

NAVAL AIR TRAINING COMMAND



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CHIEF OF NAVAL AIR TRAINING



INTERMEDIATE STRIKE FIGHTER NAVAL FLIGHT OFFICER TRAINING SYSTEM CURRICULUM

2024



DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
250 LEXINGTON BLVD SUITE 179
CORPUS CHRISTI TX 78419-5041

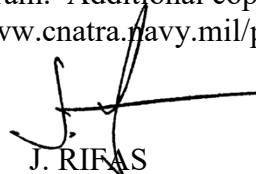
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CNATRA INSTRUCTION 1542.163D

From: Chief of Naval Air Training

Subj: INTERMEDIATE STRIKE FIGHTER NAVAL FLIGHT OFFICER TRAINING
SYSTEM CURRICULUM

1. Purpose. This master curriculum guide is issued for the standardization of instruction and guidance to instructors and administrators within the Naval Air Training Command.
2. Cancellation. CNATRAINST 1542.163C will be canceled when the last student enrolled completes this curriculum or is enrolled or transitioned to the 1542.163D.
3. Action. This curriculum is effective on receipt. No changes will be made without written authorization by the Chief of Naval Air Training (CNATRA).
4. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of September 2019.
5. Review and Effective Date. Per OPNAVINST 5215.17A, CNATRA N7 will review this instruction annually around the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.
6. Forms. The CNATRA forms required by this instruction are automated in the Training Learning Management System computer program. Additional copies of CNATRA forms are available on the CNATRA Web site <https://www.cnatra.navy.mil/pubs/forms.htm>.


J. RIFAS
Chief of Staff

Releasability and distribution:

This instruction is cleared for public release and is available electronically only via Chief of Naval Air Training Issuances Web site,
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COURSE DATA

1. Course Title. Intermediate Strike Fighter Naval Flight Officer Training System Curriculum.
2. Course Identification Number (CIN). Intermediate Strike Fighter NFOTS, Q-2D-1463.
3. Location(s). Naval Air Station (NAS) Pensacola.
4. Course Status. Active.
5. Course Mission. Intermediate Strike Fighter NFOTS is designed to qualify Student Naval Flight Officers (SNFO) for follow-on advanced Strike Fighter flight training in the T-45C aircraft, and to prepare them for their future responsibilities as Naval Flight Officers.
6. Prerequisite Training. Successful completion of Primary NFOTS, Q-2D-9162.
7. Security Clearance Requirements. None.
8. Follow-on Training. Assigned by the graduate's parent service.
9. Course Length. Overall time to train is calculated in accordance with CNATRAINST 1550.6G. 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 stand-downs, and other expected nonworking days throughout the year.

	<u>Training Days</u>	<u>Calendar Weeks</u>
Intermediate NFOTS: TW-6 VT-10	48.4	10.8

10. Class Capacity. Variable.
11. Instructor Requirements. As established by Chief of Naval Operations (CNO) planning factors.
12. Course Curriculum Model Manager. Commander, Training Air Wing SIX (COMTRAWING SIX).
13. Quota Management Authority. Chief of Naval Air Training (CNATRA).
14. Quota Control. CNO.

15. Course Training Subjects

a. Administration

ADMINISTRATION		
Stage	Symbol	Hours
Check-in	ADM0101	2.0
Checkout	ADM0102	2.0
Total		4.0

b. Flight Preparation

FLIGHT PREPARATION		
Stage	Symbol	Hours
Operational Navigation Flight Preparation	ON1101-3	9.0
JMPS Chart Preparation 1	ON1104	4.0
JMPS Chart Preparation 2	ON1105	4.0
Operational Navigation Flight Procedures	ON1106	6.0
Chart Preparation Lab 1	ON1107	2.0
Operational Navigation Exam Review	ON1108	3.0
Chart Preparation Lab 2	ON1109	4.5
Operational Navigation Exam	ON1110	1.5
Operational Navigation Exam Remediation	ON1111	1.0
Chart Preparation Lab 3	ON1112	5.0
Formation	FRM1101-7	16.0
Formation Exam	FRM1108	1.5
Formation Self-Study	FRM1109	6.5
Intermediate Strike Fighter Flight Preparation	STK1101-4	24.0
Total		88.0

c. Flight Training

FLIGHT TRAINING					
Blk	Flight/Events	T-6A OFT		T-6A Aircraft	
		Flts	Hrs	Flts	Hrs
ON31	Operational Navigation	2	3.0		
ON41	Operational Navigation			3	6.0
ON42	Operational Navigation Check Flight			1	2.0
FRM31	Formation – Basic	2	3.0		
FRM41	Formation - Tactical			2	3.0
FRM42	Tactical Formation			2	3.0
STK31	Intermediate Strike Fighter I	2	3.0		
STK32	Intermediate Strike Fighter II	2	3.0		
STK41	Intermediate Strike Fighter I			2	3.0
STK42	Intermediate Strike Fighter II			7	10.5
STK43	Intermediate Strike Fighter Check Flight			1	1.5
Totals		8	12.0	18	29

16. Training Preparation Time. In addition to the hours formally planned and scheduled for academic classes, simulators, and flights, significant additional time to prepare and study outside of scheduled training hours should be expected by the SNFO. The amount of time will vary depending on the complexity of the material and individual student needs. For simulator and flight events, specific brief and taxi times will be programmed into the CNATRA approved Training Management System (TMS) and accounted for on the flight schedule, per the following table:

ADDITIONAL FORMAL TRAINING TIME PER CURRICULUM HOUR/EVENT			
Training Area	Brief/ Preflight/ Taxi	Taxi/ Debrief	Total
Simulator Events: All	0.5	0.5	1.0
Flight Events: All	2.0	1.5	3.5

17. Physical Requirements. As specified in the Manual of the Medical Department, Chapter 15, and all applicable anthropometric standards.
18. Obligated Service. Refer to MILPERSMAN for Naval personnel.
19. Primary Instruction Methods. Lecture, Mediated Interactive Lecture (MIL), Computer Aided Instruction (CAI), self- and group-paced study, 2F208 Operational Flight Trainer (OFT) simulator instruction, and in-flight instruction in T-6A aircraft.
20. Preceding Curriculum Data. This curriculum replaces CNATRAINST 1542.163C.
21. Student Performance Measurement/Application of Standards. The standards outlined in Chapter IX, Course Training Standards, are used to evaluate student performance for all items on all events. Final judgment regarding the satisfactory performance of any item rests with the instructor. Refer to CNATRAINST 1500.4L, for further guidance.

GLOSSARY

1. Advancing X. Completed event within the normal syllabus flow. Excludes events with last numerical characters in the range 84-89.
2. Aviation Training Form (ATF). Any form used to document training performance in the Naval Aviation Training Command pipelines (computer generated grade sheets and supplemental administrative documents).
3. Aviation Training Jacket (ATJ). A complete administrative record of all aviation training received while attending flight training at Naval Aviation Training Command (NATRACOM) activities. It contains ATFs, calendar card, grade reports, and all other associated training information. ATJs are maintained in student control and follow the students through all phases of training.
4. Block of Training. A sequential series of lessons within a training stage sharing identical MIFs. The second numerical character in the lesson designator identifies the block.
5. Blue Supplemental ATF. A document that states the purpose and background for CO-directed ET sortie(s) that is printed on blue paper. This document is filed on the left side of the student's ATJ.
6. Check Flight. A final flight in any stage of training designed to evaluate NFS skill retention.
7. Class Advisor. An instructor assigned to each class to act as mentor and advisor, and to monitor student progress, assist when difficulties arise, and instill the Naval Aviation culture.
8. Commanding Officer Progress Check (CO-PC) (XX89). A progress check is a special event either directed by the Commanding Officer, or if triggered by student performance. A satisfactory CO-PC returns the student to normal syllabus flow. An UNSAT CO-PC results in a TRB.
9. Course of Training. The entire program of preflight, flight, simulation, academics, and officer development conducted in all media during the programmed training days.
10. Course Training Standard (CTS). Define the behavior associated with each maneuver and standards or tolerances required to earn a grade of Good/4. These standards are in Chapter IX.
11. 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.

12. Deliverables. A CNATRA 1542/1827 TRB Summary Form generated by the TRB that summarizes a specific student's progress in a given syllabus and provides detailed information on the application of NFO training for that student. Deliverables indicate whether the quality and continuity of training provided per the CNATRAINST 1542.162D.
13. Drop on Request (DOR). The self-initiated termination of training. Anytime a student makes a statement such as “I quit” or “DOR,” they shall be immediately removed from the training environment and referred to the training officer for administrative action.
14. Emergency Procedure (EP). An established procedure used by aircrew to assist in safely controlling the aircraft in the event of a flight control failure or airborne emergency.
15. End of Block (EOB). Last event in block. The student must meet or exceed MIF on all mandatory items and all demonstration items attempted in the block to progress past EOB.
16. Event. A scheduled period of prescribed instruction. It may be in an academic or laboratory classroom, a simulator, or flight environment.
17. Extra Training. Additional student training events ordered by the CO in order to remediate training deficiencies.
18. Fixed-Wing Operating Procedures Manual (FWOP). A Training Air Wing directive describing standard operating procedures for local fixed-wing aircraft.
19. Flight Training Instruction. Training publications that define maneuvers and acceptable performance standards for each maneuver the student is expected to perform.
20. Hours per Event (H/X). The resourced duration for each event, rounded to the nearest tenth of an hour.
21. Initial Progress Check. A special check performed by the most experienced instructors that have a complete understanding of NATRACOM and PC processes, and understand the gravity of their responsibility in helping maintain the standards of Naval Aviation. An UNSAT IPC results in a CO-PC.

22. Lesson Designator. All syllabus events have a lesson designator consisting of a stage identifier of up to three letters and an event code of four numbers representing order and required resourcing. Refer to the CNATRAINST 1550.6G for further information. This MCG utilizes the following lesson designators:

Char	Meaning	Remarks
1 st - 3 rd	Stage	ADM – Administration ON - Operational Navigation FRM - Formation STK - Intermediate Strike Fighter
4 nd	Media	0 - Ground Event 1 - Academics 2 - CPT 3 - Simulator 4 - Aircraft
5 th	Block	Sequential, indicating block within stage.
6 th & 7 th	Event Check Identifier	Sequential, indicating event within block, or other event types as shown below: 84 - Adaptation Flight 85 - Practice Sim 86 - Warmup 87 - Extra Training 88 - Initial Progress Check 89 - CO-PC Progress Check 90 - Check Flight

23. Mandatory 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.

24. Maneuver Item File. A chart listing the required maneuvers and associated proficiency levels for each block of training.

25. Master Curriculum Guide. A CNATRA instruction tailored to a specific phase of training.

26. Phase of Training. A chief subdivision of a course of training. The NFOTS syllabus is comprised of Primary followed by either Intermediate Strike Fighter or Intermediate Maritime Command and Control. Intermediate training is then followed by either the Advanced Strike Fighter or Advanced Maritime Command and Control phase of training.

27. Pink ATF. A standard ATF that is printed on pink paper. The pink ATF is used to denote an UNSAT event.

28. Progress Check Instructor. An instructor authorized by the CO to administer Initial Progress Check or Command Directed Progress Check.

29. Ready Room UNSAT. An UNSAT grade given for inadequate knowledge of flight procedures, systems, discuss items, emergency procedures, or deficient preflight planning or failure of a non-academic examination (e.g., NATOPS quiz/exam). Missing a brief does not constitute an RRU and shall be documented on a supplemental ATF. Refer to CNATRAINST 1500.4L, for further information on missed briefs.
30. Self-Study Events. A hard scheduled flight support ground event designed to prepare the student for the current block of simulator training. This event may be scheduled as a monitored classroom event or it may be scheduled as individual unsupervised study time.
31. Special Syllabus Requirement. One-time, ungraded demonstration items. While SSRs are recommended for certain events in block, they may be accomplished at any time during the block.
32. Stage. A subdivision of a training phase, which is comprised of events leading to a single set of objectives, that are designated by a common symbol (e.g., ENG, FAM, ON, FRM, etc.). Refer to CNATRAINST 1550.6G, Appendix D, for further information.
33. Standard Operating Procedure. An instruction or directive that provides guidance on TRAWING or squadron operating rules for local aircraft.
34. Training Media. Intermediate Strike Fighter NFOTS media include aircraft, simulator (OFT), and ground training and flight preparation lectures consisting of MILs, CAIs, lectures, and exams. The first numerical character in the lesson identifier designates the training media. Refer to CNATRAINST 1550.6G for further information.
35. Training Review Board. A fact-finding board appointed to conduct an administrative review of training following a failed CO-PC. Refer to CNATRAINST 1500.4L for further information.
36. Training Time Out. A pause in training when a student or instructor expresses concern for personal safety or a need exists to clarify procedures or requirements. Either the SNFO or the instructor may call a TTO.
37. Warmup Event. Additional event given to allow a student to regain a level of previously demonstrated proficiency, which has diminished due to a non-syllabus break in training.

ABBREVIATIONS

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

AGL	-	Above Ground Level
AGSM	-	Anti-G Straining Maneuver
AIM	-	Aeronautical Information Manual
AOB	-	Angle of Bank
AP	-	Abort Parameters
ASR	-	Airport Surveillance Radar
ATC	-	Air Traffic Control
ATF	-	Aviation Training Form
ATIS	-	Automatic Terminal Information System
ATJ	-	Aviation Training Jacket
AWOS	-	Automated Weather Observation System
BAR	-	Basic Air Work Recognition
CAI	-	Computer Aided Instruction
CDI	-	Course Deviation Indicator
CFS	-	Canopy Fracturing System
CHUM	-	Chart Updating Manual
CI	-	Contract Instructor
CIN	-	Course Identification Number
CNATRA	-	Chief of Naval Air Training
CO	-	Commanding Officer
CO-PC	-	Commanding Officer Progress Check
CRM	-	Crew Resource Management
CTAF	-	Common Traffic Advisory Frequency
CTS	-	Course Training Standards

DA	-	Decision Altitude
DME	-	Distance Measuring Equipment
DRAFT	-	Destination, Route, Altitude, Fuel, Time
EFIS	-	Electronic Flight Instrument System
ELP	-	Emergency Landing Pattern
EOB	-	End of Block
EP	-	Emergency Procedure
ER	-	Event Rehearsal
ET	-	Extra Training
ETA	-	Estimated Time of Arrival
ETE	-	Estimated Time En Route
FAA	-	Federal Aviation Administration
FAF	-	Final Approach Fix
FAR	-	Federal Aviation Regulations
FIH	-	Flight Information Handbook
FSS	-	Flight Service Station
FTI	-	Flight Training Instruction
FWOP	-	Fixed-Wing Operating Procedures
GCA	-	Ground-Controlled Approach
GPS	-	Global Positioning System
H/X	-	Hours per Event
HEFOE	-	Hydraulic, Electrical, Fuel, Oxygen, Engine
IAF	-	Initial Approach Fix
ICS	-	Intercommunication System
IFR	-	Instrument Flight Rules
ILS	-	Instrument Landing System

IP	-	Instructor Pilot
IPC	-	Initial Progress Check
KIAS	-	Knots Indicated Airspeed
K/S/A	-	Knowledge/Skills/Ability
LECT	-	Lecture
LOC	-	Localizer
MAP	-	Missed Approach Point
MCF	-	Mission Completion Fuel
MDA	-	Minimum Descent Altitude
MIF	-	Maneuver Item File
MIL	-	Mediated Interactive Lecture
MTR	-	Military Training Route
NATOPS	-	Naval Air Training and Operating Procedures Standardization
NAV	-	Navigation
NAVAID	-	Navigational Aid
NFO	-	Naval Flight Officer
NFOTS	-	Naval Flight Officer Training System
NFS	-	Naval Flight Student
NG	-	No Grade
NM	-	Nautical Miles
NORDO	-	No Radio
NOTAM	-	Notice to Air Missions
NSS	-	Naval Standard Score
OFT	-	Operational Flight Trainer
ONAV	-	Operational Navigation
OPSO	-	Operations Officer

PAR	-	Precision Approach Radar
PAS	-	Phase Aggregate Score
PCL	-	Pocket Checklist
PEL	-	Precautionary Emergency Landing
PMSV	-	Pilot to Metro Service
PTP	-	Point-to-Point
RA	-	Radar Approach
RAIM	-	Receiver Autonomous Integrity Monitoring
RRU	-	Ready Room Unsatisfactory
SA	-	Situational Awareness
SFF	-	Strike Fighter Formation
SNFO	-	Student Naval Flight Officer
SOP	-	Standard Operating Procedure
SS	-	Self-Study
SSR	-	Special Syllabus Requirement
STAR	-	Standard Terminal Arrival Route
SUA	-	Special Use Airspace
T/LMS	-	Training and Learning Management System
TOT	-	Time-On-Target
TPC	-	Tactical Pilot Chart
TRAWING	-	Training Air Wing
TRB	-	Training Review Board
TTO	-	Training Time Out
UHF	-	Ultra High Frequency
UNSAT	-	Unsatisfactory
UTD	-	Unit Training Device

- VDP - Visual Descent Point
- VFR - Visual Flight Rules
- VHF - Very High Frequency
- VMC - Visual Meteorological Condition
- VOR - Very High Frequency Omnidirectional Range
- XO - Executive Officer

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Chapter I

General Instructions

1. Syllabus Management

- a. Distribution. Participating TRAWING and squadron 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. Deviations. Document all deviations on the event's ATF.
- d. Changes. Recommended changes shall be submitted per the CNATRINST 1550.6G.
- e. Execution. All students execute Chapters II through VII.
- f. Syllabus Description. Intermediate Strike Fighter NFOTS is divided into four stages, each with academic and ground training, flight preparation lectures, and simulator and flight events. Simulator events are executed in T-6A training devices and flight events are flown in the T-6A training aircraft. The SNFO shall occupy the back seat of the T-6A for all flight events. Stages are grouped by like-flight training regimes such as Operational Navigation and Formation. Each stage may be subdivided into training blocks that consist of a specified number of individual 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.
- g. Grade Calculation. Refer to CNATRINST 1500.4L for information on SNFO grade calculations, PAS, and NSS.

2. Training Management

- a. Syllabus Progression. Fly syllabus events within each stage sequentially. Do not start a block without all prerequisites. NFSs may be in different stages or blocks simultaneously, if allowed by MCG. Where applicable, NFSs will be eligible for, and shall be prepared for more than one syllabus event. NFSs must complete all events except as listed in paragraph 1e. The flowchart on page I-4 delineates the sequence of flying events and their ground training prerequisites, except as listed in paragraph 1e and 2b.
- b. Accelerated Progression. SNFOs with previous flight experience or demonstrated exceptional proficiency may warrant accelerated progression, also known as "Proficiency Advance." A squadron CO may advance, and is encouraged to advance, an SNFO to the next block of instruction when all required items for the current block of instruction meet or exceed performance prerequisites for the follow-on block of training.

This policy shall not be used to meet squadron production goals. It is strictly for instances where demonstrated proficiency makes completion of all events within a block of instruction unnecessary. All ATFs for the accelerated SNFO will be clearly marked “Accelerated Progression.” ATFs for the events not completed will include a comment in the remarks section stating, “Accelerated Progression - event not flown. ATF completed for administrative purposes only, per CNATRINST 1500.4L.” The squadron shall closely monitor the progress of Accelerated SNFOs. If performance suffers due to acceleration, the SNFO shall return to normal syllabus progression.

(1) Other than noted exceptions, syllabus events shall be flown sequentially within each stage. A training block shall not be started without all prerequisites completed. Unless enrolled in an approved accelerated syllabus, students shall complete all events in the assigned phase of training.

(2) The flowchart on page I-5 is a depiction of Intermediate Strike Fighter NFOTS course flow, which delineates the sequence of events and their ground training prerequisites. System training management is designed to facilitate up to two graded events (flight, simulator, or exam, or combination thereof) per student per day.

(3) The first simulator event in stage must be completed within 14 calendar days of the associated block or stage flight preparation lecture(s). The associated block or stage flight preparation lecture(s) must be redone if 14 or more days have elapsed.

(4) The first event in stage may not be completed the same day as the associated flight preparation lecture(s) unless otherwise specified in this MCG.

c. Maneuver Continuity. Students must accomplish previously graded procedures frequently enough to ensure required proficiency is maintained.

d. Hours per Event (H/X). Instructors shall plan and execute missions to meet MCG stated H/X as closely as practical. If actual event length varies from MCG stated H/X by more than 0.3 hours (greater or less than), the instructor shall annotate reason(s) in the ATF’s general comments section. Note, lesser only applies to flight events. Simulator events deemed complete when the student receives at least the full training period as specified in the MCG. Refer to CNATRINST 1500.4L, section 605, for further clarification.

e. Location of Training. Student events may be accomplished at home station or on cross-country/detachments where applicable.

f. Special Syllabus Requirements (SSR). Unless noted otherwise, instructors may accomplish SSRs on any flight within the block. Annotate which SSRs were completed in the ATF's Maneuver Comments section. Assign NG/1 as the SSR maneuver grade and annotate date of exposure on the SSR tab.

g. Aviation Training Jacket (ATJ) Reviews. The Class Advisor (CA) shall conduct jacket reviews per the CNATRINST 1500.4L.

3. Unsatisfactory (UNSAT) Performance. All training shall be suspended following an UNSAT event, except as addressed or authorized in this MCG.

a. Event Progression. Following an UNSAT event, if a PC is not required, that event shall be repeated until the SNFO satisfactorily passes the event.

b. Remediation. Remediation of unsatisfactory performance may be specifically tailored to address deficient skillsets.

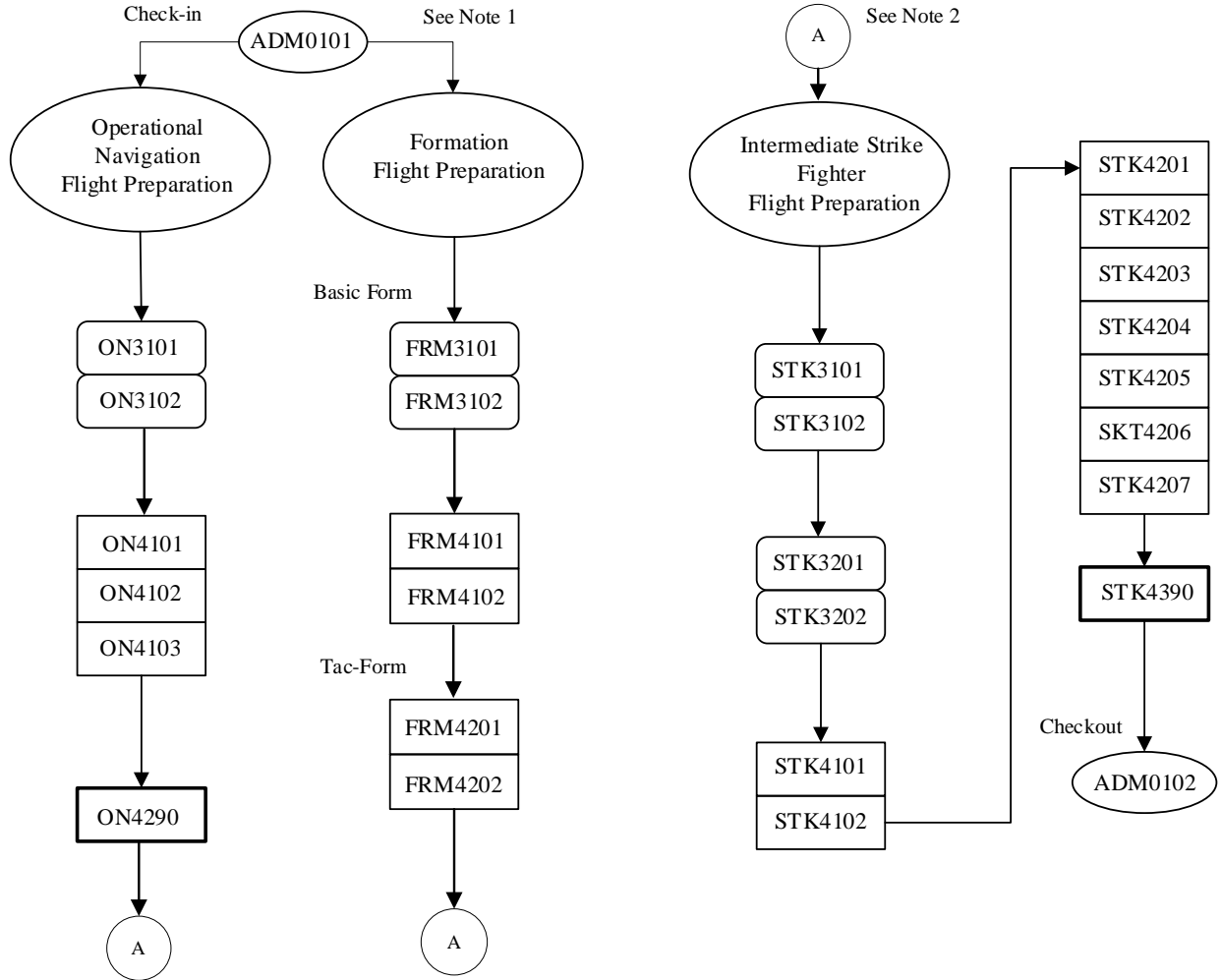
c. Ready Room UNSAT (RRU). A RRU is when a NFS is inadequately prepared for the scheduled event. RRU's count towards PC triggers. Refer to CNATRINST 1500.4L for further information on RRU.

d. Academic. An academic examination failure is UNSAT and counts towards PC triggers.

4. Training Review Board. The TRAWING shall conduct a TRB on all NFSs recommended for attrition. Refer to the CNATRINST 1500.4L for additional information and guidance.

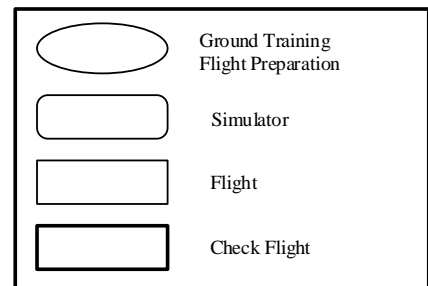
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INTERMEDIATE STRIKE FIGHTER NFOTS COURSE FLOW



Note 1: Following Check-in, students may be enrolled in either Operational Navigation or Formation stage. Students must successfully complete that stage prior to being enrolled the the other stage.

Note 2: Students must successfully complete both Formation and Operational Navigation stages prior to being enrolled in the Intermediate Strike Fighter stage.



5. Training Delays and Warmup Events

a. Training Delays Within Stage. A Warmup (WU) event is given to regain flight proficiency due to a training delay within stage. WU criteria is normally based on last event in stage Primary NFOTS is built on increasing levels of skill attainment between blocks. WU eligibility is based on the number of days since the last stage syllabus event, in either aircraft or simulator. Every WU event shall ensure required skills for that stage are refreshed. Warmup events shall be coded as a XX86 (e.g., ON4186) and shall include a justification in the general comments section of the ATF. Refer to CNATRINST 1500.4L for Warmup event guidelines.

b. The following table is a quick reference regarding the use of WUs with respect to stage continuity, or breaks in training.

CRITERIA FOR AWARDING WARMUP EVENTS IN STAGE		
BREAKS* (DAYS)	WARMUP	REMARKS
7-13 Sim to A/C	1 Simulator	– WU is not an advancing event. – WU event may be flown in aircraft with the TRAWING Commander’s approval.
7-13 All others	1 WU	– WU is awarded at instructor’s discretion and based upon an assessment of student stage performance. – WU is prohibited if demonstrated performance is sufficient, or will be sufficient within remaining block events, by EOB.
14-30 Sim to A/C	2 Simulators	– If student performance is sufficient, second WU may be waived by squadron CO. – For blocks with a single simulator event, only one mandatory simulator WU event is required.
14-30 All others	2 WUs	– First WU is not an advancing event unless executing a safe-for-solo event. – Second WU is awarded at instructor’s discretion and based upon an assessment of student stage performance. – Second WU is prohibited if demonstrated performance is sufficient, or will be sufficient within remaining block events, by EOB.

*Break = (Current Julian data) – (Julian date of last simulator or flight event in stage).

c. Extended Training Delays. If the period between events in stage exceeds 30 days, the squadron CO shall determine an appropriate WU training plan to regain NFS proficiency. Refer to the CNATRINST 1500.4L for further guidance.

d. Training Delays Between Stages. WUs are intended for non-curriculum breaks in training. First events in stage following ground training are designed and graded with the delay

factored in and normally do not require a WU. No WU is required if 14 to 30 days since any curriculum event was accomplished have elapsed between stages when executing Intermediate Strike Fighter NFOTS.

e. Extended Training Delays Between Stages. If the period between stages is greatly extended, the squadron CO shall develop an appropriate WU training plan to regain NFS proficiency. Refer to the CNATRAINST 1500.4L for further guidance..

6. Additional Flights and Simulators

a. Extra Training (ET) Events. ET events may be awarded by the CO to compensate for either syllabus-related training deficiencies (e.g., MCG deviation) or to correct NFS performance skillset deficiencies. These events may be completed in any appropriate device as determined by the CO. ET events shall be coded as XX87 (e.g., AN4187).

b. Adaptation Events. The Squadron CO may provide events for adaptation to the flying environment when requested in writing by the Flight Surgeon for a specified reason (e.g., airsickness). Adaptation events shall be coded as XX84 events (e.g., ON4184). Refer to CNATRAINST 1500.4L for additional Adaptation event guidance

7. Ground Training and Briefing Requirements

a. Mission Preparation, Briefings, and Debriefings

(1) EOB Events. The instructor shall carefully review the student's previous ATFs in planning the EOB event to ensure the profile includes opportunities to reach MIF on all mandatory items and demonstration items attempted in the block.

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

(a) A thorough knowledge of:

1. The Discuss Items, as listed in Chapters III-VII.

2. Procedural knowledge of the mandatory and demonstration items for the events training block.

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

(c) The latest ATF for the stage.

(3) Briefing. The instructor shall review the SNFO's previous block ATFs before each event. Thoroughly cover the current missions:

- (a) Discuss Items, as listed in Chapters III-VII.
- (b) Specific objectives.
- (c) Techniques and required procedures for accomplishing those objectives.
- (d) Planned profile and contingencies.

(4) Debriefing

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

(b) The mission's complexity and student's progress will govern the time required for debrief. For simulator events conducted by contract instructors, at no time shall the debrief time be less than MCG stated time. In some cases, an extended CI debrief may be required due to student performance.

(c) Debriefing must be detailed and comprehensive. The ATF shall be completed prior to the SNFO's next event. Exceptions may be made for out-and-ins and cross-country flights. In such instances, the instructor shall provide the student feedback on performance as soon as possible following the event.

b. Emergency Procedures (EP) Briefing and Training. EP training builds the student's confidence in the aircraft. Incorporate EP training into trainer events when practical; however, instructional block objectives take precedence.

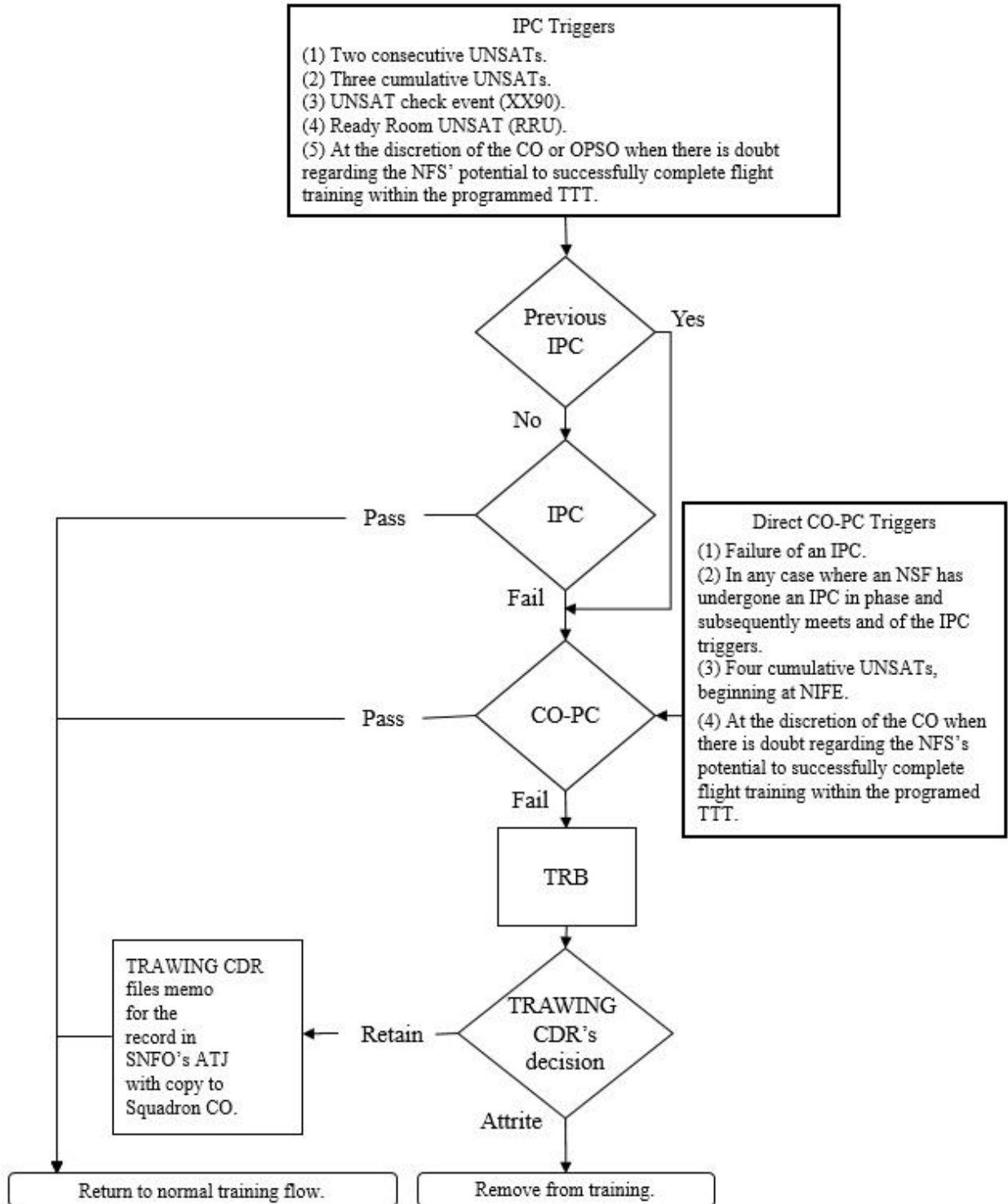
8. Mission Grading Procedures and Evaluation Policies. Refer to CNATRINST 1500.4L.

9. Failure to Maintain Required Standards. Administrative procedures are established for NFSs that fail to meet the minimum acceptable standards. It is the reviewing authority's responsibility to ensure that resources are not expended on those individuals that clearly demonstrate an inability to achieve curriculum criteria within normal time limitations. NATRACOM flight training is designed to enable NFSs to meet minimum curriculum standards within the published TTT.

a. Progress Checks (PC). Progress Checks are holistic reviews of an NFS's proficiency, judgment, air sense, and overall ability to operate safely and confidently. The intent of every PC is to determine whether the NFS has the potential to reach the defined training standards of the current phase of training within the designated TTT, while demonstrating the potential to successfully complete remaining undergraduate and, for Advanced NFSs, FRS-level training. Refer to CNATRINST 1500.4L for further guidance on Progress Checks.

b. The flowchart on page I-9 outlines the NFOTS Progress Check Training Review Process.

NFOTS PROGRESS CHECK TRAINING REVIEW PROCESS



10. Special Instructions and Restrictions

a. Flight Hour/Event Requirements and Restrictions

(1) Maximum Daily Student Activities (Aircraft, Simulator or Exams). Students shall not exceed two flight, simulator, and/or exam events during one duty day, or three graded activities in one day during cross-country flights.

(2) Minimum Student Turn-Times. Students shall have at least one hour between an event debrief and following event brief, when scheduled for back-to-back flight or simulator events. In the event that the student's first event is delayed due to maintenance, weather, or other unplanned factors, the instructor shall ensure the student receives adequate time to rest and prepare for the next event. Note, this does not apply to out-and-in or cross-country profile flights; however, in all circumstances, the instructor shall ensure adequate time is allocated between event debrief and follow-on event brief

(3) 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 paperwork. Student crew day shall not exceed 12 hours.

(4) Crew Rest. A minimum of 12 hours shall elapse between the conclusion of the NFS's last scheduled event of the day (including associated debrief) and the NFS's first scheduled event (including associated brief) of the following day. For scheduled non-graded events (classes, CAI, MIL, watch-standing duty days, this period may be shortened to eight hours. After six consecutive scheduled days, the NFS shall receive one day off. Note, official duty, squadron training, or standby scheduling do not qualify as a day off.

b. Source Documents. Students are responsible for reviewing applicable source documents (e.g., NATOPS, FTIs, local SOPs, and Stage Standardization Notes) prior to commencing each stage of training.

c. Maneuver Demonstrations. Maneuver demonstrations shall be accomplished as required.

d. Aircraft/Simulator Interchangeability

(1) Simulator events may be conducted in the T-6A aircraft at the TRAWING Commander's discretion.

(2) T-6A aircraft events may not be conducted in the T6A UTD or OFT simulator unless otherwise allowed by this MCG.

Chapter II

Ground Training

Blk #	Media	Title	Events	Hrs	Blk Name
ADM01	Class	Administration	2	4.0	ADMIN

1. Prerequisite. STK4390 prior to ADM0102.

2. Events

ADM0101	Admin	Check-in		2.0	
ADM0102	Admin	Checkout		2.0	

3. Syllabus Notes. None.

4. Discuss Items. None.

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Chapter III

NATOPS Training

This chapter does not apply to the Intermediate Strike Fighter NFOTS phase of training.

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Chapter IV

Familiarization Training

This chapter does not apply to the Intermediate Strike Fighter NFOTS phase of training.

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Chapter V

Operational Navigation Training

Blk#	Media	Title	Events	Hrs	Blk Name
ON11	Class	Operational Navigation Flight Preparation	12	40.0	ONAVFP

1. Prerequisites. ADM0101 prior to ON1101-12 (in order).

2. Events

ON1101	MIL	Operational Navigation Flight Planning		3.0	
ON1102	MIL	Corrections, Winds and Chart Preparation		4.0	
ON1103	MIL	Automated Flight Planning		2.0	
ON1104	Lab	JMPS Chart Preparation 1		4.0	
ON1105	Lab	JMPS Chart Preparation 2		4.0	
ON1106	MIL	Operational Navigation Flight Procedures		6.0	
ON1107	SS/Lab	Chart Preparation Lab 1		2.0	
ON1108	MIL	Operational Navigation Exam Review		3.0	
ON1109	SS/Lab	Chart Preparation Lab 2		4.5	
ON1110	CAI Test	Operational Navigation Exam		1.5	
ON1111	Lect	Operational Navigation Exam Remediation		1.0	
ON1112	SS/Lab	Chart Preparation Lab 3		5.0	

3. Syllabus Notes. ON1112 shall not be scheduled on the same day as ON3101. There are no instructor requirements to Self-Study Chart Preparation Lab events.

4. Discuss Items. None.

Blk #	Media	Title	Events	Hrs	H/X
ON31	OFT	Operational Navigation	2	3.0	1.5

1. Prerequisite. ON1112 prior to ON3101-2 (in order).
2. Syllabus Notes
 - a. Flown as VFR events in the T-6A Operational Flight Trainer.
 - b. Plan to arrive at target with a precise ETA.
 - c. Students will not use radio NAVAIDs or GPS while on the route.
3. Special Syllabus Requirements. None.
4. Discuss Items

ON3101

Operational Navigation Course Training Standards, simulator wind limitations and setup, time and course corrections, turn-point procedures, fix-correct-assess process, VFR chart interpretation and 6-minute rule.

ON3102

Terrain clearance tasks, mission tasks, differences in IFR/VFR clearances, and activating a clearance at a non-tower controlled airfield.

5. Block MIF

CTS REF	MANEUVER	ON3102
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	3+
4	BAR	4+
5	CRM/Crew Coordination	3+

MIF continued on next page.

CTS REF	MANEUVER	ON3102
6	Mission Planning	3+
7	NFO Responsibilities	4+
8	Brief/Debrief	3+
9	Ground Procedures	3+
10	Radio Procedures	3+
11	Departure	3+
12	In-Flight Checks	3+
13	Mission Ownership/Assertiveness	3+
14	Visual Scan/Lookout Doctrine	3+
15	Use of ATIS/PMSV/FSS	4+
18	In-Flight Computations	4+
19	Fuel Management/Analysis	3+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	3+
28	Localizer Approach	1
29	GPS Approach	3+
30	RA/GCA	1
31	Missed Approach	1
32	Circling Approach	1
37	PA/AGSM	1
38	SUA/ONAV/MTR Entry/Exit Procedures	3+
39	ONAV/LL Chart	3+
40	Checkpoint Utilization/Correlation	3+
41	Turn-Point Identification	3+
42	Hazard Calls	3+
43	ONAV/LL Turn-Point Procedures	3+
44	Course Analysis/Corrections	3+
45	Timing Analysis/Speed Corrections	3+
46	Altitude Selection/Compliance	3+
48	Target Acquisition	3+

Blk #	Media	Title	Events	Hrs	H/X
ON41	T-6A	Operational Navigation	3	6.0	2.0

1. Prerequisite. ON3102 prior to ON4101-3 (in order).
2. Syllabus Notes. The purpose of this block is to expose the SNFO to operational navigation flight in the T-6A. Emphasis should be placed on pre-flight briefings, procedural recall and individual maneuver item execution, with the following guidance.
 - a. Flown VFR on squadron approved NAV routes.
 - b. Plan to arrive at target with a precise ETA.
 - c. Students will not use radio NAVAIDs or GPS while on the route.
 - d. In order to grade PA on any single syllabus event, three of the following maneuvers shall be executed in flight: aileron roll, wingover, barrel roll, loop, half-Cuban eight, Immelmann, split-S.
 - e. To the maximum extent possible, PA should be graded on each flight in block.
 - f. A minimum of three instrument approaches shall be accomplished in block.
3. Special Syllabus Requirements. None.
4. Discuss Items

ON4101

VFR chart interpretation/symbology, emergence field section, wind analysis/compensation, navigation from home field to Point A and ONAV STAN notes.

ON4102

Precision aerobatics, lost aircraft procedures, VFR flight following, IFR pickup, low-level emergency procedures, low-level ejection, and any aircraft EP.

ON4103

Off-station operations and maintenance, VFR lost communications (FIH), VFR minimums/cloud clearances, fuel minimums (SOP versus CNAF M-3710.7), VFR field entry/departure, and any aircraft EP.

5. Block MIF

CTS REF	MANEUVER	ON4103
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	4+
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	4+
10	Radio Procedures	4+
11	Departure	4+
12	In-Flight Checks	4+
14	Visual Scan/Lookout Doctrine	4+
15	Use of ATIS/PMSV/FSS	4+
18	In-Flight Computations	4+
19	Fuel Management/Analysis	3+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
32	Circling Approach	1
34	Approach/Landing (Non-precision or Precision)	4+

MIF continued on next page.

CTS REF	MANEUVER	ON4103
35	PPEL	4+
37	PA/AGSM	3+
38	SUA/ONAV/MTR Entry/Exit Procedures	3+
39	ONAV/LL Chart	4+
40	Checkpoint Utilization/Correlation	4+
41	Turn-point Identification	4+
42	Hazard Calls	4+
43	ONAV/LL Turn-point Procedures	4+
44	Course Analysis/Corrections	3+
45	Timing Analysis/Speed Corrections	3+
46	Altitude Selection/Compliance	4+
47	Wind Analysis/Compensation	3+
48	Target Acquisition	4+

Blk #	Media	Title	Events	Hrs	H/X
ON42	T-6A	Operational Navigation Check Flight	1	2.0	2.0

1. Prerequisite. ON4103 prior to ON4290.
2. Syllabus Notes
 - a. VFR on squadron approved NAV routes.
 - b. Plan to arrive at target with a precise ETA.
 - c. Students will not use radio NAVAIDs or GPS while on the route.
 - d. The student should plan on flying a minimum of two instrument approaches.
3. Special Syllabus Requirements. None.
4. Discuss Items. Any operational navigation procedure, any EP and any limitation.
5. Block MIF

CTS REF	MANEUVER	ON4290
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	4+
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	4+
10	Radio Procedures	4+

MIF continued on next page.

CTS REF	MANEUVER	ON4290
11	Departure	4+
12	In-Flight Checks	4+
14	Visual Scan/Lookout Doctrine	4+
15	Use of ATIS/PMSV/FSS	4+
18	In-Flight Computations	4+
19	Fuel Management/Analysis	3+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
32	Circling Approach	1
34	Approach/Landing (Non-precision or Precision)	4+
35	PPEL	4+
37	PA/AGSM	3+
38	SUA/ONAV/MTR Entry/Exit Procedures	4+
39	ONAV/LL Chart	4+
40	Checkpoint Utilization/Correlation	4+
41	Turn-point Identification	4+
42	Hazard Calls	4+
43	ONAV/LL Turn-point Procedures	4+
44	Course Analysis/Corrections	4+
45	Timing Analysis/Speed Corrections	4+
46	Altitude Selection/Compliance	4+
47	Wind Analysis/Compensation	4+
48	Target Acquisition	4+

Chapter VI

Formation Training

Blk #	Media	Title	Events	Hrs	Blk Name
FRM11	Class	Formation Flight Preparation	9	24.0	FRMFP

1. Prerequisite. ADM0101 prior to FRM1101-9 (in order).

2. Events

FRM1101	MIL	Formation Flight Principles		1.0	
FRM1102	MIL	Formation Flight Procedures		2.0	
FRM1103	MIL	Formation Visual Signals		1.0	
FRM1104	MIL	Formation Preparation and Flight Procedures 1		4.0	
FRM1105	MIL	Formation Preparation and Flight Procedures 2		3.0	
FRM1106	Lab	Formation Flight Procedures Lab		2.5	
FRM1107	MIL	Formation Exam Review		2.5	
FRM1108	CAI Test	Formation Exam		1.5	
FRM1109	SS/Lab	Formation Self-Study		6.5	

3. Syllabus Notes. None.

4. Discuss Items. None.

Blk #	Media	Title	Events	Hrs	H/X
FRM31	OFT	Formation	2	3.0	1.5

1. Prerequisite. FRM1109 prior to FRM3101-2 (in order).
2. Syllabus Note. FRM1109 and FRM3101 shall not be scheduled on the same day.
3. Special Syllabus Requirements. None.
4. Discuss Items

FRM3101

Section takeoff, section maneuvering and positions (parade and cruise), NORDO wing approach.

FRM3102

Interval takeoff, combat spread position and maneuvers, fan break.

5. Block MIF

CTS REF	MANEUVER	FRM3102
1	General Knowledge/Procedures	3+
2	Emergency Procedures	3+
3	Composite Headwork/SA	3+
4	BAR	3+
5	CRM/Crew Coordination	3+
6	Mission Planning	3+
7	NFO Responsibilities	3+
8	Brief/Debrief	3+
9	Ground Procedures	3+
10	Radio Procedures	3+
11	Departure	3+
12	In-Flight Checks	3+
13	Mission Ownership/Assertiveness	3+

MIF continued on next page.

CTS REF	MANEUVER	FRM3102
14	Visual Scan/Lookout Doctrine	3+
15	Use of ATIS/PMSV/FSS	4+
16	In-Flight Briefings	3+
17	In-Flight Planning/Area Orientation	3+
21	Course Rules	1
50	Taxi and Marshal	3+
53	Parade Position	3+
54	Breakup and Rendezvous	3+
55	Underrun	3+
56	Lead Change	3+
57	Cruise Position	3+
58	Formation Visual Lookout	3+
59	Wingman Communication	3+
61	Section Management/Flight Leadership	1
63	Lost Sight Exercise	3+
64	Section Approach Procedures	3+
65	Section Break	3+
67	NAV/Geographic Rendezvous	1
68	Tail-Chase/Pursuit Curves (Pure, Lead, Lag)	3+
70	Tactical Formation/Maneuvering	3+
71	Rejoin	3+

Blk #	Media	Title	Events	Hrs	H/X
FRM41	T-6A	Formation	2	3.0	1.5

1. Prerequisite. FRM3102 prior to FRM4101-2 (in order).
2. Syllabus Notes. The purpose of this block is to expose the SNFO to two-plane formation flight in the T-6A. Emphasis should be placed on pre-flight briefings, procedural recall and individual maneuver item execution, with the following guidance:
 - a. Students shall be prepared to conduct the brief and debrief for both flights in block.
 - b. Students shall alternate acting as Lead and Wing. If not paired up with student wingman, the student should act as Lead.
 - c. Formation flight conduct and sequence should consist of parade form, cruise maneuvering, tail-chase, and NAV/Geographic Rendezvous as seen from both lead and wing position.
 - d. A minimum of two section approaches shall be accomplished in block to include each student executing at least one approach from lead position and at least one approach from wing position.

3. Special Syllabus Requirements. None.

4. Discuss Items

FRM4101

Parade sequence and section emergency procedures, Lead and Wing responsibilities, Form STAN notes, and training rules

FRM4102

Brief/debrief techniques, NAV/Geographic Rendezvous procedures.

5. Block MIF

CTS REF	MANEUVER	FRM4102
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+

MIF continued on next page

CTS REF	MANEUVER	FRM4102
3	Composite Headwork/SA	3+
4	BAR	4+
5	CRM/Crew Coordination	3+
6	Mission Planning	3+
7	NFO Responsibilities	3+
8	Brief/Debrief	3+
9	Ground Procedures	3+
10	Radio Procedures	3+
11	Departure	3+
12	In-Flight Checks	3+
13	Mission Ownership/Assertiveness	3+
14	Visual Scan/Lookout Doctrine	3+
15	Use of ATIS/PMSV/FSS	4+
16	In-Flight Briefings	3+
17	In-Flight Planning/Area Orientation	3+
21	Course Rules	1
24	Holding (VOR)	1
25	Holding (GPS)	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
34	Approach/Landing (Non-precision or Precision)	4+
36	TAC/ADMIN	3+
38	SUA/ONAV/MTR Entry/Exit Procedures	3+
49	Formation Management	3+
50	Taxi and Marshal	3+

MIF Continued on next page

CTS REF	MANEUVER	FRM4102
51	Formation Takeoff	3+
52	Rendezvous	3+
53	Parade Position	3+
54	Breakup and Rendezvous	3+
55	Underrun	3+
56	Lead Change	3+
57	Cruise Position	3+
58	Formation Visual Lookout	3+
59	Wingman Communication	3+
60	Section Emergencies	1
61	Section Management/Flight Leadership	2+
62	Section Fuel Management	2+
63	Lost Sight Exercise	3+
64	Section Approach Procedures	3+
65	Section Break	3+
66	Landing Pattern	3+
67	NAV/Geographic Rendezvous	3+
68	Tail-Chase/Pursuit Curves (Pure, Lead, Lag)	3+
70	Tactical Formation/Maneuvering	1
71	Rejoin	3+

Blk #	Media	Title	Events	Hrs	H/X
FRM42	T-6A	Tactical Formation	2	3.0	1.5

1. Prerequisite. FRM4102 prior to FRM4201-2 (in order).
2. Syllabus Notes. This block introduces new tactical formation flight procedures and dynamic maneuvering. It also reinforces basic formation procedures learned during the FRM41 block of training. Emphasis will be placed on flight conduct and coordination, and procedural recall and execution. Students will assume the role of Mission Commanders in the execution of the event from preflight planning to post flight debrief per the FTIs, squadron directives, and instructor recommendations.
 - a. Students shall be prepared to conduct the brief and debrief for both flights in block.
 - b. Students shall alternate acting as Lead and Wing. If not paired up with student wingman, the student should act as Lead.
 - c. Formation Management shall be graded for both the Lead and Wing student.
 - d. A minimum of two section approaches shall be accomplished in block to include each student executing at least one approach from the lead position and at least one approach from the wing position.
 - e. A minimum of three touch-and-go landings in the VFR pattern shall be accomplished in the block.
3. Special Syllabus Requirements. None.
4. Discuss Items

FRM4201

Section tactical formation procedures, Section emergencies, PEL, and any aircraft EP.

FRM4202

Tail-chase/pursuit curves, lead change, SOP minimum landing interval, Landing Pattern, Blind procedures, and any aircraft EP.

5. Block MIF

CTS REF	MANEUVER	FRM4202
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	4+
10	Radio Procedures	4+
11	Departure	4+
12	In-Flight Checks	4+
13	Mission Ownership/Assertiveness	4+
14	Visual Scan/Lookout Doctrine	4+
15	Use of ATIS/PMSV/FSS	4+
16	In-Flight Briefings	4+
17	In-Flight Planning/Area Orientation	4+
21	Course Rules	1
24	Holding (VOR)	1
25	Holding (GPS)	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
34	Approach/Landing (Non-precision or Precision)	4+
36	TAC/ADMIN	4+

MIF continued on next page.

CTS REF	MANEUVER	FRM4202
38	SUA/ONAV/MTR Entry/Exit Procedures	4+
49	Formation Management	4+
50	Taxi and Marshal	4+
51	Formation Takeoff	4+
52	Rendezvous	4+
53	Parade Position	4+
54	Breakup and Rendezvous	4+
55	Underrun	4+
56	Lead Change	4+
57	Cruise Position	4+
58	Formation Visual Lookout	4+
59	Wingman Communication	4+
60	Section Emergencies	4+
61	Section Management/Flight Leadership	3+
62	Section Fuel Management	4+
63	Lost Sight Exercise	4+
64	Section Approach Procedures	4+
65	Section Break	4+
66	Landing Pattern	4+
67	NAV/Geographic Rendezvous	4+
68	Tail-Chase/Pursuit Curves (Pure, Lead, Lag)	4+
70	Tactical Formation/Maneuvering	4+
71	Rejoin	4+
72	Division Formation	1

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Chapter VII

Intermediate Strike Fighter Training

Blk #	Media	Title	Events	Hrs	Blk Name
STK11	Class	Intermediate Strike Fighter Flight Preparation	4	24	STKFP

1. Prerequisites. ON4290 and FRM4202 prior to STK1101-4 (in order).

2. Events

STK1101	Lect	Intermediate Strike Fighter Ground Training		8.0	
STK1102	SS/Lab	Intermediate Strike Fighter Low Level Chart Preparation 1		8.0	
STK1103	Lab	Intermediate Strike Fighter Jet Log and Low Level Chart Review		3.0	
STK1104	SS/Lab	Intermediate Strike Fighter Low Level Chart Preparation 2		5.0	

3. Syllabus Notes

a. STK1101-4 require the use of Joint Mission Planning System.

b. STK1103 is a formally scheduled event conducted by an Intermediate Strike Fighter stage qualified academic instructor. The intent of this event is to allow the instructor an opportunity to provide feedback to individual students as they prepare jet logs and low level charts. There are no instructor requirements for Self-Study Labs STK1102 and STK1104.

4. Discuss Items. None.

Blk #	Media	Title	Events	Hrs	H/X
STK31	OFT	Intermediate Strike Fighter I	2	3.0	1.5

1. Prerequisites. STK1104 prior to STK3101-2 (in order).

2. Syllabus Notes

a. This block of simulator events is designed to introduce the student to Military Routes (MTR), MTR navigation, and target attacks executed as a single ship.

b. This block of simulator events shall be executed as VFR events in the T-6A OFT.

c. Students shall plan to arrive at target with precise ETA.

d. STK3101 shall not be scheduled on the same day as STK1104.

3. Special Syllabus Requirements. None.

4. Discuss Items

STK3101

GPS and EFIS setup; detailed time management plan to arrive at MTR within entry window, Pop Attack; AP-1B.

STK3102

GPS and EFIS setup; detailed time management plan to arrive at MTR within entry window, Pop Attack; AP-1B.

5. Block MIF

CTS REF	MANEUVER	STK3102
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	3+
4	BAR	4+
5	CRM/Crew Coordination	3+
6	Mission Planning	3+
7	NFO Responsibilities	4+

MIF continued on next page

CTS REF	MANEUVER	STK3102
8	Brief/Debrief	3+
9	Ground Procedures	3+
10	Radio Procedures	3+
11	Departure	3+
12	In-Flight Checks	3+
13	Mission Ownership/Assertiveness	3+
14	Visual Scan/Lookout Doctrine	3+
15	Use of ATIS/PMSV/FSS	4+
18	In-Flight Computations	4+
19	Fuel Management/Analysis	3+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
34	Approach/Landing (Non-precision or Precision)	3+
37	PA/AGSM	1
38	SUA/ONAV/MTR Entry/Exit Procedures	3+
39	ONAV/LL Chart	3+
40	Checkpoint Utilization/Correlation	3+
41	Turn-point Identification	3+
42	Hazard Calls	3+
43	ONAV/LL Turn-Point Procedures	3+
44	Course Analysis/Corrections	3+
45	Timing Analysis/Speed Corrections	3+
46	Altitude Selection/Compliance	3+
47	Wind Analysis/Compensation	3+
48	Target Acquisition	3+

Blk #	Media	Title	Events	Hrs	H/X
STK32	OFT	Intermediate Strike Fighter II	2	3.0	1.5

1. Prerequisites. STK3102 prior to STK3201-2 (in order).

2. Syllabus Notes

a. This block of simulator events is designed to introduce the student to Military Training Routes (MTR), MTR navigation, and target attacks executed as a Section.

b. This block of simulator events shall be executed as VFR events in the T-6A OFT.

c. Students shall plan to arrive at target with precise ETA.

3. Special Syllabus Requirements. None.

4. Discuss Items

STK3201

GPS and EFIS setup; detailed time management plan to arrive at MTR within entry window; shift attack and crossing attacks; formation emergencies.

STK 3202

Off target TAC-ADMIN; section recovery; sSection recovery; sSection instrument approach procedures; section overhead procedures.

5. Block MIF

CTS REF	MANEUVER	STK3202
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	4+
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+

MIF continued on next page

CTS REF	MANEUVER	STK3202
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	4+
10	Radio Procedures	4+
11	Departure	4+
12	In-Flight Checks	4+
13	Mission Ownership/Assertiveness	3+
14	Visual Scan/Lookout Doctrine	4+
15	Use of ATIS/PMSV/FSS	4+
16	In-Flight Briefings	4+
17	In-Flight Planning/Area Orientation	3+
21	Course Rules	1
24	Holding (VOR)	1
25	Holding (GPS)	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
34	Approach/Landing (Non-precision or Precision)	4+
36	TAC/ADMIN	4+
38	SUA/ONAV/MTR Entry/Exit Procedures	4+
39	ONAV/LL Chart	4+
40	Checkpoint Utilization/Correlation	4+
41	Turn-point Identification	4+
42	Hazard Calls	4+
43	ONAV/LL Turn-Point Procedures	4+
44	Course Analysis/Corrections	4+

MIF Continued on next page

CTS REF	MANEUVER	STK3202
45	Timing Analysis/Speed Corrections	4+
46	Altitude Selection/Compliance	4+
48	Target Acquisition	3+
49	Formation Management	3+
50	Taxi and Marshal	4+
51	Formation Takeoff	4+
52	Rendezvous	4+
59	Wingman Communication	4+
60	Section Emergencies	4+
61	Section Management/Flight Leadership	3+
62	Section Fuel Management	3+
64	Section Approach Procedures	4+
69	Section Target Attack	3+

Blk #	Media	Title	Events	Hrs	H/X
STK41	T-6A	Intermediate Strike Fighter I	2	3.0	1.5

1. Prerequisite. STK3202 prior to STK4101-2 (in order).

2. Syllabus Notes

a. The purpose of this block is to introduce the student to Military Training Routes (MTR), MTR navigation, and target attacks executed as a single ship in the T-6A aircraft. Emphasis should be placed on pre-flight briefings, procedural recall and individual maneuver item execution.

b. Events in this block shall be flown VFR on squadron approved MTRs.

c. Students shall plan to arrive at target with a precise ETA.

d. Students are permitted use radio NAVAID and GPS during these events.

e. A minimum of two instrument approaches shall be accomplished in this block.

3. Special Syllabus Requirements. None.

4. Discuss Items

STK4101

GPS and EFIS setup. Airspace classification (i.e., Class A, B, C, D, E, G); low level route entry techniques; shift attack; and low altitude flight safety.

STK4102

Time/course corrections; attack abort parameters; AP-1B; and any aircraft EP.

5. Block MIF

CTS REF	MANEUVER	STK4102
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	4+

MIF Continued on next page

CTS REF	MANEUVER	STK4102
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	3+
10	Radio Procedures	3+
11	Departure	3+
12	In-Flight Checks	3+
13	Mission Ownership/Assertiveness	3+
14	Visual Scan/Lookout Doctrine	3+
15	Use of ATIS/PMSV/FSS	4+
18	In-Flight Computations	4+
19	Fuel Management/Analysis	3+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	3+
28	Localizer Approach	1
29	GPS Approach	3+
30	RA/GCA	1
31	Missed Approach	1
32	Circling Approach	1
34	Approach/Landing (Non-precision or Precision)	3+
37	PA/AGSM	1
38	SUA/ONAV/MTR Entry/Exit Procedures	3+
39	ONAV/LL Chart	3+
40	Checkpoint Utilization/Correlation	3+
41	Turn-point Identification	3+
42	Hazard Calls	3+

MIF Continued on next page.

CTS REF	MANEUVER	STK4102
43	ONAV/LL Turn-point Procedures	3+
44	Course Analysis/Corrections	3+
45	Timing Analysis/Speed Corrections	3+
46	Altitude Selection/Compliance	3+
47	Wind Analysis/Compensation	3+
48	Target Acquisition	3+

Blk #	Media	Title	Events	Hrs	H/X
STK42	T-6A	Intermediate Strike Fighter II	7	10.5	1.5

1. Prerequisite. STK4102 prior to STK4201-7 (in order).

2. Syllabus Notes

a. Students shall alternate acting as Lead and Wing. If not paired up with student wingman, the student should act as Lead.

b. A minimum of four instrument approaches shall be executed as lead, and four approached shall be executed as wing, in this block.

c. Students shall execute a minimum of three low level events and three section instrument events in this block.

d. Students shall prepare and have available a military flight plan and flight log for both primary and alternate routes for each event in this block.

e. Formation management shall be graded for both the Lead and Wing on all events in this block.

f. The type of instrument approach executed shall be documented on the ATF for both Lead and Wing students. Students shall be graded on the maneuver item file "Section Approach Procedures"; however, only the student leading the approach will be graded on the appropriate approach flown.

g. Low altitude route events in block shall be accomplished on a low altitude MTR using previously practiced Operational Navigation procedures, and be flown at prescribed route altitudes, no lower than 1000 feet AGL.

3. Special Syllabus Requirements. None.

4. Discuss Items

STK4201

Low level route entry techniques, entry timing, and any aircraft EP or limitation.

STK4202

Low-altitude flight safety, crew coordination for low-altitude operations, wingman responsibilities on the MTR, and any aircraft EP and limitation.

STK4203

Section low-altitude target attacks, and target attack abort parameters, and any aircraft EP and limitation.

STK4204

CNAF M-3710.7 formation takeoff and approach minimums, section crew coordination, section missed approach procedures, and any aircraft EP and limitation.

STK4205

Lost Sight procedure, any formation EP and limitation, and any aircraft EP and limitation.

STK4206

Section fuel management; individual clearances for departure, individual clearances for recovery, section management on instrument approach, any aircraft EP and limitation.

STK4207

Advanced strike planning, execution and timing control, and aircraft EP and limitation.

5. Block MIF

CTS REF	MANEUVER	STK4207
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Composite Headwork/SA	4+
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	4+
10	Radio Procedures	4+
11	Departure	4+
12	In-Flight Checks	4+
13	Mission Ownership/Assertiveness	4+

MIF Continued on next page.

CTS REF	MANEUVER	STK4207
14	Visual Scan/Lookout Doctrine	4+
15	Use of ATIS/PMSV/FSS	4+
16	In-Flight Briefings	4+
17	In-Flight Planning/Area Orientation	4+
18	In-Flight Computation	4+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
34	Approach/Landing (Non-precision or Precision)	4+
35	PPEL	4+
36	TAC/ADMIN	4+
37	PA/AGSM	4+
38	SUA/ONAV/MTR Entry/Exit Procedures	4+
39	ONAV/LL Chart	4+
40	Checkpoint Utilization/Correlation	4+
41	Turn-point Identification	4+
42	Hazard Calls	4+
43	ONAV/LL Turn-Point Procedures	4+
44	Course Analysis/Corrections	4+
45	Timing Analysis/Speed Corrections	4+
46	Altitude Selection/Compliance	4+
47	Wind Analysis/Compensation	4+
48	Target Acquisition	4+
49	Formation Management	4+
50	Taxi and Marshal	4+

MIF continued on next page

CTS REF	MANEUVER	STK4207
51	Formation Takeoff	4+
52	Rendezvous	4+
53	Parade Position	4+
54	Breakup and Rendezvous	1
55	Underrun	1
56	Lead Change	1
57	Cruise Position	4+
58	Formation Visual Lookout	4+
59	Wingman Communication	4+
60	Section Emergencies	4+
61	Section Management/Flight Leadership	4+
62	Section Fuel Management	4+
64	Section Approach Procedures	4+
65	Section Break	4+
66	Landing Pattern	1
67	NAV/Geographic Rendezvous	1
68	Tail-Chase/Pursuit curves (Pure, Lead, Lag)	1
69	Section Target Attack	4+
70	Tactical Formation/Maneuvering	4+
71	Rejoin	4+
72	Division Formation	1

Blk #	Media	Title	Events	Hrs	H/X
STK43	T-6A	Intermediate Strike Fighter Check Flight	1	1.5	1.5

1. Prerequisite. STK4207 prior to STK4390.

2. Syllabus Notes

a. Event may be flown as either a section instrument flight, a section low altitude MTR event, or a combination of the two disciplines.

b. Emphasis shall be placed on mission ownership, flight leadership, and assertiveness.

c. Students shall lead this event, unless they acted as Lead during the STK4107 flight event.

d. Students shall prepare and have available a military flight plan and flight log for both primary and alternate routes for this event.

e. Formation management shall be graded for both the Lead and Wing aircraft.

f. The type of approach executed shall be documented on the ATF for both Lead and Wing students. Students shall be graded on the maneuver item file “Section Approach Procedures” and “Approach/Landing”.

g. If low altitude flight is flown, it shall be accomplished on an approved low altitude MTR using previously practiced Operational Navigation procedures, and be flown at prescribed route altitudes, no lower than 1000 feet AGL.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any previous discuss item, any limitation, and any aircraft.

5. Block MIF

CTS REF	MANEUVER	STK4390
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+

MIF continued on next page

CTS REF	MANEUVER	STK4390
3	Composite Headwork/SA	4+
4	BAR	4+
5	CRM/Crew Coordination	4+
6	Mission Planning	4+
7	NFO Responsibilities	4+
8	Brief/Debrief	4+
9	Ground Procedures	4+
10	Radio Procedures	4+
11	Departure	4+
12	In-Flight Checks	4+
13	Mission Ownership/Assertiveness	4+
14	Visual Scan/Lookout Doctrine	4+
15	Use of ATIS/PMSV/FSS	4+
16	In-Flight Briefings	4+
17	In-Flight Planning/Area Orientation	4+
18	In-Flight Computation	4+
21	Course Rules	1
26	VOR Approach	1
27	ILS Approach	1
28	Localizer Approach	1
29	GPS Approach	1
30	RA/GCA	1
31	Missed Approach	1
34	Approach/Landing (Non-precision or Precision)	4+
35	PPEL	4+
36	TAC/ADMIN	4+
37	PA/AGSM	4+
38	SUA/ONAV/MTR Entry/Exit Procedures	4+
39	ONAV/LL Chart	4+

MIF continued on next page

CTS REF	MANEUVER	STK4390
44	Course Analysis/Corrections	4+
45	Timing Analysis/Speed Corrections	4+
46	Altitude Selection/Compliance	4+
47	Wind Analysis/Compensation	4+
48	Target Acquisition	4+
49	Formation Management	4+
50	Taxi and Marshal	4+
51	Formation Takeoff	4+
52	Rendezvous	4+
53	Parade Position	4+
54	Breakup and Rendezvous	1
55	Underrun	1
56	Lead Change	1
57	Cruise Position	4+
58	Formation Visual Lookout	4+
59	Wingman Communication	4+
60	Section Emergencies	4+
61	Section Management/Flight Leadership	4+
62	Section Fuel Management	4+
64	Section Approach Procedures	4+
65	Section Break	4+
66	Landing Pattern	1
67	NAV/Geographic Rendezvous	1
68	Tail-Chase/Pursuit curves (Pure, Lead, Lag)	1
69	Section Target Attack	4+
70	Tactical Formation/Maneuvering	4+
71	Rejoin	4+
72	Division Formation	1

Chapter VIII

Course Training Standards

1. Purpose. These standards outline the tasks and proficiency required of SNFOs during the Intermediate Strike Fighter NFOTS phase.

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 Visual Meteorological Condition (VMC) maneuvers in conjunction with visual clearing.

b. Unless otherwise specified, use Basic Air work Recognition (BAR) standards for all items with altitude, airspeed or heading parameters.

c. “Standard” equates to *good* (G/4).

d. Momentary deviations outside CTSs that do not compromise flight safety are acceptable if subsequent corrections are timely.

e. 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 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	
● A brief description of the behavior, required action, and/or conditions.	● The specific standards for the action. May be read as “The SNFO...”

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. Beginning with Instruments, each stage's MIF table is listed followed by the course training standards which are introduced in that stage. Some of the standards are unique to that stage, while others may apply to later stages. Once the standard for a graded item has been established, it will not be repeated in the Course Training Standards list of later stages, but remains available to be graded.

7. Course Training Standards

UNIVERSALLY GRADED ITEMS

BEHAVIOR STATEMENT	STANDARDS
1. General Knowledge/Procedures	
<ul style="list-style-type: none"> ● Maintain working knowledge of all appropriate flight training instructions and directives. 	<ul style="list-style-type: none"> ● Recites, discusses, and/or performs all applicable items essential to the operation of the aircraft and completion of the mission with minimal deficiencies not pertaining to safety of flight.
2. Emergency Procedures	
<ul style="list-style-type: none"> ● Direct/execute critical action emergency procedures. ● Maintain in-depth knowledge of all NATOPS emergency procedures. ● Utilize the Pocket Checklist (PCL) per NATOPS and FTI guidelines. 	<ul style="list-style-type: none"> ● Correctly analyzes situation given real or hypothetical scenarios. ● Recites critical action steps from memory without error (100 percent boldface accuracy). ● Is proficient with all information contained in the PCL; is able to utilize the checklist in a correct and timely manner.
3. Composite Headwork/Situational Awareness (SA)	
<ul style="list-style-type: none"> ● Comply with the FTI, SOP, and NATOPS while maintaining Situational Awareness (SA) commensurate with safety-of-flight and mission objectives. 	<ul style="list-style-type: none"> ● Has knowledge of all rules and regulations and carries out all duties with minimum supervision. ● Foresees and avoids possible difficulties by making recommendations that enhance the situation and/or overall mission effectiveness. ● Remains alert and oriented during all phases of the event. ● Maintains overall awareness with regard to fuel state, aircraft configuration, traffic in vicinity of own ship, and dynamic weather conditions.

BEHAVIOR STATEMENT	STANDARDS
4. Basic Air Work Recognition (BAR)	
<ul style="list-style-type: none"> ● Monitor/direct aircraft control and perform an instrument/composite scan as appropriate to maintain planned navigation parameters, ATC clearances and assigned altitude, airspeed, and heading during flight. 	<ul style="list-style-type: none"> ● Recognizes air work deviations in a timely manner based on the phase of flight, not to exceed 30 seconds (en route phase) and effectively directs corrections to: <ul style="list-style-type: none"> ▶ Maintain aircraft within 100 feet, 10 KIAS, $\pm 5^\circ$ of assigned altitudes, speeds, and headings, respectively. ▶ Initiate/direct level off from all climbs/descents.
5. Crew Resource Management (CRM)/Crew Coordination	
<ul style="list-style-type: none"> ● Use available crew and cockpit resources to minimize workload and enhance SA. ● Effectively communicate mission essential information between crewmembers. ● Build crew awareness with timely and effective descriptive comm. 	<ul style="list-style-type: none"> ● Properly identifies crew roles, responsibilities, and expectations. ● Improves mission effectiveness by minimizing crew preventable errors and optimizing crew coordination. ● Demonstrates both leadership and team member skills. ● Demonstrates proper level of assertiveness for the situation.
6. Mission Planning	
<ul style="list-style-type: none"> ● Perform mission planning to include takeoff, climb, en route, descent, approach, and landing data. ● Prepare chart and mission material. ● Obtain applicable weather, bird activity, and NOTAMs. ● Plan alternate execution. ● Prepare flight log/ DD-1801, as required. ● Adjust mission's profile based on real-world/weather concerns. 	<ul style="list-style-type: none"> ● Correctly interprets a valid Wx briefing/information for all flights. ● Completes DD-1801 with 100 percent accuracy. ● Completes jet log with 90 percent accuracy, as required. ● Reviews FLIP documents, NOTAMs, and other applicable flight information. ● Has all required materials (Wx brief, FLIPs, NOTAMs) prior to brief. ● Adjusts tactical admin based on weather forecast and appropriate controlling documents. ● Ensures SUA/MTR scheduled.
7. NFO Responsibilities	
<ul style="list-style-type: none"> ● Accomplish required in-flight duties. 	<ul style="list-style-type: none"> ● Performs appropriate in-flight checklists, when required, per NATOPS and FTI. ● Gives proper takeoff calls, altitude warning calls and landing rollout calls per FTI to 90 percent accuracy.

BEHAVIOR STATEMENT	STANDARDS
8. Brief/Debrief	
<ul style="list-style-type: none"> ● Prepare for the brief, and as required, brief the flight in preparation for the mission. ● During debrief, recall flight progression and play an active role in the mission/aircrew evaluation. 	<ul style="list-style-type: none"> ● Briefs the flight in accordance with the squadron briefing guide for the event. ● Demonstrates proficient knowledge of discuss items with minimal deficiencies. ● Demonstrates knowledge of all aspects related to conduct of flight event. ● Recalls specifics of the mission and is able to accurately assess aircrew performance.
9. Ground Procedures	
<ul style="list-style-type: none"> ● Provide astute backup for IP during all taxi operations. ● Begin when departing for the aircraft and end when cleared for takeoff. ● Begin again when aircraft clears the runway and end when Before Leaving Aircraft Checklist is complete. 	<ul style="list-style-type: none"> ● Correctly performs aircraft inspections, and all ground checklists, procedures, and required briefs per the NATOPS, FTI, and SOPs. ● Monitors engine instruments for proper indications during start. ● Safely directs/monitors the taxi of the aircraft via local procedures, using applicable airfield diagram as a reference.
10. Radio Procedures	
<ul style="list-style-type: none"> ● Effectively communicate via the use of UHF/VHF radios and ICS as required. ● Use standard terminology per the AIM/FAR and FTIs. 	<ul style="list-style-type: none"> ● Understands and responds to 90 percent of incoming calls. ● Communicates clearly and concisely with appropriate agencies using standard military and FAA terminology. ● Makes timely transmissions without stepping on other radio calls. ● Is able to discuss or perform NORDO procedures, as required. ● If Lead executes proper formation lead communication procedures per the applicable FTI.

BEHAVIOR STATEMENT	STANDARDS
11. Departure	
<ul style="list-style-type: none"> ● Begins when climb airspeed is established and ends when published departure is complete or established in assigned working area. ● If no published departure, ends when initiating pitch change for level-off. 	<ul style="list-style-type: none"> ● Directs compliance with ATC/departure/flight plan clearances. ● Performs an operations check after making radio contact with Departure Control, safety of flight permitting.
12. In-Flight Checks	
<ul style="list-style-type: none"> ● Accomplish in-flight checks per NATOPS, FTI, and SOP. 	<ul style="list-style-type: none"> ● Identifies nearest divert field. ● Performs operations check at least every 20 minutes.
13. Mission Ownership/Assertiveness	
<ul style="list-style-type: none"> ● Exhibit aviation leadership. ● Take charge of the mission in all aspects of planning and execution. 	<ul style="list-style-type: none"> ● Leads planning, briefing and execution of the mission. ● Confidently influences aircrew to work in a coordinated effort toward successful task completion within the parameters of the mission objectives. ● Determines actionable solutions to potential problems articulating proactive alternatives/courses of action. ● Takes command of mission execution and provides reasoned alternatives to mission plan due to evolving and dynamic circumstances.
14. Visual Scan/Lookout Doctrine	
<ul style="list-style-type: none"> ● Maintain lookout doctrine essential for safe ground/airborne operations. ● Direct aircraft control and effective visual navigation, relying primarily on outside references . ● Keep visual scan outside the cockpit to the maximum extent practicable for safe aircraft operation, traffic, terrain hazards and hazard/weather avoidance. 	<ul style="list-style-type: none"> ● Directs aircraft maneuvers to safely avoid actual or potential conflicts. ● Alerts crew to ground/airborne hazards (i.e., traffic, weather, birds, and obstacles). ● Locates visual checkpoints to aid effective and safe navigation.

BEHAVIOR STATEMENT	STANDARDS
15. Use of ATIS/PMSV/FSS	
<ul style="list-style-type: none"> ● Use ATIS/PMSV to update destination conditions per the FTI. ● 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 en route, when required. ● Contacts FSS to: <ul style="list-style-type: none"> ▶ Open flight plans after departure. ▶ Change flight plans en route. ▶ Close flight plans after landing.
16. In-Flight Briefings	
<ul style="list-style-type: none"> ● Accomplish in-flight briefings per the FTI. 	<ul style="list-style-type: none"> ● Provides takeoff brief, departure brief, holding brief, field brief, DRAFT report (as required), approach brief, and missed approach/climb-out instructions when required using format delineated in the FTI with 90 percent accuracy.
17. In-Flight Planning/Area Orientation	
<ul style="list-style-type: none"> ● Plan and execute required maneuvers and/or flight profile per all applicable instructions. ● Understand current and required position. ● Course and destination deviation as appropriate for weather, fuel, or emergencies. 	<ul style="list-style-type: none"> ● Adjusts mission profile for external factors (weather, traffic, diverts, etc.). ● Maintains positional awareness using ground references, navigational aids, VFR charts, or FLIPs. ● Contacts appropriate controller and requests deviations in a timely manner per the CNAF M-3710.7.
18. In-Flight Computations	
<ul style="list-style-type: none"> ● Compute per the FTI: <ul style="list-style-type: none"> ▶ Ground speed. ▶ ETE (to turn-points). ▶ Fuel at destination IAF. 	<ul style="list-style-type: none"> ● Computes: <ul style="list-style-type: none"> ▶ Open flight plans after departure. ▶ Change flight plans en route. ▶ Close flight plans after landing.

BEHAVIOR STATEMENT	STANDARDS
19. Fuel Management/Analysis	
<ul style="list-style-type: none"> ● Maintain fuel awareness throughout flight. ● Determine fuel state and any fuel consumption trends. ● Calculate Joker/Bingo/MCF. ● During the course of the event, analyze actual to preflight planned fuel at the IAF to assess mission feasibility. ● Monitor fuel status for section and direct deviations, if needed, to accomplish mission goals and land with adequate fuel reserves per the CNAF M-3710.7 and SOP 	<ul style="list-style-type: none"> ● Checks fuel state at least every 20 minutes. ● Calculates Joker/Bingo/MCF per the FTI ± 30 pounds. ● Compares fuel state to MCF at each turn-point and correctly states any trends in fuel consumption. ● Makes recommendations to mission execution based on fuel state to ensure CNAF M-3710.7/TW6/ Squadron requirements for MCF. ● Lead: <ul style="list-style-type: none"> ▶ Conducts fuel checks as required by the FTI or every 20 minutes. ▶ Ensures that flight is conducted per the SOP/NATOPS/FTI fuel requirements. ● Lead/wing: <ul style="list-style-type: none"> ▶ Recognizes and calls JOKER/BINGO fuel as necessary with 100 percent accuracy. ▶ Makes recommendations to continue visual route if applicable or return early to destination without error.
20. En Route Procedures	
<ul style="list-style-type: none"> ● Perform procedures while flying between departure transition point and destination. ● Identify an intersection using appropriate NAVAID(s). ● Identify station/waypoint passage per the FTI. ● Intercept a radial and track inbound or outbound from a station. ● Properly manipulate EFIS Control Panel. 	<ul style="list-style-type: none"> ● Maintains positional awareness using ground references, navigational aids, VFR charts, or FLIPs. ● Determines approximate wind direction $\pm 30^\circ$ and ± 15 knots and maintains proper crab angle $\pm 5^\circ$. ● Gives position reports as required. ● Leads turns when applicable per the FTI. ● Maintains within 2 NM of course centerline between all NAVAIDs and fixes. ● Correctly identifies NAVAID station, GPS waypoint, or intersection passage.
21. Course Rules	
<ul style="list-style-type: none"> ● Return to home field per local procedures 	<ul style="list-style-type: none"> ● Obtains ATIS information. ● Conducts recovery briefing. ● Visually navigates via published routing with minimal discrepancies.

BEHAVIOR STATEMENT	STANDARDS
22. Point-to-Point	
<ul style="list-style-type: none"> ● Proceed direct to an assigned fix using PTP procedures. 	<ul style="list-style-type: none"> ● Expeditiously directs an initial heading $\pm 30^\circ$ to the fix. ● Continuously updates heading to: <ul style="list-style-type: none"> ▶ Avoid large ($>20^\circ$) heading changes within two minutes prior. ▶ Arrive within 2 miles of desired point.
23. Instrument Turn-Point Procedures	
<ul style="list-style-type: none"> ● Perform instrument turn-point calls. 	<ul style="list-style-type: none"> ● Makes appropriate two minutes prior, mark on top, and wings level calls using proper format and terminology per the FTI with 90 percent accuracy.. ● Gives a wind-corrected outbound heading for a course, when able. ● Updates navigation aids appropriately.
24. Holding (VOR)	
<ul style="list-style-type: none"> ● Direct VOR holding per the FTI. 	<ul style="list-style-type: none"> ● Computes proper entry turn.. ● Directs holding airspeed three minutes or less from the holding fix ● Establishes and maintains aircraft within holding airspace. ● Properly calculates and applies drift corrections per the FTI.
25. Holding (GPS)	
<ul style="list-style-type: none"> ● Direct GPS holding per the FTI. 	<ul style="list-style-type: none"> ● Properly sets GPS for holding. ● Computes proper entry turn. ● Directs holding airspeed three minutes or less from the holding fix. ● Establishes and maintains aircraft within holding airspace. ● Properly calculates and applies drift corrections per the FTI.

BEHAVIOR STATEMENT	STANDARDS
26. VOR Approach	
<ul style="list-style-type: none"> ● Direct a VOR approach per the FTI. 	<ul style="list-style-type: none"> ● IAF to FAF maintains course ± 1 dot or valid intercept. ● Properly directs the IP to slow and take BAC per the FTI. ● By the FAF (when depicted) or initiating descent to MDA, completes landing checklist. ● Final: <ul style="list-style-type: none"> ▶ Maintains ± 1 dot of desired course. ▶ Reaches and maintains MDA +100/-0 feet. ▶ Ensures missed approach/climb-out instructions briefed prior to the MAP. ● Properly calculates and applies backup timing at the FAF. ● Properly identifies VDP when published. ● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA/MAP. ● Directs the IP, as needed, to execute the appropriate missed approach or climb-out instructions.
27. ILS Approach	
<ul style="list-style-type: none"> ● Direct an ILS approach per the FTI. 	<ul style="list-style-type: none"> ● Prior to initiating descent to DA, completes landing checklist. ● Final: <ul style="list-style-type: none"> ▶ Maintains ± 1 dot of localizer course. ▶ Maintains ± 1 dot on glideslope. ▶ Begins backup timing for the localizer approach when applicable. ▶ Ensures missed approach/climb-out instructions briefed prior to the DA. ● Determines if the aircraft is in a position to execute a safe landing upon reaching the DA. ● Directs the IP, as needed, to execute the appropriate missed approach or climb-out instructions.

BEHAVIOR STATEMENT	STANDARDS
28. Localizer Approach	
<ul style="list-style-type: none"> ● Direct a localizer approach per the FTI. 	<ul style="list-style-type: none"> ● By the FAF or initiating descent to MDA, completes landing checklist. ● Final: <ul style="list-style-type: none"> ▶ Maintains ± 1 dot of desired course localizer. ▶ Reaches and maintains MDA +100/-0 feet. ▶ Begins backup timing at the FAF when applicable. ▶ Ensures missed approach/climb-out instructions briefed prior to the MAP. ● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA/MAP. ● Directs the IP, as needed, to execute the appropriate missed approach or climb-out instructions.
29. GPS Approach	
<ul style="list-style-type: none"> ● Direct a GPS approach per the 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. ● By the FAWP: <ul style="list-style-type: none"> ▶ Completes landing checklist. ▶ Ensures approach goes active prior to descent from FAWP. ● Final: <ul style="list-style-type: none"> ▶ Maintains ± 1 dot of desired course. ▶ Reaches and maintains MDA +100/-0 feet. ▶ Ensures missed approach/climb-out instructions briefed prior to the MAP. ● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA/MAP. ● Directs the IP, as needed, to execute the appropriate missed approach or climb-out instructions.

BEHAVIOR STATEMENT	STANDARDS
30. Radar Approach (RA)/Ground-Controlled Approach (GCA)	
<ul style="list-style-type: none"> ● Direct the IP, as needed, to properly comply with the FTI parameters of a PAR or ASR approach. 	<ul style="list-style-type: none"> ● Responds quickly and correctly to controller instructions. ● Ensures lost communication and missed approach/climb out instructions are received prior to DA or MAP. ● By glideslope intercept or descent to the MDA, completes landing checklist. ● Determines if the aircraft is in a position to execute a safe landing on reaching the DA or MDA/MAP. ● Directs the IP as needed to execute the appropriate missed approach or climb out instructions. ● Maintains airspeed +5/-0 KIAS on final. ● Maintains heading $\pm 3^\circ$.
31. Missed Approach	
<ul style="list-style-type: none"> ● Direct a missed approach per the FTI. 	<ul style="list-style-type: none"> ● Directs appropriate missed approach procedure when field not in sight and, <ul style="list-style-type: none"> ▶ Non-precision: <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"> ▪ DA. ▪ Controller-directed. ▶ Or, not in position for safe landing.
32. Circling Approach	
<ul style="list-style-type: none"> ● Direct a circling maneuver to the landing runway per the FTI. 	<ul style="list-style-type: none"> ● Provides the IP proper instructions to establish the aircraft into the circling maneuver for the landing runway. ● Selects appropriate MDA for aircraft category. ● Ensures aircraft is within obstruction clearance radius for aircraft category before commencing circling maneuver. ● Directs the IP, as needed, to execute the appropriate missed approach or climb-out instructions. ● Maintains airspeed +10/-0 KIAS of circling airspeed. ● Maintains altitude at circling minimums -0 feet.

BEHAVIOR STATEMENT	STANDARDS
33. Arcing	
<ul style="list-style-type: none"> ● Direct per the FTI: <ul style="list-style-type: none"> ▶ VOR/DME arcing. ▶ Arc-to-radial intercepts. ▶ Radial-to-arc intercepts. 	<ul style="list-style-type: none"> ● Maintains the arc ± 0.5 DME. ● Calculates lead points per the FTI to join: <ul style="list-style-type: none"> ▶ Arc ± 0.5 DME. ▶ Radial $\pm 3^\circ$.
34. Approach/Landing (Non-precision or Precision)	
<ul style="list-style-type: none"> ● Direct a precision or non-precision approach and landing rollout per the FTI. 	<ul style="list-style-type: none"> ● Complies with ATC instructions and properly directs the IP to slow and take basic approach configuration per the FTI for type of approach selected. ● By the FAF (when depicted) for a non-precision approach or initiating descent to MDA or DA (as applicable), completes landing checklist. ● Final: <ul style="list-style-type: none"> ▶ Maintains ± 1 dot of desired course. ▶ Maintains ± 1 dot glide-scope (if applicable). ▶ Begins backup timing when applicable. ▶ Reaches and maintains MDA +100/-0 feet. ▶ Ensures missed approach/climb-out instructions briefed prior to the DA/MAP. ● Properly identifies VDP when published (if applicable). ● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA/VDP/MAP/DA. ● Directs the IP, as needed, to execute the appropriate missed approach or climb-out instructions. ● Directs safe landing procedures per the NATOPS, FTI, and local procedures. ● Directs correct glide-path until flare initiation. ● Directs full-stop or touch-and-go procedures per FTI. ● Makes landing rollout calls until aircraft reaches 40 KIAS, as appropriate.

BEHAVIOR STATEMENT	STANDARDS
35. Practice Precautionary Emergency Landing (PPEL)	
<ul style="list-style-type: none"> ● Given simulated condition requiring PEL, direct PPEL procedures. 	<ul style="list-style-type: none"> ● Directs PPEL procedures per the FTI with 100 percent accuracy. ● Lead: <ul style="list-style-type: none"> ▶ Selects and effectively navigates to the nearest suitable landing site. ▶ Executes appropriate EP procedures with 100 percent accuracy. ● Wing: <ul style="list-style-type: none"> ▶ Monitors for nearest suitable field. ▶ Provides backup as necessary for other aircraft.
36. TAC/ADMIN	
<ul style="list-style-type: none"> ● Completes Navigation check.. ● Direct/execute taxi and marshal flight. ● Direct/execute G-warm/FENCE-IN/OUT at appropriate time (if applicable). ● Properly use visual cues (if applicable) and/or navigational aids to identify the route IFR/SUA/MTR entry/exit point. ● Direct/execute Battle Damage Check at appropriate time (if applicable). 	<ul style="list-style-type: none"> ● Performs per the FTI and navigational tolerances to the pre-briefed point and updated point when changed by ATC or Lead as applicable. Directs per the FTI. ● Performs assigned duties during entry and exit from SUA or MTR (if applicable). ● For MTR, contacts FSS per the FTI to enter and exit the route and arrives at the entry point ±4 minutes of briefed time (if applicable).
37. Precision Aerobatics(PA)/Anti-G Straining Maneuver (AGSM)	
<ul style="list-style-type: none"> ● Recall in-flight PA maneuver entry parameters. ● Perform proper AGSM 	<ul style="list-style-type: none"> ● Directs the setup configuration (proper airspeed and altitude) to begin the maneuver per the FTI with 100 percent accuracy. ● Executes AGSM in-flight without error.

BEHAVIOR STATEMENT	STANDARDS
38. SUA/ONAV/MTR Entry/Exit Procedures	
<ul style="list-style-type: none"> ● Direct/execute entry/exit procedures for SUA or MTR per the FTI, briefing, and local standards. ● Properly use visual cues and navigational aids to identify the route or SUA entry/exit point 	<ul style="list-style-type: none"> ● Performs assigned duties during entry and exit from SUA or MTR. ● Contacts airspace control authority and uses appropriate communications to gain clearance to enter/exit controlled airspace. ● For MTR, contacts FSS per the FTI to enter and exit the route. ● Directs adherence to published or directed entry/exit restrictions with respect to altitude, heading, airspeed, position, squawk, etc. ● Arrives at the entry point ± 4 minutes of briefed time.
39. ONAV/Low Level Chart	
<ul style="list-style-type: none"> ● Prepare an operational navigation chart. ● Demonstrate chart/route knowledge. 	<ul style="list-style-type: none"> ● Prepares an operational navigation chart via JMPS, per the FTI, to an accuracy of ± 15 pounds (fuel), ± 30 seconds overall and ± 20 seconds at each turn-point (time), and $\pm 2^\circ$ plotting turn-point location without error. ● Ensures all CHUM present and correct, chart signed, and all airspace, diverts/conflicting airfields and applicable hazards annotated on chart. ● Briefs to IP: turn-point description, features inside turn-point circle, hazards on route, and all altitude changes.
40. Checkpoint Utilization/Correlation	
<ul style="list-style-type: none"> ● Identify/use visual checkpoints to determine aircraft position ● Use visually distinct terrain features as aids to navigation. ● Maintain SA and position on flight planned route as required. 	<ul style="list-style-type: none"> ● Identifies intermediate checkpoints to an accuracy of 50 percent. ● Determines geographic position from appropriate visual references to an accuracy of 1 NM. ● Maintains positional awareness during route of flight using clock-chart-ground correlation.
41. Turn-Point Identification	
<ul style="list-style-type: none"> ● Identify turn-points on a visual route. 	<ul style="list-style-type: none"> ● Identifies visual turn-points per the FTI to an accuracy of 80 percent.

BEHAVIOR STATEMENT	STANDARDS
42. Hazard Calls	
<ul style="list-style-type: none"> ● Perform hazard calls per the FTI. ● Inputs and monitors traffic advisory frequency for hazard airfields 	<ul style="list-style-type: none"> ● Calls 90 percent of known hazards using proper format and terminology. ● Clears aircraft of weather, birds, obstacles, and other aircraft. ● Inputs traffic advisory frequencies for all hazard airfields along ONAV/LL route. ● Provides timely descriptive or directive hazard calls as situation dictates.
43. ONAV/Low Level Turn-Point Procedures	
<ul style="list-style-type: none"> ● Perform ONAV/LL turn-point calls. 	<p>Lead/Wing:</p> <ul style="list-style-type: none"> ● Makes 80 percent of ONAV two-minutes-prior, mark-on-top, and wings-level calls using proper format and terminology. ● When wings level after passing each preplanned turn-point, analyzes fuel and updates ETA to next preplanned turn-point to an accuracy of 80 percent.
44. Course Analysis/Corrections	
<ul style="list-style-type: none"> ● Determine aircraft position in relation to intended course. ● Perform standard course corrections per the FTI to correct back to the specified course line. ● Navigate on a specified visual route using dead reckoning/visual cues to correct back to planned course. 	<ul style="list-style-type: none"> ● Remains within 2 NM of route centerline, unless route restrictions dictate otherwise. ● Lead: <ul style="list-style-type: none"> ▶ Timely and accurately applies 80 percent of course corrections per the FTI. ▶ Directs appropriate heading change to return to course $\pm 2^\circ$ of IP calculations. ● Wing: <ul style="list-style-type: none"> ▶ Maintains route situational awareness and makes appropriate course correction recommendations to Wing IP.

BEHAVIOR STATEMENT	STANDARDS
45. Timing Analysis/Speed Corrections	
<ul style="list-style-type: none"> ● Plan and execute the mission to hit the route entry point at briefed real-world time. ● Plan and execute to arrive at the target at preflight planned TOT. ● Direct standard speed corrections to arrive at the target on time per the FTI. 	<ul style="list-style-type: none"> ● Gives a time hack during brief. ● Timely and accurately calculates and applies speed corrections per the FTI. ● Arrives at the target within ± 1 minute from preflight real-world time on target. ● Updates ETA to 90 percent accuracy. ● Lead: <ul style="list-style-type: none"> ▶ Timely and accurately applies timing corrections per the FTI. ▶ Calculates and initiates timing corrections to within ± 5 knots and ± 6 seconds of IP calculations. ● Wing: Maintains timing awareness and makes appropriate correction recommendations to Wing IP.
46. Altitude Selection/Compliance	
<ul style="list-style-type: none"> ● Select the proper altitude to and from visual route. ● Maintain route altitude. 	<ul style="list-style-type: none"> ● Lead: <ul style="list-style-type: none"> ▶ Directs IP to climb/descend as required to maintain VFR hemispheric altitudes. ▶ Directs IP to maintain route altitude. ● Wing: <ul style="list-style-type: none"> ▶ Monitors formation compliance with route altitudes. ▶ Maintains step-up on Lead in combat spread. ▶ Makes recommendations and/or directs lead aircraft when appropriate to correct relevant deviations.
47. Wind Analysis/Compensation	
<ul style="list-style-type: none"> ● Determine wind direction and magnitude using course trend and time analysis. ● Correctly compensate for current wind condition using course/timing trends and/or ground references/visual cues. 	<ul style="list-style-type: none"> ● Correctly calculates crab and airspeed compensations per the FTI prior to brief. ● Determines approximate wind direction $\pm 30^\circ$ and ± 10 knots and maintains proper crab angle $\pm 5^\circ$. ● Correctly applies 50 percent of crab and airspeed compensations for headwinds and crosswinds. ● Directs appropriate heading change to return to course $\pm 2^\circ$ of IP calculations.

BEHAVIOR STATEMENT	STANDARDS
48. Target Acquisition	
<ul style="list-style-type: none"> ● Acquire and direct the flight to the target. 	<ul style="list-style-type: none"> ● Uses target environment’s visual cues to correctly correlate and identify the target. ● Directs the IP, per the FTI, to mark on top to an accuracy of $\pm 1/2$ NM.
49. Formation Management	
<ul style="list-style-type: none"> ● Use available crew and cockpit resources to minimize workload and enhance SA of section. ● Accomplish required in-flight duties. ● Plan and execute an IFR flight plan (when applicable) as a section. ● Understand and direct required section positioning. ● Accomplish/direct ADMIN/TAC ADMIN tasks in a timely manner. ● Monitor for own-ship proper section positioning (Wing). ● Monitor for proper navigation and compliance with assigned (Wing). 	<ul style="list-style-type: none"> ● Improves mission effectiveness by minimizing crew preventable errors and optimizing crew coordination. ● Performs appropriate in-flight checklists, when required, per NATOPS and FTI. ● Correctly identifies NAVAID stations, GPS waypoints, makes appropriate turn-point procedures (Instrument or low level as applicable). ● Lead: <ul style="list-style-type: none"> ▶ Maintains section in compliance with IFR flight plan, ATC clearances, prebrief approaches, etc. ▶ Adjust mission profile for external factors considering wingman (weather, terrain, traffic, etc.). ● Wing: <ul style="list-style-type: none"> ▶ Advises IP of deviations from lead-directed position and directs corrections over ICS prior to flight deviating from assigned clearance/airspace or safety-of-flight as required. ▶ Maintains positional and situational awareness so as to be able to assume the lead at any point during the mission.
50. Taxi and Marshall	
<ul style="list-style-type: none"> ● Direct/execute taxi and marshal flight. ● Perform formation ground procedures. 	<ul style="list-style-type: none"> ● Performs per the FTI and local procedures. ● Lead monitors wingman’s position. ● Performs appropriate section or division ground procedures as lead or wingman.

BEHAVIOR STATEMENT	STANDARDS
51. Formation Takeoff	
<ul style="list-style-type: none"> ● Direct/execute a section or interval takeoff, as appropriate. 	<ul style="list-style-type: none"> ● Performs per the FTI and SOP. ● Lead: <ul style="list-style-type: none"> ▶ Monitors wingman. ▶ Directs appropriate type of takeoff for weather/runway conditions per the FTI. ● Wing: Advises IP of airspeeds, engine and gear status. ● Performs responsibilities based on formation position per the FTI and SOP.
52. Rendezvous	
<ul style="list-style-type: none"> ● Reform to parade while Lead is maintaining constant heading or in constant AOB turn. 	<ul style="list-style-type: none"> ● Recalls procedures with 100 percent accuracy per the FTI. ● Calls out airspeeds during rendezvous. ● Continuously monitors join-up and advises IP of deviations. ● Directs underrun procedures as necessary.
53. Parade Position	
<ul style="list-style-type: none"> ● Identify and maintain proper position. 	<ul style="list-style-type: none"> ● Recognizes parameters per the FTI: <ul style="list-style-type: none"> ▶ Lower UHF antenna on pitot tube. ▶ Near pitot tope on prop arc. ● Ensure correct position for IFR/VFR turns.
54. Breakup and Rendezvous	
<ul style="list-style-type: none"> ● Conduct breakup and rendezvous per the FTI. 	<ul style="list-style-type: none"> ● Recalls procedures with 100 percent accuracy per the FTI. ● Calls out airspeeds during rendezvous. ● Continuously monitors join-up and advises IP of deviations. ● Directs underrun procedures as necessary.
55. Underrun	
<ul style="list-style-type: none"> ● Recognize/direct underrun as necessary for safety of flight or training. 	<ul style="list-style-type: none"> ● Recognizes the need to underrun. ● Recalls/directs procedures per the FTI with 100 percent accuracy.
56. Lead Change	
<ul style="list-style-type: none"> ● Direct/execute an expeditious and safe lead change per the FTI. 	<ul style="list-style-type: none"> ● Considers airspace and weather in planning maneuvers. ● Performs per the FTI.

BEHAVIOR STATEMENT	STANDARDS
57. Cruise Position	
<ul style="list-style-type: none"> ● Identify and maintain proper position. 	<ul style="list-style-type: none"> ● Ensures aircraft maintains position per the FTI: <ul style="list-style-type: none"> ▶ Within 60° bearing cone. ▶ 1- to 3- plane widths. ▶ 20 feet of stepdown. ● Ensures aircraft is within range to receive visual signals.
58. Formation Visual Lookout	
<ul style="list-style-type: none"> ● Keep visual on all formation members. ● Keep visual scan for any traffic/obstacles that are potential conflicts. 	<ul style="list-style-type: none"> ● Maintains visual and/or SA on all members of the formation. ● Understands and appropriately executes lost sight procedures. ● Keeps an active visual scan for any traffic/obstacles that are potential conflicts. ● Uses standard terminology and communication brevity.
59. Wingman Communication	
<ul style="list-style-type: none"> ● Safely and effectively communicate with wingman using radio/visual/aircraft. 	<ul style="list-style-type: none"> ● Correctly uses and interprets hand signals. ● Performs per the FTI to 90 percent accuracy.
60. Section Emergencies	
<ul style="list-style-type: none"> ● Given simulated emergency conditions, direct appropriate procedures per NATOPS. ● Provide support to other formation aircraft. 	<ul style="list-style-type: none"> ● Lead: <ul style="list-style-type: none"> ▶ Execute appropriate NATOPS and PCL procedures. ● Wing: <ul style="list-style-type: none"> ▶ Provide mutual support and SA to lead aircraft as appropriate.

BEHAVIOR STATEMENT	STANDARDS
61. Section Management/Flight Leadership	
<ul style="list-style-type: none"> ● Plan and execute a parade/Tac-Form sequence of maneuvers. ● Understand current and required position. ● Accomplishes/directs ADMIN/TAC ADMIN tasks in a timely manner. ● Given simulated condition requiring PEL, perform/direct PPEL procedures. 	<ul style="list-style-type: none"> ● Determines correct parameters for Z-diagram. ● Selects proper action point. ● Directs execution of section target attack procedures and communications per the FTI. ● Lead: <ul style="list-style-type: none"> ▶ Maintains section inside the confines of assigned working area. ▶ Efficiently sequences and directs maneuvers. ▶ Adjusts mission profile for external factors (weather, traffic, etc.)
62. Section Fuel Management	
<ul style="list-style-type: none"> ● Monitor fuel status for section to allow for safety of flight and mission accomplishment. 	<ul style="list-style-type: none"> ● Lead: <ul style="list-style-type: none"> ▶ Execute appropriate NATOPS and PCL procedures. ▶ Ensures that flight is completed per the SOP/NATOPS/FTI fuel requirements. ● Lead/wing: Recognizes and calls JOKER/BINGO fuel as necessary with 100 percent accuracy.
63. Lost Sight Exercise	
<ul style="list-style-type: none"> ● Execute simulated lost sight procedures. 	<ul style="list-style-type: none"> ● Clearly and effectively directs and communicates with IP and other aircraft in the formation, as prescribed in the FTI, in order to establish safe separation.
64. Section Approach Procedures	
<ul style="list-style-type: none"> ● Execute an instrument or visual straight-in approach as Lead or Wing. 	<ul style="list-style-type: none"> ● Recalls procedures with 100 percent accuracy per the FTI. Lead: <ul style="list-style-type: none"> ▶ Maintains contact or instrument parameters and procedures. ▶ Utilizes wingman consideration. ● Wingman performs per the FTI.
65. Section Break	
<ul style="list-style-type: none"> ● Direct/execute a VFR recovery and break (3-sec or fan break). 	<ul style="list-style-type: none"> ● Directs recovery and break per the FTI, Course Rules, FAR/AIM, and NATOPS.

BEHAVIOR STATEMENT	STANDARDS
66. Landing Pattern	
<ul style="list-style-type: none"> ● Direct/execute landing pattern procedures and BAR. ● If from initial, from rolling out on downwind to flare. ● If from takeoff, touch-and-go, or wave-off, commencing the crosswind turn to flare ● Contacts tower for landing and downwind clearance, or broadcasts intentions on CTAF. ● Directs IP to configure aircraft for landing. ● Completes the Landing checklist. 	<ul style="list-style-type: none"> ● BAR: <ul style="list-style-type: none"> ▶ Maximum 45° AOB. ▶ TO Flap: <ul style="list-style-type: none"> ▪ 115 +10/-0 KIAS from 180 until final. ▪ 105 +10/-0 KIAS until beginning landing flare. ▶ LDG Flap: <ul style="list-style-type: none"> ▪ 110 +10/-0 KIAS from 180 until final. ▪ 100 +10/-0 KIAS until beginning landing flare. ▶ No-Flap: <ul style="list-style-type: none"> ▪ 120 +10/-0 KIAS from 180 until final. ▪ 110 +10/-0 KIAS until beginning landing flare. ● Tower/CTAF landing communications are initiated at the abeam position per the FTI format without error. ● Crosswind request/CTAF report made per the FTI without IP prompting. ● If turning downwind, Landing checklist complete prior to the abeam position without error. If out of the break, Landing checklist complete prior to landing without error.
67. NAV/Geographic Rendezvous	
<ul style="list-style-type: none"> ● Join up to parade position while Lead is maintaining constant heading or in constant AOB turn at a navigation fix or over a ground reference point. 	<ul style="list-style-type: none"> ● Recalls procedures with 100 percent accuracy per the FTI. ● Effectively navigates to the prebriefed rendezvous point. ● Visually acquires the lead aircraft. ● Continuously monitors join-up and advises IP of deviations. ● Directs underrun procedures, as necessary.

BEHAVIOR STATEMENT	STANDARDS
68. Tail-Chase/Pursuit Curves (Pure, Lead, Lag)	
<ul style="list-style-type: none"> ● Direct/execute tail-chase/ pursuit curves profile. ● Display knowledge and performance of pursuit curves. 	<ul style="list-style-type: none"> ● Performs per the FTI. ● Displays knowledge and effective use of lead, lag, and pure pursuit. ● Lead: <ul style="list-style-type: none"> ▶ Advises IP of wingman’s position and status. ▶ Advises IP of aircraft parameters including airspeed, altitude, Gs, and fuel. ▶ Directs flight to remain within assigned area. ▶ Clears for the section. ▶ Attempts to maintain sight of wingman throughout maneuvering. ● Wingman: <ul style="list-style-type: none"> ▶ Maintains sight of Lead; advises IP when blind. ▶ Advises IP of applicable aircraft parameters including airspeed, altitude, Gs, and fuel. ▶ Makes recommendations to maintain constant relative position off Lead through use of pursuit curves.
69. Section Target Attack	
<ul style="list-style-type: none"> ● Direct/execute a section target attack per the FTI, briefing, and local standards. 	<ul style="list-style-type: none"> ● Determines correct parameters for Z-diagram. ● Selects proper action point. ● Directs execution of section target attack procedures and communications per the FTI.
70. Tactical Formation/Maneuvering	
<ul style="list-style-type: none"> ● Discuss/direct proper Tactical Formation positions and maneuvering. 	<ul style="list-style-type: none"> ● Correctly states/directs tactical formation positioning and maneuvering per the FTI. ● Lead: <ul style="list-style-type: none"> ▶ Maintains area/route orientation. ▶ Clears flight path. ▶ Checks six o’clock position. ● Wingman directs appropriate position/geometry (combat spread, in-place turns, cross turns, etc.) per the FTI. <ul style="list-style-type: none"> ▶ Ensures de-confliction from Lead. ▶ Checks six o’clock position.

BEHAVIOR STATEMENT	STANDARDS
71. Rejoin	
<ul style="list-style-type: none"> ● Reform to parade while Lead is maintaining constant heading or in constant AOB turn. 	<ul style="list-style-type: none"> ● Recalls procedures with 100 percent accuracy per the FTI. ● Calls out airspeeds during rendezvous. ● Continuously monitors join-up and advises IP of deviations. ● Directs underrun procedures as necessary.
72. Division Formation	
<ul style="list-style-type: none"> ● Discuss the requirements for, and benefits of, executing Division Formation. 	<ul style="list-style-type: none"> ● Recalls procedures with 80 percent accuracy per the FTI. ● Maintains SA during Division maneuvering. ● Provides IP with backup and position calls, as needed.

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Chapter IX

Master Materials List

1. Individually Issued Materials

<u>NOMENCLATURE</u>	<u>IDENTIFICATION</u>	<u>QTY PER STUDENT</u>
a. Master Curriculum Guide	CNATRAINST 1542.163D	1
b. Flight Training Instructions	CNATRA P-Pubs	Various
c. T-6A NATOPS Flight Manual	NAVAIR A1-T6A AAA-NFM-100	1
d. T-6A NATOPS Pocket Checklist	NAVAIR 01-T6A AAA-NPCL-100	1
e. Electronic Knee Board	NAVAIR iPad	1

2. Aircraft and Major Training Devices

- a. T-6A Texan II Aircraft.
- b. T-6A 2F208 Operational Flight Trainer.

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