

NAVAL AIR TRAINING COMMAND



NAS CORPUS CHRISTI, TEXAS  
CIN-Q-2D-0155/Q-2D-0157

CNATRAINST 1542.155C  
7 Aug 12

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## CHIEF OF NAVAL AIR TRAINING



# PRIMARY AND INTERMEDIATE (T-6A) MULTI-SERVICE NAVAL FLIGHT OFFICER (NFO) TRAINING SYSTEM (MNTS) CURRICULUM 2012





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

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CNATRA INSTRUCTION 1542.155C

Subj: PRIMARY AND INTERMEDIATE (T-6A) MULTI-SERVICE NAVAL  
FLIGHT OFFICER (NFO) TRAINING SYSTEM (MNTS) CURRICULUM

1. Purpose. To issue the curriculum for training SNFO and International Military Student Navigators in the Primary and Intermediate T-6A phases of undergraduate NFO training.
2. Cancellation. CNATRAINST 1542.155B, CH-1 and CH-2, will be canceled when the last enrolled student completes the curriculum.
3. Action. This instruction is effective on receipt. No changes will be made without written authorization by the Chief of Naval Air Training (CNATRA).
4. Forms. The CNATRA forms required by this instruction are automated in the Training Integration Management System (TIMS) computer program. Additional CNATRA forms are available on the CNATRA website <https://www.cnatra.navy.mil/pubs/forms.htm>.

  
C. HOLLINGSWORTH  
Chief of Staff

Distribution:  
CNATRA Website

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COURSE DATA

1. Course Title. Primary and Intermediate (T-6A) Multi-Service NFO Training System (MNTS).
2. Course Identification Number (CIN). Q-2D-0155 (Primary), Q-2D-0157 (Intermediate).
3. Location(s). NAS Pensacola.
4. Course Status. Active.
5. Course Mission. To qualify graduates of this course for follow-on advanced flight training and prepare them for their future responsibilities as military officers.
6. Prerequisite Training. Successful completion of Navy Aviation Preflight Indoctrination Training Curriculum, Q-9B-0020.
7. Security Clearance Requirements. None.
8. Follow-on Training. Assigned by the graduate's parent service.
9. Course Length. Overall time-to-train calculated in accordance with CNATRAINST 1550.6E. Training Days account 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.

|                  | <u>Training Days</u> | <u>Calendar Weeks</u> |
|------------------|----------------------|-----------------------|
| a. Primary:      | 72.0                 | 16.0                  |
| b. Intermediate: | 16.1                 | 3.6                   |
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.
14. Quota Control. Chief of Naval Operations.

15. Course Training Subjects

a. Primary Ground Training

| <b>ADMINISTRATION</b>  |               |              |
|--|---------------|--------------|
| <b>Stage</b>   | <b>Symbol</b> | <b>Hours</b> |
| Welcome Aboard, Various Briefs, Paraloft, Orientation, Medical Records Check-In, Class Photo, Checkout | G0101-10      | 13.35        |
| <b>Totals</b>  |               | 13.35        |

| <b>PRIMARY GROUND TRAINING</b>  |               |              |
|---|---------------|--------------|
| <b>Stage</b>  | <b>Symbol</b> | <b>Hours</b> |
| Aviation Safety Program   | G0201         | 1.25         |
| T-6A Ejection/Egress Brief/Trainer  | G0202-3       | 3.00         |
| VFR Communication Procedures  | G0301-3       | 3.50         |
| Crew Resource Management  | G0401         | 3.00         |
| Meteorology and Exam  | G1001-7       | 13.50        |
| Aircraft Systems 1 and Exam   | G1101-15      | 25.50        |
| Aircraft Systems 2 and Exam   | G1201-13      | 17.50        |
| Operating Procedures/NATOPS, EP Test, and PR/NATOPS Exam and Critique                   | G1301-14      | 22.00        |
| Instruments 1, Exam, and Exam Remediation/Review/Critique                               | G1401-26      | 34.50        |
| Instruments 2 and Exam  | G1501-28      | 43.00        |
| Flight Planning, Exam, TP-13 Practical Final Exam, and Exam Review/Remediation/Critique | G1601-41      | 50.50        |
| <b>Totals</b>   |               | 217.25       |

b. Primary Flight Support

| <b>PRIMARY FLIGHT SUPPORT</b>            |               |              |
|--|---------------|--------------|
| <b>Stage</b>                             | <b>Symbol</b> | <b>Hours</b> |
| Contact Flight Preparation               | C0101-5       | 8.5          |
| Contact Flight Preparation               | C1001         | 3.0          |
| Instrument Navigation Flight Preparation | I0101         | 5.5          |
| <b>Totals</b>                            |               | 17.0         |

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

| PRIMARY FLIGHT TRAINING                |           |             |      |     |           |             |
|--|-----------|-------------|------|-----|-----------|-------------|
| Flight/Events                          | UTD/OFT   |             | OFT  |     | T-6 Dual  |             |
|  | Flts      | Hrs         | Flts | Hrs | Flts      | Hrs         |
| Cockpit Procedure Training             | 3         | 4.5         |      |     |           |             |
| Day Contact                            |           |             |      |     | 4         | 6.0         |
| Night Contact                          |           |             |      |     | 1         | 1.5         |
| Day Contact Check Ride                 |           |             |      |     | 1         | 1.5         |
| Instrument Navigation                  | 9         | 13.5        |      |     | 13        | 26.0        |
| Instrument Navigation<br>Check Ride I  |           |             |      |     | 1         | 2.0         |
| Instrument Navigation<br>Check Ride II |           |             |      |     | 1         | 2.0         |
| <b>Totals</b>                          | <b>12</b> | <b>18.0</b> |      |     | <b>21</b> | <b>39.0</b> |

d. Intermediate Ground Training. None.

e. Intermediate Flight Support

| INTERMEDIATE FLIGHT SUPPORT                 |         |             |
|---|---------|-------------|
| Stage                                       | Symbol  | Hours       |
| Visual Navigation Flight Procedures         | N0101-4 | 23.0        |
| Formation Preparation and Flight Procedures | F0101   | 4.5         |
| <b>Totals</b>                               |         | <b>27.5</b> |

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

| INTERMEDIATE FLIGHT TRAINING        |         |     |          |            |           |             |
|-------------------------------------|---------|-----|----------|------------|-----------|-------------|
| Flight/Events                       | UTD/OFT |     | OFT      |            | T-6 Dual  |             |
|                                     | Flts    | Hrs | Flts     | Hrs        | Flts      | Hrs         |
| Day Visual Navigation               |         |     | 2        | 3.0        | 5         | 10.0        |
| Day Visual Navigation<br>Check Ride |         |     |          |            | 1         | 2.0         |
| Day Formation                       |         |     |          |            | 4         | 7.5         |
| <b>Totals</b>                       |         |     | <b>2</b> | <b>3.0</b> | <b>10</b> | <b>19.5</b> |

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

| ADDITIONAL FORMAL TRAINING TIME PER EVENT |                      |              |       |
|---|----------------------|--------------|-------|
| Training Area                             | Brief/Preflight/Taxi | Taxi/Debrief | Total |
| Simulator                                 | 0.50                 | 0.5          | 1.00  |
| Flight                                    | 1.95                 | 1.0          | 2.95  |

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

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

19. Primary Instructional Methods. Lecture, MIL, CAI, 2B47, UTD/OFT, aircraft, facility tours, self- and group-paced study, and in-flight instruction.

20. Preceding Curriculum Data. Replaces CNATRAINST 1542.155B.

21. Student Performance Measurement/Application of Standards.

The standards outlined in Chapter VIII, Course Training Standards, are used to evaluate student performance of individual items and maneuvers. Final judgment regarding the satisfactory performance of any flight maneuver rests with the instructor pilot who must assess the environmental and systems factors affecting the conditions under which the performance is measured and the student's experience within the stage.

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ABBREVIATIONS

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

|      |   |   |
|------|---|---|
| ACAD | - | Academic  |
| AGL  | - | Above Ground Level                                  |
| AGSM | - | Anti-G Straining Maneuver                           |
| AIM  | - | Aeronautical Information Manual                     |
| AOB  | - | Angle of Bank                                       |
| AP   | - | Area Planning                                       |
| ATC  | - | Air Traffic Control                                 |
| ATF  | - | Aviation Training Form                              |
| ATIS | - | Automated Terminal Information Service              |
| ATJ  | - | Aviation Training Jacket                            |
| ATS  | - | Aviation Training Summary, also Approach Turn Stall |
| AWOS | - | Automated Weather Observation System                |
| BAC  | - | Basic Approach Configuration                        |
| CA   | - | Class Advisor                                       |
| CAI  | - | Computer-Assisted Instruction                       |
| CBM  | - | Columbus AFB, MS                                    |
| CFS  | - | Canopy Fracturing System                            |
| CHUM | - | Chart Updating Manual                               |
| COMM | - | Communications                                      |
| CRM  | - | Crew Resource Management                            |
| CTAF | - | Common Traffic Advisory Frequency                   |
| CTS  | - | Course Training Standards                           |
| DH   | - | Decision Height                                     |
| DHN  | - | Dothan Regional, AL                                 |
| DME  | - | Distance Measuring Equipment                        |
| DOR  | - | Drop On Request                                     |

|       |   |   |
|-------|---|---|
| DRAFT | - | Destination, Route, Altitude, Fuel, Time        |
| ELP   | - | Emergency Landing Pattern                       |
| EOB   | - | End of Block                                    |
| EP    | - | Emergency Procedure                             |
| ET    | - | Extra Training                                  |
| ETA   | - | Estimated Time of Arrival                       |
| FAA   | - | Federal Aviation Administration                 |
| FAF   | - | Final Approach Fix                              |
| FAR   | - | Federal Aviation Regulations                    |
| FIH   | - | Flight Information Handbook                     |
| FLIP  | - | Flight Information Publication                  |
| FPC   | - | Final Progress Check                            |
| FSS   | - | Flight Service Station                          |
| FTI   | - | Flight Training Instruction                     |
| FWOP  | - | Fixed-Wing Operating Procedures                 |
| GCA   | - | Ground-Controlled Approach                      |
| GPS   | - | Global Positioning System                       |
| GPU   | - | Ground Power Unit                               |
| GS    | - | Ground Speed                                    |
| HEFOE | - | Hydraulic, Electrical, Fuel, Oxygen, and Engine |
| HFE   | - | Home Field Entry                                |
| H/X   | - | Hours per X (Event)                             |
| IAW   | - | In Accordance With                              |
| ICS   | - | Intercommunication System                       |
| ILS   | - | Instrument Landing System                       |
| IP    | - | Instructor Pilot, also Initial Point            |
| IPC   | - | Initial Progress Check                          |
| IMS   | - | International Military Student                  |
| IMSO  | - | International Military Student Officer          |

|        |   |                                   |
|--------|---|-----------------------------------|
| LSC    | - | Level Speed Change                |
| MAF    | - | Maintenance Action Form           |
| MAP    | - | Missed Approach Point             |
| MCF    | - | Mission Completion Fuel           |
| MDA    | - | Minimum Descent Altitude          |
| MGM    | - | Montgomery Regional, AL           |
| MIF    | - | Maneuver Item File                |
| MIL    | - | Mediated Interactive Lecture      |
| MNTS   | - | Multi-Service NFO Training System |
| MOA    | - | Military Operating Area           |
| NAS    | - | Naval Air Station                 |
| NAVAID | - | Navigational Aid                  |
| NBG    | - | New Orleans NAS JRB, LA           |
| NFO    | - | Naval Flight Officer              |
| NG     | - | No Grade                          |
| NM     | - | Nautical Mile                     |
| NORDO  | - | No Radio                          |
| NOTAMs | - | Notices to Airmen                 |
| NPA    | - | NAS Pensacola, FL                 |
| NQA    | - | Millington Regional Jetport, TN   |
| NSS    | - | Navy Standard Score               |
| OBOGS  | - | On-Board Oxygen Generating System |
| OFT    | - | Operational Flight Trainer        |
| OLF    | - | Outlying Field                    |
| OPSO   | - | Operations Officer                |
| PAS    | - | Phase Aggregate Score             |
| PCL    | - | Pocket Checklist                  |
| PEL    | - | Precautionary Emergency Landing   |
| PMSV   | - | Pilot-to-Metro Service            |

|       |   |   |
|-------|---|---|
| PMU   | - | Power Management Unit                     |
| POS   | - | Power-Off Stall                           |
| PTP   | - | Point-to-Point                            |
| RIOT  | - | Radio Instrument Operational Trainer      |
| RMU   | - | Radio Management Unit                     |
| RRU   | - | Ready Room UNSAT                          |
| RT    | - | Radial Tracking                           |
| RTB   | - | Return-to-Base                            |
| SID   | - | Standard Instrument Departure             |
| SMS   | - | Student Monitoring Status                 |
| SNFO  | - | Student NFO                               |
| SSR   | - | Special Syllabus Requirement              |
| SOP   | - | Standard Operating Procedure              |
| TCN   | - | Terminal Change Notice                    |
| TP    | - | Trainer Practical                         |
| TPC   | - | Tactical Pilotage Chart                   |
| 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                       |
| VNAV  | - | Visual Navigation                         |
| VOR   | - | Very High Frequency Omnidirectional Range |

GLOSSARY

1. Advancing X. Completed event within the normal syllabus flow. Excludes events with last characters in the range 84-89.
2. Aviation Training Form. A grade sheet documenting student performance for all categories of training regardless of media, phase, or stage.
3. Aviation Training Jacket. The ATJ is the student's training record. It contains ATFs, calendar card, grade reports, and all other associated training information. It is filed in student control and follows the student through all phases of training.
4. Aviation Training Summary. A tabular sheet listing the maneuver item file (MIF) and maneuver grades within a training stage.
5. Block of Training. A sequential series of lessons within a training stage sharing an identical MIF. The third character in the lesson designator identifies a block.
6. Check Ride (SXX90). A flight check in any stage of training.
7. Class Advisor. An instructor pilot assigned by the Flight Leader to provide counseling and guidance to a specific class throughout the applicable syllabus.
8. Contact. The stage of training that combines day flight familiarization, aerobatic maneuvers, and out-of-control flight procedures as well as an introduction to the night environment.
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). A description of required behaviors and standards of performance for a specific maneuver. These standards are in Chapter VIII.
11. Courseware. The technical data, flight training instructions, audio, video, film, CAI, instructor guides, student study guides, and other training material developed to support and implement the syllabus of instruction.
12. Critical Item. Any maneuver coded with a plus sign (+). This symbol indicates the maneuver is required and must be accomplished to the specified standard in that block of training.

13. Deliverables. A CNATRA 1542/1827 (Rev. 4-04) Training Review Board 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 MNTS training for that student. Deliverables indicate whether the quality and continuity of training provided was IAW CNATRAINST 1542.155B, indicate the degree of influence by "human factors" on the student's performance, and make a recommendation on attrition/retention based on those items.

14. End of Block. Last event in block. In order to progress past EOB, the student must meet or exceed MIF on all critical items and all optional items attempted in the block.

15. Emergency Procedure. Any degradation of aircraft systems or flight conditions requiring pilot action or intervention.

16. Extra Training (SXX87). Additional student training flights ordered by the Operations Officer, or higher, in order to make up for Squadron/IP instructional deficiencies.

17. Final Progress Check (SXX89). A special check normally given by the Commanding Officer (CO) or Executive Officer (XO). The CO may delegate FPC duty to a qualified O-4 or above, in the event that neither the CO nor XO are qualified or available to instruct in the required stage. A satisfactory FPC returns the student to normal syllabus flow. An UNSAT FPC results in a TRB. An FPC can be the result of an UNSAT IPC in the ready room or flight environment or can be command-directed.

18. Fixed-Wing Operating Procedures Manual. A training wing directive describing standard operating procedures for local fixed-wing aircraft.

19. Flight Training Instruction. A CNATRA-approved manual describing flight procedures and techniques for each training stage.

20. Hours per X. The average length for each event in a block, rounded to the nearest tenth of an hour.

21. Initial Progress Check (SXX88). A special check given by the Operations Officer or his representative. A satisfactory IPC returns the student to normal syllabus flow. An UNSAT IPC results in an FPC.

22. Lesson Designator. All syllabus events have a five-character lesson designator in the following format:

| Char                                    | Meaning                       | Remarks   |
|---|-------------------------------|---|
| 1 <sup>st</sup>                         | Stage                         | G-Ground<br>C-Contact<br>I-Instrument<br>N-Visual<br>Navigation<br>F-Formation  |
| 2 <sup>nd</sup>                         | Media                         | 0-Ground Event<br>1-Academics<br>2-Simulator<br>(Primary)<br>3-Simulator<br>(Intermediate)<br>4-Aircraft<br>(Primary)<br>5-Aircraft<br>(Intermediate)   |
| 3 <sup>rd</sup>                         | Block                         | Sequential, indicating block within stage.  |
| 4 <sup>th</sup><br>&<br>5 <sup>th</sup> | Event/<br>Check<br>Identifier | Sequential, indicating event within block, or other event types as shown below:<br>84-Adaptation<br>Flight<br>85-Practice Sim<br>86-Warmup<br>87-Extra Training<br>88-Initial<br>Progress Check<br>89-Final Progress Check<br>90-Check Ride |

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

24. Master Syllabus. Chapters I-VII list all training syllabus activities, prerequisites, and desired training flow for MNTS.

25. Off-Wing Flight. A Contact flight not flown with the student's on-wing.

26. On-Wing. The student's assigned instructor in the contact stage IAW CNATRAINST 1500.4G.

27. Outcomes. Potential courses of action following a progress check. There are only two basic outcomes:

- a. Pass - Return to training.
- b. Fail - Proceed with the attrition process/attrite.

28. Phase of Training. A major division in the course of training. MNTS consists of Primary, Intermediate, and Advanced phases of training.

29. Pink ATF. An ATF that is pink in color, but otherwise identical to the standard ATF. The pink ATF is used to denote an UNSAT event generating a progress check.

30. Progress Check Pilot. An instructor pilot authorized to administer Initial or Final Progress Checks.
31. Ready Room UNSAT. An UNSAT grade given for inadequate knowledge of flight procedures, systems, discuss items, emergency procedures, or deficient preflight planning.
32. Special Syllabus Requirement. One time, ungraded demonstration item(s).
33. Stage of Training. All training of a particular type (Ground, Contact, Instruments, Visual Navigation, Formation) within a phase. The first letter in the lesson designator identifies the stage of each lesson (Example: F4101 is in the formation stage).
34. Standard Operating Procedure. A training wing or squadron directive describing standard operating procedures for local aircraft.
35. Student Monitoring Status. Squadron-initiated status to address substandard student performance.
36. Training Media. MNTS media include aircraft, UTDs, OFTs, ground training, and CAI. The second character in the lesson identifier designates the training medium.
37. Training Review Board. A fact-finding board appointed to conduct an administrative review of circumstances and procedures relative to an FPC recommendation for a student's attrition.
38. Warmup Event(s) (SXX86). Additional events given to allow a student to regain a level of proficiency previously demonstrated which has diminished due to an extended break in training.

Chapter I

General Instructions

1. Syllabus Management

- a. Distribution. Participating squadron personnel.
- b. Interpretation. The syllabus is directive. Should circumstances create situations not covered within the scope of this syllabus, or specific course of action appears to conflict with other directives, consult CNATRA (N712).
- c. Deviations. Document all deviations on the event's ATF.
- d. Changes. Recommended changes shall be submitted in accordance with (IAW) CNATRAINST 1550.6E.
- e. Execution. All students execute Chapters II through VI.
- f. Syllabus Description. Primary and Intermediate MNTS is flown in the Primary training platform and is divided into stages. Stages are grouped by like flight training regimes such as Contact and Instrument. Each stage is subdivided into training blocks. The training blocks consist of a specified number of flights. Maneuver item files 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

(1) Phase Aggregate Score (PAS). An SNFO's PAS is a comparative ranking based on the previous population of completers for a specific phase or portion of a phase of aviation training. PAS indicates only SNFO performance relative to a normative population of other recent SNFOs. Under the MNTS system, PAS is not by itself an indication of whether an SNFO has met the criteria necessary for winging or continuation in aviation training. PAS is calculated for each block within a curriculum, for the subset of blocks completed by an SNFO still in training (Interim PAS), and for the entire phase.

MNTS SNFO Calculations. From a population of previous SNFOs, an SNFO's PAS is calculated using equation (1), below:

$$SNFO\_PAS = 50 + 10 * \left( 0.81 * \frac{S - M1}{S1} + 0.1 * \frac{M2 - NMU}{S2} + 0.09 * \frac{Acad - M3}{S3} \right) \quad (1)$$

Where

S - SNFO Score

NMU - SNFO Number of Marginals and UNSATs (NMU)

Acad - SNFO Academic Grades

M1 - Squadron Average Score

- M2 - Squadron Average NMU
- M3 - Squadron Average Academic Grades
- S1 - Standard Deviation of Squadron Score
- S2 - Standard Deviation of Squadron NMU
- S3 - Standard Deviation of Squadron Academic Grades

(2) NSS. NSS is calculated to correct for potential non-normality in the distribution of PAS. NSS is calculated for each block within a curriculum, for the subset of blocks completed by an SNFO still in training (Interim NSS), and for the entire phase. NSS is calculated from PAS by using equation (2), below:

$$NSS = 50 + 10 * \left( \frac{PAS - MPAS}{SDPAS} \right) \quad (2)$$

Where

PAS - SNFO PAS

MPAS - Squadron Average PAS

SDPAS - Standard Deviation of Squadron PAS

h. Accelerated Students. Students with prior flight time, excluding Naval Flight Officer Introductory Flight Screening (NIFS) or NIFS equivalent, shall be considered accelerated. During the accelerated period, the student may progress to the next block of training once MIF is met within the current block of training. Squadron commanding officers have the authority to tailor the student's accelerated syllabus based on the student's past flying experience.

## 2. Training Management

a. Syllabus Progression. Fly syllabus events within each stage sequentially. Do not start a block without all prerequisites. Students may be in different stages simultaneously. Where applicable, students shall be prepared, and will be eligible, for both a Visual Navigation and a Formation event. Students must complete all events. System training management is designed to facilitate two graded events (flight, simulator, or exam) per student per day.

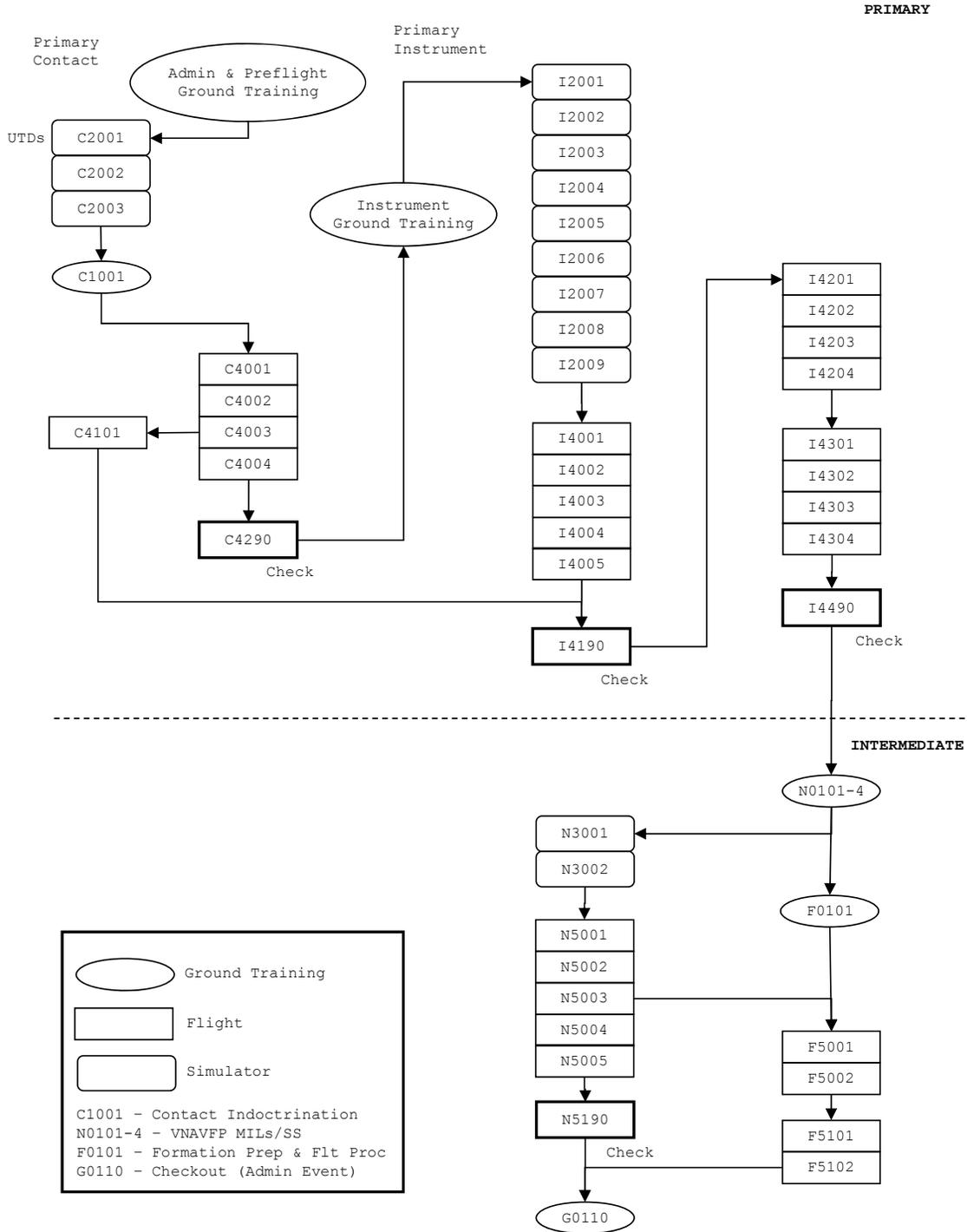
b. Maneuver Continuity. Students must accomplish previously introduced maneuvers frequently enough to ensure required proficiency is maintained.

c. H/X. Instructor pilots (IPs) shall plan and execute missions to meet H/X as closely as practical. If actual event length varies from H/X by more than 0.3 hrs, annotate reason(s) in the ATF's general comments section.

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

e. ATJ Reviews. Class Advisors, Flight Leaders, or Assistant Flight Leaders will conduct jacket reviews at least monthly. SMS students require weekly ATJ reviews.

**COURSE FLOW**



3. UNSAT Performance. (See ***Progress Check Procedures.***)

a. Flight

(1) If syllabus events remain in the block, the student shall progress to the next syllabus event, until the second consecutive or third in-block UNSAT.

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

(3) An UNSAT check ride (SXX90) or two consecutive or three in-block UNSAT syllabus events result in an IPC. Document the failed check ride or second consecutive or third in-block UNSAT event on a pink ATF for that event.

(4) A subsequent check ride failure, two further consecutive or three in-block UNSAT syllabus events, or an RRU result in an FPC. Document the failed progress check on a pink ATF generating the progress check.

(5) Failing an FPC results in a TRB.

b. Ready Room UNSAT (RRU)

(1) An RRU on any syllabus event(s) will result in an IPC. Document the RRU on a pink ATF for that event. The event will be marked as incomplete with an UNSAT grade in the procedures column. On remediation of UNSAT performance, the event will be flown to completion, and general knowledge and emergency procedures will be incorporated into the overall grading solution.

(2) A second or subsequent RRU, failed IPC, or two consecutive UNSAT flight events will result in an FPC. Document the failed FPC on a pink ATF generating the Final Progress Check.

(3) Failing an FPC will result in a TRB.

c. Academic. Failing the same exam twice or failing more than one exam triggers an IPC or FPC as appropriate. The FPC is a Commanding Officer's assessment.

d. Remediation

(1) A dual simulator or ground evaluation emphasizing the deficient areas may clear an UNSAT check ride or end of block syllabus event caused solely by ground operations.

(2) End-of-block UNSAT syllabus events in the instrument stage may be cleared in the simulator if these conditions are met:

(a) The cause of the UNSAT is specific to the maneuver.

(b) The simulator is suited to the failed maneuver.

e. Restrictions. Until remediating the UNSAT:

(1) The student shall not accomplish training in any other stage.

(2) The student may accomplish academic classes, examinations, and ground training missions provided the UNSAT mission was not a prerequisite.

#### 4. Training Review Board

a. Scope. Consider the circumstances relevant to the student's training, for example:

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

(2) Continuity of training provided.

(3) Outside influences/extenuating circumstances.

(4) The TRB **shall not** make attrition/retention recommendations based on perceived student potential or aspects unrelated to the administrative application of training IAW this directive.

b. Composition

(1) Voting Members. The board consists of three voting members, one of which is the Senior Member. The TRAWING Commander designates the Senior Member in writing.

(2) Other Members/Observers. At least one member will be from the student's parent service. For IMSS, where possible, include the country liaison officer and the TRAWING IMSO as observers.

(3) Academic Failures. TRBs convened due to academic failures may include one qualified civilian instructor as a voting member.

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

(a) The student's on-wing.

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

(c) Any instructor who has awarded an UNSAT to the student in the relevant training stage.

(d) The squadron IMSO, in the case of an international student.

c. Deliverables

(1) A background paper assessing the student's training quality and highlighting any irregularities.

(2) Document on CNATRA 1542/1827 (Rev. 4-04), Training Review Board Summary form.

5. Instructor Continuity

a. Students shall fly Contact syllabus events C4001-C4003 with their on-wing. Exceptions:

(1) The Commanding Officer, Executive Officer, Operations Officer, Assistant Operations Officer, Flight Leader, or Assistant Flight Leader may substitute as on-wing in the event the student's on-wing is not available and an on-wing change is not prudent.

(2) Substitute on-wings shall be in the student's direct chain of command.

b. There are no other continuity requirements unless specified by the Flight Leader for SMS students.

6. Break in Training Warmup Events (SXX86). Non-syllabus warmup events compensate for non-syllabus breaks in training.

Eligibility is based on the number of days since the last flight or simulator in the same stage. All warmups shall be dual and coded as an SXX86 (e.g., C4186). Warmup grades do not satisfy block or MIF requirements and shall not be included in the cumulative totals. First flights and simulators in block following ground training are designed and graded with the delay factored in and normally do not require a warmup. Warmup criteria do not apply to night contact (C4101).

a. Warmups Between Stages or Blocks. A mandatory warmup is required if 14-30 days have elapsed since any syllabus flight or simulator event.

b. Warmup Event Criteria. Optional warmup events are based on the student's performance. If the student's performance meets MIF, the event shall count as the next syllabus event. If a student's performance is marginal or UNSAT, the flight shall be coded as the previous completed dual event.

c. Extended Training Delays. If the period between flight or simulator events is greater than 30 days, the squadron CO shall determine an appropriate warmup training plan to regain student proficiency.

| CRITERIA FOR AWARDING WARMUP EVENTS IN A STAGE OR BLOCK |                               |   |
|---|-------------------------------|---|
| Break*<br>(Days)  | Warmup<br>Events              | Remarks   |
| 7-13<br>Sim to<br>A/C                                   | 1 Mandatory<br>Simulator      | <ul style="list-style-type: none"> <li>● Mandatory warmup is not an advancing "X."</li> </ul>   |
| 7-13<br>All<br>others                                   | 1 Optional                    | <ul style="list-style-type: none"> <li>● Based on performance.</li> <li>● Required if overall event grade is Marginal or UNSAT.</li> <li>● Prohibited if: <ul style="list-style-type: none"> <li>▶ Performance meets MIF/standard.</li> <li>▶ Break occurs between stages (see paragraph 6).</li> </ul> </li> </ul> |
| 14-30<br>Sim to<br>A/C                                  | 2 Mandatory<br>Simulators     | <ul style="list-style-type: none"> <li>● Mandatory warmups are not advancing "X's."</li> </ul>  |
| 14-30<br>All<br>others                                  | 1 Mandatory<br><br>1 Optional | <ul style="list-style-type: none"> <li>● Mandatory warmup is not an advancing "X."</li> <li>● Optional warmup based on performance.</li> <li>● Required if overall event grade is Marginal or UNSAT.</li> </ul>   |

\*Break = (Current Julian Date) - (Julian Date of last event, regardless of stage).

## 7. Additional Flights/Simulators

a. ET Events (SXX87). All ETs shall be dual and coded as SXX87 (e.g., C4187).

(1) ET events include, but are not limited to:

(a) IPC/FPC ET Events. Normally, award these events to compensate for training inadequacies, e.g., poor event/maneuver continuity or improper instruction.

1. Preceding an IPC. The Operations Officer may authorize one ET prior to an IPC.

2. Preceding an FPC. The Commanding Officer may authorize as many as two ETs prior to an FPC.

3. IPC/FPC 87 events **shall not** be awarded to remediate UNSAT student performance unrelated to unit/instructional training inadequacies.

4. Document the awarding of IPC/FPC 87 events on supplemental ATFs.

(b) International Students. The Operations Officer may authorize additional events for international students IAW CNATRAINST 1500.4G.

(2) If the ET does not meet the objectives, the Operations Officer or above decides if an additional event is warranted.

b. Adaptation Events (SXX84). The Operations Officer may grant events required for adaptation to the flying environment when requested by the flight surgeon, e.g., airsickness, eyeglasses, etc.

c. Practice Simulators (SXX85). Students may receive practice simulator events as availability permits. These practice events are not part of the syllabus. If a practice simulator is authorized, the student shall only perform previously introduced maneuvers.

## 8. Student Monitoring Status (SMS)

a. The objective of SMS is to focus supervisory attention to a student's progress in training, specific deficiencies, and potential to complete the program. SMS may also be applied to students who require supervisory attention while trying to resolve personal issues.

b. The Flight Leader will place the student on SMS to address substandard performance in a specific area.

c. SMS is intended as a short-term program. SMS requires the setting of specific goals for removal from SMS or proceeding with the elimination process. SMS goals should be tailored to correct deficiencies as the Flight Leader and CA determine or to address personal issues as the Operations Officer determines. The goals and the required period in SMS must be annotated in a supplemental ATF in the student's ATJ.

d. A student who receives two UNSATs in a block of training, or three UNSATs within a single stage of training shall be considered Marginal and placed on SMS.

e. If the student achieves the goals within the SMS period, or when personal issues are resolved, the student returns to normal training flow. If the student is unable to meet the specific goals of SMS or performance does not improve, the student shall progress to an IPC or FPC.

## 9. Ground Training and Briefing Requirements

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

(1) EOB Events. The IP shall carefully review the Aviation Training Summary (ATS) in planning the EOB event to ensure the profile includes opportunities to reach MIF on all critical items and optional items attempted in the block.

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

(a) A thorough knowledge of:

1. The flight's Discuss Items, as listed in Chapters II through VI.

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

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

(c) The latest ATS for the stage.

(d) Discuss items from the daily squadron flying schedule.

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

(a) Specific objectives.

(b) Techniques and required procedures for accomplishing those objectives.

(c) Planned profile and contingencies.

(4) Debriefing

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

(b) The mission's complexity and student's progress govern the time required for the debrief.

(c) The instructor shall provide the student with a new ATS, and may provide a copy of the event's ATF.

b. Emergency Procedures (EP) Briefing and Training

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

(2) Incorporate EP training into simulator events when practical; however, instructional block objectives take precedence.

(3) Grade the student's overall EP knowledge and performance under Emergency Procedures.

10. Mission Grading Procedures And Evaluation Policies

a. General Grading and Evaluation Policy. Maneuver Item Files listed in the MNTS are minimum stage/phase completion standards per maneuver. Students who consistently perform at the absolute minimum standard through multiple stages/phases may not possess the skills required to complete follow-on training. A MIF is designed to allow for minimum performance in a specific area with the understanding that performance above the minimum MIF will offset the weak area.

b. Grading Procedures (Aircraft and Training Devices)

(1) Absolute Maneuver Grading. Use the following grading scale to document the student's characteristic performance on maneuvers attempted during each event. This is an absolute

grading scale. Judge the student's proficiency **only** against the item's course training standard. Maneuver grades shall be consistent with ATF comments.

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

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

2. To indicate accomplishing SSRs. Specify the completed SSRs in the ATF's SSR comments section.

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

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

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

(e) Excellent (E/5 Level). Greatly surpasses CTS. Performance is correct, efficient, and skillful. Deviations are very minor. The student initiates corrections, if required, and they are appropriate, smooth, and rapid.

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

(a) Pass

1. Prior to EOB: progress is adequate to meet standards by EOB.

2. EOB: the student's performance meets or exceeds standards.

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

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

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

(a) EOB MIF Performance. Performance must meet MIF by EOB. If the student has previously met MIF in the block, he or she must still meet MIF in the EOB flight.

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

1. I40 MIF requires an F/3 for Headwork/Situational Awareness. I41 MIF requires a G/4.

2. The student must meet or exceed F/3 to progress out of I40.

3. The student must maintain or exceed F/3 until the last I41 event, by which time the student must attain G/4.

(c) MIF Performance Maintenance. Students shall maintain or exceed MIF performance from one block to the next within a stage or between media within a stage. The exception is when MIF on a subsequent block is below the preceding block MIF. In these cases, the lower MIF applies.

(d) Regression Rules. Regression rules address uneven progress through training. Regression is defined as performance below the previous block MIF. Regression applies to MIF maintenance between blocks within a stage or between media within a stage. Regression does not apply within a block. The following specifies allowable regression.

1. The student is allowed up to two maneuver grades of F/3 where a G/4 is required on previous block MIF, and:

a. The student has previously demonstrated G/4 proficiency when a G/4 was required on previous block MIF,

b. The maneuver was not a check ride critical (+) item,

c. The IP is satisfied the student is ready to progress to the next event.

2. The IP shall award an overall UNSAT due to regression rules if:

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

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

c. There was regression on more than two items during one event.

(4) Maneuver Requirements. For each block:

(a) Mandatory Items. Items with a number and a plus (+) are mandatory and the student must meet the required proficiency by EOB.

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

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

1. Unnumbered items.

2. Items not in the stage.

3. EXCEPTIONS:

a. Weather-driven instrument approaches.

b. Prebriefed maneuvers for IP proficiency.

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

(a) Assessment. Assess the event complete if:

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

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

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

4. Otherwise, assess the event incomplete.

(b) Completion Events

1. An event may both complete a previous event and count as an advancing X.

2. For events flown exclusively to clear an incomplete, grades on maneuvers repeated from the incomplete event do not count towards the student's PAS except where the grade assigned for the repeated item is lower than the lowest grade previously assigned on that item across all previous attempts at that event.

(c) Simulator Event Completion. Assess a simulator event complete if the student has received a full 1.5-hour training period.

c. Policies for Evaluation Flights and Ground Evaluations

(1) Authorized Evaluators. The squadron commander will designate check pilots for each stage.

(2) Check Rides (SXX90)

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

1. Should fly a representative cross section of optional maneuvers.

2. Up to two optional maneuvers may be graded F/3 where G/4 is required without requiring an overall UNSAT.

3. Check pilots may allow students to reaccomplish maneuvers.

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

**Regression rules do not apply.**

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

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

1. Any critical (+) item was not flown, or
2. The check pilot was unable to sample sufficient examples of a given maneuver to assess the student's overall performance.

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

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

- a. Any critical (+) item is below MIF, or
- b. More than two optional items were graded F/3 where G/4 is required, or
- c. Any maneuver is U/2.

(c) UNSAT Check Ride - Ground Operations. A check ride graded UNSAT solely for ground operations requires a progress check. The Operations Officer will decide whether to perform the progress check as a ground evaluation, in the simulator, or in the aircraft.

### (3) Progress Check Procedures

(a) The Progress Check Pilot shall consider the student's proficiency, judgment, air sense, and overall ability to maneuver the aircraft safely and confidently. The student must also demonstrate the potential to successfully complete MNTS **and advanced training**. All progress checks must meet MIF for the most recently completed block of training. Progress checks shall be full mission profiles emphasizing the student's weak areas and a representative cross section of area and pattern maneuvers. All critical items do not need to be accomplished. Document failed progress checks on a pink-colored version of the respective ATF for the failed event generating the progress check. For purposes of determining when IPCs or FPCs are required, no distinction need be drawn between UNSAT ready room events and UNSAT flight events. Both contribute to the same IPC/FPC process.

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

1. Criteria for an IPC are:
  - a. Failed check ride.
  - b. Two consecutive or three UNSAT events in a block, not including SXX87 or SXX86 events.
  - c. Following an RRU.
  - d. Following two academic test failures in phase.
  - e. Receiving an officer-like qualities (OLQ) UNSAT.
2. Operations Officer or above directed when the student's:
  - a. Potential to complete MNTS is in doubt.
  - b. OLQs are inadequate.
3. Outcomes are:
  - a. Passing returns the student to normal syllabus flow.
  - b. Failing results in an FPC.
4. IPC IPs. The Operations Officer or his representative, usually a designated Standardization pilot, shall administer the IPC. Neither the student's on-wing nor the IP that generated the UNSAT grade resulting in the IPC shall administer the IPC. A qualified IPC IP shall monitor an IPC conducted in a simulator. The squadron IPC IP is required to make a "return to training" or "continue the attrition process" recommendation to the squadron CO.

(c) FPC. The following defines when to conduct an FPC, FPC outcomes, and FPC IPs.

1. Criteria for an FPC are:
  - a. Following a failed IPC.
  - b. If the conditions requiring an IPC exist, and the student has already accomplished an IPC in phase.

c. Following the third or subsequent academic test failure.

2. A Commanding Officer-directed FPC will be performed when the student's potential to complete MNTS is in doubt.

3. Outcomes are:

a. Passing returns the student to normal syllabus flow.

b. Failing results in a TRB.

4. FPC IPs. The CO, XO, or a CO-designated representative administers the FPC. It is the intent of CNATRA that wherever possible the CO, or in his absence, the XO, shall conduct FPCs. In the event that neither the CO nor XO are qualified or available to instruct in the required stage, the CO may designate in writing a senior officer (O-4 or above) to conduct the FPC by direction. Neither the student's on-wing nor the IP that generated the UNSAT grade resulting in the FPC shall administer the FPC. A qualified FPC IP shall monitor an FPC conducted in the simulator. The FPC IP is responsible for a return to training decision or an attrition recommendation to the COMTRAWING.

d. Progress Check Counseling

(1) Prior to an IPC. The student's Flight Leader or the Operations Officer shall counsel the student on the Progress Check Training Review Process and document counseling on a supplemental ATF.

(2) Upon Completion of an IPC. The IPC IP or Operations Officer shall counsel the student on the Progress Check Training Review Process. When conducted by the IPC IP, document counseling on the IPC ATF. When conducted by the Operations Officer (and the Operations Officer was not the IPC IP), document counseling on a supplemental ATF.

(3) Upon Satisfactory Completion of a FPC. The CO or his designated representative will counsel the student. Counseling should consist of the Progress Check Training Review Process, attrition/retention recommendations, and future courses of action. The CO shall document counseling on the FPC ATF. If conducted by a designated representative, document counseling on a supplemental ATF.

11. Special Instructions and Restrictions

a. Flight Hour/Event Requirements and Restrictions

(1) Programmed Hours and Events. Programmed syllabus flight hours are 58.5 hours. Event lengths for SXX86, 87, 88, and 89 events will cause variation. Accomplish all syllabus events.

(2) Minimum Night Hours. N/A.

(3) Minimum Solo Hours. N/A.

(4) Minimum Instrument Hours (Actual or Simulated). N/A.

(5) Maximum Daily Student Activities (Aircraft, Simulator, or Academic). Students shall not exceed two activities during one duty day or three activities during cross-country flights.

(6) Minimum Student Turn-Times. One hour is required between debriefing of a dual event and the brief for a follow-on dual event or simulator event. This requirement does not apply to out-and-in or cross-country profiles; however, the instructor shall ensure adequate debrief and brief time is allocated.

(7) 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. Crew day shall not exceed 12 hours.

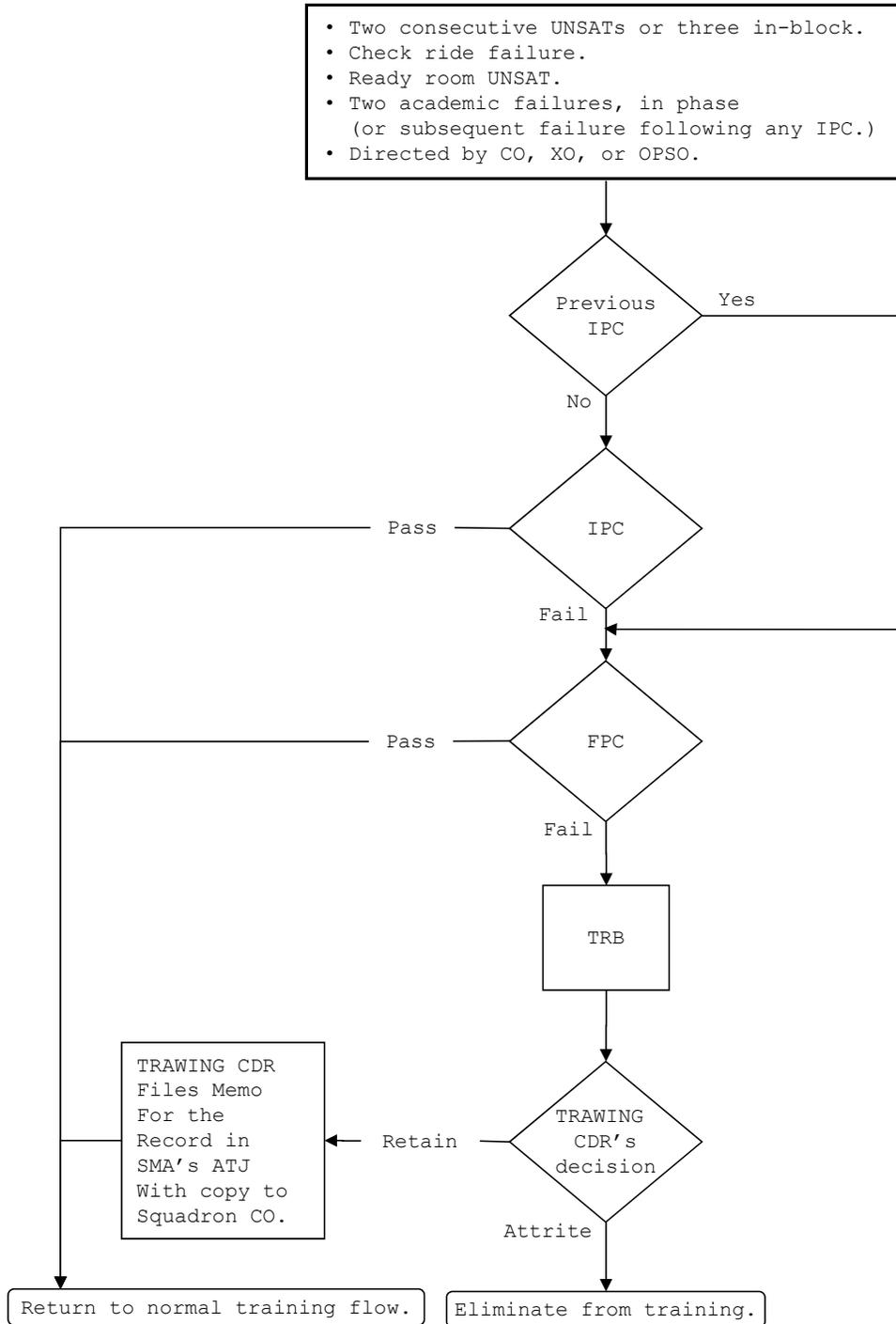
(8) Crew Rest. A minimum of 12 hours shall elapse between the conclusion of the student's last scheduled event of the day (including associated debrief) and his first scheduled instructional event of the following day.

b. Maneuver Demonstrations. The student shall not perform a maneuver for the first time until the IP demonstrates the maneuver, unless previous training adequately fulfills this role. This does not apply to simulator events.

c. Airspace Utilization. Conduct contact and formation events in designated areas. These events may be out-and-ins with Operations Officer approval.

d. Aircraft/Simulator Interchangeability. Simulator events may be substituted in the T-6A when the UTD/OFT is unavailable for extended periods of time.

MNTS PROGRESS CHECK TRAINING REVIEW PROCESS



Chapter II

Ground Training

1. Use of Preflight Training Time. Hours are available during the Preflight Stage to schedule briefings, aircraft exterior and interior inspections, learning center programs, study sessions, or any other activities that will enhance the student's training and preparation for Primary. If considered more beneficial, these hours may be used for academic training normally conducted early in Primary; however, all prerequisites must be met.

| Blk # | Media | Title          | Events | Hrs   | Blk Name |
|-------|-------|----------------|--------|-------|----------|
| G01   | Class | Administration | 10     | 13.35 | ASI      |

1. Prerequisites

- a. None prior to G0101-8 (any order).
- b. G1314 prior to G0109.
- c. G1007 and I4490 prior to G0110 (Primary phase).
- d. N5190 and F5102 prior to G0110 (Intermediate phase).

2. Events

|       |                 |                           |  |      |
|-------|-----------------|---------------------------|--|------|
| G0101 | MIL             | Academic Welcome Aboard   |  | 0.75 |
| G0102 | MIL             | Academic Procedures Brief |  | 0.75 |
| G0103 | Offline<br>Lect | Commodore's Brief         |  | 1.00 |
| G0104 | None            | Paraloft                  |  | 2.00 |
| G0105 | None            | Orientation VT-4/10       |  | 3.50 |
| G0106 | None            | Medical Records Check-In  |  | 2.00 |
| G0107 | Lect            | Chaplain's Brief          |  | 1.00 |
| G0108 | None            | Class Photo               |  | 0.25 |
| G0109 | MIL             | MNTS Brief                |  | 2.00 |
| G0110 | None            | Checkout                  |  | 0.10 |

3. Syllabus Notes. None.

4. Discuss Items. None.

| Blk #                    | Media | Title                        | Events | Hrs   | Blk Name     |
|--------------------------|-------|------------------------------|--------|-------|--------------|
| G02-04/<br>G10-13<br>C01 | Class | Preflight Ground<br>Training | 61     | 97.75 | See<br>Below |

1. Prerequisites

- a. G0201 has no required prerequisite; G0201 prior to G0401.
- b. G1213 prior to G1001-7 (in order).
- c. G0101-8 and G0201 prior to G1101.
- d. G1101 prior to G1102, G1103, G1104, G1105, G1107, G1108, G1110, G1111, and G1112.
- e. G1103-5 prior to G1106; G1107-8 prior to G1109; G1106 and G1110-12 prior to G1113.
- f. G1113 prior to G1114; G1109 and G1114 prior to G1115.
- g. G1115 prior to G1201, G1202, G1204, G1205, G1207, G1209, G1210, G1211, G1212, and G1312.
- h. G1201-2 prior to G1203; G1204-5 prior to G1206; G1207 prior to G1208.
- i. G1102, G1203, G1206, and G1208-12 prior to G1213.
- j. G1213 prior to G1301-3 (any order), G1305-7 (any order), and G1309-11 (any order).
- k. G1301 prior to G1304; G1304 prior to G1308; G1302-3 and G1305-8 prior to G1313.
- l. G1313 prior to G0202.
- m. G0109 and G0202 prior to G0203.
- n. G1309-11 and G1313 prior to G1314.
- o. G1314 prior to G0301-3 (in order) and C0101-5 (in order).

2. Events

|       |              |   |      |         |
|-------|--------------|---|------|---------|
| G0201 | MIL          | Aviation Safety Program                 | 1.25 | ASI     |
| G0202 | Lect         | T-6A Ejection/Egress Brief              | 1.00 | ASI     |
| G0203 | Lect         | T-6A Ejection/Egress Trainer            | 2.00 | ASI     |
| G0301 | MIL          | Contact Comm 1                          | 1.00 | VFRCOMM |
| G0302 | None         | Comm Tower Visit                        | 1.50 | VFRCOMM |
| G0303 | MIL          | Contact Comm 2                          | 1.00 | VFRCOMM |
| G0401 | MIL          | Crew Resource Management                | 3.00 | CRM     |
| G1001 | JPATS<br>MIL | METARs and TAFs                         | 2.50 | METRO   |
| G1002 | P/P          | Metro Lesson Quiz/Review 1              | 1.00 | METRO   |
| G1003 | JPATS<br>MIL | Charts/WX Advisories                    | 2.50 | METRO   |
| G1004 | JPATS<br>MIL | DD-175-1                                | 1.50 | METRO   |
| G1005 | P/P          | Metro Lesson Quiz/Review 2              | 2.00 | METRO   |
| G1006 | P/P          | Metro Test Review                       | 2.00 | METRO   |
| G1007 | CAI          | Metro Exam/Critique                     | 2.00 | METRO   |
| G1101 | JPATS<br>MIL | Intro to T-6 Systems/Intro to<br>CAI    | 1.00 | SYS1    |
| G1102 | None         | T-6A Aircraft Tour                      | 2.00 | SYS1    |
| G1103 | JPATS<br>CAI | Flight Controls                         | 1.50 | SYS1    |
| G1104 | JPATS<br>CAI | Hydraulic Systems, Part 1               | 1.50 | SYS1    |
| G1105 | JPATS<br>CAI | Hydraulic Systems, Part 2               | 1.50 | SYS1    |
| G1106 | JPATS<br>MIL | Flight Controls and Hydraulic<br>Review | 2.00 | SYS1    |
| G1107 | JPATS<br>CAI | Flight Instruments, Part 1              | 2.00 | SYS1    |

Continued on next page.

2. Events (Cont)

|       |              |                                   |      |      |
|-------|--------------|-----------------------------------|------|------|
| G1108 | JPATS<br>CAI | Flight Instruments, Part 2        | 1.50 | SYS1 |
| G1109 | JPATS<br>MIL | Flight Instruments Review         | 1.50 | SYS1 |
| G1110 | JPATS<br>CAI | Communication Systems             | 2.00 | SYS1 |
| G1111 | JPATS<br>CAI | Navigation Systems                | 2.00 | SYS1 |
| G1112 | JPATS<br>CAI | GPS                               | 1.00 | SYS1 |
| G1113 | JPATS<br>MIL | Comm/Nav Systems Review           | 2.00 | SYS1 |
| G1114 | UTD          | T-6A Cockpit<br>Familiarization 1 | 2.00 | SYS1 |
| G1115 | CAI<br>Test  | SYS 1 Exam and Critique           | 2.00 | SYS1 |
| G1201 | JPATS<br>CAI | Electrical System                 | 1.50 | SYS2 |
| G1202 | JPATS<br>CAI | Fuel System                       | 1.00 | SYS2 |
| G1203 | JPATS<br>MIL | Electrics and Fuel Review         | 1.50 | SYS2 |
| G1204 | JPATS<br>CAI | Propulsion 1                      | 2.00 | SYS2 |
| G1205 | JPATS<br>CAI | Propulsion 2                      | 1.00 | SYS2 |
| G1206 | JPATS<br>MIL | Propulsion Review                 | 1.50 | SYS2 |
| G1207 | JPATS<br>CAI | Environmental System 1            | 1.00 | SYS2 |
| G1208 | JPATS<br>CAI | Environmental System 2            | 0.50 | SYS2 |

Continued on next page.

2. Events (Cont)

|       |              |   |      |        |
|-------|--------------|---|------|--------|
| G1209 | JPATS<br>CAI | Canopy System                                   | 0.50 | SYS2   |
| G1210 | JPATS<br>CAI | Ejection System                                 | 1.50 | SYS2   |
| G1211 | JPATS<br>MIL | Environmental/Canopy/Ejection<br>Systems Review | 2.00 | SYS2   |
| G1212 | UTD          | T-6A Cockpit<br>Familiarization 2               | 1.50 | SYS2   |
| G1213 | CAI<br>Test  | SYS 2 Exam and Critique                         | 2.00 | SYS2   |
| G1301 | JPATS<br>MIL | Introduction to Operating<br>Procedures/NATOPS  | 1.50 | OPPROC |
| G1302 | JPATS<br>MIL | Handling Emergency Procedures                   | 1.00 | OPPROC |
| G1303 | JPATS<br>MIL | Takeoff Emergencies                             | 1.50 | OPPROC |
| G1304 | JPATS<br>CAI | Exterior Inspection                             | 1.00 | OPPROC |
| G1305 | JPATS<br>MIL | In-Flight Emergencies, Part 1                   | 2.50 | OPPROC |
| G1306 | JPATS<br>MIL | In-Flight Emergencies, Part 2                   | 3.00 | OPPROC |
| G1307 | JPATS<br>MIL | In-Flight Emergencies 3                         | 2.00 | OPPROC |
| G1308 | JPATS<br>CAI | Postflight Checks                               | 0.50 | OPPROC |
| G1309 | JPATS<br>CAI | Preflight Checks                                | 1.50 | OPPROC |
| G1310 | JPATS<br>CAI | In-Flight Checks                                | 1.00 | OPPROC |
| G1311 | JPATS<br>CAI | Aircraft Operating<br>Limitations               | 2.00 | OPPROC |

Continued on next page.

2. Events (Cont)

|       |                |  |      |        |
|-------|----------------|--|------|--------|
| G1312 | Offline<br>MIL | PR/NATOPS Review                                   | 1.00 | OPPROC |
| G1313 | P/P            | EP Test  | 1.50 | OPPROC |
| G1314 | CAI<br>Test    | PR/NATOPS Exam and Critique                        | 2.00 | OPPROC |
| C0101 | MIL            | T-6A Contact 1 - Flight<br>Line Preparation        | 1.00 | CONFP  |
| C0102 | MIL            | T-6A Contact 2 - Ground<br>Procedures              | 2.00 | CONFP  |
| C0103 | MIL            | T-6A Contact 3 - Course<br>Rules/Area 1/MOA        | 2.00 | CONFP  |
| C0104 | MIL            | T-6A Contact 4 - Flight<br>Procedures/Night Flight | 1.50 | CONFP  |
| C0105 | MIL            | T-6A Contact 5 - Landing<br>Pattern/EPs            | 2.00 | CONFP  |

3. Syllabus Notes. None.

4. Discuss Items. None.

| Blk # | Media | Title                      | Events | Hrs | Blk Name |
|-------|-------|----------------------------|--------|-----|----------|
| C10   | Class | Contact Flight Preparation | 1      | 3.0 | Contact  |

1. Prerequisite. C2003.

2. Events

|       |      |                                |  |     |  |
|-------|------|--------------------------------|--|-----|--|
| C1001 | Lect | Contact Indoctrination (FAM-0) |  | 3.0 |  |
|-------|------|--------------------------------|--|-----|--|

3. Syllabus Notes. The student will accomplish or simulate the following items during C1001.

a. Canopy operation (exterior/interior), before exterior/interior inspections, complete strap-in (all gear), all ground checklists, cockpit familiarization (identify all electronic displays and their function), RMU/backup UHF control head operation, safety pins stowage, emergency ground egress (with and without CFS), ejection.

b. All students are required to successfully accomplish a boldface and OPS limit exam. Successful accomplishment of the boldface and OPS limit exam consists of 100% accuracy. Only minimal abbreviation will be acceptable. Less than 100% on the boldface and OPS limit exam shall be annotated on the grade sheet.

4. Discuss Items. Flight line expectations, scheduling/snivels, chain of command, class advisor program, ATS, ATF, ATJ, what-to-bring to brief, conduct of preflight briefings, discuss items, weather briefs, weight and balance, flight gear check, aircraft issue, MAF, ground safety, special syllabus requirements, procedures, emergency procedures, information resources, hangar/chair flying, DOR, TTO policy. General discussion of all planned items in paragraph 2 above.

| Blk #          | Media | Title                         | Events | Hrs   | Blk Name  |
|----------------|-------|-------------------------------|--------|-------|-----------|
| G14-16/<br>I01 | Class | Instrument Ground<br>Training | 96     | 133.5 | See Below |

1. Prerequisites

- a. C4290 prior to G1401.
- b. G1401 prior to G1402-4 (any order) and G1412-13 (any order).
- c. G1402-4 prior to G1405-11 (in order).
- d. G1411 prior to G1414-24 (in order).
- e. G1412-13 and G1424 prior to G1425; G1425 prior to G1426, G1501-2 (any order), G1504-6 (any order).
- f. G1426 prior to G1503; G1503 prior to G1507-10 (in order).
- g. G1510 prior to G1513; G1513 prior to G1511-12 (in order).
- h. G1501-2, G1504-6, and G1512 prior to G1514-28 (in order).
- i. G1528 prior to G1601-38 (in order); G1635 prior to G1639.
- j. G1638 prior to G1640; G1639-40 prior to G1641.
- k. G1641 prior to I0101.

2. Events

|       |              |  |  |     |       |
|-------|--------------|--|--|-----|-------|
| G1401 | MIL          | Introduction and Basic<br>Instruments Overview |  | 1.0 | INST1 |
| G1402 | JPATS<br>CAI | Instrument Displays and<br>Cross-check         |  | 1.0 | INST1 |
| G1403 | JPATS<br>CAI | Introduction to Radio<br>Instruments           |  | 1.5 | INST1 |
| G1404 | JPATS<br>CAI | FLIP, NOTAMs, and Charts                       |  | 2.0 | INST1 |
| G1405 | JPATS<br>MIL | Basic Instrument Review                        |  | 2.0 | INST1 |
| G1406 | MIL          | Intro to 2B47/TP-1 Brief                       |  | 0.5 | INST1 |

Continued on next page.

2. Events (Cont)

|       |           |  |     |       |
|-------|-----------|--|-----|-------|
| G1407 | RIOT      | RIOT 1 (Direct, RT, Course Intercept)                  | 2.0 | INST1 |
| G1408 | Lect      | CR-2, Wind Analysis, and Time Gates                    | 1.5 | INST1 |
| G1409 | 2B47      | TP-1 Fly (Direct, RT, Course Intercept)                | 2.0 | INST1 |
| G1410 | Lect      | TP-1 Debrief/FLIP Homework                             | 0.5 | INST1 |
| G1411 | JPATS MIL | Advanced Instruments Overview                          | 1.0 | INST1 |
| G1412 | JPATS CAI | Instrument Takeoff and Departures                      | 1.0 | INST1 |
| G1413 | JPATS CAI | Arrival Preparation and Holding                        | 1.0 | INST1 |
| G1414 | JPATS MIL | Instruments Review 1                                   | 2.0 | INST1 |
| G1415 | MIL       | Holding Lecture (6Ts)/ Holding Trainer                 | 1.5 | INST1 |
| G1416 | RIOT      | RIOT 2 (PTP, Holding)                                  | 1.5 | INST1 |
| G1417 | 2B47      | TP-2 FLY (Direct, PTP, Course Intercept, Arc)          | 1.5 | INST1 |
| G1418 | Lect      | TP-2 Grading/Debrief and AIM Chapter 5 (Holding)       | 0.5 | INST1 |
| G1419 | Lect      | FLIP Review and CR-2 Exercises                         | 1.5 | INST1 |
| G1420 | RIOT      | RIOT 3 (SID, Enroute, Wind Analysis, GS, ETA, Holding) | 1.5 | INST1 |
| G1421 | Lect      | TP-3 Brief   | 0.5 | INST1 |
| G1422 | 2B47      | TP-3 Fly (Holding)                                     | 2.0 | INST1 |
| G1423 | Lect      | TP-3 Grading/Debrief and Homework                      | 1.0 | INST1 |
| G1424 | Lect      | Instruments 1 Examination Review                       | 1.5 | INST1 |

Continued on next page.

2. Events (Cont)

|       |                |  |     |       |
|-------|----------------|--|-----|-------|
| G1425 | CAI<br>Test    | Instruments 1 Exam   | 1.5 | INST1 |
| G1426 | Lect           | Instruments 1 Exam<br>Remediation, Review, and<br>Critique | 1.0 | INST1 |
| G1501 | JPATS<br>CAI   | Descent and Penetration                                    | 1.0 | INST2 |
| G1502 | JPATS<br>CAI   | Low Altitude Approaches                                    | 1.0 | INST2 |
| G1503 | JPATS<br>MIL   | Instruments Review 2                                       | 2.0 | INST2 |
| G1504 | JPATS<br>CAI   | Final Approach   | 1.5 | INST2 |
| G1505 | JPATS<br>CAI   | Radar Approaches   | 1.5 | INST2 |
| G1506 | JPATS<br>CAI   | Transition to Landing and<br>Missed Approach               | 2.0 | INST2 |
| G1507 | JPATS<br>MIL   | Instruments Review 3                                       | 2.0 | INST2 |
| G1508 | Lect           | Homework-INAV Supplement<br>and Comms                      | 2.0 | INST2 |
| G1509 | JPATS<br>MIL   | Instruments Review 4                                       | 2.0 | INST2 |
| G1510 | Lect           | Comm Brief and Radar<br>Pattern                            | 1.5 | INST2 |
| G1511 | Lect           | TP-4 Brief/RIOT Examples                                   | 0.5 | INST2 |
| G1512 | Offline<br>MIL | Instruments 2 Examination<br>Review                        | 1.5 | INST2 |
| G1513 | None           | Tower, GCA Visit   | 2.0 | INST2 |
| G1514 | CAI<br>Test    | Instruments 2 Exam   | 1.5 | INST2 |

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2. Events (Cont)

|       |              |   |     |         |
|-------|--------------|---|-----|---------|
| G1515 | Lect         | Instruments 2 Exam Review,<br>Remediation, and Critique | 1.5 | INST2   |
| G1516 | 2B47         | TP-4 Fly (PTP)  | 2.0 | INST2   |
| G1517 | Lect         | TP-4 Grading/Debrief                                    | 1.0 | INST2   |
| G1518 | Lect         | TP-5 Brief/TP-6 Brief                                   | 1.5 | INST2   |
| G1519 | 2B47         | TP-5 Fly (CBM-DHN/SID, RT,<br>PTP, Arc, Holding)        | 2.0 | INST2   |
| G1520 | Lect         | TP-5 (Grading/Debrief)                                  | 1.5 | INST2   |
| G1521 | 2B47         | TP-6 Fly (CBM-NQA/SID, RT,<br>PTP, Arc)                 | 2.5 | INST2   |
| G1522 | Lect         | TP-6 Grading/Debrief                                    | 1.5 | INST2   |
| G1523 | Lect         | TP-7 Brief  | 0.5 | INST2   |
| G1524 | 2B47         | TP-7 Fly (CBM-NBG/Practical<br>Final)                   | 2.5 | INST2   |
| G1525 | Lect         | TP-7 Grading/Debrief and<br>Course Critiques            | 1.0 | INST2   |
| G1526 | Lect         | INAV Supplement Review                                  | 1.5 | INST2   |
| G1527 | Lect         | TP-7 Remedial   | 1.5 | INST2   |
| G1528 | Lect         | TP-7 Remedial Grading/<br>Debrief and FLIP Homework     | 0.5 | INST2   |
| G1601 | MIL          | Flight Planning Introduction<br>and Overview            | 0.5 | FltPlng |
| G1602 | MIL          | Weather Requirements                                    | 1.0 | FltPlng |
| G1603 | MIL          | DD-175  | 0.5 | FltPlng |
| G1604 | MIL          | Jet Logs  | 1.0 | FltPlng |
| G1605 | MIL          | INAV Turnpoint Procedures                               | 1.0 | FltPlng |
| G1606 | Lect         | TP-8 Brief  | 0.5 | FltPlng |
| G1607 | JPATS<br>MIL | IFR Navigation  | 2.0 | FltPlng |

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2. Events (Cont)

|       |      |                                     |     |         |
|-------|------|-------------------------------------|-----|---------|
| G1608 | 2B47 | TP-8 (NPA-MGM)                      | 3.5 | FltPlng |
| G1609 | Lect | TP-8 Debrief                        | 1.0 | FltPlng |
| G1610 | Lect | TP-8 Procedures Review/<br>Chairfly | 1.5 | FltPlng |
| G1611 | Lect | Day 1 Homework Review               | 1.0 | FltPlng |
| G1612 | Lect | TP-8 Refly Brief/TP-9 Brief         | 0.5 | FltPlng |
| G1613 | 2B47 | TP-8 Refly (NPA-MGM)                | 2.5 | FltPlng |
| G1614 | Lect | TP-8 Refly Debrief                  | 1.0 | FltPlng |
| G1615 | 2B47 | TP-9 (MGM - CBM)                    | 2.0 | FltPlng |
| G1616 | Lect | TP-9 Debrief                        | 1.0 | FltPlng |
| G1617 | Lect | Day 2 Homework Review               | 1.0 | FltPlng |
| G1618 | Lect | TP-10 Brief                         | 0.5 | FltPlng |
| G1619 | 2B47 | TP-10 (CBM-NPA)                     | 2.5 | FltPlng |
| G1620 | Lect | TP-10 Debrief                       | 1.0 | FltPlng |
| G1621 | Lect | Day 3 Homework Review               | 1.0 | FltPlng |
| G1622 | Lect | TP-11 Brief                         | 0.5 | FltPlng |
| G1623 | 2B47 | TP-10 Refly (CBM-NPA)               | 2.0 | FltPlng |
| G1624 | Lect | TP-10 Refly Debrief                 | 1.0 | FltPlng |
| G1625 | 2B47 | TP-11 (NPA-NPA)                     | 2.5 | FltPlng |
| G1626 | Lect | TP-11 Debrief                       | 1.0 | FltPlng |
| G1627 | Lect | Day 4 Homework Review               | 1.0 | FltPlng |
| G1628 | Lect | TP-12 Brief                         | 0.5 | FltPlng |
| G1629 | 2B47 | TP-11 Refly (CBM-NPA)               | 2.0 | FltPlng |
| G1630 | Lect | TP-11 Refly Debrief                 | 1.0 | FltPlng |
| G1631 | 2B47 | TP-12 (NPA-NPA)                     | 2.5 | FltPlng |
| G1632 | Lect | TP-12 Debrief                       | 1.0 | FltPlng |

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2. Events (Cont)

|       |      |  |     |         |
|-------|------|--|-----|---------|
| G1633 | Lect | Flight Planning Homework Review                        | 0.5 | FltPlng |
| G1634 | MIL  | Flight Line Preparation Lecture                        | 0.5 | FltPlng |
| G1635 | MIL  | Flight Planning Exam Review                            | 0.5 | FltPlng |
| G1636 | Lect | TP-13 Practical Exam Brief                             | 0.5 | FltPlng |
| G1637 | 2B47 | TP-12 Refly (CBM-NPA)                                  | 2.0 | FltPlng |
| G1638 | Lect | TP-12 Refly Debrief                                    | 1.0 | FltPlng |
| G1639 | CAI  | Flight Planning Exam Test                              | 1.5 | FltPlng |
| G1640 | 2B47 | TP-13 Practical Final Exam                             | 1.5 | FltPlng |
| G1641 | Lect | Flight Planning Exam Review, Remediation, and Critique | 1.0 | FltPlng |
| I0101 | MIL  | Instrument Navigation Flight Preparation               | 5.5 | FltPrep |

3. Syllabus Notes. None.

4. Discuss Items. None.

| Blk #       | Media        | Title                          | Events | Hrs  | Blk Name  |
|-------------|--------------|--------------------------------|--------|------|-----------|
| N01/<br>F01 | Class/<br>SS | Intermediate<br>Flight Support | 5      | 27.5 | See Below |

1. Prerequisites

- a. Primary phase (I4490) prior to N0101-4 (any order).
- b. N0101-4 prior to F0101.

2. Events

|       |     |  |  |      |        |
|-------|-----|--|--|------|--------|
| N0101 | MIL | Chart Review/Prep                              |  | 4.0  | VNAVFP |
| N0102 | MIL | Low-level Flight Planning                      |  | 3.0  | VNAVFP |
| N0103 | MIL | Flight Procedures                              |  | 4.0  | VNAVFP |
| N0104 | SS  | Chart Prep Time                                |  | 12.0 | VNAVFP |
| F0101 | MIL | Formation Preparation and<br>Flight Procedures |  | 4.5  | FORMFP |

3. Syllabus Notes. None.

4. Discuss Items. None.

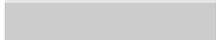
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Chapter III

Contact Training

1. General. Initial instruction should focus on determining the instructional approach best suited for each student's problem areas so that mission profiles can be flown to correct deficient areas. Although the MIF does not require consistent student proficiency on the more complicated maneuvers until the instructional unit prior to check ride, students must show continued improvement as they progress in training. Regardless of the end-of-unit MIF requirements, overall mission grades must reflect the student's progress toward meeting training requirements.
2. Pattern Training. Utilize the overhead/break traffic pattern as much as possible for pattern training.
3. Navigation. When possible, home and auxiliary field departures and recoveries should be visual with the assistance of the local area map. Weather may require the instructor to use navigational aids in place of visual navigation.
4. Seating. Students shall occupy the front seat for all events in the stage, except the Night Contact event. Students shall occupy the rear seat during C4101, Night Contact.
5. Matrices. The following matrix is an overview of the entire Contact Stage. The purpose of this matrix is to provide the student and IP the easiest way to track progress, regression, and overall status in relation to the MIF. A single matrix follows each block description throughout this chapter.
6. Stage MIF

 Simulator/Device Event  
 Check Flight Event  
 CTS REF "N" = NATOPS

| CONTACT STAGE MANEUVER ITEM FILE |                              |       |       |       |       |
|----------------------------------|------------------------------|-------|-------|-------|-------|
| CTS REF                          | MANEUVER                     | C2003 | C4004 | C4101 | C4290 |
| 1                                | General Knowledge/Procedures | 3+    | 4+    | 4+    | 4+    |
| 2                                | Emergency Procedures         |       | 4+    | 4+    | 4+    |

MIF continued on next page.

| <b>CONTACT STAGE MANEUVER ITEM FILE</b> |                                     |              |              |              |              |
|---|-------------------------------------|--------------|--------------|--------------|--------------|
| <b>CTS REF</b>                          | <b>MANEUVER</b>                     | <b>C2003</b> | <b>C4004</b> | <b>C4101</b> | <b>C4290</b> |
| 3                                       | Headwork/Situational Awareness      |              | 3+           | 3+           | 3+           |
| 4                                       | BAR                                 |              | 4+           | 3+           | 4+           |
| N                                       | Strap-In/Interior Inspection        | 3+           |              |              |              |
| 7                                       | Ground Procedures                   |              | 4+           | 2+           | 4+           |
| 8                                       | Radio Procedures                    | 3+           | 4+           | 3+           | 4+           |
| N                                       | Engine Start                        | 3+           |              |              |              |
| N                                       | Start Malfunctions                  | 3            |              |              |              |
| N                                       | Fire Warning on the Ground          | 3+           |              |              |              |
| N                                       | Emergency Ground Egress             | 3+           |              |              |              |
| N                                       | Before Taxi/Taxi Checklists         | 3+           |              |              |              |
| N                                       | Overspeed Governor Check            | 3+           |              |              |              |
| N                                       | Before Takeoff/Lineup Checks        | 3+           |              |              |              |
| N                                       | Takeoff Abort                       | 3+           |              |              |              |
| N                                       | Emergency Engine Shutdown (Ground)  | 3+           |              |              |              |
| 9                                       | Takeoff                             |              | 4+           | 1            | 4+           |
| 10                                      | Departure                           |              | 4+           | 2            | 4+           |
| N                                       | After Takeoff/Climb Checklists      | 3+           |              |              |              |
| N                                       | Operations Check                    | 3+           |              |              |              |
| 11                                      | Use of Controls/Trim                |              | 4+           | 2+           | 4+           |
| 12                                      | In-Flight Checks                    |              | 4+           | 4+           | 4+           |
| 13                                      | In-Flight Planning/Area Orientation |              | 4+           | 2            | 4+           |
| 14                                      | Basic Transitions                   |              | 4+           | 2            | 4+           |
| 15                                      | VFR Scan                            |              | 4+           | 3            | 4+           |
| 16                                      | LSC                                 |              | 4+           | 2            |              |
| 17                                      | Turn Pattern                        |              | 4+           | 2            | 4            |
| 18                                      | POS                                 |              | 4+           |              | 4            |
| 19                                      | ATS                                 |              | 4+           |              | 4+           |
| 20                                      | Spin                                |              | 3+           |              | 3+           |

MIF continued on next page.

| <b>CONTACT STAGE MANEUVER ITEM FILE</b> |  |              |              |              |              |
|---|--|--------------|--------------|--------------|--------------|
| <b>CTS REF</b>                          | <b>MANEUVER</b>                              | <b>C2003</b> | <b>C4004</b> | <b>C4101</b> | <b>C4290</b> |
| 22                                      | Simulated Power Loss                         |              | 3+           |              | 3+           |
| 23                                      | PPEL   |              | 3+           | 2            | 3            |
| N                                       | Descent/Before Landing Checklists            | 3+           |              |              |              |
| 24                                      | Landing Pattern                              |              | 4+           | 2            | 4+           |
| 25                                      | Landings                                     |              | 2+           | 2            | 2            |
| 26                                      | Go Around/Waveoff                            |              | 3+           | 2            | 3+           |
| N                                       | After Landing/Engine Shutdown Checklists     | 3+           |              |              |              |
| N                                       | Uncommanded Propeller Feather                | 3+           |              |              |              |
| N                                       | Engine Failure During Flight                 | 3+           |              |              |              |
| N                                       | Compressor Stalls                            | 3+           |              |              |              |
| N                                       | PMU Failure                                  | 3            |              |              |              |
| N                                       | Fire Warning in Flight                       | 3+           |              |              |              |
| N                                       | Generator/Battery Bus Failure                | 3            |              |              |              |
| N                                       | Low Fuel Pressure                            | 3+           |              |              |              |
| N                                       | OBOGS Inoperative                            | 3            |              |              |              |
| N                                       | Smoke or Fume Elimination                    | 3+           |              |              |              |
| N                                       | Oil System Malfunctions                      | 3+           |              |              |              |
| N                                       | Use of Canopy Fracturing System              | 3+           |              |              |              |
| 27                                      | Course Rules/HFE                             |              | 4+           | 2            | 4+           |
| N                                       | Hydraulic Malfunctions                       | 3            |              |              |              |
| N                                       | Trim System/TAD Failure                      | 3            |              |              |              |
| N                                       | Canopy Unlocked                              | 3            |              |              |              |
| N                                       | Ejection                                     | 3+           |              |              |              |
| N                                       | Inadvertent Departure from Controlled Flight | 3+           |              |              |              |
| N                                       | Landing Gear Emergency Extension             | 3+           |              |              |              |
| N                                       | Emergency Landing Pattern                    | 3+           |              |              |              |
| N                                       | PEL  | 3+           |              |              |              |
|   | Special Syllabus Requirements                |              | 1            |              | 1            |

| Blk # | Media   | Title                      | Events | Hrs | H/X |
|-------|---------|----------------------------|--------|-----|-----|
| C20   | UTD/OFT | Cockpit Procedure Training | 3      | 4.5 | 1.5 |

1. Prerequisite. Preflight Ground Training.

2. Syllabus Notes

a. C2001. Demonstrate simulator console operation (per local instructions).

b. The student will perform the following procedures on the indicated event.

C2001

Cockpit familiarization - includes complete strap-in; rudder pedal and seat adjustments; location of cockpit displays, switches, and engine controls; standby instruments; interior inspection; start checklist (include one GPU start); start malfunctions/abort start procedure; before taxi/taxi checklists; overspeed governor check; before takeoff checklist; lineup check; after takeoff checklist; operations check; climb checklist; descent checklist; before landing checklist; after landing checklist; engine shutdown checklist; radio procedures; OBOGS inoperative; and inadvertent departure from controlled flight.

C2002

All normal operating procedures, radio procedures, fire warning on the ground, emergency engine shutdown (ground), emergency ground egress/use of canopy fracturing system, aborted takeoff, fire warning in flight, generator/battery bus failure, low fuel pressure, oil system malfunctions, ELP, and PEL.

C2003

All normal operating procedures, radio procedures, uncommanded propeller feather, engine failure during flight, compressor stall, smoke or fume elimination, hydraulic malfunctions, canopy unlocked, ejection, emergency landing gear extension and ELP (with PEL).

3. Special Syllabus Requirements. None.

4. Discuss Items

C2001

Simulator curriculum, student responsibilities for future simulator events, ATFs/grading procedures, conduct of event, strapping in, all normal checklists, communication procedures.

C2002

ELP, CFS, all BOLDFACED emergency procedures, general discussion of all planned items from paragraph 2b/C2002 above.

C2003

Ejection and the ejection decision, PMU, generator/battery bus inoperative, flight line expectations, general discussion of all planned items from paragraph 2b/C2003.

5. Block MIF

| CTS REF | MANEUVER                                 | C2003 |
|---------|--|-------|
| 1       | General Knowledge/Procedures             | 3+    |
| N       | Strap-In/Interior Inspection             | 3+    |
| 8       | Radio Procedures                         | 3+    |
| N       | Engine Start                             | 3+    |
| N       | Start Malfunctions                       | 3     |
| N       | Fire Warning on the Ground               | 3+    |
| N       | Emergency Ground Egress                  | 3+    |
| N       | Before Taxi/Taxi Checklists              | 3+    |
| N       | Overspeed Governor Check                 | 3+    |
| N       | Before Takeoff/Lineup Checks             | 3+    |
| N       | Takeoff Abort                            | 3+    |
| N       | Emergency Engine Shutdown (Ground)       | 3+    |
| N       | After Takeoff/Climb Checklists           | 3+    |
| N       | Operations Check                         | 3+    |
| N       | Descent/Before Landing Checklists        | 3+    |
| N       | After Landing/Engine Shutdown Checklists | 3+    |
| N       | Uncommanded Propeller Feather            | 3+    |

MIF continued on next page.

| CTS REF | MANEUVER                                     | C2003 |
|---------|--|-------|
| N       | Engine Failure During Flight                 | 3+    |
| N       | Compressor Stalls                            | 3+    |
| N       | PMU Failure                                  | 3     |
| N       | Fire Warning in Flight                       | 3+    |
| N       | Generator/Battery Bus Failure                | 3     |
| N       | Low Fuel Pressure                            | 3+    |
| N       | OBOGS Inoperative                            | 3     |
| N       | Smoke or Fume Elimination                    | 3+    |
| N       | Oil System Malfunctions                      | 3+    |
| N       | Use of Canopy Fracturing System              | 3+    |
| N       | Hydraulic Malfunctions                       | 3     |
| N       | Trim System/TAD Failure                      | 3     |
| N       | Canopy Unlocked                              | 3     |
| N       | Ejection                                     | 3+    |
| N       | Inadvertent Departure from Controlled Flight | 3+    |
| N       | Landing Gear Emergency Extension             | 3+    |
| N       | Emergency Landing Pattern                    | 3+    |
| N       | PEL  | 3+    |

| Blk # | Media | Title       | Events | Hrs | H/X |
|-------|-------|-------------|--------|-----|-----|
| C40   | T-6A  | Day Contact | 4      | 6.0 | 1.5 |

1. Prerequisite. C1001 (Contact Indoctrination).

2. Syllabus Note. The purpose of this block is to motivate the student for the T-6A phase of training and to provide exposure to the T-6A flight line training environment and operations. Emphasis should be placed on preflight briefings and procedural recall/execution.

3. Special Syllabus Requirements

C4001

Anti-G straining maneuver.

C4002, C4003, or C4004

Tower-controlled field operations; and no flap, takeoff flap, and landing flap landings.

4. Discuss Items

C4001

NATOPS operating limitations, NATOPS ground emergencies, CFS, takeoff procedures, basic transitions, turn pattern, LSC, ATIS, POS, trim, landing gear emergency extension, RMU/backup UHF control head operation, ejection, MOA, CRM, and any EP, any limitation.

C4002

Tower-controlled field operations, spins, OLF break entry, OLF operations, Navy landing pattern, hydraulic system and malfunctions, engine failure immediately after takeoff (suitable landing area available), uncommanded prop feather, canopy unlocked, any emergency procedure, and any limitation.

C4003

PEL and ELP, engine failure during flight, immediate airstart (PMU norm), fire warning in flight, rapid decompression, any emergency procedure, and any limitation.

C4004

Fuel system failures, OBOGS inoperative, inadvertent departure from controlled flight, review contact maneuver procedures, any emergency procedure, and any limitation.

5. Block MIF

| CTS REF | MANEUVER                            | C4004 |
|---------|-------------------------------------|-------|
| 1       | General Knowledge/Procedures        | 4+    |
| 2       | Emergency Procedures                | 4+    |
| 3       | Headwork/Situational Awareness      | 3+    |
| 4       | BAR                                 | 4+    |
| 7       | Ground Procedures                   | 4+    |
| 8       | Radio Procedures                    | 4+    |
| 9       | Takeoff                             | 4+    |
| 10      | Departure                           | 4+    |
| 11      | Use of Controls/Trim                | 4+    |
| 12      | In-Flight Checks                    | 4+    |
| 13      | In-Flight Planning/Area Orientation | 4+    |
| 14      | Basic Transitions                   | 4+    |
| 15      | VFR Scan                            | 4+    |
| 16      | LSC                                 | 4+    |
| 17      | Turn Pattern                        | 4+    |
| 18      | POS                                 | 4+    |
| 19      | ATS                                 | 4+    |
| 20      | Spin                                | 3+    |
| 22      | Simulated Power Loss                | 3+    |
| 23      | PPEL                                | 3+    |
| 24      | Landing Pattern                     | 4+    |
| 25      | Landings                            | 2+    |
| 26      | Go Around/Waveoff                   | 3+    |
| 27      | Course Rules/HFE                    | 4+    |
|         | Special Syllabus Requirements       | 1     |

| Blk # | Media | Title         | Events | Hrs | H/X |
|-------|-------|---------------|--------|-----|-----|
| C41   | T-6A  | Night Contact | 1      | 1.5 | 1.5 |

1. Prerequisite. C4003.
2. Syllabus Note. Initial takeoff should be no earlier than 30 minutes after official sunset.
3. Special Syllabus Requirements. None.
4. Discuss Items. Airport lighting, night ground operations, night hand signals, T-6A interior and exterior lighting, tower ALDIS lamp signals, night vision, battery and generator failure.
5. Block MIF

| CTS REF | MANEUVER                            | C4101 |
|---------|-------------------------------------|-------|
| 1       | General Knowledge/Procedures        | 4+    |
| 2       | Emergency Procedures                | 4+    |
| 3       | Headwork/Situational Awareness      | 3+    |
| 4       | BAR                                 | 3+    |
| 7       | Ground Procedures                   | 2+    |
| 8       | Radio Procedures                    | 3+    |
| 9       | Takeoff                             | 1     |
| 10      | Departure                           | 2     |
| 11      | Use of Controls/Trim                | 2+    |
| 12      | In-Flight Checks                    | 4+    |
| 13      | In-Flight Planning/Area Orientation | 2     |
| 14      | Basic Transitions                   | 2     |
| 15      | VFR Scan                            | 3     |
| 16      | LSC                                 | 2     |
| 17      | Turn Pattern                        | 2     |
| 23      | PPEL                                | 2     |
| 24      | Landing Pattern                     | 2     |
| 25      | Landings                            | 2     |
| 26      | Go Around/Waveoff                   | 2     |
| 27      | Course Rules/HFE                    | 2     |

| Blk # | Media | Title                  | Events | Hrs | H/X |
|-------|-------|------------------------|--------|-----|-----|
| C42   | T-6A  | Day Contact Check Ride | 1      | 1.5 | 1.5 |

1. Prerequisite. C4004.
2. Syllabus Note. Aerobatics will be a demonstration item only. SNFO will be responsible for briefing the maneuver set-up parameters.
3. Special Syllabus Requirement. Precision aerobatics/AGSM.
4. Discuss Items. Precision aerobatics, any previously discussed items, any emergency procedure, any limitation.

5. Block MIF

| CTS REF | MANEUVER                            | C4290 |
|---------|-------------------------------------|-------|
| 1       | General Knowledge/Procedures        | 4+    |
| 2       | Emergency Procedures                | 4+    |
| 3       | Headwork/Situational Awareness      | 3+    |
| 4       | BAR                                 | 4+    |
| 7       | Ground Procedures                   | 4+    |
| 8       | Radio Procedures                    | 4+    |
| 9       | Takeoff                             | 4+    |
| 10      | Departure                           | 4+    |
| 11      | Use of Controls/Trim                | 4+    |
| 12      | In-Flight Checks                    | 4+    |
| 13      | In-Flight Planning/Area Orientation | 4+    |
| 14      | Basic Transitions                   | 4+    |
| 15      | VFR Scan                            | 4+    |
| 17      | Turn Pattern                        | 4     |
| 18      | POS                                 | 4     |
| 19      | ATS                                 | 4+    |
| 20      | Spin                                | 3+    |
| 22      | Simulated Power Loss                | 3+    |
| 23      | PPEL                                | 3     |
| 24      | Landing Pattern                     | 4+    |
| 25      | Landings                            | 2     |
| 26      | Go Around/Waveoff                   | 3+    |
| 27      | Course Rules/HFE                    | 4+    |
|         | Special Syllabus Requirement        | 1     |

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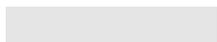
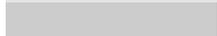
Chapter IV

Instrument Training

1. Seating. Students shall occupy the rear cockpit during this stage.

2. Matrices. The following matrix is an overview of the Primary Instrument Stage. The purpose of this matrix is to provide the student and IP the easiest way to track progress, regression, and overall status in relation to the MIF. A single matrix follows each block description throughout this chapter.

3. Primary Stage MIF

 Simulator/Device Event  
 Check Flight Event

| <b>PRIMARY INSTRUMENT STAGE MANEUVER ITEM FILE</b> |                                   |              |              |              |              |              |              |
|--|-----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>CTS REF</b>                                     | <b>MANEUVER</b>                   | <b>I2009</b> | <b>I4005</b> | <b>I4190</b> | <b>I4204</b> | <b>I4304</b> | <b>I4490</b> |
| 1  | General Knowledge/<br>Procedures  | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 2  | Emergency Procedures              | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 3  | Headwork/Situational<br>Awareness | 3+           | 3+           | 3+           | 3+           | 4+           | 4+           |
| 4  | BAR                               | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 5  | Mission Planning                  | 3+           | 3+           | 3+           | 4+           | 4+           | 4+           |
| 6  | NFO Responsibilities              | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 8  | Radio Procedures                  | 3+           | 3+           | 3+           | 4+           | 4+           | 4+           |
| 10   | Departure                         | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 28   | Use of ATIS/PMSV/FSS              | 3+           | 3+           | 3+           | 4+           | 4+           | 4+           |
| 29   | In-Flight Computations            | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 30   | Crew Resource Management          | 3+           | 3+           | 3+           | 3+           | 4+           | 4+           |
| 31   | In-Flight Briefings               | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 32   | Direct to VOR                     | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 33   | Enroute Procedures                | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |

MIF continued on next page.

| <b>PRIMARY INSTRUMENT STAGE MANEUVER ITEM FILE</b> |                                  |              |              |              |              |              |              |
|--|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>CTS REF</b>                                     | <b>MANEUVER</b>                  | <b>I2009</b> | <b>I4005</b> | <b>I4190</b> | <b>I4204</b> | <b>I4304</b> | <b>I4490</b> |
| 34   | Point-to-Point                   | 3+           | 3+           | 3+           | 3+           | 4+           | 4+           |
| 35   | Arcing                           | 3+           | 4+           | 4            | 4+           | 4            | 4            |
| 36   | Station/Waypoint Passage         | 4+           | 4+           | 4+           | 4+           | 4+           | 4+           |
| 37   | Holding (VOR)                    | 3+           | 3+           | 3            | 4+           | 4            | 4            |
| 38   | Holding (GPS)                    | 3+           | 1            | 1            | 3+           | 4+           | 4            |
| 39   | VOR Approach                     | 3+           | 3+           | 3            | 4+           | 4            | 4            |
| 40   | GPS Approach                     | 3+           | 1            | 1            | 3+           | 4+           | 4            |
| 41   | Localizer Approach               | 3+           | 3            | 3            | 4            | 4+           | 4            |
| 42   | ILS Approach                     | 3+           | 3+           | 3            | 3+           | 4+           | 4            |
| 43   | Circling Approach                | 3            | 3            | 3            | 4            | 4+           | 4            |
| 44   | RA/GCA                           | 3+           | 3+           | 3            | 4+           | 4+           | 4            |
| 45   | Missed Approach                  | 3+           | 3+           | 3+           | 4+           | 4+           | 4+           |
| 46   | Visual Glideslope Interpretation | 3            | 4+           | 4            | 4            | 4+           | 4            |
| 47   | Instrument Turnpoint Procedures  | 3+           | 3+           | 3+           | 4+           | 4+           | 4+           |
|  | Special Syllabus Requirements    |              | 1            |              |              |              |              |

| Blk # | Media   | Title                 | Events | Hrs  | H/X |
|-------|---------|-----------------------|--------|------|-----|
| I20   | UTD/OFT | Instrument Navigation | 9      | 13.5 | 1.5 |

1. Prerequisite. I0101 (Instrument Navigation Flight Preparation).

2. Syllabus Notes

a. Introduce and practice instrument navigation enroute procedures and instrument approach procedures.

b. Students shall prepare and have available a DD-175 and flight log for each event.

c. Once the student has met MIF on critical items, introduce real-world situations.

3. Special Syllabus Requirements. None.

4. Discuss Items

I2001

NFO responsibilities, crew coordination, direct to a VOR, DRAFT procedures, radar approaches, and missed approach/climbout procedures.

I2002

Approach plates, VOR/DME holding, arcing, VOR approach, instrument scan, and instrument checklist.

I2003

Radar vectors to final, localizer approach, ILS approach, and timing adjustments from FAF to MAP.

I2004

VOR holding, VOR approach procedures, intercept techniques, any emergency procedure, and any instrument navigation procedure.

I2005

GPS procedures.

I2006

High Altitude Airways Structure, VOR approach procedures, pilot's discretion descent, and lost communications.

I2007

ILS approach procedures, non-radar environment communications procedures, and emergency divert.

I2008

Departure procedure, localizer approach procedures, and  
localizer backcourse approach.

I2009

Radar approach procedures, STARS, and unusual  
attitudes/vertigo.

5. Block MIF

| CTS REF | MANEUVER                         | I2009 |
|---------|----------------------------------|-------|
| 1       | General Knowledge/Procedures     | 4+    |
| 2       | Emergency Procedures             | 4+    |
| 3       | Headwork/Situational Awareness   | 3+    |
| 4       | BAR                              | 4+    |
| 5       | Mission Planning                 | 3+    |
| 6       | NFO Responsibilities             | 4+    |
| 8       | Radio Procedures                 | 3+    |
| 10      | Departure                        | 4+    |
| 28      | Use of ATIS/PMSV/FSS             | 3+    |
| 29      | In-Flight Computations           | 4+    |
| 30      | Crew Resource Management         | 3+    |
| 31      | In-Flight Briefings              | 4+    |
| 32      | Direct to VOR                    | 4+    |
| 33      | Enroute Procedures               | 4+    |
| 34      | Point-to-Point                   | 3+    |
| 35      | Arcing                           | 3+    |
| 36      | Station/Waypoint Passage         | 4+    |
| 37      | Holding (VOR)                    | 3+    |
| 38      | Holding (GPS)                    | 3+    |
| 39      | VOR Approach                     | 3+    |
| 40      | GPS Approach                     | 3+    |
| 41      | Localizer Approach               | 3+    |
| 42      | ILS Approach                     | 3+    |
| 43      | Circling Approach                | 3     |
| 44      | RA/GCA                           | 3+    |
| 45      | Missed Approach                  | 3+    |
| 46      | Visual Glideslope Interpretation | 3     |
| 47      | Instrument Turnpoint Procedures  | 3+    |

| Blk # | Media | Title                 | Events | Hrs  | H/X |
|-------|-------|-----------------------|--------|------|-----|
| I40   | T-6A  | Instrument Navigation | 5      | 10.0 | 2.0 |

1. Prerequisite. I2009.

2. Syllabus Notes

a. Flights should be flown as local events, but may be flown as out-and-in or cross-country events based on squadron requirements.

b. Students shall prepare and have available a DD-175 and flight log for both primary and alternate routes on each event.

c. Students should plan to fly a minimum of two instrument approaches per flight.

d. Night Contact flight (C4101) shall be accomplished prior to any night instrument flights (I40XX).

3. Special Syllabus Requirements

I4001

GPS usage (load flight plan in GPS).

4. Discuss Items

I4001

High/Low chart symbology, lost communication procedures, emergency engine shutdown, abort, and procedure turn approaches.

I4002

Special use airspace, engine failure immediately after takeoff, engine failure during flight, and missed approach/climbout procedures.

I4003

Immediate airstart (PMU NORM), uncommanded propeller feather, VOR approach, and departure procedure versus radar vectors.

I4004

Base ops planning (AP-1, NOTAMs, weather minimums for takeoff, approach, alternate), CTAF usage, and ejection.

I4005

Any EP, class A operations, TCN, use of FSS/PMSV (in-flight change of flight plan, activate flight plans, and update weather).

5. Block MIF

| CTS REF | MANEUVER                         | I4005 |
|---------|----------------------------------|-------|
| 1       | General Knowledge/Procedures     | 4+    |
| 2       | Emergency Procedures             | 4+    |
| 3       | Headwork/Situational Awareness   | 3+    |
| 4       | BAR                              | 4+    |
| 5       | Mission Planning                 | 3+    |
| 6       | NFO Responsibilities             | 4+    |
| 8       | Radio Procedures                 | 3+    |
| 10      | Departure                        | 4+    |
| 28      | Use of ATIS/PMSV/FSS             | 3+    |
| 29      | In-Flight Computations           | 4+    |
| 30      | Crew Resource Management         | 3+    |
| 31      | In-Flight Briefings              | 4+    |
| 32      | Direct to VOR                    | 4+    |
| 33      | Enroute Procedures               | 4+    |
| 34      | Point-to-Point                   | 3+    |
| 35      | Arcing                           | 4+    |
| 36      | Station/Waypoint Passage         | 4+    |
| 37      | Holding (VOR)                    | 3+    |
| 38      | Holding (GPS)                    | 1     |
| 39      | VOR Approach                     | 3+    |
| 40      | GPS Approach                     | 1     |
| 41      | Localizer Approach               | 3     |
| 42      | ILS Approach                     | 3+    |
| 43      | Circling Approach                | 3     |
| 44      | RA/GCA                           | 3+    |
| 45      | Missed Approach                  | 3+    |
| 46      | Visual Glideslope Interpretation | 4+    |
| 47      | Instrument Turnpoint Procedures  | 3+    |
|         | Special Syllabus Requirements    | 1     |

| Blk # | Media | Title                               | Events | Hrs | H/X |
|-------|-------|-------------------------------------|--------|-----|-----|
| I41   | T-6A  | Instrument Navigation<br>Check Ride | 1      | 2.0 | 2.0 |

1. Prerequisites

- a. I4005.
- b. C4101.

2. Syllabus Notes

a. A minimum of two approaches shall be performed to include a VOR or ILS and GCA (if available).

b. Students shall prepare and have available a DD-175 and flight log for both primary and alternate routes.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any emergency procedure, any instrument navigation procedure.

5. Block MIF

| CTS REF | MANEUVER                         | I4190 |
|---------|----------------------------------|-------|
| 1       | General Knowledge/Procedures     | 4+    |
| 2       | Emergency Procedures             | 4+    |
| 3       | Headwork/Situational Awareness   | 3+    |
| 4       | BAR                              | 4+    |
| 5       | Mission Planning                 | 3+    |
| 6       | NFO Responsibilities             | 4+    |
| 8       | Radio Procedures                 | 3+    |
| 10      | Departure                        | 4+    |
| 28      | Use of ATIS/PMSV/FSS             | 3+    |
| 29      | In-Flight Computations           | 4+    |
| 30      | Crew Resource Management         | 3+    |
| 31      | In-Flight Briefings              | 4+    |
| 32      | Direct to VOR                    | 4+    |
| 33      | Enroute Procedures               | 4+    |
| 34      | Point-to-Point                   | 3+    |
| 35      | Arcing                           | 4     |
| 36      | Station/Waypoint Passage         | 4+    |
| 37      | Holding (VOR)                    | 3     |
| 38      | Holding (GPS)                    | 1     |
| 39      | VOR Approach                     | 3     |
| 40      | GPS Approach                     | 1     |
| 41      | Localizer Approach               | 3     |
| 42      | ILS Approach                     | 3     |
| 43      | Circling Approach                | 3     |
| 44      | RA/GCA                           | 3     |
| 45      | Missed Approach                  | 3+    |
| 46      | Visual Glideslope Interpretation | 4     |
| 47      | Instrument Turnpoint Procedures  | 3+    |

| Blk # | Media | Title                 | Events | Hrs | H/X |
|-------|-------|-----------------------|--------|-----|-----|
| I42   | T-6A  | Instrument Navigation | 4      | 8.0 | 2.0 |

1. Prerequisite. I4190.

2. Syllabus Notes

a. Flights should be flown as local events, but may be flown as out-and-in or cross-country events based on squadron requirements.

b. Students shall prepare and have available a DD-175 and flight log for both primary and alternate routes on each event.

3. Special Syllabus Requirements. None.

4. Discuss Items

I4201

Smoke and fume elimination/electrical fire, chip detector warning, visual glideslope indicators and interpretation, OPNAVINST 3710.7U alternate field requirements.

I4202

Avionics failures and OPNAVINST 3710.7U fuel requirements.

I4203

OBOGS system and failures, and OPNAVINST 3710.7U takeoff minimums.

I4204

Any emergency procedure and any limitation.

5. Block MIF

| CTS REF | MANEUVER                         | I4204 |
|---------|----------------------------------|-------|
| 1       | General Knowledge/Procedures     | 4+    |
| 2       | Emergency Procedures             | 4+    |
| 3       | Headwork/Situational Awareness   | 3+    |
| 4       | BAR                              | 4+    |
| 5       | Mission Planning                 | 4+    |
| 6       | NFO Responsibilities             | 4+    |
| 8       | Radio Procedures                 | 4+    |
| 10      | Departure                        | 4+    |
| 28      | Use of ATIS/PMSV/FSS             | 4+    |
| 29      | In-Flight Computations           | 4+    |
| 30      | Crew Resource Management         | 3+    |
| 31      | In-Flight Briefings              | 4+    |
| 32      | Direct to VOR                    | 4+    |
| 33      | Enroute Procedures               | 4+    |
| 34      | Point-to-Point                   | 3+    |
| 35      | Arcing                           | 4+    |
| 36      | Station/Waypoint Passage         | 4+    |
| 37      | Holding (VOR)                    | 4+    |
| 38      | Holding (GPS)                    | 3+    |
| 39      | VOR Approach                     | 4+    |
| 40      | GPS Approach                     | 3+    |
| 41      | Localizer Approach               | 4     |
| 42      | ILS Approach                     | 3+    |
| 43      | Circling Approach                | 4     |
| 44      | RA/GCA                           | 4+    |
| 45      | Missed Approach                  | 4+    |
| 46      | Visual Glideslope Interpretation | 4     |
| 47      | Instrument Turnpoint Procedures  | 4+    |

| Blk # | Media | Title                 | Events | Hrs | H/X |
|-------|-------|-----------------------|--------|-----|-----|
| I43   | T-6A  | Instrument Navigation | 4      | 8.0 | 2.0 |

1. Prerequisite. I4204.

2. Syllabus Notes

a. Flights should be flown as out-and-in or cross-country events.

b. Students shall prepare and have available a DD-175 and flight log for both primary and alternate routes on each event.

3. Special Syllabus Requirements. None.

4. Discuss Items

I4301

Approach lighting systems, localizer approaches, operations away from home field, and any emergency procedure.

I4302

Icing, position reports, circling maneuvers, and any emergency procedure.

I4303 - I4304

Any emergency procedure and any limitation.

5. Block MIF

| CTS REF | MANEUVER                         | I4304 |
|---------|----------------------------------|-------|
| 1       | General Knowledge/Procedures     | 4+    |
| 2       | Emergency Procedures             | 4+    |
| 3       | Headwork/Situational Awareness   | 4+    |
| 4       | BAR                              | 4+    |
| 5       | Mission Planning                 | 4+    |
| 6       | NFO Responsibilities             | 4+    |
| 8       | Radio Procedures                 | 4+    |
| 10      | Departure                        | 4+    |
| 28      | Use of ATIS/PMSV/FSS             | 4+    |
| 29      | In-Flight Computations           | 4+    |
| 30      | Crew Resource Management         | 4+    |
| 31      | In-Flight Briefings              | 4+    |
| 32      | Direct to VOR                    | 4+    |
| 33      | Enroute Procedures               | 4+    |
| 34      | Point-to-Point                   | 4+    |
| 35      | Arcing                           | 4     |
| 36      | Station/Waypoint Passage         | 4+    |
| 37      | Holding (VOR)                    | 4     |
| 38      | Holding (GPS)                    | 4+    |
| 39      | VOR Approach                     | 4     |
| 40      | GPS Approach                     | 4+    |
| 41      | Localizer Approach               | 4+    |
| 42      | ILS Approach                     | 4+    |
| 43      | Circling Approach                | 4+    |
| 44      | RA/GCA                           | 4+    |
| 45      | Missed Approach                  | 4+    |
| 46      | Visual Glideslope Interpretation | 4+    |
| 47      | Instrument Turnpoint Procedures  | 4+    |

| Blk # | Media | Title                                  | Events | Hrs | H/X |
|-------|-------|--|--------|-----|-----|
| I44   | T-6A  | Instrument Navigation<br>Check Ride II | 1      | 2.0 | 2.0 |

1. Prerequisite. I4304.
2. Syllabus Notes
  - a. Flight should be flown as part of an out-and-in or cross-country.
  - b. A minimum of two approaches shall be performed.
  - c. Students shall prepare and have available a DD-175 and flight log for both primary and alternate routes.
3. Special Syllabus Requirements. None.
4. Discuss Items. Any emergency procedure and any limitation.

5. Block MIF

| CTS REF | MANEUVER                         | I4490 |
|---------|----------------------------------|-------|
| 1       | General Knowledge/Procedures     | 4+    |
| 2       | Emergency Procedures             | 4+    |
| 3       | Headwork/Situational Awareness   | 4+    |
| 4       | BAR                              | 4+    |
| 5       | Mission Planning                 | 4+    |
| 6       | NFO Responsibilities             | 4+    |
| 8       | Radio Procedures                 | 4+    |
| 10      | Departure                        | 4+    |
| 28      | Use of ATIS/PMSV/FSS             | 4+    |
| 29      | In-Flight Computations           | 4+    |
| 30      | Crew Resource Management         | 4+    |
| 31      | In-Flight Briefings              | 4+    |
| 32      | Direct to VOR                    | 4+    |
| 33      | Enroute Procedures               | 4+    |
| 34      | Point-to-Point                   | 4+    |
| 35      | Arcing                           | 4     |
| 36      | Station/Waypoint Passage         | 4+    |
| 37      | Holding (VOR)                    | 4     |
| 38      | Holding (GPS)                    | 4     |
| 39      | VOR Approach                     | 4     |
| 40      | GPS Approach                     | 4     |
| 41      | Localizer Approach               | 4     |
| 42      | ILS Approach                     | 4     |
| 43      | Circling Approach                | 4     |
| 44      | RA/GCA                           | 4     |
| 45      | Missed Approach                  | 4+    |
| 46      | Visual Glideslope Interpretation | 4     |
| 47      | Instrument Turnpoint Procedures  | 4+    |

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Chapter V

Navigation Training

1. Seating. Student shall occupy the rear seat for all events in the stage. Instructors shall carry a current VFR sectional chart.

2. Matrices. The following matrix is an overview of the entire Navigation Stage. The purpose of this matrix is to provide the student and IP the easiest way to track progress, regression, and overall status in relation to the MIF. A single matrix follows each block description throughout this chapter.

3. Stage MIF

Simulator/Device Event  
 Check Flight Event

| <b>NAVIGATION STAGE MANEUVER ITEM FILE</b> |                                |              |              |              |
|--|--------------------------------|--------------|--------------|--------------|
| <b>CTS<br/>REF</b>                         | <b>MANEUVER</b>                | <b>N3002</b> | <b>N5005</b> | <b>N5190</b> |
| 1  | General Knowledge/Procedures   | 4+           | 4+           | 4+           |
| 2  | Emergency Procedures           | 4+           | 4+           | 4+           |
| 3  | Headwork/Situational Awareness | 2+           | 3+           | 3+           |
| 4  | BAR                            | 4+           | 4+           | 4+           |
| 5  | Mission Planning               | 3+           | 4+           | 4+           |
| 6  | NFO Responsibilities           | 4+           | 4+           | 4+           |
| 7  | Ground Procedures              | 3+           | 4+           | 4+           |
| 8  | Radio Procedures               | 4+           | 4+           | 4+           |
| 10   | Departure                      | 3+           | 4+           | 4+           |
| 15   | VFR Scan                       | 3+           | 4+           | 4+           |
| 28   | Use of ATIS/PMSV/FSS           | 4+           | 4+           | 4+           |
| 29   | In-Flight Computations         | 4+           | 4+           | 4+           |
| 30   | Crew Resource Management       | 3+           | 4+           | 4+           |
| 39   | VOR Approach                   | 4            | 4            | 4            |
| 40   | GPS Approach                   | 4            | 4            | 4            |

MIF continued on next page.

| <b>NAVIGATION STAGE MANEUVER ITEM FILE</b> |  |              |              |              |
|--|--|--------------|--------------|--------------|
| <b>CTS REF</b>                             | <b>MANEUVER</b>                        | <b>N3002</b> | <b>N5005</b> | <b>N5190</b> |
| 41   | Localizer Approach                     | 4            | 4            | 4            |
| 42   | ILS Approach                           | 4            | 4            | 4            |
| 43   | Circling Approach                      | 4            | 4            | 4            |
| 44   | RA/GCA                                 | 4            | 4            | 4            |
| 46   | Visual Glideslope Interpretation       | 4            | 4            | 4            |
| 47   | Instrument Turnpoint Procedures        | 4            | 4            | 4            |
| 48   | VNAV Chart                             | 3+           | 4+           | 4+           |
| 49   | Turnpoint Identification               | 2+           | 4+           | 4+           |
| 50   | VNAV Turnpoint Procedures              | 3+           | 4+           | 4+           |
| 51   | Intermediate Checkpoint Identification | 2+           | 4+           | 4+           |
| 52   | Hazard Calls                           | 3+           | 4+           | 4+           |
| 53   | Standard Time Corrections              | 2+           | 4+           | 4+           |
| 54   | Standard Course Corrections            | 2+           | 4+           | 4+           |
| 55   | Altitude Selection/Compliance          | 3+           | 4+           | 4+           |
| 56   | Fuel Management/Analysis               | 3+           | 4+           | 4+           |
| 57   | Wind Consideration                     |              | 4+           | 4+           |

| Blk # | Media | Title                 | Events | Hrs | H/X |
|-------|-------|-----------------------|--------|-----|-----|
| N30   | OFT   | Day Visual Navigation | 2      | 3.0 | 1.5 |

1. Prerequisite. N01 block (Visual Navigation Flight Procedures).

2. Syllabus Notes

- a. VFR event 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

N3001

Ensure SNFO understands Course Training Standards; simulator wind analysis limitations; event OFT configuration settings; ground speed and ground track compensations; time and course corrections; turnpoint procedures; fix, correct, and assess process; and 6-minute rule.

N3002

VFR chart interpretation/symbology, differences in IFR/VFR clearances, low-level emergency procedures, and low-level task prioritization.

5. Block MIF

| CTS Ref | MANEUVER                               | N3002 |
|---------|--|-------|
| 1       | General Knowledge/Procedures           | 4+    |
| 2       | Emergency Procedures                   | 4+    |
| 3       | Headwork/Situational Awareness         | 2+    |
| 4       | BAR                                    | 4+    |
| 5       | Mission Planning                       | 3+    |
| 6       | NFO Responsibilities                   | 4+    |
| 7       | Ground Procedures                      | 3+    |
| 8       | Radio Procedures                       | 4+    |
| 10      | Departure                              | 3+    |
| 15      | VFR Scan                               | 3+    |
| 28      | Use of ATIS/PMSV/FSS                   | 4+    |
| 29      | In-Flight Computations                 | 4+    |
| 30      | Crew Resource Management               | 3+    |
| 39      | VOR Approach                           | 4     |
| 40      | GPS Approach                           | 4     |
| 41      | Localizer Approach                     | 4     |
| 42      | ILS Approach                           | 4     |
| 43      | Circling Approach                      | 4     |
| 44      | RA/GCA                                 | 4     |
| 46      | Visual Glideslope Interpretation       | 4     |
| 47      | Instrument Turnpoint Procedures        | 4     |
| 48      | VNAV Chart                             | 3+    |
| 49      | Turnpoint Identification               | 2+    |
| 50      | VNAV Turnpoint Procedures              | 3+    |
| 51      | Intermediate Checkpoint Identification | 2+    |
| 52      | Hazard Calls                           | 3+    |
| 53      | Standard Time Corrections              | 2+    |
| 54      | Standard Course Corrections            | 2+    |
| 55      | Altitude Selection/Compliance          | 3+    |
| 56      | Fuel Management/Analysis               | 3+    |

| Blk # | Media | Title                 | Events | Hrs  | H/X |
|-------|-------|-----------------------|--------|------|-----|
| N50   | T-6A  | Day Visual Navigation | 5      | 10.0 | 2.0 |

1. Prerequisite. N3002.

2. Syllabus Notes

a. VFR between 1000 and 3000 feet AGL.

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

N5001

VFR chart interpretation/symbology, emergency field selection, lost aircraft procedures, VFR field entry/departure, airspace classification, wind analysis/wind consideration, and any EP.

N5002

Off-station operations and maintenance, navigation from home field to Pt A, VFR flight following, IFR clearance, low-level emergency procedures, low-level ejection, bird strike, Area 2F Transit Procedures, and wind analysis/wind consideration.

N5003

Any EP and review VNAV procedures.

N5004

Any EP and review VNAV procedures.

N5005

Any EP and review VNAV procedures.

5. Block MIF

| CTS Ref | MANEUVER                               | N5005 |
|---------|--|-------|
| 1       | General Knowledge/Procedures           | 4+    |
| 2       | Emergency Procedures                   | 4+    |
| 3       | Headwork/Situational Awareness         | 3+    |
| 4       | BAR                                    | 4+    |
| 5       | Mission Planning                       | 4+    |
| 6       | NFO Responsibilities                   | 4+    |
| 7       | Ground Procedures                      | 4+    |
| 8       | Radio Procedures                       | 4+    |
| 10      | Departure                              | 4+    |
| 15      | VFR Scan                               | 4+    |
| 28      | Use of ATIS/PMSV/FSS                   | 4+    |
| 29      | In-Flight Computations                 | 4+    |
| 30      | Crew Resource Management               | 4+    |
| 39      | VOR Approach                           | 4     |
| 40      | GPS Approach                           | 4     |
| 41      | Localizer Approach                     | 4     |
| 42      | ILS Approach                           | 4     |
| 43      | Circling Approach                      | 4     |
| 44      | RA/GCA                                 | 4     |
| 46      | Visual Glideslope Interpretation       | 4     |
| 47      | Instrument Turnpoint Procedures        | 4     |
| 48      | VNAV Chart                             | 4+    |
| 49      | Turnpoint Identification               | 4+    |
| 50      | VNAV Turnpoint Procedures              | 4+    |
| 51      | Intermediate Checkpoint Identification | 4+    |
| 52      | Hazard Calls                           | 4+    |
| 53      | Standard Time Corrections              | 4+    |
| 54      | Standard Course Corrections            | 4+    |
| 55      | Altitude Selection/Compliance          | 4+    |
| 56      | Fuel Management/Analysis               | 4+    |
| 57      | Wind Consideration                     | 4+    |

| Blk # | Media | Title                           | Events | Hrs | H/X |
|-------|-------|---------------------------------|--------|-----|-----|
| N51   | T-6A  | Visual Navigation<br>Check Ride | 1      | 2.0 | 2.0 |

1. Prerequisite. N5005.
2. Syllabus Notes
  - a. VNAV low-level route required.
  - b. A minimum of two approaches.
3. Special Syllabus Requirements. None.
4. Discuss Items. Lost communications (FIH), OPNAV takeoff/approach minimums, alternate minimums, VFR minimums/cloud clearances, flight planning (submit a completed DD-175 and flight log), fuel minimums (SOP versus OPNAVINST 3710.7U), VFR flight following versus IFR clearance, VNAV procedures, any system, any EP, military training route structure, AP/1B resources for Formation Low-Level event.

5. Block MIF

| CTS Ref | MANEUVER                               | N5190 |
|---------|--|-------|
| 1       | General Knowledge/Procedures           | 4+    |
| 2       | Emergency Procedures                   | 4+    |
| 3       | Headwork/Situational Awareness         | 3+    |
| 4       | BAR                                    | 4+    |
| 5       | Mission Planning                       | 4+    |
| 6       | NFO Responsibilities                   | 4+    |
| 7       | Ground Procedures                      | 4+    |
| 8       | Radio Procedures                       | 4+    |
| 10      | Departure                              | 4+    |
| 15      | VFR Scan                               | 4+    |
| 28      | Use of ATIS/PMSV/FSS                   | 4+    |
| 29      | In-Flight Computations                 | 4+    |
| 30      | Crew Resource Management               | 4+    |
| 39      | VOR Approach                           | 4     |
| 40      | GPS Approach                           | 4     |
| 41      | Localizer Approach                     | 4     |
| 42      | ILS Approach                           | 4     |
| 43      | Circling Approach                      | 4     |
| 44      | RA/GCA                                 | 4     |
| 46      | Visual Glideslope Interpretation       | 4     |
| 47      | Instrument Turnpoint Procedures        | 4     |
| 48      | VNAV Chart                             | 4+    |
| 49      | Turnpoint Identification               | 4+    |
| 50      | VNAV Turnpoint Procedures              | 4+    |
| 51      | Intermediate Checkpoint Identification | 4+    |
| 52      | Hazard Calls                           | 4+    |
| 53      | Standard Time Corrections              | 4+    |
| 54      | Standard Course Corrections            | 4+    |
| 55      | Altitude Selection/Compliance          | 4+    |
| 56      | Fuel Management/Analysis               | 4+    |
| 57      | Wind Consideration                     | 4+    |

Chapter VI

Formation Training

1. Seating. Student shall occupy the rear cockpit during this stage.

2. Matrices. The following matrix is an overview of the entire Formation Stage. The purpose of this matrix is to provide the student and IP the easiest way to track progress, regression, and overall status in relation to the MIF. A single matrix follows each block description throughout this chapter.

3. Stage MIF

| <b>FORMATION STAGE MANEUVER ITEM FILE</b> |                                |              |              |
|---|--------------------------------|--------------|--------------|
| <b>CTS REF</b>                            | <b>MANEUVER</b>                | <b>F5002</b> | <b>F5102</b> |
| 1   | General Knowledge/Procedures   | 3+           | 4+           |
| 2   | Emergency Procedures           | 3+           | 4+           |
| 3   | Headwork/Situational Awareness | 3+           | 3+           |
| 4   | BAR                            | 4+           | 4+           |
| 6   | NFO Responsibilities           | 3+           | 4+           |
| 7   | Ground Procedures              | 3+           | 4+           |
| 8   | Radio Procedures               | 3+           | 3+           |
| 10  | Departure                      | 4+           | 4+           |
| 12  | In-Flight Checks               | 4+           | 4+           |
| 21  | AGSM                           | 4+           | 4+           |
| 27  | Course Rules/HFE               | 3            | 3+           |
| 28  | Use of ATIS/PMSV/FSS           | 4+           | 4+           |
| 29  | In-Flight Computations         |              | 3+           |
| 48  | VNAV Chart                     |              | 3+           |
| 49  | Turnpoint Identification       |              | 3+           |
| 50  | VNAV Turnpoint Procedures      |              | 3+           |
| 52  | Hazard Calls                   |              | 3+           |

MIF continued on next page.

| <b>FORMATION STAGE MANEUVER ITEM FILE</b> |                                    |              |              |
|---|------------------------------------|--------------|--------------|
| <b>CTS REF</b>                            | <b>MANEUVER</b>                    | <b>F5002</b> | <b>F5102</b> |
| 58  | Taxi and Marshal                   | 3+           | 3+           |
| 59  | Formation Takeoff                  | 3+           | 3+           |
| 60  | Crew Coordination Communications   | 3+           | 3+           |
| 61  | Wingman Communication              | 3+           | 3+           |
| 62  | In-Flight Planning/Area Management | 3+           | 3+           |
| 63  | Fuel Management                    | 4+           | 4+           |
| 64  | Enroute Formation                  | 3+           | 3+           |
| 65  | Parade Position                    | 3+           | 4            |
| 66  | Parade Sequence                    | 3+           |              |
| 67  | Breakup and Rendezvous             | 4+           |              |
| 68  | Underrun                           | 3+           | 3            |
| 69  | Lead Change                        | 3+           | 3            |
| 70  | Lost Wingman                       | 3+           | 3            |
| 71  | Cruise Position                    | 3+           | 4            |
| 72  | Tail-Chase                         | 3+           |              |
| 73  | Tactical Spread                    | 3+           | 3+           |
| 74  | Rejoin                             | 3+           | 4+           |
| 75  | VFR Arrival                        | 3            | 3            |
| 76  | Formation Approach                 | 3+           | 3            |

| Blk # | Media | Title     | Events | Hrs | H/X |
|-------|-------|-----------|--------|-----|-----|
| F50   | T-6A  | Formation | 2      | 3.5 |     |
|       |       |           | F5001  |     | 1.5 |
|       |       |           | F5002  |     | 2.0 |

1. Prerequisites

a. F0101 (Formation Preparation and Procedures).

b. N5003.

2. Syllabus Notes. None.

3. Special Syllabus Requirements. None.

4. Discuss Items

F5001

Lead/wing responsibilities, NORDO, HEFOE visual signals, formation procedures and positions, airborne damaged plane.

F5002

Formation instrument approaches, visual lookout doctrine, and TacForm procedures.

5. Block MIF

| CTS<br>REF | MANEUVER                           | F5002 |
|------------|------------------------------------|-------|
| 1          | General Knowledge/Procedures       | 3+    |
| 2          | Emergency Procedures               | 3+    |
| 3          | Headwork/Situational Awareness     | 3+    |
| 4          | BAR                                | 4+    |
| 6          | NFO Responsibilities               | 3+    |
| 7          | Ground Procedures                  | 3+    |
| 8          | Radio Procedures                   | 3+    |
| 10         | Departure                          | 4+    |
| 12         | In-Flight Checks                   | 4+    |
| 21         | AGSM                               | 4+    |
| 27         | Course Rules/HFE                   | 3     |
| 28         | Use of ATIS/PMSV/FSS               | 4+    |
| 58         | Taxi and Marshal                   | 3+    |
| 59         | Formation Takeoff                  | 3+    |
| 60         | Crew Coordination Communications   | 3+    |
| 61         | Wingman Communication              | 3+    |
| 62         | In-Flight Planning/Area Management | 3+    |
| 63         | Fuel Management                    | 4+    |
| 64         | Enroute Formation                  | 3+    |
| 65         | Parade Position                    | 3+    |
| 66         | Parade Sequence                    | 3+    |
| 67         | Breakup and Rendezvous             | 4+    |
| 68         | Underrun                           | 3+    |
| 69         | Lead Change                        | 3+    |
| 70         | Lost Wingman                       | 3+    |
| 71         | Cruise Position                    | 3+    |
| 72         | Tail-Chase                         | 3+    |
| 73         | Tactical Spread                    | 3+    |
| 74         | Rejoin                             | 3+    |
| 75         | VFR Arrival                        | 3     |
| 76         | Formation Approach                 | 3+    |

| Blk # | Media | Title                | Events | Hrs | H/X |
|-------|-------|----------------------|--------|-----|-----|
| F51   | T-6A  | Formation Navigation | 2      | 4.0 | 2.0 |

1. Prerequisite. F5002.
2. Syllabus Notes. None.
3. Special Syllabus Requirements. None.
4. Discuss Items. Two-ship navigation procedures.
5. Block MIF

| CTS REF | MANEUVER                           | F5102 |
|---------|------------------------------------|-------|
| 1       | General Knowledge/Procedures       | 4+    |
| 2       | Emergency Procedures               | 4+    |
| 3       | Headwork/Situational Awareness     | 3+    |
| 4       | BAR                                | 4+    |
| 6       | NFO Responsibilities               | 4+    |
| 7       | Ground Procedures                  | 4+    |
| 8       | Radio Procedures                   | 3+    |
| 10      | Departure                          | 4+    |
| 12      | In-Flight Checks                   | 4+    |
| 21      | AGSM                               | 4+    |
| 27      | Course Rules/HFE                   | 3+    |
| 28      | Use of ATIS/PMSV/FSS               | 4+    |
| 29      | In-Flight Computations             | 3+    |
| 48      | VNAV Chart                         | 3+    |
| 49      | Turnpoint Identification           | 3+    |
| 50      | VNAV Turnpoint Procedures          | 3+    |
| 52      | Hazard Calls                       | 3+    |
| 58      | Taxi and Marshal                   | 3+    |
| 59      | Formation Takeoff                  | 3+    |
| 60      | Crew Coordination Communications   | 3+    |
| 61      | Wingman Communication              | 3+    |
| 62      | In-Flight Planning/Area Management | 3+    |

MIF continued on next page.

| CTS REF | MANEUVER           | F5102 |
|---------|--------------------|-------|
| 63      | Fuel Management    | 4+    |
| 64      | Enroute Formation  | 3+    |
| 65      | Parade Position    | 4     |
| 68      | Underrun           | 3     |
| 69      | Lead Change        | 3     |
| 70      | Lost Wingman       | 3     |
| 71      | Cruise Position    | 4     |
| 73      | Tactical Spread    | 3+    |
| 74      | Rejoin             | 4+    |
| 75      | VFR Arrival        | 3     |
| 76      | Formation Approach | 3     |

Chapter VII

Tactical Training

This chapter does not apply to the MNTS Primary and Intermediate phases of training.

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Chapter VIII

Course Training Standards

1. Purpose. These standards outline the tasks and proficiency required of SNFOs during the Primary and Intermediate phases.
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 CTS 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 maneuver item file (MIF) regulates student progression to meet required standards prior to phase completion. Instructor pilots shall evaluate student performance against these standards.

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

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

6. Graded Items. The MIF for specific graded items varies for each stage. Several items are graded on all complete syllabus events. The standards for these universally graded items are listed first. Then, beginning with Contact, 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 CTS 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"> <li>• Maintain working knowledge of all appropriate flight training instructions and directives.</li> </ul>                                    | <ul style="list-style-type: none"> <li>• Recites, discusses, and/or performs all applicable items essential to the operation of the airplane.</li> </ul>   |
| 2. Emergency Procedures   |  |
| <ul style="list-style-type: none"> <li>• Maintain in-depth knowledge of all NATOPS emergency procedures.</li> <li>• Utilize the PCL as required by the NATOPS and FTI.</li> </ul> | <ul style="list-style-type: none"> <li>• Correctly analyzes situation given real or hypothetical situations.</li> <li>• Performs/recites critical action steps from memory without error.</li> <li>• Uses checklist to complete procedures when conditions permit.</li> <li>• Is familiar with all information contained in the PCL, is able to access that information in a correct and timely manner.</li> </ul> |

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 3. Headwork/Situational Awareness   |   |
| <ul style="list-style-type: none"> <li>● Comply with the FTI and NATOPS while maintaining situational awareness sufficient for flight safety.</li> </ul>  | <ul style="list-style-type: none"> <li>● Understands instructions, demonstrations, and explanations.</li> <li>● Foresees and avoids possible difficulties and makes recommendations for the situation.</li> <li>● Remains alert and spatially oriented.</li> <li>● Maintains overall awareness with regard to fuel state, aircraft configuration, nearby traffic, and weather.</li> </ul> |
| 4. Basic Air Work Recognition (BAR)   |   |
| <ul style="list-style-type: none"> <li>● Establish and maintain (or recognize and direct) desired altitude, airspeed, and heading during flight.</li> </ul>   | <ul style="list-style-type: none"> <li>● Makes recommendations to: <ul style="list-style-type: none"> <li>▶ Maintain aircraft within 100 feet, 10 KIAS, 5° of heading.</li> <li>▶ Appropriately use power, attitude, and trim.</li> <li>▶ Level off within 100 feet of desired altitude.</li> <li>▶ Accomplish within ±10 seconds of correct time as applicable.</li> </ul> </li> </ul>   |
| 5. Mission Planning   |   |
| <ul style="list-style-type: none"> <li>● Perform mission planning to include takeoff, climb, enroute, descent, approach, and landing data.</li> <li>● Plan alternate course of action.</li> <li>● Prepare Flight Log/DD-175.</li> </ul> | <ul style="list-style-type: none"> <li>● Uses required directives and forms.</li> <li>● Plans mission in a timely manner to meet requirements.</li> <li>● Completes all forms correctly.</li> <li>● Complies with all directives.</li> <li>● Has all required materials (Wx brief, FLIP publications, NOTAMS, low-level chart as required) prior to brief.</li> </ul>                     |

CONTACT

These Contact standards call for an action to be accomplished in a safe and proper manner. If the SNFO is at the controls at the time of the action, steps need not be verbalized to meet or exceed standards. If the IP is at the controls, the SNFO will verbally direct the pilot in a timely and procedurally correct manner to accomplish the action(s). If the instructor deems the verbal direction sequentially correct and accurate to the situation/maneuver, the SNFO may meet or, in some cases, exceed the training standard.

| BEHAVIOR STATEMENT  | STANDARDS  |
|---|--|
| 6. NFO Responsibilities   |  |
| <ul style="list-style-type: none"> <li>● Accomplish required in-flight duties.</li> </ul> | <ul style="list-style-type: none"> <li>● Makes recommendations to maintain proper aircraft flight parameters.</li> <li>● Performs proper aircraft operations checklists IAW FTI and NATOPS.</li> <li>● Gives takeoff calls, altitude warning calls and landing rollout calls.</li> </ul>   |
| 7. Ground Procedures  |  |
| <ul style="list-style-type: none"> <li>● Prepare aircraft for flight.</li> </ul>          | <ul style="list-style-type: none"> <li>● Correctly and efficiently performs exterior/interior inspections per NATOPS.</li> <li>● Safely directs the taxi of the aircraft from the parking area to the runway via local procedures, using applicable airfield diagram as a reference.</li> <li>● Visually clears the aircraft at every intersection or possible obstruction.</li> <li>● Performs a postflight exterior inspection.</li> </ul> |

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 8. Radio Procedures   |   |
| <ul style="list-style-type: none"> <li>● Communicates via two-way UHF/VHF radio using standard terminology.</li> </ul>                            | <ul style="list-style-type: none"> <li>● Understands and responds to 90 percent of incoming calls.</li> <li>● Makes all calls when required, using standard FAA military terminology during ground operations, departure, enroute, and arrival.</li> <li>● Makes timely transmissions without stepping on others.</li> <li>● Exercises communications brevity consistent with FAA and voice communications FTI requirements.</li> </ul> |
| 9. Takeoff  |   |
| <ul style="list-style-type: none"> <li>● Perform takeoff, starting with clearance for takeoff and ending with landing gear retraction.</li> </ul> | <ul style="list-style-type: none"> <li>● Completes the takeoff checklist.</li> <li>● Adequately checks engine instruments.</li> <li>● Safely raises gear, and verbally reports subsequent gear indication.</li> </ul>   |
| 10. Departure   |   |
| <ul style="list-style-type: none"> <li>● Perform proper VFR or IFR departure procedures.</li> </ul>   | <ul style="list-style-type: none"> <li>● Complies with departure procedures and ATC instructions.</li> <li>● Maintains IFR course <math>\pm 5^\circ</math>.</li> <li>● Performs an operations checklist at or before level off.</li> </ul>  |
| 11. Use of Controls/Trim  |   |
| <ul style="list-style-type: none"> <li>● Manipulate the three primary flight controls.</li> <li>● Properly trim the aircraft.</li> </ul>          | <ul style="list-style-type: none"> <li>● Understands flight control movements and resulting action in all three primary axes.</li> <li>● Recognizes balanced flight.</li> <li>● Trims all three primary flight controls in the appropriate direction.</li> </ul>  |
| 12. In-Flight Checks  |   |
| <ul style="list-style-type: none"> <li>● Complete checks as required.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs: <ul style="list-style-type: none"> <li>▶ Instrument, fuel, ops checks, as required by FTI/NATOPS/SOP.</li> <li>▶ Landing checklist as required by FTI/NATOPS.</li> <li>▶ Stall/pre-aerobatic checklist as required by FTI/NATOPS.</li> </ul> </li> </ul>   |

| BEHAVIOR STATEMENT  | STANDARDS  |
|---|--|
| 13. In-Flight Planning/Area Orientation   |  |
| <ul style="list-style-type: none"> <li>● Visually navigate and remain within prescribed working area.</li> </ul>  | <ul style="list-style-type: none"> <li>● Identifies nearest suitable landing field.</li> <li>● Adjusts mission profile for external factors (weather, traffic, etc.).</li> <li>● Maintains positional awareness using ground references, navigational aids, VFR charts, or FLIP publications.</li> <li>● Maintains appropriate boundaries and altitude block within a working area as required.</li> </ul> |
| 14. Basic Transitions   |  |
| <ul style="list-style-type: none"> <li>● Properly climb, descend, and level off.</li> </ul>   | <ul style="list-style-type: none"> <li>● Initiates level off at the correct altitude, using PAT principle.</li> <li>● Performs clearing turns for climbs and descents greater than 1000 feet, as appropriate.</li> </ul>   |
| 15. VFR Scan  |  |
| <ul style="list-style-type: none"> <li>● Maintain aircraft control relying primarily on outside references.</li> <li>● Clear for other aircraft and weather.</li> </ul> | <ul style="list-style-type: none"> <li>● Recognizes appropriate VFR nose attitudes for defined configurations (i.e., normal/fast cruise).</li> <li>● Communicates traffic and weather conflicts and initiates proper response.</li> </ul>  |
| 16. Level Speed Change (LSC)  |  |
| <ul style="list-style-type: none"> <li>● Perform a level speed change per the FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Begins in normal cruise configuration.</li> <li>● Completes Landing Checklist.</li> <li>● Attempts to trim out control pressures during maneuver.</li> </ul>  |
| 17. Turn Pattern  |  |
| <ul style="list-style-type: none"> <li>● Perform a turn pattern per the FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Commences on cardinal heading.</li> <li>● Recognizes bank angle <math>\pm 10^\circ</math>.</li> <li>● Attempts to reverse turn/roll out within <math>\pm 20^\circ</math> of proper heading.</li> </ul>  |

| BEHAVIOR STATEMENT   | STANDARDS   |
|--|---|
| 18. Power Off Stall (POS)  |   |
| <ul style="list-style-type: none"> <li>● Perform power off stall and recover per the FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Understands this maneuver simulates the feathered condition.</li> <li>● Recognizes proper glide attitude.</li> <li>● Attempts to minimize altitude loss during recovery.</li> <li>● Returns to appropriate glide attitude.</li> </ul>              |
| 19. Approach Turn Stall (ATS)  |   |
| <ul style="list-style-type: none"> <li>● Perform an approach turn stall and recover per the FTI.</li> </ul>  | <ul style="list-style-type: none"> <li>● Commences in the correct configuration.</li> <li>● Performs clearing turn.</li> <li>● Enters stall at/above 6500 feet AGL.</li> <li>● Initiates recovery at stall entry.</li> <li>● Attempts to minimize altitude loss during recovery.</li> </ul> |
| 20. Spin   |   |
| <ul style="list-style-type: none"> <li>● Perform spin per the FTI.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs clearing turn.</li> <li>● Must recover prior to 10,000 feet AGL.</li> <li>● Communicates accurate spin indications over ICS.</li> <li>● Initiates proper recovery after verifying spin indications.</li> </ul>                            |
| 21. Precision Aerobatics/AGSM  |   |
| <ul style="list-style-type: none"> <li>● Recall in-flight precision aerobatic maneuver entry parameters.</li> <li>● Perform proper anti-G straining maneuver.</li> </ul> | <ul style="list-style-type: none"> <li>● Nongraded item. Demo only.</li> <li>● Executes anti-G straining maneuver in flight without error.</li> </ul>   |
| 22. Simulated Power Loss   |   |
| <ul style="list-style-type: none"> <li>● Perform simulated engine failure procedures, given simulated power loss above 3000 feet AGL.</li> </ul>                         | <ul style="list-style-type: none"> <li>● Maintains minimum flying speed.</li> <li>● Selects suitable landing site.</li> <li>● Navigates to intercept ELP.</li> <li>● Configures properly for landing.</li> </ul>  |

| BEHAVIOR STATEMENT   | STANDARDS   |
|--|---|
| 23. Practice Precautionary Emergency Landing (PPEL)  |   |
| <ul style="list-style-type: none"> <li>● Given simulated EP requiring PEL, perform PPEL procedures per the FTI.</li> </ul> | <ul style="list-style-type: none"> <li>● Selects nearest suitable landing field.</li> <li>● Manages airspeed as appropriate for climb or acceleration to high key.</li> <li>● Navigates to intercept ELP.</li> <li>● Configures properly for landing.</li> </ul>  |
| 24. Landing Pattern  |   |
| <ul style="list-style-type: none"> <li>● Execute/direct landing pattern per the FTI.</li> </ul>                            | <ul style="list-style-type: none"> <li>● Maintains/directs: <ul style="list-style-type: none"> <li>▶ Downwind <ul style="list-style-type: none"> <li>▪ Ensures proper downwind configuration and spacing.</li> <li>▪ Initiates Before Landing Checklist.</li> </ul> </li> <li>▶ Abeam <ul style="list-style-type: none"> <li>▪ Executes four T's (transition, trim, turn, and talk).</li> <li>▪ Ensures Landing Checklist complete.</li> </ul> </li> <li>▶ Approach turn/final maintains/directs appropriate airspeed for selected flap setting <math>\pm 5</math> KIAS.</li> </ul> </li> </ul> |

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 25. Landings  |   |
| <ul style="list-style-type: none"> <li>● Execute/direct normal approach/landing per the FTI.</li> </ul>       | <ul style="list-style-type: none"> <li>● Maintains/directs: <ul style="list-style-type: none"> <li>▶ Correct glidepath until flare initiation.</li> <li>▶ Minimum no flap (110 KIAS), takeoff flap (105 KIAS), and full flap (100 KIAS), ±5 KIAS for all until landing transition.</li> </ul> </li> <li>● Attempts to touch down with: <ul style="list-style-type: none"> <li>▶ Appropriate crosswind controls.</li> <li>▶ Main gear first (nose-high attitude).</li> <li>▶ Nose gear ±10 feet of centerline.</li> </ul> </li> <li>● Recognizes the touchdown zone as defined by Contact FTI and local instructions.</li> <li>● Executes/directs full stop or touch-and-go procedures per FTI.</li> </ul> |
| 26. Go Around/Waveoff   |   |
| <ul style="list-style-type: none"> <li>● When appropriate, discontinue approach to landing.</li> </ul>        | <ul style="list-style-type: none"> <li>● Recognizes and initiates waveoff when required by the FTI and/or safety-of-flight.</li> <li>● Ensures positive climb and configuration during waveoff.</li> </ul>  |
| 27. Course Rules/Home Field Entry (HFE)   |   |
| <ul style="list-style-type: none"> <li>● Return to home field in accordance with local procedures.</li> </ul> | <ul style="list-style-type: none"> <li>● Obtains ATIS information.</li> <li>● Conducts adequate recovery briefing.</li> <li>● Visually navigates via prescribed routing.</li> </ul>   |

INSTRUMENTS

| BEHAVIOR STATEMENT  | STANDARDS  |
|---|--|
| 28. Use of ATIS/PMSV/FSS  |  |
| <ul style="list-style-type: none"> <li>● Use ATIS/PMSV to update destination conditions IAW FTI.</li> <li>● Use FSS as required to open, change, and close flight plans.</li> </ul>                                       | <ul style="list-style-type: none"> <li>● Checks ATIS prior to contacting destination approach control.</li> <li>● Updates destination and alternate weather with PMSV/AWOS/FSS enroute, when required.</li> <li>● Contacts FSS to:               <ul style="list-style-type: none"> <li>▶ Open flight plans after departure.</li> <li>▶ Change flight plans enroute.</li> <li>▶ Close flight plans after landing.</li> </ul> </li> </ul> |
| 29. In-Flight Computations  |  |
| <ul style="list-style-type: none"> <li>● Compute IAW FTI:               <ul style="list-style-type: none"> <li>▶ Ground speed.</li> <li>▶ ETE (to turnpoints).</li> <li>▶ Fuel at destination IAF.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>● Computes:               <ul style="list-style-type: none"> <li>▶ Ground speed <math>\pm 12</math> knots.</li> <li>▶ ETA <math>\pm 1</math> minute.</li> <li>▶ Fuel at destination IAF within <math>\pm 30</math> pounds of instructor calculations.</li> </ul> </li> <li>● Correctly complete procedures IAW FTI.</li> </ul>  |
| 30. Crew Resource Management (CRM)  |  |
| <ul style="list-style-type: none"> <li>● Use available crew and cockpit resources to minimize workload and enhance situational awareness.</li> </ul>  | <ul style="list-style-type: none"> <li>● Coordinates and utilizes sound CRM principles.</li> </ul>   |
| 31. In-Flight Briefings   |  |
| <ul style="list-style-type: none"> <li>● Accomplish in-flight briefings IAW FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Provides takeoff brief, departure brief, holding brief, field brief, DRAFT report (as required), approach brief, and missed approach/climbout instructions when required.</li> </ul>  |
| 32. Direct to VOR   |  |
| <ul style="list-style-type: none"> <li>● Establish the aircraft inbound to the station IAW FTI.</li> </ul>  | <ul style="list-style-type: none"> <li>● Establishes and maintains aircraft on inbound radial, within <math>\pm 3</math> radials or 1.5 miles (whichever is less).</li> <li>● Correctly completes procedures IAW FTI.</li> </ul>   |

| BEHAVIOR STATEMENT   | STANDARDS   |
|--|---|
| 33. Enroute Procedures   |   |
| <ul style="list-style-type: none"> <li>● Maintain aircraft's track on appropriate radial or airway.</li> <li>● Identify an intersection using appropriate NAVAID(s).</li> </ul>                                    | <ul style="list-style-type: none"> <li>● Maintains the lesser of <math>\pm 3</math> radials (VOR) or 1.5 miles (VOR) of centerline.</li> <li>● Determines approximate wind direction <math>\pm 30^\circ</math> and <math>\pm 15</math> knots and maintains proper crab angle <math>\pm 5^\circ</math>.</li> <li>● Properly identifies required intersection using appropriate NAVAID(s).</li> <li>● Gives position report as required.</li> <li>● Leads turns when applicable IAW FTI.</li> </ul> |
| 34. Point-to-Point (PTP)   |   |
| <ul style="list-style-type: none"> <li>● Proceed direct to an assigned fix using VOR/DME point-to-point procedures IAW FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Expeditiously establishes a correct initial heading.</li> <li>● Continuously updates heading to: <ul style="list-style-type: none"> <li>▶ Avoid large (<math>&gt;20^\circ</math>) heading changes within two minutes prior.</li> <li>▶ Arrive within two miles of desired point.</li> </ul> </li> <li>● Correctly completes procedures IAW FTI.</li> </ul>   |
| 35. Arcing   |   |
| <ul style="list-style-type: none"> <li>● Direct per FTI: <ul style="list-style-type: none"> <li>▶ VOR/DME arcing.</li> <li>▶ Arc-to-radial intercepts.</li> <li>▶ Radial-to-arc intercepts.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>● Maintains the arc <math>\pm 0.5</math> DME.</li> <li>● Calculates lead points IAW FTI to join: <ul style="list-style-type: none"> <li>▶ Arc <math>\pm 0.5</math> DME.</li> <li>▶ Radial <math>\pm 3^\circ</math>.</li> </ul> </li> </ul>   |
| 36. Station/Waypoint Passage   |   |
| <ul style="list-style-type: none"> <li>● Identify Station/Waypoint Passage IAW FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Identifies station passage for the NAVAID in use or selected GPS waypoint.</li> </ul>  |

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 37. Holding (VOR)   |   |
| <ul style="list-style-type: none"> <li>● Direct VOR holding IAW FTI.</li> </ul> | <ul style="list-style-type: none"> <li>● Computes proper entry turn.</li> <li>● Directs holding airspeed three minutes or less from the holding fix.</li> <li>● Establishes and maintains aircraft within holding airspace.</li> <li>● Properly calculates and applies drift corrections IAW FTI.</li> <li>● Properly calculates and applies timing corrections IAW FTI.</li> </ul>   |
| 38. Holding (GPS)   |   |
| <ul style="list-style-type: none"> <li>● Direct GPS holding IAW FTI.</li> </ul> | <ul style="list-style-type: none"> <li>● Properly sets GPS for holding.</li> <li>● Computes proper entry turn.</li> <li>● Directs holding airspeed three minutes or less from the holding fix.</li> <li>● Establishes and maintains aircraft within holding airspace.</li> <li>● Properly calculates and applies drift corrections IAW FTI.</li> </ul>  |
| 39. VOR Approach  |   |
| <ul style="list-style-type: none"> <li>● Direct an approach IAW FTI.</li> </ul> | <ul style="list-style-type: none"> <li>● IAF to FAF maintains course <math>\pm 1</math> dot or valid intercept.</li> <li>● Properly directs the pilot to slow and take BAC IAW FTI.</li> <li>● By the FAF (when depicted) or initiating descent to MDA, completes landing checklist.</li> <li>● Final: <ul style="list-style-type: none"> <li>▶ Maintains <math>\pm 1</math> dot of desired course.</li> <li>▶ Reaches and maintains MDA +100/-0 feet.</li> </ul> </li> <li>● Properly calculates and applies backup timing at the FAF.</li> <li>● Properly identifies VDP when published.</li> <li>● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA.</li> <li>● Directs the pilot as needed to execute the appropriate missed approach or climbout instructions.</li> </ul> |

| BEHAVIOR STATEMENT   | STANDARDS   |
|--|---|
| 40. GPS Approach   |   |
| <ul style="list-style-type: none"> <li>● Direct a GPS approach IAW FTI.</li> </ul>       | <ul style="list-style-type: none"> <li>● IAF to FAF maintains course <math>\pm 1</math> dot or valid intercept.</li> <li>● By the FAF: <ul style="list-style-type: none"> <li>▶ Completes landing checklist.</li> <li>▶ Ensures approach goes Active prior to descent from FAF.</li> </ul> </li> <li>● Final: <ul style="list-style-type: none"> <li>▶ Reaches and maintains MDA +100/-0 feet.</li> </ul> </li> <li>● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA.</li> <li>● Directs the pilot as needed to execute the appropriate missed approach or climbout instructions.</li> </ul>   |
| 41. Localizer Approach   |   |
| <ul style="list-style-type: none"> <li>● Direct a localizer approach IAW FTI.</li> </ul> | <ul style="list-style-type: none"> <li>● Properly directs the pilot to slow and take BAC.</li> <li>● By the FAF or initiating descent to MDA, completes landing checklist.</li> <li>● Final: <ul style="list-style-type: none"> <li>▶ Maintains <math>\pm 1</math> dot of desired course (LOC).</li> <li>▶ Reaches and maintains MDA +100/-0 feet.</li> <li>▶ Begins backup timing at the FAF when applicable.</li> <li>▶ Ensures missed approach/climbout instructions briefed prior to descent to the MDA.</li> </ul> </li> <li>● Determines if the aircraft is in a position to execute a safe landing upon reaching the MDA.</li> <li>● Directs the pilot as needed to execute the appropriate missed approach or climbout instructions.</li> </ul> |

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 42. ILS Approach  |   |
| <ul style="list-style-type: none"> <li>● Direct the approach IAW FTI.</li> </ul>                              | <ul style="list-style-type: none"> <li>● Prior to initiating descent to DH, completes landing checklist.</li> <li>● Final: <ul style="list-style-type: none"> <li>▶ Maintains ±1 dot of localizer course.</li> <li>▶ Maintains ±1 dot on glideslope.</li> <li>▶ Begins backup timing for the localizer approach when applicable.</li> <li>▶ Ensures missed approach/climbout instructions briefed prior to descent to the DH.</li> </ul> </li> <li>● Determines if the aircraft is in a position to execute a safe landing upon reaching the DH.</li> <li>● Directs the pilot as needed to execute the appropriate missed approach or climbout instructions.</li> </ul> |
| 43. Circling Approach   |   |
| <ul style="list-style-type: none"> <li>● Direct a circling maneuver to the landing runway IAW FTI.</li> </ul> | <ul style="list-style-type: none"> <li>● Provides the pilot proper instructions to establish the aircraft into the circling maneuver for the landing runway.</li> <li>● Selects appropriate MDA for aircraft category.</li> <li>● Directs the pilot as needed to maintain at/above MDA consistent with weather.</li> <li>● Directs the pilot as needed to execute the appropriate missed approach or climbout instructions.</li> </ul>  |

| BEHAVIOR STATEMENT  | STANDARDS  |
|---|--|
| 44. Radar Approach (RA)/Ground-Controlled Approach (GCA)  |  |
| <ul style="list-style-type: none"> <li>● Direct the pilot, as needed, to properly comply with the FTI parameters of a precision approach radar (PAR) or airport surveillance radar (ASR) approach.</li> </ul> | <ul style="list-style-type: none"> <li>● Ensures lost communication and missed approach/climbout instructions are received prior to starting descent to DH or MDA.</li> <li>● By glideslope intercept or descent to the MDA, completes landing checklist.</li> <li>● Determines if the aircraft is in a position to execute a safe landing on reaching the DH or MAP.</li> <li>● Directs the pilot as needed to execute the appropriate missed approach or climbout instructions.</li> </ul>                         |
| 45. Missed Approach   |  |
| <ul style="list-style-type: none"> <li>● Direct a missed approach per the FTI.</li> </ul>   | <ul style="list-style-type: none"> <li>● Directs appropriate missed approach procedure when field not in sight and, <ul style="list-style-type: none"> <li>▶ Nonprecision: <ul style="list-style-type: none"> <li>▪ Inside FAF and full scale CDI deflection.</li> <li>▪ At specified MAP.</li> </ul> </li> <li>▶ Precision, first of: <ul style="list-style-type: none"> <li>▪ Decision height.</li> <li>▪ Controller-directed.</li> </ul> </li> <li>▶ Or, not in position for safe landing.</li> </ul> </li> </ul> |
| 46. Visual Glideslope Interpretation  |  |
| <ul style="list-style-type: none"> <li>● Recognize and discuss various airport lighting aids, approach lighting systems, visual glideslope indicators.</li> </ul>   | <ul style="list-style-type: none"> <li>● Provides IP with correct interpretation of visual glideslope indicators.</li> </ul>   |
| 47. Instrument Turnpoint Procedures   |  |
| <ul style="list-style-type: none"> <li>● Perform instrument turnpoint calls.</li> </ul>   | <ul style="list-style-type: none"> <li>● Makes appropriate instrument two minutes prior, mark on top, and wings level calls using proper format and terminology (80% accuracy).</li> </ul>   |

VISUAL NAVIGATION

| BEHAVIOR STATEMENT   | STANDARDS  |
|--|--|
| 48. VNAV Chart   |  |
| <ul style="list-style-type: none"> <li>● Prepare a visual navigation chart.</li> <li>● Demonstrate chart/route knowledge.</li> </ul> | <ul style="list-style-type: none"> <li>● Prepares a visual low-level navigation chart, given a route and a TPC, to an accuracy of <math>\pm 15</math> pounds (fuel), <math>\pm 30</math> seconds overall and <math>\pm 20</math> seconds at each turnpoint (time), and <math>\pm 2^\circ</math> plotting (course) without error.</li> <li>● Ensures all CHUM present and correct, chart signed, and all airspace and diverts/conflicting airfields annotated on chart.</li> <li>● Relates to IP in brief: turnpoint description, features inside TP circle, hazards on route, and all altitude changes.</li> </ul> |
| 49. Turnpoint Identification   |  |
| <ul style="list-style-type: none"> <li>● Identify turnpoints on a visual low-level route.</li> </ul>                                 | <ul style="list-style-type: none"> <li>● Given a low-level route, identifies visual low-level turnpoints to an accuracy of 80%.</li> </ul>   |
| 50. VNAV Turnpoint Procedures  |  |
| <ul style="list-style-type: none"> <li>● Perform VNAV turnpoint calls.</li> </ul>  | <ul style="list-style-type: none"> <li>● Makes appropriate VNAV two minutes prior, mark on top, and wings level calls using proper format and terminology (90% accuracy).</li> </ul>   |
| 51. Intermediate Checkpoint Identification   |  |
| <ul style="list-style-type: none"> <li>● Identify intermediate checkpoints.</li> </ul>   | <ul style="list-style-type: none"> <li>● Given a specified route, identifies intermediate checkpoints to an accuracy of 50%.</li> <li>● Maintains course within <math>\pm 2</math> NM.</li> </ul>  |
| 52. Hazard Calls   |  |
| <ul style="list-style-type: none"> <li>● Perform hazard calls.</li> </ul>  | <ul style="list-style-type: none"> <li>● Makes appropriate hazard calls using proper format and terminology (90% accuracy).</li> <li>● Clears aircraft of weather, hazards, obstacles, and other aircraft.</li> </ul>  |

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 53. Standard Time Corrections   |   |
| <ul style="list-style-type: none"> <li>• Navigate from point-to-point using dead reckoning and visual references.</li> </ul>                              | <ul style="list-style-type: none"> <li>• Recommends airspeed adjustments to arrive on target (<math>\pm 1</math> minute).</li> <li>• Recommends speed adjustments in the correct magnitude and direction to within <math>\pm 5</math> knots of IP calculations.</li> </ul>  |
| 54. Standard Course Corrections   |   |
| <ul style="list-style-type: none"> <li>• Navigate from point-to-point using dead reckoning and visual references.</li> </ul>                              | <ul style="list-style-type: none"> <li>• Maintains or makes recommendations to maintain a visual low-level course, given a specified course <math>\pm 2</math> NM.</li> <li>• Recommends heading changes to <math>\pm 2^\circ</math> of IP calculations.</li> </ul>   |
| 55. Altitude Selection/Compliance   |   |
| <ul style="list-style-type: none"> <li>• Select the proper altitude to and from low-level route.</li> <li>• Maintain low-level route altitude.</li> </ul> | <ul style="list-style-type: none"> <li>• Directs IP to climb/descend as required to maintain VFR hemispheric altitudes.</li> <li>• Directs IP to maintain low-level route altitude.</li> </ul>  |
| 56. Fuel Management/Analysis  |   |
| <ul style="list-style-type: none"> <li>• Determine fuel state and analyze fuel consumption trends.</li> </ul>   | <ul style="list-style-type: none"> <li>• Determines actual fuel state in flight and determines if above or below mission completion fuel state without error.</li> <li>• Makes recommendations to continue low-level route or RTB early to home field without error.</li> <li>• Maintains OPNAVINST 3710/TW-6/SQ requirements for MCF.</li> </ul> |
| 57. Wind Consideration  |   |
| <ul style="list-style-type: none"> <li>• Analyze current wind conditions.</li> </ul>  | <ul style="list-style-type: none"> <li>• Determines wind direction and speed within <math>\pm 45^\circ</math> and <math>\pm 10</math> knots.</li> </ul>   |

FORMATION

| BEHAVIOR STATEMENT  | STANDARDS   |
|---|---|
| 58. Taxi and Marshal  |   |
| <ul style="list-style-type: none"> <li>● Perform taxi and marshal flight.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs IAW FTI.</li> <li>● Lead monitors wingman's position.</li> </ul>  |
| 59. Formation Takeoff   |   |
| <ul style="list-style-type: none"> <li>● Perform section, interval takeoff.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs IAW FTI.</li> <li>● Lead: <ul style="list-style-type: none"> <li>▶ Monitors wingman.</li> <li>▶ Directs appropriate type of takeoff for weather conditions.</li> </ul> </li> <li>● Wing: Advises IP of airspeeds, fuel caps, engine and gear status.</li> </ul>   |
| 60. Crew Coordination Communications  |   |
| <ul style="list-style-type: none"> <li>● Effectively communicate mission essential information.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs IAW FTI.</li> </ul>   |
| 61. Wingman Communication   |   |
| <ul style="list-style-type: none"> <li>● Safely and effectively communicate with wingman using radio/visual/aircraft.</li> </ul>                              | <ul style="list-style-type: none"> <li>● Performs IAW FTI to 90% accuracy.</li> </ul>   |
| 62. In-Flight Planning/Area Management  |   |
| <ul style="list-style-type: none"> <li>● Plan and execute a sequence of maneuvers or actions.</li> <li>● Understand current and required position.</li> </ul> | <ul style="list-style-type: none"> <li>● Efficiently sequences maneuvers.</li> <li>● Adjusts mission profile for external factors (weather, traffic, etc.).</li> <li>● Maintains positional awareness using ground references, navigational aids, or FLIP publications.</li> </ul>  |
| 63. Fuel Management   |   |
| <ul style="list-style-type: none"> <li>● Monitor fuel status for formation to allow for safety of flight and mission accomplishment.</li> </ul>               | <ul style="list-style-type: none"> <li>● Lead: <ul style="list-style-type: none"> <li>▶ Conducts fuel checks as required by FTI or every 20 minutes.</li> <li>▶ Guarantees that flight is completed IAW SOP/NATOPS/FTI fuel requirements.</li> </ul> </li> <li>● Lead/Wing: Recognizes and calls JOKER/BINGO fuel as necessary with 100% accuracy.</li> </ul> |

| BEHAVIOR STATEMENT  | STANDARDS  |
|---|--|
| 64. Enroute Formation   |  |
| <ul style="list-style-type: none"> <li>● Direct and execute enroute formations as required by weather and/or mission requirements.</li> </ul> | <ul style="list-style-type: none"> <li>● Performs IAW FTI.</li> </ul>  |
| 65. Parade Position   |  |
| <ul style="list-style-type: none"> <li>● Describe and identify position.</li> </ul>   | <ul style="list-style-type: none"> <li>● Recognizes parameters IAW FTI: <ul style="list-style-type: none"> <li>▶ Lower UHF antenna on pitot tube.</li> <li>▶ Near pitot tube on prop arc.</li> </ul> </li> </ul>   |
| 66. Parade Sequence   |  |
| <ul style="list-style-type: none"> <li>● Conduct sequence efficiently and effectively.</li> </ul>   | <ul style="list-style-type: none"> <li>● Lead: <ul style="list-style-type: none"> <li>▶ Maintains working area.</li> <li>▶ Clears for the formation.</li> <li>▶ Completes all maneuvers.</li> <li>▶ Monitors wingman.</li> </ul> </li> <li>● Wing clears for formation.</li> </ul> |
| 67. Breakup and Rendezvous  |  |
| <ul style="list-style-type: none"> <li>● Conduct expeditious and safe breakup and rendezvous.</li> </ul>                                      | <ul style="list-style-type: none"> <li>● Recalls procedures IAW FTI with 100% accuracy.</li> </ul>   |
| 68. Underrun  |  |
| <ul style="list-style-type: none"> <li>● Direct underrun as necessary for safety of flight or training.</li> </ul>                            | <ul style="list-style-type: none"> <li>● Recalls/directs procedures IAW FTI with 100% accuracy.</li> </ul>   |
| 69. Lead Change   |  |
| <ul style="list-style-type: none"> <li>● Execute an expeditious and safe lead change.</li> </ul>  | <ul style="list-style-type: none"> <li>● Considers airspace and weather in planning maneuvers.</li> <li>● Monitors wingman.</li> <li>● Performs IAW FTI.</li> </ul>  |
| 70. Lost Wingman  |  |
| <ul style="list-style-type: none"> <li>● Execute lost wingman.</li> </ul>   | <ul style="list-style-type: none"> <li>● Wing: Immediately directs IP to execute procedures.</li> <li>● Safely executes procedures with 100% accuracy IAW FTI.</li> </ul>  |
| 71. Cruise Position   |  |
| <ul style="list-style-type: none"> <li>● Describe and identify position.</li> </ul>   | <ul style="list-style-type: none"> <li>● Recognizes parameters IAW FTI: <ul style="list-style-type: none"> <li>▶ Within 60° bearing cone.</li> <li>▶ Three to six plane widths.</li> <li>▶ 20 feet of stepdown.</li> </ul> </li> </ul>   |

| BEHAVIOR STATEMENT   | STANDARDS   |
|--|---|
| 72. Tail-Chase   |   |
| <ul style="list-style-type: none"> <li>● Execute tail-chase profile.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs IAW FTI.</li> <li>● Lead: <ul style="list-style-type: none"> <li>▶ Advises IP of wingman's position and status.</li> <li>▶ Advises IP of aircraft parameters including airspeed, altitude, Gs.</li> <li>▶ Directs flight to remain within assigned area.</li> <li>▶ Clears for the formation.</li> </ul> </li> <li>● Wingman: <ul style="list-style-type: none"> <li>▶ Clears for the formation.</li> <li>▶ Advises IP of applicable aircraft parameters including airspeed, altitude, Gs.</li> </ul> </li> </ul> |
| 73. Tactical Spread  |   |
| <ul style="list-style-type: none"> <li>● Enroute medium/high level formation position used to reduce Dash-2 fatigue and improve clearing.</li> </ul> | <ul style="list-style-type: none"> <li>● Lead: <ul style="list-style-type: none"> <li>▶ Maintains area/route orientation.</li> <li>▶ Clears flight path.</li> <li>▶ Checks six o'clock position.</li> </ul> </li> <li>● Wingman directs appropriate geometry (combat spread, in-place turns, cross turns, etc.) IAW FTI.</li> </ul>   |
| 74. Rejoin   |   |
| <ul style="list-style-type: none"> <li>● Reform to parade while lead is maintaining constant heading or in constant AOB turn.</li> </ul>             | <ul style="list-style-type: none"> <li>● Recalls procedures with 100% accuracy IAW FTI.</li> </ul>  |
| 75. VFR Arrival  |   |
| <ul style="list-style-type: none"> <li>● Conduct VFR recovery.</li> </ul>  | <ul style="list-style-type: none"> <li>● Performs IAW FTI, Course Rules, FAR/AIM, NATOPS.</li> </ul>  |
| 76. Formation Approach   |   |
| <ul style="list-style-type: none"> <li>● Execute an instrument or visual straight-in approach as lead or wingman.</li> </ul>                         | <ul style="list-style-type: none"> <li>● Lead: <ul style="list-style-type: none"> <li>▶ Maintains contact or instrument parameters and procedures.</li> <li>▶ Uses wingman consideration.</li> </ul> </li> <li>● Wingman performs IAW FTI.</li> </ul>   |

Chapter IX

Master Materials List

Individually Issued Materials

| NOMENCLATURE  | IDENTIFICATION                | QTY PER<br>STUDENT | COST<br>EACH |
|---|-------------------------------|--------------------|--------------|
| 1. Academic Programmed<br>Instructional Units         | CNAT P                        | 10                 | \$0.31       |
| 2. Flight Training<br>Instructions                    | CNAT P                        | 6                  | 3.00         |
| 3. T-6A NATOPS Flight<br>Manual                       | NAVAIR A1-T6A<br>AAA-NFM-100  | 1                  | 3.50         |
| 4. T-6A NATOPS Pocket<br>Checklist                    | NAVAIR 01-T6A<br>AAA-NPCL-100 | 1                  | 2.00         |
| 5. NATOPS Instrument<br>Flight Manual                 |                               | 1                  | 2.50         |
| 6. DOD FLIP<br>Publications                           |                               |                    |              |
| a. Low Altitude<br>Enroute Charts                     |                               | 3                  | 4.04         |
| b. IFR Enroute<br>Supplement                          |                               | 1                  | 1.00         |
| c. Low Altitude<br>Instrument Approach<br>Procedures  |                               | 2                  | 0.78         |
| d. High Altitude<br>Instrument Approach<br>Procedures |                               | 1                  | 0.31         |
| 7. Military Flight<br>Plan                            | DD-175                        | 4                  |              |
| 8. Weather Briefing<br>Form                           | DD-175-1                      | 20                 |              |
| 9. Flight Crew<br>Checklist                           |                               | 1                  |              |
| 10. Supporting<br>Materials                           |                               |                    |              |
| a. Navigation/<br>Landing Aid (2B47)                  | Instrument Training           | 6                  |              |
| b. T-6A Aircraft<br>Cockpit                           | Familiarization<br>Training   | 6                  |              |

| NOMENCLATURE | IDENTIFICATION | QTY PER<br>STUDENT | COST<br>EACH |
|--------------|----------------|--------------------|--------------|
|--------------|----------------|--------------------|--------------|

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11. Aircraft and Major Training Devices

- a. T-6A Aircraft.
- b. Cockpit Procedures Trainer quantity controlled by Naval Air Warfare Center Training Systems Division (NAVAIRWARCENTRASYS DIV), Training Material Management Division, Inventory Control Branch (Code 5204).
- c. Operational Flight Trainer quantity controlled by NAVAIRWARCENTRASYS DIV, Training Material Management Division, Inventory Control Branch (Code 5204). Cost listed in NAVAIRWARCENTRASYS DIV Directory of Naval Training Devices Cognizance Symbol 2"0".