels for each block of training.
20. Master Syllabus. Chapters I-VIII list all training syllabus activities, prerequisites, and desired training flow for NIFE.
21. Multi-Service Pilot/NFO Training System (MPTS/MNTS). The pilot/NFO training curriculum utilizing standards-based grading, defined Course Training Standards, and Maneuver Item Files to achieve skill attainment to required levels of training performance.
22. Operating Procedures Manual. A directive describing standard operating procedures for local fixed-wing aircraft.
23. Phase of Training. A major division in the course of training. NIFE and Primary are two examples of phases.
24. Pink ATF. A standard ATF that is printed on pink paper. The pink ATF is used to denote an UNSAT event.
25. Ready Room Unsatisfactory (RRU). An UNSAT grade given for inadequate knowledge of flight procedures, systems, discuss items, emergency procedures, or deficient preflight planning.
26. Site Advisor. An instructor pilot/officer assigned by the NIFE Director to provide counseling and guidance to students at a specific training site throughout the syllabus.
27. Special Syllabus Requirement. One time, ungraded demonstration item(s).
28. Stage of Training. All training of a particular type (Ground, Contact) within a phase. The first letter in the lesson designator identifies the stage of each lesson (Example: C4101 is in the Contact stage).
29. Standardization Pilot. An instructor pilot authorized to administer standardization checks to other instructors.

30. Training Media. NIFE media include aircraft and ground training. The first numerical character in the lesson identifier designates the training medium.

31. Warmup Event (CXX86). Additional events given to allow a student to regain a level of proficiency previously demonstrated which has diminished due to an extended break in training.

32. Yellow ATF. A standard ATF that is printed on yellow paper. The yellow ATF is used to denote an unsatisfactory event that does not generate a progress check, except for unsatisfactory events which result in an optimal warmup. In this case, the ATF shall be printed on white paper.

Chapter I

General Instructions

1. Syllabus Management

a. Distribution. Participating program personnel.

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

c. Responsibilities. Due to the unique nature of the NIFE syllabus and executing command organizations, the following positions will be specifically assigned at both NASC and USNA to standardize the administration of NIFE as part of the CNATRA undergraduate continuum of education. Specific positional authority granted in this instruction supersedes that granted in CNATRAINST 1500.4H.

(1) NIFE Director - An experienced O-4 or above responsible for instructor and student compliance with all NIFE directives at NASC or USNA. Reports directly to the NASC Commanding Officer or USNA Senior Aviator on all matters pertaining to the administration and execution of the NIFE program. Granted additional specific authority as delineated in this instruction.

(2) Chief Military Certified Flight Instructor (CFI) - An experienced military CFI responsible for standardization of instruction and adherence to CNATRA directives.

(3) NIFE Operations Officer - An experienced aviator who oversees the operations and scheduling of the NIFE syllabus.

d. Deviations. Document all deviations on the event's ATF.

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

f. Execution. All students execute Chapters II through IV. Students with prior flight experience (Private Pilot Certificate or higher) execute only through C4290.

g. Syllabus Description. NIFE is flown in single engine land civil aircraft and is divided into stages. Stages are grouped by like flight training regimes such as Ground and Contact. Each stage is subdivided into training blocks. The training blocks consist of a specified number of flights. MIFs identify the minimum acceptable level of performance in relation to the CTS that must be achieved at the completion of each training block. While CNATRAINST 1500.4H provides more detailed procedures for the processing of all students undergoing flight training in the Naval Air Training Command, any specific syllabus implementation directed in this instruction supersedes that of CNATRAINST 1500.4H.

h. Accelerated Students. Students with prior flight time may be accelerated at the discretion of the NIFE Director. Students that incomplete NIFE at USNA will be considered accelerated. The NIFE Director has the authority to tailor each student's accelerated syllabus based on the student's past flying experience. Students with a Private Pilot Certificate or higher should advance to C4290 if MIF is met following C4102. Students without a Private Pilot certificate, may advance to C4490 if MIF is met following C4303. ATFs for the events not flown will be completed with a note in the remarks section stating "ACCELERATED - EVENT NOT FLOWN. ATF COMPLETED FOR ADMINISTRATIVE PURPOSES ONLY IAW CNATRAINST 1542.178."

## 2. Training Management

a. Syllabus Progression. Fly syllabus events within each stage sequentially. Do not start a block without all prerequisites. Students must complete all events unless enrolled in an approved accelerated syllabus. The flowcharts on pages I-5 and I-7 delineate the sequence of flying events and their ground training prerequisites. System training management is designed to facilitate one graded event (flight or exam) per student per day.



b. Maneuver Continuity. Students must accomplish previously introduced maneuvers frequently enough to ensure required proficiency is maintained.

c. Landing Proficiency. Students should land as often as training allows. Refer to syllabus notes for C4101-C4104.

d. H/X. Instructor pilots shall plan and execute missions to meet H/X as closely as practical. If actual event length varies from H/X by more than 0.3 hrs, annotate reason(s) in ATF's general comments section. A student's poor performance is not an acceptable reason to exceed H/X by more than 0.3 hours.

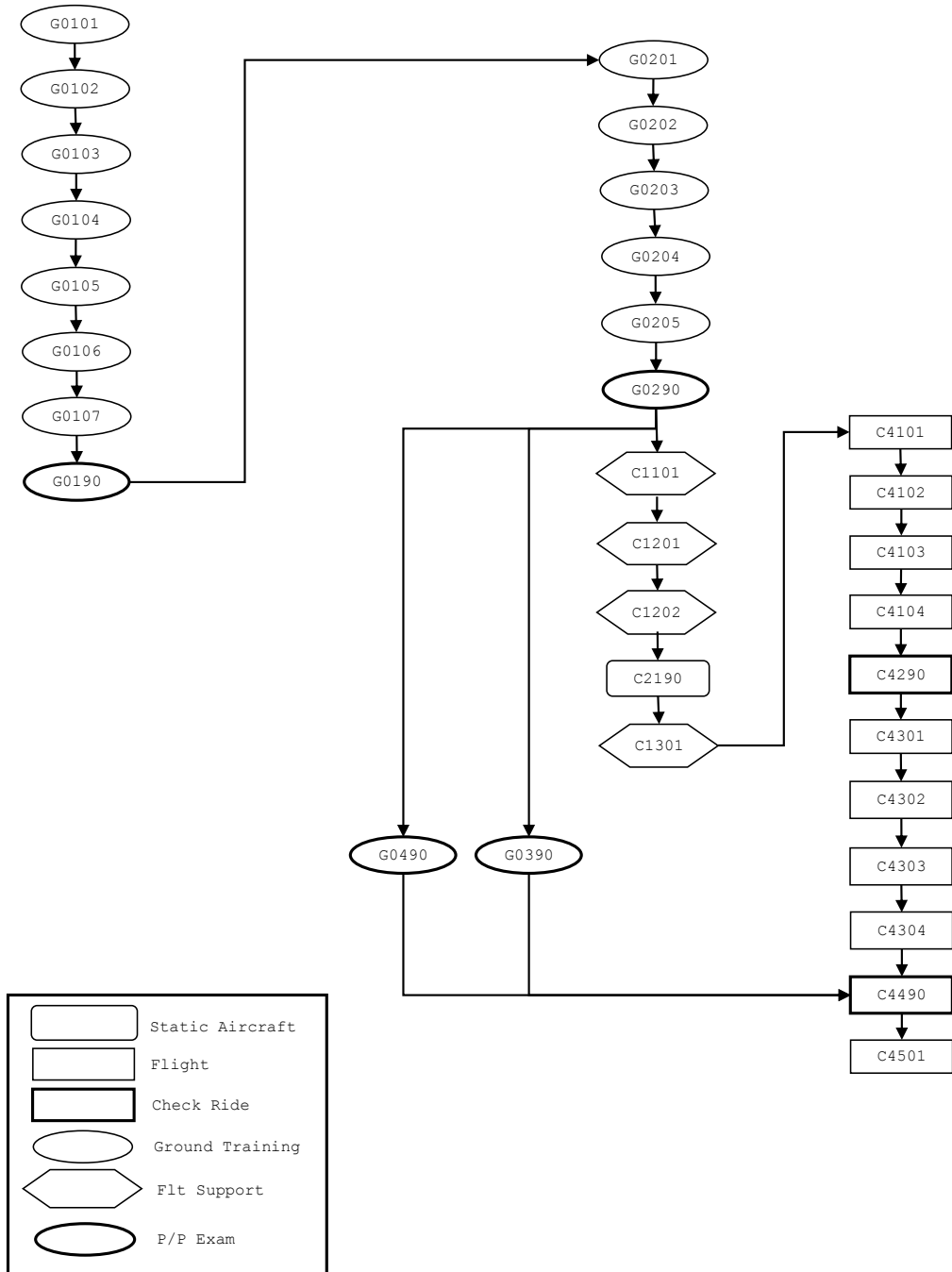
e. Special Syllabus Requirements (SSR). The SSRs are allocated to blocks. Unless noted otherwise, IPs may accomplish SSRs on any flight within the block. The SSRs shall be completed in the specified block. Annotate completed SSRs on the ATF's SSR comments section. Assign only NG/1 as the SSR maneuver grade.

f. Aviation Training Jacket Reviews. Military instructor pilots will conduct jacket reviews during C4290 and C4490. Site Advisors, the NIFE Operations Officer, or the NIFE Director may conduct jacket reviews at any other time as required.

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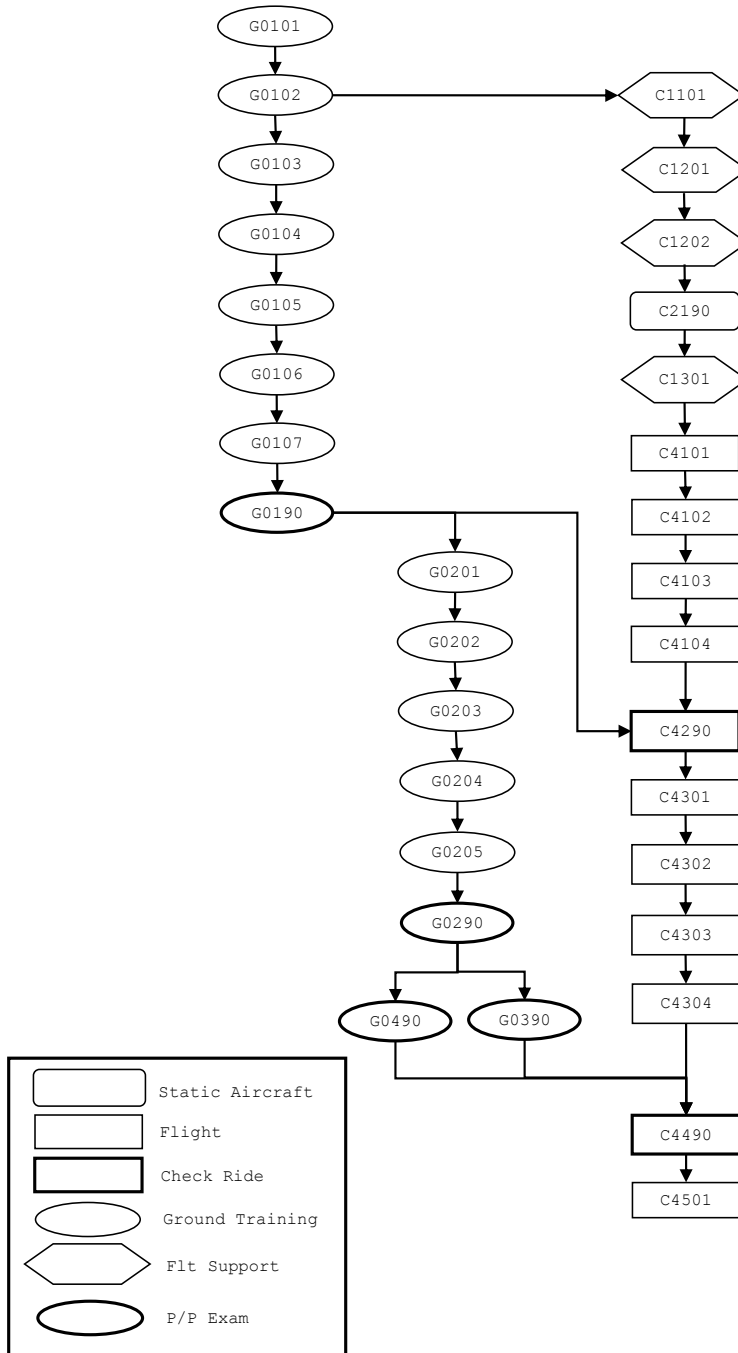
**NIFE COMPLETE COURSE FLOW (NASC)**



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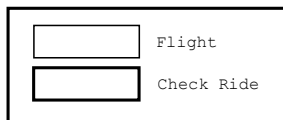
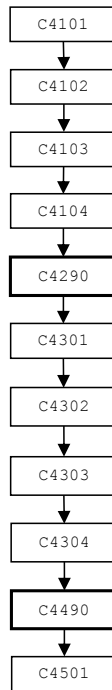
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**NIFE FLIGHT COURSE FLOW**



3. UNSAT Performance. Student exhibits dangerous tendencies, or progress towards meeting EOB standards is insufficient. UNSAT overall is at the instructor's discretion. It should be noted that an event may be graded UNSAT without any individual maneuvers graded 2/Unable. If the student receives an UNSAT that does not result in a Progress Check, the ATF shall be printed on a yellow ATF. UNSAT Progress Checks and UNSAT events that result in a Progress Check shall be printed on a pink ATF. See also ***Progress Check Procedures*** Chapter I, paragraph 9.c.(3).

a. Academic. Academic examination failures and Ready Room UNSATs are equivalent. Failing either one results in an IPC. Failing a second triggers an FPC. A Progress Check due to an examination failure will be conducted separate from, and prior to, the re-examination.

b. Flight

(1) If syllabus events remain in the block, the student shall progress to the next syllabus event, until the second UNSAT in the block or third **total** UNSAT in the phase (across the NIFE syllabus and including academic failures). Document the UNSAT event on a yellow ATF (UNSAT events coded XX84, XX86, or XX87 do not count toward Progress Check triggers and shall be documented on a white ATF).

(2) If no syllabus events remain in the block, repeat the last syllabus event in the block until the student meets MIF, the second UNSAT in the block, or the third total UNSAT in the phase.

(3) An UNSAT check flight (CXX90), two UNSATs in block, or three total UNSATs in phase result in a Progress Check. Document the failed check flight or second block/third total UNSAT on a pink ATF for that syllabus event.

(4) Failing an FPC results in a TRB.

(5) UNSAT performance on warmup events does not count toward the cumulative total of UNSAT performances used to trigger a TRB, unless the UNSAT performance is in an area not affected by a delay in training such as general knowledge, emergency procedures, and/or course rules.



c. Ready Room UNSAT (RRU). An RRU will be awarded when the student is inadequately prepared for the scheduled event. An RRU results in a Progress Check.

(1) In no case shall a student who meets the criteria for an RRU proceed to the flight portion of the event.

(2) A RRU on any syllabus event will result in a counseling session with a Military Supervisor. Document the RRU on a pink ATF for that event. The event will be marked as incomplete with at least one item on the ATF graded as UNSAT. Upon successful completion of a Progress Check, the event will be flown to completion, and general knowledge and emergency procedures will be incorporated into the overall grading solution.

#### 4. Training Review Board (TRB)

a. Scope. A TRB shall be convened after a failed FPC. In addition, a TRB may be convened at any time as directed by the NASC Commanding Officer or USNA Senior Aviator. The TRB shall consider circumstances relevant to the student's training, which may include:

(1) Quality of training provided in accordance with applicable FTI.

(2) Continuity of training provided.

(3) Outside influences/extenuating circumstances/human factors.

b. Due to the unique nature of the NIFE program, the TRB may make attrition/retention recommendations to the NASC Commanding Officer. The USNA Senior Aviator will use the TRB recommendation during service assignment.

#### c. Composition

(1) Voting Members. The board consists of three voting members, one of whom is the Senior Member. The NASC Commanding Officer or USNA Senior Aviator designates the Senior Member in writing.

(2) Other Members/Observers. At least one member will be from the student's parent service. For International Military Students, where possible, include the country liaison officer and a representative from the NASC IMT office as observers.

(3) Exclusion. The following conditions exclude an instructor from acting as a voting member on a student's TRB:

(a) Any instructor who has been on a previous TRB for the student.

(b) Any instructor who has awarded an UNSAT to the student.

d. Deliverables

(1) A summary that reflects the TRB majority vote as to whether or not the student's training was per applicable directives and an assessment of the student's training quality while highlighting any deficiencies of training received. If it was determined that there was a deficiency in training, the board shall note whether the deficiency played a role in the student's difficulties. If so, the board shall also provide recommendations for remediation of the deficiency.

(2) Use CNATRA 1542/1827 (Rev. 5-13), TRB Summary form.

5. Instructor Continuity. Students shall fly with a minimum of two and no more than three different civilian instructors during the NIFE syllabus.

a. Events C4101-C4104 should be flown with the same CFI. No more than two instructors shall be used during the block.

b. The NIFE Director or Chief Military CFI may waive the instructor continuity requirements if needed due to operational circumstances or a conflict between the student and instructor necessitates a change. In order to maintain instructor continuity, every effort should be made to limit the total number of instructor changes.

c. Event C4290 shall be flown with a military CFI. Event C4490 should be flown with a military CFI.

6. Break in Training Warmup Events (CXX86). Non-syllabus warmup events compensate for breaks in training. Eligibility is based on the number of days since the last flight. All warmups shall be dual and coded as an CXX86 (e.g., C4186). Warmup grades do not satisfy block or MIF requirements and shall not be included in the cumulative totals. UNSAT performance on warmup events does not count toward the cumulative total of UNSAT performances used to trigger a Training Review Board unless the UNSAT performance is in an area not affected by a delay in training such as general knowledge, emergency procedures, and/or course rules. A student whose performance meets the criteria for an RRU on a warmup shall be given an RRU and a Progress Check will be conducted.

a. Warmup Event Criteria. Optional warmup events are based on the student's performance. If the student's performance meets MIF, the event shall count as the next syllabus event. If a student's performance is marginal or UNSAT, the flight is a warmup and shall be recorded as an (86), using a gradesheet for the last flight flown.

(1) Additional Warmup Events

(a) The NIFE Director may direct additional warmup events for extended breaks in training.

(b) Award an additional warmup prior to a checkride if more than five calendar days have elapsed since last flight.

CRITERIA FOR AWARDING WARMUP EVENTS		
Break* (Days)	Warmup Events	Remarks
1-6	None	<ul style="list-style-type: none"> <li>• Except checkride events (see 6. a. (1) (b)).</li> </ul>
7-13	1 Optional	<ul style="list-style-type: none"> <li>• Based on performance.</li> <li>• Required if overall event grade is Marginal or UNSAT.</li> <li>• Prohibited if: <ul style="list-style-type: none"> <li>▶ Performance meets MIF or is sufficient to meet MIF by EOB.</li> <li>▶ First event in stage.</li> </ul> </li> </ul>
14-30	1 Mandatory	<ul style="list-style-type: none"> <li>• Mandatory warmup is not an advancing event.</li> </ul>

\*Break = Julian Date - Julian Date last flown.

(2) Extended Training Delays. If the period between events is greater than 30 days, the NIFE Director shall determine an appropriate warmup training plan to regain student proficiency IAW CNATRAINST 1500.4H and place a supplemental ATF in the ATJ to document this plan.

b. Event Type. Mandatory warmups shall be scheduled as the last dual event flown in stage; optional warmups shall be scheduled and flown as the next event in stage (i.e., if the student is up for C4103 optional warmup following an 8-day break and their performance is Marginal or UNSAT, the event shall be coded as a C4186 and the student will reattempt the C4103 on the next flight).

## 7. Additional Flights

a. Extra Training Events (CXX87). All ETs shall be coded as CXX87 (e.g., C4187). ET events may be awarded prior to IPC/FPC events to compensate for training deficiencies, e.g., poor event/maneuver continuity or improper instruction. IPC/FPC 87 events **shall not** be awarded to remediate unsatisfactory performance unrelated to training deficiencies.

(1) The NIFE Director may authorize as many as two ETs to address specific training deficiencies.

(2) The NASC Commanding Officer or USNA Senior Aviator must authorize any ETs that will result in a student exceeding 16.5 hours.

(3) Document the awarding of IPC/FPC 87 events on supplementary ATFs, including the training deficiencies that are being addressed.

b. Adaptation Events (CXX84). The NIFE Director may authorize as many as two events required for adaptation to the flying environment when requested by the flight surgeon, e.g., airsickness, eyeglasses, etc. Repeated airsickness following adaptation events should be considered as grounds for termination of flight training due to aeronautical inadaptability.

## 8. Ground Training and Briefing Requirements

### a. Mission Preparation, Briefings, and Debriefings

(1) EOB Events. The IP shall carefully review the ATS 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.

(2) Preparation. Students shall arrive for each flight with:

(a) Thorough knowledge of:

1. The flight's discuss items and special syllabus requirements, as listed in Chapter IV.

2. Procedural knowledge of the critical and optional items for the event's training block.

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

(3) Briefing. Thoroughly cover the mission's:

(a) Specific objectives.

(b) Required procedures for accomplishing those

objectives.

(c) Planned profile and contingencies.

(4) Debriefing

(a) After each event, the instructor shall critique the student's performance using cause/effect analysis, particularly with respect to the CTS.

(b) Mission complexity and student progress will govern the time required for the debrief.

b. Emergency Procedures Briefing and Training

(1) Emergency procedures training builds the student's confidence in the aircraft. The IP shall conduct emergency procedures training, either on the ground or in the aircraft, on events specified by the syllabus. Correct procedural deficiencies through additional instruction and study assignments.

(2) Grade the student's overall emergency procedures knowledge and performance under Emergency Procedures.

9. Mission Grading Procedures and Evaluation Policies

a. General Grading and Evaluation Policy. A CNATRA ATF shall be completed for each curriculum flight.

(1) Each instructor shall ensure that ATFs are completely filled out and accurate. All ATFs shall be typed and subsequently signed by the instructor.

(2) Begin each ATF's general comments with two words to indicate overall grade and status of event. Examples include: Pass/Complete, Pass/Incomplete, Marginal/Complete, Unsat/Complete, etc.

(3) Provide specific reasons for Incomplete, Warmup (state whether Mandatory or Optional), and H/X deviations greater than 0.3 hours. These comments shall be stated immediately following the grade/status (e.g., "Pass/Incomplete. Incomplete due to weather").

(4) Provide general comments to include any significant trends.

(5) Annotate SSR completion in the ATF's comments section and assign NG/1 as the SSR maneuver grade.

(6) Justify all grades of E/5. Grades of U/2 shall also be justified, unless MIF is U/2. Annotate completion of the SSR on the event flown.

(7) Refrain from using comments that grade an NFS relative to peers (e.g., "above average") rather than relative to CTS. These comments are not appropriate in Standards-Based Training and shall not be used on ATFs.

(8) Fill in all appropriate blocks.

(9) Sign all pages of the ATF in the appropriate block in black ink.

(10) MIFs listed are minimum stage/phase completion standards per maneuver. When a student achieves MIF by EOB, he or she has demonstrated the minimum level of skill attainment and competency to continue in training. The MIF is designed to allow for minimum performance in a specific area with the understanding that performance above the minimum MIF will offset the weak area.

(11) Upon completion of a curriculum dual flight preceding a student solo, the instructor shall check either "Safe for Solo" or "Unsafe for Solo" on the ATF. Safe for Solo indicates that the NFS has demonstrated the ability to safely take off, fly the required maneuvers, respond satisfactorily to emergencies, return, and land the aircraft alone. Unsafe for Solo indicates that the NFS has not demonstrated the abilities above, has demonstrated a propensity for flying in a dangerous manner, or indicates serious headwork shortcomings. This is also considered an UNSAT event.

b. Grading Procedures

(1) Absolute Maneuver Grading. Use the following grading scale to document the student's characteristic performance on maneuvers attempted during each dual event. This scale is an absolute grading scale. Judge the student's proficiency **only** against the item's course training standard. Maneuver grades shall be consistent with ATF comments. (See Student Performance Measurement/Application of Standards, page viii, Course Data, paragraph 21.)

(a) Demonstrated (NG/1 Level). Enter NG:

1. When the IP demonstrates the maneuver and the student does not subsequently perform it during the event.

2. For solo flights, where an IP cannot observe individual flight maneuvers.

3. To indicate accomplishing all SSRs for that event. Specify the completed SSRs in the ATF's comments section.

(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 deviations. Student requires constant coaching. A comment is required unless MIF is a U/2.

(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. Student requires moderate coaching. EXAMPLE: Using bank angle to compensate for poor rudder trim would be an inappropriate correction for heading deviations.

(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 student and are appropriate, smooth, and rapid. Student requires no coaching. A comment is always required for a grade of E/5.

(2) Students shall be graded on General Knowledge/Procedures, Emergency Procedures, Headwork/Situational Awareness, and BAW for each completed flight event.

(3) Solo Events. Assign NG/1 for performed maneuvers.

(4) Overall Event Grades. Overall event grades represent the student's progression through NIFE. Grade events "Pass," "Marginal," or "UNSAT." Use the following definitions to characterize event grades. See **Awarding Overall Event Grades** for specific rules defining UNSAT performance.

(a) Pass

1. Prior to EOB: Progress is adequate to meet standards (MIF) by EOB.

2. EOB: The student's performance meets or exceeds the standards (MIF) on all critical maneuvers, and all optional maneuvers that were attempted.

(b) Marginal. Ability to meet MIF by the end of the block is questionable. IPs may not award a Marginal on an EOB event or check flight.

(c) UNSAT. Student exhibits dangerous tendencies, or progress towards meeting EOB standards is insufficient.

(5) Awarding Overall Event Grades. The student's overall grade is based on the student's performance against the MIF. The following rules govern overall event grading:

(a) EOB. Performance must meet MIF by EOB. If the student has previously met MIF in the block, they must still meet MIF in the EOB flight if the maneuver is reattempted.

(b) Prior to EOB. Performance must meet/exceed previous block MIF. EXAMPLE:

1. C42 MIF requires an F/3 for takeoff. C43 MIF requires a G/4.

2. The student must meet or exceed F/3 to progress out of C42.

3. The student must maintain or exceed F/3 until the last C43 event, by which time the student must attain G/4.

(c) Exception. Students shall maintain or exceed MIF performance from one block to the next. The exception is when MIF on a subsequent block is below the preceding block MIF. In these cases, the lower MIF applies (this does not occur in the NIFE syllabus).

(6) Regression Rules. Regression rules address uneven progress through training. Regression rules do not apply to the first flight block. Regression is defined as performance below the previous block MIF.

(a) When a specific maneuver/procedure is introduced for the first time in a block, previous block MIF does not exist. Therefore, regression rules do not apply.

(b) The student is allowed up to two maneuver grades of F/3 where a G/4 is required on previous block MIF, and the instructor is satisfied the student is ready to progress to the next event.

(c) The instructor shall award an overall UNSAT if:

1. Regression was to a U/2 where F/3 or G/4 was required on previous block MIF, or

2. If performance on the same maneuver for two consecutive events resulted in an F/3 where a G/4 is required on previous block MIF, or

3. There was regression on more than two items during the event.

(7) Maneuver Requirements. For each block:

(a) Critical (Mandatory) Items. Items with a number and a plus (+) are mandatory and the student 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 student meets EOB MIF.

(b) Optional Items. Items with a number, but without a plus (+), are optional. However, if flown, the student must meet the required proficiency by EOB.

(c) Not Demonstrated/Not Performed. The IP will not demonstrate, nor will the student perform:

1. Unnumbered items (not applicable to the NIFE syllabus).

2. EXCEPTIONS:

a. Weather-driven instrument approaches.

b. Prebriefed maneuvers for IP proficiency.

(8) Incomplete Events. In general, IPs should consider an event complete if able to accomplish either all high or all low work. This is particularly true when weather precludes one or the other, and the IP 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 a student has had ample opportunity to learn a task and subsequently flies a short mission, do not incomplete the mission solely to provide unwarranted extra training.

(a) Assessment. This assessment shall be used for flight events and warmup events. Assess the event complete if:

1. At least seventy-five percent of the event's H/X was used for training, and

2. Sufficient events remain in the block to redress the imbalance, and

3. Required maneuvers can still be accomplished within the block.

4. Otherwise, assess the event incomplete.

(b) Completion Events. An event may both complete a previously incomplete event and count as an advancing X. This is the only time when two events may be completed on one flight.

c. Policies for Evaluation Flights and Ground Evaluations

(1) Authorized Evaluators. The NASC Commanding Officer or USNA Senior Aviator shall designate all military check pilots.

(2) Check Rides (CXX90)

(a) Single Event Training Blocks. Check rides amount to single event training blocks; therefore, all rules regarding progressing out of a block apply, except as noted below:

1. Should fly a representative cross section of optional maneuvers (does not apply to the NIFE syllabus).

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

3. The student should be able to demonstrate required levels of proficiency without instructor assistance. However, instruction is allowed on check rides and students may reattempt maneuvers at the check pilot's discretion.

(b) Incomplete Check Ride. The check ride shall be incomplete when:

1. Any (+) item was not flown, or

2. The check pilot was unable to sample sufficient examples of a given maneuver to assess the student's overall performance.

Note: The subsequent flight need only include

maneuvers required to complete the check.

3. Exceptions. The check is complete and the overall grade is UNSAT if:

- a. Any critical item is below MIF, or
- b. More than two noncritical items were graded F/3 where G/4 is required, or (does not apply to the NIFE syllabus), or
- c. Any maneuver is U/2 (unless MIF is U/2).

(3) Progress Check Procedures

(a) Progress Checks are holistic reviews of a student's proficiency, judgment, air sense, and overall ability to maneuver the aircraft safely and confidently. The intent of every Progress Check is to determine whether the student has the potential to reach the defined training standards of his/her current phase of training within the designated TTT, while **demonstrating the potential to successfully complete NIFE and Primary Flight Training.**

(b) Progress Checks reside outside the normal syllabus flow and shall not count as advancing events.

(c) All progress checks must meet MIF for the most recently completed block of training. Progress Checks shall be full mission profiles emphasizing the student's weak areas and a representative cross section of area and pattern maneuvers. All critical items do not need to be accomplished. Document failed progress checks on a pink ATF for the failed event generating the progress check.

1. Marginal is not a possible outcome for a progress check.

2. The student may only have one IPC (CXX88) event in phase. Any subsequent progress check is an FPC (CXX89).

(d) IPC. The following defines when to conduct an IPC, IPC outcomes, and IPC IPs.

1. Criteria for IPC are:
    - a. UNSAT check flight.
    - b. Two UNSAT events in the same block.  
UNSAT events coded XX84, XX86, and XX87 shall not be used for this trigger.
    - c. Following a single academic examination failure or RRU event.
    - d. NIFE Director or above directed when the student's potential to complete NIFE or Primary is in doubt.
  2. Outcomes are:
    - a. Passing the IPC returns the student to normal syllabus flow.
    - b. Failing the IPC results in an FPC.
  3. IPC IPs. IPC Instructors shall be senior O-3 or above, and shall be designated in writing by the NASC Commanding Officer or USNA Senior Aviator. The IPC is the student's first step in the attrition process, and IPCs should only be performed by experienced instructors who have a complete understanding of standards-based grading, MIF/CTS requirements of the syllabus, and the IPC/FPC process.
    - a. The instructor that awarded the UNSAT resulting in the IPC is ineligible to perform the IPC.
    - b. An IPC Instructor who awards an UNSAT on an IPC shall not fly with that student again during that stage of training.
- (e) FPC. The following defines when to conduct an FPC, FPC outcomes, and FPC IPs.

1. Criteria for an FPC are:
  - a. Failure of an IPC.

b. In any case where a student has undergone an IPC in phase and subsequently meets any of the IPC triggers listed previously (e.g. a student has an UNSAT C4290 check flight, passes the re-check, and then earns a RRU during their C4302 brief).

c. Two academic examination failures, two RRU events, or both an examination failure and RRU event.

d. Three cumulative UNSATs in a phase, including academic failures (e.g. a student fails the G0190 exam, has an UNSAT C4102 event, and an UNSAT C4301 event).

e. At the discretion of the NASC Commanding Officer or USNA Senior Aviator when there is doubt regarding the student's potential to successfully complete a phase of training.

**Note:** Students who trigger an FPC due to subparagraph e above may trigger an FPC without having undergone an IPC in phase.

**Note:** For the purposes of determining FPC triggers, UNSATs on events coded XX84, XX86, and XX87 shall not be used.

2. Outcomes are:

a. Passing the FPC returns the student to normal syllabus flow.

b. Failing the FPC results in an attrition recommendation and a subsequent TRB.

3. Wherever possible, FPCs should be conducted by the NIFE Director, or the Chief Military CFI in the NIFE Director's absence. In the event that neither the NIFE Director nor Chief Military CFI are available, FPC Instructors shall be O-4 or above, and shall be designated in writing by the NASC Commanding Officer or USNA Senior Aviator. The instructor that awarded the UNSAT resulting in the FPC is ineligible to perform the FPC.

d. Progress Check Counseling

(1) Prior to an IPC. The NIFE Operations Officer, Chief Military CFI, or NIFE Director shall counsel the student on the Progress Check process and document counseling on a Supplementary ATF.

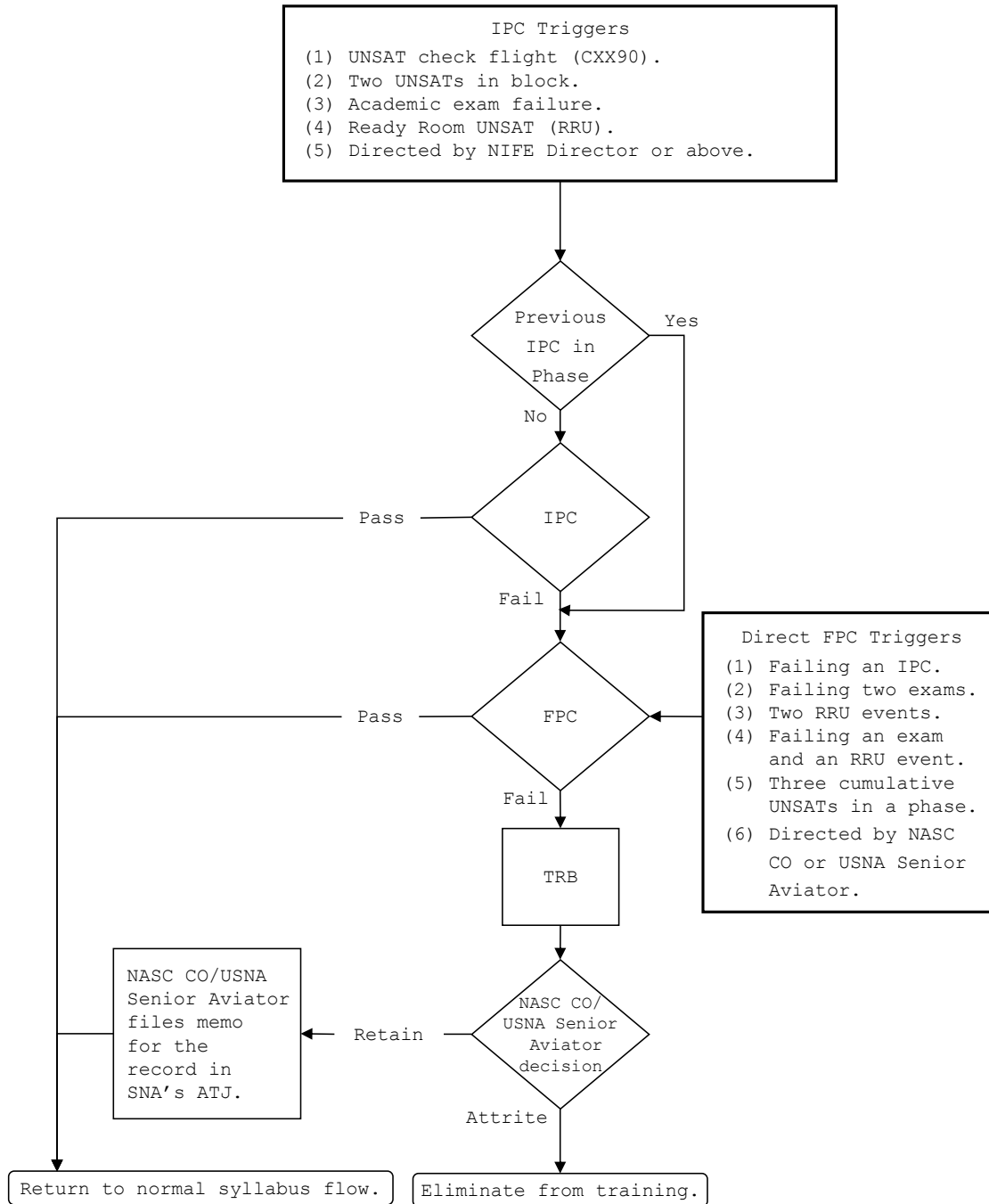
(2) Upon Completion of an IPC. The IPC IP shall counsel the student on the Progress Check process, his/her recommendations, and future course of action. Post-IPC counseling shall be documented on the IPC ATF.

(3) Prior to an FPC. The FPC Instructor shall counsel the student on the Progress Check process. This counseling shall be documented on the FPC ATF.

(4) Upon Completion of a Final Progress Check. The NIFE Director shall counsel the student. Counseling should consist of the Progress Check process, attrition/retention recommendations, and future course of action. The NIFE Director shall document counseling on the FPC ATF or on a Supplementary ATF if the NIFE Director was not the FPC IP.



**MPTS PROGRESS CHECK TRAINING REVIEW PROCESS**



10. Special Instructions and Restrictions

a. Flight Hour/Event Requirements and Restrictions

(1) Programmed Hours and Events. Syllabus-programmed flight hours are 13.5 hours. The NASC Commanding Officer or USNA Senior Aviator has waiver authority above 16.5 hours. Event lengths and non-syllabus events (e.g., CXX86 and CXX87) will cause variation. Accomplish all syllabus events.

(2) Minimum Solo Requirements: At least three safe visual approaches and three landings should be completed during the solo. The NIFE Director is authorized to determine completion status for solo events which do not meet this requirement.

(3) Maximum Daily Student Activities (Aircraft, Ground or Academic). Students shall not exceed one flight event during one duty day nor will students exceed two graded events during one duty day. Since the final checkride and solo are completed together, they are considered one flight event for scheduling purposes. The NIFE Director may approve the same-day completion of a previously incomplete event, provided deliberate ORM is conducted with the student beforehand.

(4) Student Crew Day. The period from the beginning of the student's first event or official duty of the day until the completion of the last event of the day, including associated debrief and paper work. Crew day shall not exceed 12 hours.

(5) Student Crew Rest. A minimum of 12 hours shall elapse between the conclusion of the student's last scheduled event of the day (including associated debrief) and their first scheduled instructional event of the following day. After six consecutive scheduled days, students shall receive a minimum of one day off. Official duty, training, and standby scheduling do not qualify as a day off.

b. Source Documents. Students are responsible for reviewing applicable source documents (FTIs, FAR/AIM, local SOPs, etc.) prior to commencing each stage of training.

c. Maneuver Demonstrations. The student shall not perform a maneuver for the first time until the IP demonstrates the maneuver, unless previous training adequately fulfills this role.

d. Airspace Utilization. Conduct contact events in designated areas. If feasible, students should be exposed to operations at both towered and non-towered airports during training.

e. Solo Restrictions

(1) Documentation. The appropriate FAA endorsement from a CFI is required prior to solo.

(2) Airsickness. A student who has been actively or passively airsick within the previous event may not fly solo. Where available, use syllabus events to fulfill this requirement; otherwise, use adaptation events coordinated with the flight surgeon.

(3) Maneuvers Not Allowed. Solos may not perform spins, stalls, simulated emergency procedures, or any maneuver not previously introduced.

(4) Flight Profile. Solos shall remain in the airport traffic pattern during their flight.

(5) Currency. Students must receive dual instruction and be cleared by the CFI immediately prior to solo.

(6) Daylight Restriction. Solo students shall not fly solo earlier than 30 minutes after sunrise or later than 30 minutes before sunset.

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Chapter II

Ground Training

Blk #	Media	Title	Events	Hrs	Blk Name
G01/02/03 /04	Class	Administration/ Indoctrination	16	29.5	ASI

1. Prerequisites

- a. G0101-7 prior to G0190.
- b. G0190 prior to G0201.
- c. G0201-5 prior to G0290.
- d. G0290 prior to G0390.

2. Events

G0101	Lect	Welcome/Admin and STAN Brief	2.0
G0102	Lect	Overview and Physiology	2.0
G0103	Lect	Aircraft Components and Systems	2.0
G0104	Lect	Aircraft, FAR, and Local Procedures	2.0
G0105	Lect	Aerodynamics/Performance	2.0
G0106	Lect	Airports and Airspace	2.0
G0107	Lect	Communications and Flight Publications	2.0
G0190	P/P Exam	Ground Exam I	1.0
G0201	Lect	Weather Theory	2.0
G0202	Lect	Weather Reports/METARs/TAFs	2.0
G0203	Lect	Performance Calculations/E6B	2.0

2. Events (Cont)

G0204	Lect	Pilotage/VOR	2.0
G0205	Lect	Private Pilot FARs/Review	2.0
G0290	P/P Exam	Ground School Final Exam	1.0
G0390	P/P Exam	Pre-Solo Knowledge Exam	1.0
G0490	P/P Exam	FAA Private Pilot Exam	2.5

3. Syllabus Notes

- a. The minimum passing score of G0290 is 80%.
- b. G0390 is an open book exam which must be completed and corrected to 100% prior to C4490.
- c. G0490 must be completed and passed to FAA standards.

4. Discuss Items. None.

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Chapter III

NATOPS Training

This chapter does not apply to NIFE.

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## Chapter IV

### Contact Training

1. Pre-solo Training Philosophy. The fundamental flight skills required of each student in order to safely solo are critical, not only to solo, but also to successfully complete follow-on aviation training. Initial instruction should focus on determining the instructional approach best suited for each student's problem areas so that mission profiles can be flown to correct deficient areas.
2. Pattern Training. Utilize the standard FAA civilian traffic pattern for pattern training. Instructors shall introduce the Navy pattern in the C4300 block.
3. Seating. Students shall occupy the left seat for all events in the stage.
4. Matrices. The following matrix is an overview of the entire Contact stage. The purpose of this matrix is to provide the student and IP 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.

5. Contact Stage MIF

Static Aircraft Event  
Check Flight Event

<b>CONTACT STAGE MANEUVER ITEM FILE</b>							
<b>CTS REF</b>	<b>MANEUVER</b>	<b>C2190</b>	<b>C4104</b>	<b>C4290</b>	<b>C4304</b>	<b>C4490</b>	<b>C4501</b>
1	General Knowledge/ Procedures	3+	4+	4+	4+	4+	4+
2	Emergency Procedures	3+	4+	4+	4+	4+	4
3	Headwork/Situational Awareness		3+	3+	4+	4+	4+
4	Basic Airwork		3+	3+	4+	4+	4
5	Checklist Use	3+	4+	4+	4+	4+	4
6	Performance and Limitations		3+	3+	4+	4+	4
7	Communication		2+	2+	3+	3+	3
8	Preflight Briefing	3+	3+	3+	4+	4+	4+
9	Preflight Inspection	3+	4+	4+	4+	4+	4+
10	Engine Starting and Operation		4+	4+	4+	4+	4
11	Ground Operations		4+	4+	4+	4+	4
12	Hazard Avoidance		3+	3+	4+	4+	4
13	Before Takeoff Checks		4+	4+	4+	4+	4
14	Takeoff/Crosswind Takeoff		3+	3+	4+	4+	4
15	Landing/Crosswind Landing		2+	2+	3+	3+	3
16	Waveoff		2+	2+	3+	3+	3
17	Traffic Pattern		2+	2+	3+	3+	3

MIF continued on next page.

<b>CONTACT STAGE MANEUVER ITEM FILE</b>							
<b>CTS REF</b>	<b>MANEUVER</b>	<b>C2190</b>	<b>C4104</b>	<b>C4290</b>	<b>C4304</b>	<b>C4490</b>	<b>C4501</b>
18	Emergency Approach and Landing Including Simulated Engine Failure				3+	3+	
19	System and Equipment Malfunctions		2+	2+	3+	3+	
20	Slow Flight		3+	3+	4+	4+	
21	Power-off Stalls		3+	3+	4+	4+	
22	Power-on Stalls		3+	3+	4+	4+	
23	Steep Turns		3+	3+	4+	3	
24	Rectangular Course		3+	3+	4+	3	
25	Turns Around a Point		3+	3+	4+	3	
26	Forward Slip to Landing				3+	3+	
27	Positive Exchange of Flight Controls		4+	4+	4+	4+	
28	Blindfold Cockpit Check	3+					

Blk #	Media	Title	Events	Hrs	Blk Name
C11/12/13	Class	Contact Flight Support	4	6.0	FS

1. Prerequisites

- a. NASC: G0290 (Ground School Final Exam) prior to C1101.
- b. USNA: G0102 (Overview and Physiology) prior to C1101.

2. Events

C1101	Lect	Introduction to Preflight Procedures		1.0	
C1201	MIL	Introduction to Flows, Checklists, and Procedures		2.0	
C1202	MIL	Flows, Checklists, and Procedures Mastery		2.0	
C1301	MIL	CFI Flight Procedures Brief		1.0	

3. Syllabus Notes

- a. C1101 is conducted at the FBO with a CFI.
- b. C1201-C1202 are conducted at the FBO under the supervision of a CFI. The student will use allotted time to practice checklists and prepare for blindfold cockpit check.

4. Discuss Items. None.

Blk #	Media	Title	Event	Hrs	H/X
C21	Static Aircraft	Blindfold Cockpit Check	1	1.0	1.0

1. Prerequisite. C1202 (Flows, Checklists, and Procedures Mastery).
2. Syllabus Note. Event will be conducted in a static aircraft.
3. Special Syllabus Requirements. None.
4. Discuss Items. None.
5. Block MIF

CTS REF	MANEUVER	C2190
1	General Knowledge/Procedures	3+
2	Emergency Procedures	3+
5	Checklist Use	3+
8	Preflight Briefing	3+
9	Preflight Inspection	3+
28	Blindfold Cockpit Check	3+

Blk #	Media	Title	Events	Hrs	H/X
C41	Single Engine Land Aircraft	Day Contact	4	4.7	See Syllabus Note b.

1. Prerequisite. C1301 (CFI Flight Procedures Brief).

2. Syllabus Notes

a. C4101-C4104 should be flown with the same CFI. No more than two instructors shall be used during the block.

b. H/X is as follows:

C4101: 1.0  
C4102-3: 1.2  
C4104: 1.3

c. A minimum of 35 landings shall be successfully completed in the C4100-C4300 block of training.

3. Special Syllabus Requirements. None.

4. Discuss Items

C4101

"I'M SAFE" checklist, aeromedical items pertinent to flight, CRM, aircraft documents/airworthiness, normal takeoff and climb, climbs, descents, level-offs, P.A.T. principle, see-and-avoid principle, and normal landing pattern.

C4102

Basic instrument flying, traffic pattern procedures, airport markings/lights, power off stall, power on stall, and any two EPs (CFI choice).

C4103

Wake turbulence/wind shear, slow flight, turns about a point, rectangular course, VFR scanning techniques, steep turns, collision avoidance, and any two EPs (CFI choice).

C4104

PIC responsibilities, spin awareness, any two EPs (CFI choice), and landing pattern procedures.

5. Block MIF

CTS REF	MANEUVER	C4104
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Checklist Use	4+
6	Performance and Limitations	3+
7	Communication	2+
8	Preflight Briefing	3+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	3+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	3+
15	Landing/Crosswind Landing	2+
16	Waveoff	2+
17	Traffic Pattern	2+
19	System and Equipment Malfunctions	2+
20	Slow Flight	3+
21	Power-off Stalls	3+
22	Power-on Stalls	3+
23	Steep Turns	3+
24	Rectangular Course	3+
25	Turns Around a Point	3+
27	Positive Exchange of Flight Controls	4+

Blk #	Media	Title	Event	Hrs	H/X
C42	Single Engine Land Aircraft	Midstage Check Flight	1	1.3	1.3

1. Prerequisites

- a. C4104.
- b. G0190 (Ground Exam I) - USNA only.

2. Syllabus Notes

a. Emphasis is on procedural knowledge and ability to work through procedures in flight, not proficiency of the maneuver.

b. A minimum of 2-3 landings desired.

c. Inflight EPs are introduced with IP demonstrating an emergency approach to landing.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any previously discussed items, emergency field selection, waveoff, any two EPs (IP choice), performance, and limitations, and accelerated stalls.



5. Block MIF

CTS REF	MANEUVER	C4290
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Checklist Use	4+
6	Performance and Limitations	3+
7	Communication	2+
8	Preflight Briefing	3+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	3+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	3+
15	Landing/Crosswind Landing	2+
16	Waveoff	2+
17	Traffic Pattern	2+
19	System and Equipment Malfunctions	2+
20	Slow Flight	3+
21	Power-off Stalls	3+
22	Power-on Stalls	3+
23	Steep Turns	3+
24	Rectangular Course	3+
25	Turns Around a Point	3+
27	Positive Exchange of Flight Controls	4+

Blk #	Media	Title	Events	Hrs	H/X
C43	Single Engine Land Aircraft	Day Contact	4	5.2	1.3

1. Prerequisite. C4290.

2. Syllabus Notes

a. Pre-Solo Knowledge Exam (G0390) should be completed during this block to be ready to present to IP on C4490.

b. Maximum landings desired.

3. Special Syllabus Requirements

C4303-4

CFI demo the Navy (oval) landing pattern.

4. Discuss Items

C4301

Communications, lost communications, forward slip to land, ATC light signals, crosswind takeoff, and crosswind landing.

C4302

FAR Parts 61 and 91 solo requirements, any 2 EPs (CFI choice), and land and hold short operations.

C4303

Any 2 maneuvers, any 2 EPs, any 2 procedures, and spin recovery procedure.

C4304

Any 2 maneuvers, any 2 EPs, local area flight procedures/SOP, and pre-solo flight requirements.

5. Block MIF

CTS REF	MANEUVER	C4304
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	Checklist Use	4+
6	Performance and Limitations	4+
7	Communication	3+
8	Preflight Briefing	4+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	4+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	4+
15	Landing/Crosswind Landing	3+
16	Waveoff	3+
17	Traffic Pattern	3+
18	Emergency Approach and Landing Including Simulated Engine Failure	3+
19	System and Equipment Malfunctions	3+
20	Slow Flight	4+
21	Power-off Stalls	4+
22	Power-on Stalls	4+
23	Steep Turns	4+
24	Rectangular Course	4+
25	Turns Around a Point	4+
26	Forward Slip to Landing	3+
27	Positive Exchange of Flight Controls	4+

Blk #	Media	Title	Events	Hrs	H/X
C44	Single Engine Land Aircraft	Pre-Solo Check Flight	1	1.3	1.3

1. Prerequisites

- a. G0390 (Pre-Solo Knowledge Exam).
- b. G0490 (FAA Private Exam).
- c. C4304.

2. Syllabus Notes

a. Ensure Pre-Solo Knowledge Exam (G0390) is complete and correct to 100%.

b. Verify completion of FAA Private Pilot written exam (G0490).

3. Special Syllabus Requirements. None.

4. Discuss Items. Any previously discussed items, any maneuver or procedure, any two EPs (IP choice), and local area procedures.

5. Block MIF

CTS REF	MANEUVER	C4490
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	Checklist Use	4+
6	Performance and Limitations	4+
7	Communication	3+
8	Preflight Briefing	4+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	4+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	4+
15	Landing/Crosswind Landing	3+
16	Waveoff	3+
17	Traffic Pattern	3+
18	Emergency Approach and Landing Including Simulated Engine Failure	3+
19	System and Equipment Malfunctions	3+
20	Slow Flight	4+
21	Power-off Stalls	4+
22	Power-on Stalls	4+
23	Steep Turns	3
24	Rectangular Course	3
25	Turns Around a Point	3
26	Forward Slip to Landing	3+
27	Positive Exchange of Flight Controls	4+

Blk #	Media	Title	Events	Hrs	H/X
C45	Single Engine Land Aircraft	Contact Solo Flight	1	1.0	1.0

1. Prerequisite. C4490.

2. Syllabus Notes

a. C4501 consists of 0.5 hours of dual instruction, followed by 0.5 hours of solo.

b. The student shall remain in the airport traffic pattern and should accomplish a minimum of three landings during the solo portion of the event.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any student questions, review pre-solo exam, and endorsement requirements.

5. Block MIF

CTS REF	MANEUVER	C4501
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4
5	Checklist Use	4
6	Performance and Limitations	4
7	Communication	3
8	Preflight Briefing	4+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4
11	Ground Operations	4
12	Hazard Avoidance	4
13	Before Takeoff Checks	4
14	Takeoff/Crosswind Takeoff	4
15	Landing/Crosswind Landing	3
16	Waveoff	3
17	Traffic Pattern	3

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Chapter V

Instrument Training

This chapter does not apply to NIFE.

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Chapter VI

Navigation Training

This chapter does not apply to NIFE.

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Chapter VII

Formation Training

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Chapter VIII

Tactical Training

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Chapter IX

Course Training Standards

1. Purpose. These standards outline the tasks and proficiency required of students during NIFE.
2. Student 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 Airwork (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.

4. Execution. The MIF regulates 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"><li>• A brief description of the behavior, required action, and/or conditions.</li></ul>	<ul style="list-style-type: none"><li>• The specific standards for the action. May be read as "The student..."</li></ul>

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.

7. Course Training Standards

BEHAVIOR STATEMENT	STANDARDS
1. General Knowledge/Procedures	
<ul style="list-style-type: none"> <li>● Demonstrate satisfactory knowledge of aircraft systems, procedures, flight training instructions, and directives.</li> </ul>	<ul style="list-style-type: none"> <li>● Demonstrate a thorough understanding of aircraft system capabilities, aircraft directives, and applicable instructions.</li> <li>● Demonstrate the ability to apply procedures from all applicable sources of guidance.</li> <li>● Recites, discusses, and/or performs all applicable items essential to the operation of the aircraft IAW the FTI or other applicable directives.</li> </ul>
2. Emergency Procedures	
<ul style="list-style-type: none"> <li>● Maintain in-depth knowledge of appropriate directives.</li> <li>● Perform critical/noncritical action emergency procedures.</li> </ul>	<ul style="list-style-type: none"> <li>● Correctly analyzes situation.</li> <li>● Performs/recites critical action steps from memory with 100% accuracy.</li> <li>● Uses checklist when conditions permit.</li> <li>● Completes procedures in a timely manner.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
3. Headwork/Situational Awareness	
<ul style="list-style-type: none"> <li>● Maintain situational awareness to include the following:               <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Flexibility - Copes with rapidly changing situations or conditions in flight or on the ground, and adjusts as needed to obtain desired objectives.</li> <li>▶ 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.</li> <li>▶ Flight Discipline - Follows orders and carries out all required steps in a procedure in the proper order.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Understands instructions, demonstrations, and explanations.</li> <li>● Foresees and avoids possible difficulties.</li> <li>● Possesses sound Aeronautical Decision Making.</li> <li>● Remains alert and spatially oriented.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
4. Basic Airwork	
<ul style="list-style-type: none"> <li>• Establish and maintain desired altitude, airspeed, and heading during flight.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintains aircraft within 100 feet, 10 KIAS, 10° of heading.</li> <li>• Appropriately uses power, attitude, and trim.</li> <li>• Levels off within 100 feet of desired altitude.</li> <li>• Maintains smooth/positive control consistent with flight conditions.</li> </ul>
5. Checklist Use	
<ul style="list-style-type: none"> <li>• Demonstrate the ability to use the appropriate checklist.</li> </ul>	<ul style="list-style-type: none"> <li>• Satisfactorily executes the appropriate checklists during normal flight phases, and during simulated emergencies.</li> </ul>
6. Performance and Limitations	
<ul style="list-style-type: none"> <li>• Demonstrate knowledge of performance and limitations contained in applicable publications.</li> </ul>	<ul style="list-style-type: none"> <li>• Exhibits satisfactory knowledge of the elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance and the adverse effects of exceeding limitations.</li> <li>• Computes weight and balance. Determines the computed weight and center of gravity are within the airplane's operating limitations and if the weight and center of gravity will remain within limits during all phases of flight.</li> <li>• Describes the effects of atmospheric conditions on the airplane's performance.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
7. Communication	
<ul style="list-style-type: none"> <li>● Perform communication to include:               <ul style="list-style-type: none"> <li>▶ Use of radio.</li> <li>▶ Intracockpit communications.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Uses phraseology IAW FTI and AIM.</li> <li>● Acknowledges radio communications, provide correct and timely read-backs, and complies with instructions to 90% accuracy.</li> </ul>
8. Preflight Briefing	
<ul style="list-style-type: none"> <li>● Adequately briefs the flight according to the Preflight Briefing Checklist.</li> </ul>	<ul style="list-style-type: none"> <li>● Possesses working knowledge of documents including placards, instrument markings, and AFM/POH.</li> <li>● Understands Human Factors/Fitness for flight.</li> <li>● Satisfactorily analyzes current and forecasted weather and makes a competent "go/no go" decision.</li> </ul>
9. Preflight Inspection	
<ul style="list-style-type: none"> <li>● Perform preflight inspection.</li> <li>● Prepare aircraft for flight.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits knowledge of the elements related to preflight inspection IAW with the FTI to 100% accuracy.</li> <li>● Expeditiously inspects the airplane using the prescribed flow and with reference to an appropriate checklist.</li> <li>● Verifies the airplane is in condition for safe flight.</li> </ul>
10. Engine Starting and Operation	
<ul style="list-style-type: none"> <li>● Perform engine start.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge of the elements related to engine starting procedures.</li> <li>● Positions the airplane properly considering structures, surface conditions, other aircraft, and the safety of nearby persons and property.</li> <li>● Utilizes the appropriate flow procedure and checklist for starting.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
11. Ground Operations	
<ul style="list-style-type: none"> <li>● Move aircraft to and from parking area to runway</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits knowledge of the elements related to safe taxi procedures at towered and non-towered airports IAW the FTI and FAR/AIM.</li> <li>● Performs a brake check as soon as practical after the airplane begins moving.</li> <li>● Controls direction and speed without excessive use of brakes.</li> <li>● Complies with airport/taxiway markings, signals, ATC clearances and instructions with 100% accuracy.</li> <li>● Taxis within 3 feet of the centerline.</li> </ul>
12. Hazard Avoidance	
<ul style="list-style-type: none"> <li>● Demonstrate knowledge of hazards associated with collision, runway incursions, wind shear, and wake turbulence.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge and successfully maneuvers the aircraft to avoid hazards.</li> <li>● Properly briefs known hazards ahead of time.</li> </ul>
13. Before Takeoff Checks	
<ul style="list-style-type: none"> <li>● Perform before takeoff checks.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge of elements of the before takeoff check, including reasons for checking items and abnormal indications.</li> <li>● Completes before takeoff checks with 100% accuracy.</li> <li>● Divides attention inside and outside the cockpit.</li> <li>● Reviews takeoff performance, such as airspeeds, takeoff distances, departure, and emergency procedures.</li> <li>● Avoids runway incursions and ensures no conflict with traffic prior to taxiing into takeoff position.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
14. Takeoff/Crosswind Takeoff	
<ul style="list-style-type: none"> <li>● Perform takeoff to include:               <ul style="list-style-type: none"> <li>▶ Checking aircraft performance by means of precomputed takeoff data.</li> <li>▶ Accelerate to climb airspeed.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Executes IAW FTI and AFM/POH.</li> <li>● Ascertains wind direction with or without visible wind direction indicators.</li> <li>● Maintains runway centerline within 10 feet.</li> <li>● Establishes a pitch attitude that will maintain <math>V_Y +10/-5</math> knots.</li> <li>● Applies appropriate crosswind controls.</li> <li>● Retracts the flaps after a positive rate of climb is established at the required minimum airspeed per the AFM/POH.</li> <li>● Maintains takeoff power and <math>V_Y +10/-5</math> knots to a safe maneuvering altitude.</li> <li>● Complies with departure and noise abatement procedures.</li> <li>● Completes the appropriate checks.</li> </ul>



BEHAVIOR STATEMENT	STANDARDS
15. Landing/Crosswind Landing	
<ul style="list-style-type: none"> <li>● Execute normal or crosswind landing IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Maintains a stabilized approach and recommended airspeed, or in its absence, not more than 1.3 <math>V_{SO}</math>, +10/-5 knots, with wind gust factor applied.</li> <li>● Makes smooth, timely, and correct control application during the round out and touchdown.</li> <li>● Touches down smoothly at approximate stalling speed, and does not exceed airframe max ROD at touchdown.</li> <li>● Touches down within the first third of the runway within 400 feet beyond a specified point with no drift, and with the airplane's longitudinal axis aligned with and within 10 feet of runway centerline.</li> <li>● Completes the appropriate checks.</li> <li>● Maintains &gt;80 kts on turn to base.</li> <li>● Maintains &gt;70 kts on turn to final.</li> <li>● Maintains &lt;30 AOB in turns (15 deg on final).</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
16. Waveoff	
<ul style="list-style-type: none"> <li>● Discontinue approach to landing.</li> </ul>	<ul style="list-style-type: none"> <li>● Makes a timely decision to discontinue the approach to landing and executes a waveoff.</li> <li>● Applies takeoff power immediately and transitions to climb pitch attitude for <math>V_X</math> or <math>V_Y</math> as appropriate +10/-5 knots and/or appropriate pitch attitude.</li> <li>● Retracts the flaps, as appropriate.</li> <li>● Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic.</li> <li>● Maintains takeoff power and <math>V_Y</math> +10/-5 to a safe maneuvering altitude.</li> <li>● Completes the appropriate checks.</li> </ul>
17. Traffic Pattern	
<ul style="list-style-type: none"> <li>● Complies with traffic pattern procedures IAW FTI and FAR/AIM.</li> </ul>	<ul style="list-style-type: none"> <li>● Maintains proper spacing from other aircraft.</li> <li>● Maintains orientation with the runway in use.</li> <li>● Maintains traffic pattern altitude, <math>\pm 100</math> feet, and the appropriate airspeed, <math>\pm 10</math> knots.</li> </ul>
18. Emergency Approach and Landing Including Simulated Engine Failure	
<ul style="list-style-type: none"> <li>● Perform simulated emergency approach and landing IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Establishes and maintains the recommended best-glide airspeed, <math>\pm 10</math> knots.</li> <li>● Selects a suitable landing area.</li> <li>● Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.</li> <li>● Prepares for simulated landing.</li> <li>● Follows the appropriate procedures.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
19. System and Equipment Malfunctions	
<ul style="list-style-type: none"> <li>● Maintain knowledge of FTI and appropriate directives.</li> <li>● Perform appropriate procedures.</li> </ul>	<ul style="list-style-type: none"> <li>● Describes aircraft systems and malfunctions.</li> <li>● Analyzes the situation and takes appropriate action for simulated emergencies appropriate to the airplane, such as engine roughness or overheat, carburetor or induction icing, loss of oil pressure, fuel starvation, electrical malfunction, inadvertent door or window opening, or smoke/fire/engine compartment fire.</li> <li>● Follows the appropriate checklist or procedure.</li> </ul>
20. Slow Flight	
<ul style="list-style-type: none"> <li>● Perform slow flight IAW the FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Selects an entry altitude that will allow the task to be completed no lower than 1,500 feet AGL.</li> <li>● Accomplishes coordinated straight-and-level flight, turns, climbs, and descents with landing gear and flap configurations specified by the instructor.</li> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the specified altitude, <math>\pm 100</math> feet; specified heading, <math>\pm 10^\circ</math>; airspeed, <math>+10/-0</math> knots; and specified angle of bank, <math>\pm 10^\circ</math>.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
21. Power-off Stalls	
<ul style="list-style-type: none"> <li>● Perform power-off stalls IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Selects an entry altitude ensuring recovery no lower than 1,500 feet AGL.</li> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the specified heading, <math>\pm 10^\circ</math>; specified angle of bank, <math>\pm 10^\circ</math>, not greater than <math>20^\circ</math>.</li> <li>● Recovers promptly after first indications or after a fully developed stall occurs as directed by the instructor.</li> <li>● Avoids secondary stalls and inadvertent spin.</li> </ul>
22. Power-on Stalls	
<ul style="list-style-type: none"> <li>● Perform power-on stalls IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Selects an entry altitude ensuring recovery no lower than 1,500 feet AGL.</li> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the specified heading, <math>\pm 10^\circ</math>; specified angle of bank, <math>\pm 10^\circ</math>, not greater than <math>20^\circ</math>.</li> <li>● Recovers promptly after first indications or after a fully developed stall occurs as directed by the instructor.</li> <li>● Avoids secondary stalls and inadvertent spin.</li> </ul>
23. Steep Turns	
<ul style="list-style-type: none"> <li>● Perform steep turns IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the entry altitude <math>\pm 100</math> feet, airspeed <math>\pm 10</math> knots, bank <math>\pm 5^\circ</math>; and rolls out on the entry heading <math>\pm 10^\circ</math>.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
24. Rectangular Course	
<ul style="list-style-type: none"> <li>● Perform rectangular course IAW FTI.</li> </ul>	<ul style="list-style-type: none"> <li>● Plans the maneuver so as to enter a left or right pattern, 600 to 1,000 feet AGL at an appropriate distance from the selected reference area, 45° to the downwind leg.</li> <li>● Divides attention between airplane control and the ground track while maintaining coordinated flight.</li> <li>● Maintains altitude, ±100 feet; maintains airspeed, ±10 knots.</li> </ul>
25. Turns Around a Point	
<ul style="list-style-type: none"> <li>● Perform turns around a point IAW FTI.</li> </ul>	<ul style="list-style-type: none"> <li>● Selects a suitable ground reference point.</li> <li>● Plans the maneuver so as to enter left or right at 600 to 1,000 feet AGL, at appropriate distance from the reference point.</li> <li>● Divides attention between airplane control and the ground track while maintaining coordinated flight.</li> <li>● Maintains altitude, ±100 feet; maintains airspeed, ±10 knots.</li> </ul>
26. Forward Slip to Landing	
<ul style="list-style-type: none"> <li>● Perform a slip IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Uses proper cross-control procedures.</li> <li>● Maintains a ground track aligned with the runway centerline/landing path and airspeed which results in minimum float during the round out.</li> <li>● Makes smooth, timely, and correct control application during the recovery from the slip, the round out, and the touchdown.</li> <li>● Touch down within 400 feet beyond a specified point with no drift.</li> <li>● Avoids low altitude stalls, tailwinds, and wake turbulence.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
27. Positive Exchange of Flight Controls	
<ul style="list-style-type: none"><li>● Perform positive exchange of flight controls.</li></ul>	<ul style="list-style-type: none"><li>● Uses proper terminology.</li><li>● Briefs procedures prior to flight.</li><li>● Assumes and maintains controls, or relinquishes controls upon verbalizing the exchange.</li></ul>
28. Blindfold Cockpit Check	
<ul style="list-style-type: none"><li>● Maintain knowledge of location of aircraft controls and switches.</li></ul>	<ul style="list-style-type: none"><li>● Point to or touch all instruments, indicators, gauges, switches and controls from memory while blindfolded to 90% accuracy.</li><li>● Recite all normal ground procedures from memory and walk through all Emergency Procedures from AFM/POH while simultaneously touching or pointing to the object in the cockpit.</li></ul>