



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL AIR TRAINING
CNATRA
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CORPUS CHRISTI TX 78419-5041

Change 1 of 5 Oct 92

CNATRAINST 1542.99
N3134
2 July 1990

CNATRA INSTRUCTION 1542.99

Subj: NON-NAVAL AVIATOR SHIPBOARD QUALIFICATION ABOARD THE HELICOPTER
LANDING TRAINER

Ref: (a) OPNAVINST 3710.7N
(b) Shipboard Helicopter Operating Procedures, NWP 42
(c) LHA/LPH NATOPS Manual
(d) Shipboard Aviation Facilities Resume

(D)

(A)

Encl: (1) Subject Curriculum Outline

1. Purpose. To promulgate as enclosure (1), the curriculum for minimum prerequisite qualification of government services and agencies involved in helicopter operations that may require landing on U.S. Navy vessels. This training is not routinely scheduled and could require significant lead time to provide the needs of requesting services/agencies.

2. Background. The Department of the Navy has provided deck landing training to government services/agencies involved in helicopter operations on U.S. Navy vessels. Support for a broader spectrum of joint operations and contingency plans will require joint training programs and interservice/interagency agreements.

3. Discussion. Lesson learned from joint operations have shown that non-USN/USMC helicopters may require landing on U.S. Navy vessels. While there is no intent to provide deck landing training for all helicopter pilots in the identified services/agencies, this order provides the prerequisites and the established curriculum that will be followed. Waivers and exceptions to the provisions outlined within this instruction will be handled on a case by case basis. Request for waivers or exceptions should be routed through appropriate service/agency command channels for action in a reasonable time frame.

4. Action. This curriculum is effective upon receipt. No changes shall be made without written authorization of the Chief of Naval Air Training (CNATRA).

5. Forms. The CNATRA forms required by this directive may be procured by submitting a Printed Material Request (CNET-GEN 5604/1) to CNATRA (N1221).

R. L. KIEM
Chief of Staff

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CHIEF OF NAVAL AIR TRAINING

1. Course Title. Non-Naval Aviator Shipboard Qualification aboard the Helicopter Landing Trainer.
2. Catalog Number. Q-2A-0070.
3. Course Length. 3.0 training days.
4. Location. NAS Whiting Field, Milton, FL 32570.
5. Class Capacity. Variable.
6. Instructor Requirements. One instructor per three pilots.
7. Course Curriculum Manager. Commander, Training Air Wing FIVE.
8. Quota Management Authority. Chief of Naval Air Training.
9. Quota Control. Chief of Naval Operations.
10. Implementation Date. When directed.

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CURRICULUM GUIDELINES

1. Sequencing. The curriculum is comprised of two modules consisting of one flight support period and three flight periods. Flight events will not be completed until the related flight support module is completed.

2. Prerequisite Training

a. Have completed the Naval Aviation Physiology Training Program (NAPTP) NP5, as identified in reference (a), Appendix E-1, or acceptable equivalent. Meet the currency requirements as stated in reference (a), paragraph 833. (R)

b. Have completed the Naval Aviation Water Survival Training Program (NAWSTP) N5, as identified in reference (a), Appendix E-5, or equivalent. Meet the currency requirements as stated in reference (a), paragraph 834. (R)

c. Hold a current Military Instrument Rating or FAA Commercial Instrument Rating.

d. Possess a current medical flight examination or FAA equivalent.

e. Possess a Pilot Qualified in Model Rating with a minimum of 50 hours in type aircraft to fly in the syllabus.

f. Pilots must have a minimum of 100 hours in model and 15 hours on the night vision devices prior to commencing SQ-3.

3. Sequence. This curriculum shall be conducted as outlined in the module diagram.

4. Briefing Time. Adequate briefing time shall be taken to provide sufficient explanation of all scheduled maneuvers before flight and to provide for a postflight debrief.

5. Schedule Limitations

a. All pilots shall be limited to three events per day.

b. Curriculum flights may be considered complete when all required maneuvers have been covered.

6. Flight Standardization. All maneuvers outlined within this curriculum shall be conducted in accordance with current flight training instructions and applicable NATOPS and aircraft operations manual.

7. Aviation Safety

a. The most important factor influencing how the mission is accomplished is safety. No pilot/crewman shall allow his actions on the ground or airborne to detract from this effort. Safe operations yield a quality trained aviator and ultimately, the achievement of the mission.

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b. Each unit shall ensure a designated safety representative accompanies the detachment under training and is available to initiate mishaps/incident procedures for their command.

c. All pilots shall be briefed on all safety policies established by the Chief of Naval Air Training to include Drop on Request (DOR) and Training Time Out.

8. Administration

a. Flights listed in this guide are the minimum number required to be initially qualified by Pilots Under Instruction (PUI).

b. Initial day qualification consists of:

(1) Six field deck landings prior to six single-spot shipboard landings, all within a ten consecutive day period.

(2) Training shall be conducted by either a Chief of Naval Air Training (CNATRA) Deck Landing Instructor pilot or a Deck Landing Qualified (DLQ) Instructor Pilot (IP) from the requesting unit.

c. Currency requirements: Four day single spot shipboard landings within 90 days.

(1) Pilots whose currency has lapsed, but have made four single-spot landings within 180 days, shall:

(a) Undergo training conducted by either a current DLQ Pilot-in-Command (PIC) or a DLQ IP.

(b) Perform four field deck landings prior to six shipboard landings, all within a ten consecutive day period.

(2) Pilots whose currency have lapsed and have not made four single-spot landings within the last 180 days shall undergo initial qualification training.

d. Night single-spot helicopter operations, both unaided and with the aid of night vision devices, require significantly more training and specialized equipment than day operations. Requests for this type training must be approved, in advance, by CNET. Initial night qualifications:

(1) The pilot shall be day-qualified and current.

(2) Flight training in requesting unit's aircraft shall be conducted by a night-current DLQ IP from the requesting unit or night qualified CNATRA deck landing instructor pilots.

(3) Six night field deck landings prior to six night shipboard landings, all within a ten consecutive day period. Pilots must also comply with the 72 hour requirement of paragraph d. 4.

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(4) Night currency requirements: Six night shipboard landings within the preceding 90 days are required to maintain currency. If more than 72 hours have elapsed since the last night shipboard landings, one day shipboard landing shall be performed within 24 hours prior to the next night shipboard landing.

(5) Night unaided and aided by night vision device training with Chief of Naval Air Training (CNATRA) assets will only be accomplished if qualified and current CNATRA instructors are available. All approaches using night vision devices shall be so stated to the HLT control tower prior to commencing each approach.

(6) Night vision devices will be provided by the requesting unit for required CNATRA personnel. All night vision devices utilized shall be tested and verified daily, in accordance with published NAVAIR directives. Only the Aviator Night Vision System, ANVIS-6, shall be utilized.

(7) The requesting units will provide a Landing Signal Enlisted (LSE) and a Helicopter Coordination Officer (HCO) for all shipboard landing operations if qualified personnel are attached. Otherwise CNATRA will provide.

(8) Mission essential equipment for shipboard operations:

(a) Full instrument capable.

(b) Rotor brake (if installed).

(9) All aircrew will be required to have the appropriate protective equipment for normal and cold water operations as identified in reference (a), paragraph 811.

9. Definitions

- | | |
|------------------|---|
| a. "PUI" | Pilot Under Instruction |
| b. "IP" | Instructor Pilot |
| c. "Discuss" | <p><u>IP</u>: Discusses a procedure or maneuver during brief, in flight, or debrief.</p> <p><u>PUI</u>: Is responsible for knowledge of the procedure prior to brief.</p> <p><u>ITEM</u>: May be graded on ATF.</p> |
| d. "Demonstrate" | <p><u>IP</u>: Performs the maneuver with accompanying description.</p> <p><u>PUI</u>: Observes the maneuver. Is responsible for knowledge of the procedures prior to flight.</p> |

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e. "Introduce"

IP: May perform the maneuver with accompanying description or may coach the PUI through the maneuver.

PUI: Must perform the maneuver with coaching as necessary. Is responsible for knowledge of the procedures prior to flight.

ITEM: Graded on the ATF.

10. Aviation Training Forms (ATF). Aviation Training Forms shall be maintained by the Training Air Wing FIVE Standardization Department.

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TRAINING HOUR SUMMARY

FLIGHT TRAINING

STAGE	SYMBOL	TOTAL FLIGHTS	TOTAL HOURS
AVIATION SHIP QUALIFICATION	SQ	3	3.0
TOTALS		3	3.0

FLIGHT SUPPORT

SUBJECT	SYMBOL	PERIODS	HOURS
WELCOME ABOARD	WA	1	1.0
COURSE RULES	CR	1	1.0
SHIPBOARD OPERATIONS	TFP-1	2	2.0
TOTALS		4	4.0

TRAINING ALLOCATION BY MODULE

MODULE	FLIGHT HOURS	FLIGHT EVENTS	NVG HOURS	NVG EVENT	FLT SUPPORT & ADMIN HOURS
0					4.0
1	3.0	3	1.0	1	
TOTALS	3.0	3	1.0	1	4.0

MODULE SUMMARY

MODULE	FLIGHTS	FLIGHT SUPPORT
0		WA, CR, TFP-1
1	SQ 1-3	

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OUTLINE OF TRAINING

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MODULE 1	12

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PERIOD REQUIREMENT	SYMBOL	DESCRIPTION	HOURS
<u>MODULE 0</u>			
MOD 0-1	WA	Welcome Aboard	1.0
MOD 0-2	CR	Course Rules	1.0
MOD 0-3	TFP-1	Tactical Flight Procedures Landing Signal Enlisted (LSE) Brief Shipboard Operations, Terminology covered in references (b) and (c).	2.0
FLIGHT SUPPORT HOURS			4.0

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PERIOD

REQUIREMENT	SYMBOL	DESCRIPTION	HOURS
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MODULE 1

MOD 1-1 FI	SQ-1	Aviation Ship Qualification Flight ONE 1. Discuss: a. Ship's communication b. Overhead time c. LSE signals d. NATOPS brief/conduct of flight 2. Demonstrate/Introduce: a. FDLP landings b. FDLP waveoff c. Shipboard landings	1.0
MOD 1-2 FI	SQ-2	Aviation Ship Qualification Flight TWO 1. Discuss: a. Aircraft lighting b. Ship/deck spot lighting c. FDLP/shipboard pattern d. FDLP/shipboard waveoff e. Crew coordination f. NATOPS brief/conduct of flight g. Depth perception/peripheral vision 2. Demonstrate/Introduce: a. Night FDLP b. Night shipboard landings	1.0 (N)
MOD 1-3 FI	SQ-3	Aviation Ship Qualification Flight THREE 1. Discuss: a. NVG operations b. Aircraft lighting c. Shipboard/deck spot lighting d. NATOPS brief/conduct of flight e. Depth perception/peripheral vision f. Visual illusions g. NVG emergencies h. Crew coordination	1.0 (N)

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PERI OD REQUI REMENT	SYMBOL	DESCRI PTI ON	HOURS
		2. Demonstrate/Introduce a. NVG FDLP b. NVG shi pboard l andi ngs c. NVG waveoff	FLI GHT HOURS 3.0

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MASTERS MATERIALS LIST

<u>NOMENCLATURE</u>	<u>IDENTIFICATION</u>	<u>REV DATE</u>	<u>QUANTITY PER STUDENT</u>	<u>COST EACH</u>
1. Flight Training	CNAT P-466		1	\$.76
	CNAT P-476		1	.83
2. NATOPS General Flight	OPNAVINST 3710.7N		1	2.50
3. Rotary-Wing Operating Procedures Manual	COMTRAWINGFIVEINST 3710.9		1	
4. Shipboard Helicopter Operating Procedures	NWP 42		1	
5. Aviation Training Forms (ATFs)				
a. ATF/Ship Qualification	CNATRA 1542/778	6-90	1	.03
	One SQ-1			
b. ATF/Ship Qualification	CNATRA 1542/779	6-90	1	.03
	Two SQ-2			
c. ATF/Ship Qualification	CNATRA 1542/780	6-90	1	.03
	Three SQ-3			

AIRCRAFT AND MAJOR TRAINING DEVICES

1. Aircraft HLT deck certification is contained in reference (d). Aircraft not certified to land on the HLT must obtain a waiver through Naval Air Warfare Center, Aircraft Division Lakehurst. DSN 624-2592, COM (908) 323-2592. (R)
2. Night Vision Goggles ANVIS-6 (NVG training devices provided by requesting unit)
3. Helicopter Landing Trainer (HLT)

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