



DEPARTMENT OF THE NAVY
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TRAINING AIR WING FIVE
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IN REPLY REFER TO:
3710
Ser N3/1270
18 Nov 16

From: Commander, Training Air Wing FIVE
To: Commanding Officer, Helicopter Training Squadron EIGHT
Commanding Officer, Helicopter Training Squadron EIGHTEEN
Commanding Officer, Helicopter Training Squadron TWENTY EIGHT
Officer in Charge, Helicopter Instructor Training Unit

Subj: READ AND INITIAL 16-21: UPDATES TO 3740.5P CHAPTER 3

Ref: (a) COMTRAWINGFIVEINST 3740.5P (TW-5 FIST)

Encl: (1) Training Air Wing FIVE Flight Instructor Standardization and Training (FIST)
Program Chapter 3 CH-1

1. Effective. 28 November 2016
2. Expiration. Until further notice
3. Background. Training Air Wing FIVE Flight Instructor Standardization and Training (FIST) Program Chapter 3 has been updated to align Training Air Wing FIVE and CNATRA FISTs while deconflicting TIMS scheduling. Autorotation Energy Management Principles (AEMP) Program in this section has been updated to properly convey currency and qualification requirements.
4. Action. Include this read and initial in the squadron R&I binder. Replace Training Air Wing FIVE FIST Chapter 3 with enclosure (1).


M. T. MURRAY

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CHAPTER THREE

TH-57 HELICOPTER INSTRUCTOR QUALIFICATION

1. General. Each prospective flight instructor shall complete the current syllabus for Advanced Helicopter Flight Instructors per reference (d) and as outlined in reference (a) prior to designation as a Naval Air Training Command (NATRACOM) Flight Instructor.

NOTE: To provide for mandatory assignment of quotas to the Flight Instructor Training Course (FITC), the HITU shall submit quota requests, via email, to TW-5 Standardization not later than seven working days prior to the commencement of each class. If feasible, the HITU may coordinate directly with FITC.

2. Initial Qualification. All IUTs will receive initial ground support instruction, initial NATOPS qualification, and all required MPTS syllabus flights with the TW-5 HITU per Appendix B.

a. IUTs must initially qualify in Instrument, Navigation, and “C” Contact Stages as per references (a) and (d). IUTs who have previously been assigned as a TH-57 Instructor Pilot in Advanced Training may use an accelerated syllabus designed by the HITU OIC, coordinated with the Squadron Commanding Officer (CO), and approved by CTW-5.

b. Exams. All exams shall be taken prior to their respective check flights. All exams shall be taken in the TW-5 Testing Center, with the exception of Open/Closed NATOPS and Instrument Ground School (IGS). An exam score of less than 80 percent will be considered unsatisfactory. An IUT who receives an unsatisfactory exam score while assigned to the HITU shall receive additional instruction as deemed appropriate by the HITU OIC. If a designated instructor fails an exam during initial/upgrade training, refer to the Squadron CO for additional instruction or other action. IUTs/Instructors who subsequently fail the same exam shall be referred to CTW-5.

c. Flights. The initial NATOPS Evaluation and all assigned syllabus flights shall be conducted by the HITU. Complete annual Standardization Check Flights per the schedule in Attachment 3-3. If an IUT fails a NATOPS Evaluation or a syllabus Standardization Check Flight while assigned to the HITU, refer to the HITU OIC for additional instruction, as appropriate. If a designated instructor fails a Check Flight during Initial/Upgrade Stage training, refer to the Squadron CO for additional instruction or other action, as appropriate. IUTs/Instructors who subsequently fail the same Check Flight shall be referred to CTW-5.

d. Defensive Posturing Simulator Event. Prior to designation as a TW-5 instructor, all IUTs shall complete a non-graded Defensive Posturing Simulator event with a HITU Standardization Instructor. This event is designed to help prepare IUTs with proper defensive positioning and techniques prior to conducting flight events with students. Utilize Figure 3-1 as a kneeboard card. The attached kneeboard card is not all inclusive; Instructors are encouraged to provide additional techniques and scenarios throughout the simulator event. Upon completion of the simulator event, a supplemental Aviation Training File (ATF) shall be completed and placed into the member’s FIST Jacket documenting the flight event.

e. Flight Instructor Training Course (FITC). Prior to designation as a TW-5 instructor, IUTs shall attend FITC. If the IUT has previous Navy Training Command instructor experience only FITC Day Three is required per reference (a). FITC shall include a local Training Integration Management Systems (TIMS)/MPTS brief.

3. Stage Upgrade Training

a. Stage Upgrade Transition Flights may be conducted at the HITU or the Squadron with the exception of Contact TH-57B transition flights that are outlined in 3.b. Squadrons may specify additional requirements for qualification as deemed necessary by the Squadron CO.

b. Contact TH-57B Transition Training

(1) All C4800 block and C4990 Contact TH-57B (Contact B) transition flights shall be flown at the HITU.

4. Currency Requirements. At a minimum, instructor currency requirements shall be per Appendix A of reference (a) and Attachment 3-3 of this instruction. Squadrons may establish additional requirements as deemed necessary.

a. Qualification duration in any stage shall not exceed one year.

5. Annual and Re-Qualification

a. Exams

(1) An instructor shall successfully complete an exam annually for each stage in which they are qualified. A minimum of 20 questions shall be administered for each stage. Annual Stage Exams are open book. All exams, with the exception for Open/Closed NATOPS and Instrument Ground School exams, shall primarily be taken in the TW-5 Testing Center unless approved by TW-5 Training. A copy of the most current examination results shall be maintained in the Instructor's FIST jacket. The exam shall be completed prior to, but not earlier than, 60 days before the annual/re-qualification Standardization Check Flight.

(2) Exams shall be reviewed by CNATRA designated Stage Managers semi-annually. The CNATRA TH-57 Course Curriculum Coordinator (CCC) shall maintain a current copy of each exam and provide oversight of all exams residing in CNATRA's electronic testing database.

(3) TW-5 Testing Center shall administer and score stage exams. Exams will be entered into TIMS using the following grade sheets:

- a) INST Stage Test - I0690
- b) Contact Stage Test - C1090
- c) Night Tactics/NVG Stage Test - V0290
- d) Form Stage Test - F0290
- e) Ship/SAR Stage Test - S0290

- f) Navigation Test - N0490
- g) Course Rules and Tactics "B" - Manual entry into TIMS

(4) A qualified instructor who receives a grade of unsatisfactory may be allowed 30 days to take a different version of the stage test to re-qualify. The instructor shall not instruct in that stage until a satisfactory grade has been obtained. A subsequent failure shall be referred to CTW-5 for appropriate action.

b. Standardization Check Flights

(1) By the end of the qualification period (no more than 12 months), instructors shall successfully complete a Standardization Check Flight performed with a Standardization Instructor.

(2) Instructors who receive an Unsatisfactory Check Flight will be allowed one re-check of the event within 30 days of the initial failure. The instructor shall not instruct in that stage until successfully passing the re-check. If an instructor fails to requalify due to unsatisfactory performance on the recheck, refer the instructor to CTW-5 for appropriate action.

(3) All qualifications are valid until the last day of the month in which the qualification expires.

(4) All Standardization Check flights shall comply with reference (d). All required items indicated by the '+' shall be accomplished and evaluated by the Standardization Instructor unless flight is cloned for Annual Check Flights. Further, discussion items shall also include a review of pertinent NATOPS procedures, FTI/RWOP procedures, and a thorough review of instructional techniques.

6. Qualification Matrix (QM)

a. The Squadron CO will determine which stages Squadron instructors will instruct. Each Squadron and the HITU shall monitor instructor standardization qualifications by producing a QM. The QM shall be signed by the CO/OIC and published monthly. A copy will be forwarded to TW-5 Standardization when updated. The HITU shall manage both the TW-5 Rotary-Wing and HITU QMs.

b. Instructors who are "X" qualified in Instruments are permitted to conduct I4290 Student Flight Events (BI check).

c. Instructors who are "X" qualified in Charlie Contacts are permitted to conduct C4990 Student Flight Events. Instructors who are "X" qualified in Bravo Contacts are permitted to conduct C4390 Student Flight Events.

d. The unit Commanding Officer or HITU OIC may authorize any mid-month changes to the QM. Subsequent mid-month changes will be published by the Standardization Department in writing. The Squadron Standardization Office will maintain a Master QM.

e. Squadrons and the HITU shall utilize the QM format as provided by TW-5 and utilize the matrices as outlined in Appendix A of reference (a).

<u>DEFENSIVE POSTURING SIM</u>	
IUT/IP _____	EVALUATOR _____
DATE _____	SIM# _____
HT- _____	
<i>DISCUSS:</i> Defensive Positioning Techniques	
<i>PRETAKEOFF CHECKS:</i>	
<input type="checkbox"/> Twist Grip: (Full open vice 70% Ng) <input type="checkbox"/> Control Checks: (Incorrect)	
<i>TAKEOFF CHECKS:</i>	
<input type="checkbox"/> Twist Grip: (Toward idle and then back to full) <input type="checkbox"/> STAB Off: (Inadvertent)	
<i>ITO MANUEVERS:</i>	
<input type="checkbox"/> ITO Overtorque: (Strong, progressive pull) <input type="checkbox"/> Aft cyclic ITO <input type="checkbox"/> Yaw in ITO: (Left pedal/Overtorque) <input type="checkbox"/> BAWDI Overtorque: (Arc, climb at 100 KIAS)	
<i>INSTRUMENT FLIGHT:</i>	
<input type="checkbox"/> Pulse collective: (Over control VSI) <input type="checkbox"/> Oscar Overtorque: (Up and left) <input type="checkbox"/> Unusual Attitude recovery: (Left pedal) <input type="checkbox"/> Rear door open in flight: (Pre-flight checks)	
<i>CONTACT FLIGHT:</i>	
<input type="checkbox"/> Landing Checks: (Overtorque) <input type="checkbox"/> Steep approaches: (Too steep) <input type="checkbox"/> EP introduction : (Student manipulate twist grip) <input type="checkbox"/> Power Off Waveoff: (Incorrect procedures)\ <input type="checkbox"/> Brisk Overtorque: (Rapid, quick pull) <input type="checkbox"/> Autos: (Nose high, Low A/S, Excessive Flare) <input type="checkbox"/> Cut Guns: (Aft drift, collective push)	
<i>ADDITIONAL COMMENTS:</i>	
<p style="text-align: center;"><i>Upon completion submit a signed Supplemental ATF and place in member's FIST jacket.</i></p>	

Figure 3-1 Defensive Posturing Simulator Kneeboard Card

Autorotation Energy Management Principles (AEMP) Program.

1. The Autorotation Energy Management Principles (AEMP) Program is designed to provide both initial and continuous AEMP qualification training and exposure to TH-57 Instructor Pilots and Instructors Under Training (IUTs). The application of these principles is designed to provide both Instructors and IUTs the increased training and awareness to manage aircraft energy and safely control the TH-57 aircraft during autorotations. This critical skill will be vital in preparing instructors to react appropriately to unexpected student deviations or actual emergencies.

a. AEMP maneuvers, as outlined in the TH-57 Contact FTI, include:

- (1) Straight-In 60-Knot Attitude Autorotation
- (2) Straight-In Autorotation with S-Turns
- (3) Zero/Low Speed Autorotation
- (4) Straight-In Max Glide Autorotation
- (5) 180 Degree Max Glide Autorotation
- (6) 360 Degree Overhead Autorotation

2. AEMP qualifications are broken up into two groups; AEMP Cadre Instructors and AEMP Qualified Instructors. It is intended all Contact Bravo qualified instructors strive to become an AEMP qualified instructor and eventually be nominated to become an AEMP Cadre Instructor. Contact Bravo STAN qualification is **NOT** synonymous with an AEMP Cadre Instructor qualification.

a. AEMP Cadre Instructor (“S”)

(1) Instructors who are Contact Bravo qualified and have successfully completed AEMP Cadre training shall be designated by CTW-5 as an AEMP Cadre Instructor. AEMP Cadre Instructors shall be listed on the Qualification Matrix (QM), under AEMP, as an “S.” AEMP Cadre Instructors are permitted to practice AEMP maneuvers during Student Naval Aviator (SNA) syllabus events and practice/expose and instruct AEMP maneuvers during IUT syllabus events and QIPs. AEMP Cadre Instructors are permitted to qualify additional AEMP Qualified Instructors.

(2) Instructors shall be currently AEMP qualified and possess a strong level of AEMP proficiency prior to being nominated by the Squadron or HITU as an AEMP Cadre Instructor. AEMP Cadre training shall include a minimum of one dedicated AEMP flight event evaluated by an AEMP Cadre Instructor. Submit both flight and nomination documentation to CTW-5, via TW-5 N7, for designation.

b. AEMP Qualified Instructor (“Q”)

(1) AEMP “Q” Initial Qualification: AEMP initial qualification training consists of a

minimum of 2.0 hours that covers all AEMP flight maneuvers while being evaluated by an AEMP Cadre Instructor. Flight hours may be accumulated over several flights but no fewer than two. Instructors should utilize the AEMP kneeboard card on Figure 3-2 during qualification to ensure completion of all maneuvers. Upon completion of any AEMP training, document flight hours, AEMP maneuvers flown and overall performance on a grade sheet or supplemental ATF (using the AEMP Initial Qualification template).

(2) Contact Bravo qualified Instructors who have successfully completed initial AEMP qualification training with an AEMP Cadre Instructor shall have the comment “AEMP Qualified Instructor” included on a grade sheet or supplemental ATF and listed on the QM, under AEMP, as a “Q.” AEMP Qualified Instructors are permitted to practice AEMP maneuvers during SNA syllabus events and practice/expose AEMP maneuvers during IUT syllabus events and QIPs.

c. AEMP Annual Qualification

All AEMP qualified and AEMP Cadre Instructors shall be evaluated on a cross section of AEMP flight maneuvers annually, typically during their Contact ‘B’ Stage Check (C4990) and/or NATOPS Evaluation (C4290), with an AEMP Cadre Instructor. Document AEMP flight hours, AEMP maneuvers flown, and overall performance on all respective grade sheet or Supplemental ATF (using the AEMP Annual Check template).

3. AEMP exposure is required for all IUT initial and advanced Bravo syllabus events as outlined below.

a. During a portion (minimum of two hours) of both the IUT MPTS Bravo flight syllabus block (C41XX block) and during the Contact ‘B’ advanced transition syllabus blocks (C47XX/C48XX blocks), AEMP flight maneuvers, as outlined in the TH-57 Contact FTI, shall be discussed and executed when flown with an AEMP Cadre Instructor. Instructors should utilize Figure 3-2 as an AEMP kneeboard card to ensure completion of all AEMP flight maneuvers.

b. AEMP Cadre Instructors will evaluate an IUT’s performance in order to earn an initial AEMP “Q” qualification. An IUT may successfully complete the C4990 while not qualifying AEMP during the same flight. Document AEMP flight hours, AEMP maneuvers flown, and overall performance on all respective grade sheets or supplemental ATF (using the AEMP Initial Qualification template).

4. Procedures.

a. Prior to any flight event that includes AEMP maneuvers, the flight brief shall include a discussion of AEMP, AEMP maneuvers, entry parameters, hazards, and wave-off considerations.

b. Warm-Up maneuvers are required prior to commencing any AEMP training. These maneuvers should consist of Normal Approaches, Sliding Landings, Hover and Taxi Cut-Guns, and Autorotations.

c. For tracking purposes, log AEMP flight time onto the NAVFLIR utilizing the mission code HTAEMP and log AEMP time under the MISC code for each pilot performing these maneuvers.

d. If 21 days has lapsed since executing any AEMP maneuvers. A warm-up with an AEMP Cadre Instructor is required. A cross section of AEMP maneuvers shall be accomplished.

e. All AEMP training shall be accomplished in the TH-57B.

f. SNAs are not permitted to execute any AEMP flight maneuvers. Instructors shall ensure each SNA is pre-briefed and aware that AEMP maneuvers are for instructor demonstration only and not to be confused with standard FTI procedures.

5. Safety.

a. There shall be no pressure to “hit the spot” during autorotations. Intended areas of landing are simply reference points. Entering the autorotation with the intent of a “zero-zero” landing is prohibited. Landing the autorotation with ground speed and/or landing beyond the intended point of landing are all favorable to an overtorque or a hard landing.

AEMP		TH-57B	IP: IUT:	Date:	
<p>Discuss: AEMP principles, maneuvers, entry parameters, hazards, and wave-off considerations.</p> <p>Warm-Up: Normal Approaches, Steep Approaches, Boost-Off Approaches and/or Sliding Landings</p>					
A/C:	T/O:	Land:	TPT:	FPT:	CPT:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
General Knowledge			Procedures		
Defensive posturing			EP's		
Straight-In 60-Knot Attitude Autorotation			Straight-In Autorotation with S-Turns		
Zero/Low Speed Autorotation			Straight-In Max Glide Autorotation		
180 Degree Max Glide Autorotation			360 Degree Overhead Autorotation		
<p align="center">-Annotate AEMP maneuvers conducted onto grade sheet or supplemental ATF. -Log all dedicated AEMP maneuver flight time onto NAVFLIR using HT AEMP for Mission Hrs and MISC Hrs Code.</p>					

Figure 3-2 AEMP Kneeboard Card

**ADVANCED ROTARY (TH-57B/C) CURRENCY AND STAGE STANDARDIZATION
CHECK FLIGHT GUIDELINES**

1. Instructor Pilot Currency. The requirements listed below are the minimum necessary to maintain currency:
 - a. NATOPS qualified in model
 - b. Instrument qualified in model
 - c. One flight every 21 days
 - d. Currency in Stage per paragraph 2
 - e. Annual Course Rules exam current
 - f. CRM Training current (NOTE 13)
 - g. Read and Initial board current
2. After 21 calendar days have lapsed, an instructor requires a dual warm-up prior to flying a student curriculum event. The warm-up flight shall be no less than 1.0 hour in length and shall include Two landings and Two autorotations. Additionally, Contact "B" warm-ups shall include simulated tail rotor malfunctions at altitude and in a hover.
3. 90 day currency applies to all stages other than Contact "B," Low Level Navigation, and Night Tactical. Contact "B" stage currency is 21 days. Low Level Navigation requires initial qualification only. Night tactical currency is 45 days. Instructors who lose their 1 in 90 currency, 1 in 21 Contact "B" Stage currency, or 1 in 45 Night Tactical currency, shall fly an instructor warm-up flight per below charts.
4. Emergency Procedure Training shall be conducted by all instructors in the 2B42 flight simulator. See Chapter 5 for more information.
5. After initial qualification, all subsequent stage check flights, annual NATOPS evaluations, and annual NATOPS Instrument evaluations shall be documented via TIMS utilizing the following event codes per reference (d) when applicable:
 - a. NATOPS Evaluation: C4290
 1. For "B" Instructors this flight may be flown with Contact "B" Stage Check (C4990). Both flights will have individual grade sheets.
 2. For "C" Instructors this flight can be flown with HT QIP B Contact.
 3. For items not required/conducted on the grade sheet mark the item as MIF and add comment stating "Not Required." or "Not performed on NATOPS Check."

4. Events cloned from a syllabus event will have a grade sheet. QIPs will be documented on a supplemental ATF.
- b. Contact “B” Stage Check: C4990
 1. Can be flown with NATOPS Evaluation (C4290). Both flights will have individual grade sheets.
 2. For items not required/conducted on the grade sheet mark the item as MIF and add comment stating “Not Required.”
 - c. Contact “C” Stage Check: C4301
 1. Can be flown on the same flight with annual Instrument Stage Check and/or annual NATOPS Instrument Evaluation provided all required maneuvers are completed.
 2. For items not required/conducted on the grade sheet mark the item as MIF and add comment stating “Not Required.”
 - d. NATOPS Instrument Evaluation: I4390
 1. Instrument Stage Checks and annual NATOPS Instrument evaluations should be completed on the same flight. Instructors shall note completion of both events in the grade sheet’s comments section.
 2. For items not required/conducted on the grade sheet mark the item as MIF and add comment stating “Not Required” or “Not performed on INST Check.”
 - e. Instrument Stage Check: HT INSTRUMENT STAGE CK
 1. Instrument Stage Checks and annual NATOPS Instrument evaluations should be completed on the same flight. Instructors shall note completion of both events in the grade sheet’s comments section
 2. If Instrument Stage check is flown separately use event code HT INSTRUMENT STAGE CK and submit a supplemental ATF. This supplemental will be kept in the members FIST Jacket.
 - f. Night Tactical Stage Check: V4190
 1. For items not required/conducted on the grade sheet mark the item as MIF and add comment stating “Not Required.”
 2. Indicate “Under hours per X” in the remarks section of the NAVFLIR and grade sheet if 1.8 hours of NVG time is not accomplished.

NOTE: Due to the ability to conduct various stage checks and NATOPS evaluations concurrently, no constraint exists to execute the above grade cards’ full profiles and/or flight hour requirement provided all requirements delineated in this section are met. Document “under hours per X” on the NAVFLIR and grade sheets if hours per cloned events are not met.

6. Winger/Completer Currency and Warm-up Criteria. The following currency applies to Wingers and Completers for the purpose of observing student Navigation solos.

Currency period	15 Days (NOTE 14)
Currency renewal	1.0 hour flight
Warm-up	1.0 hour flight with a minimum of two normal approaches and two instrument approaches.

7. The charts below delineate guidelines for Annual Flight evaluations, Standardization Check flights, and Currency Requirements.

Instrument

NATOPS Instrument Evaluation (OPNAV)	Annual (NOTE 1,2,3,13)
Stage Check	Annual (NOTE 1,2,3)
Currency period	90 days
Currency renewal	1.0 hour syllabus flight in this stage
Warm-up	1.0 hour instrument flight with; one precision approach and one non-precision approach with a current instructor.

Contact "B"

NATOPS Evaluation	Annual (NOTE 4,5,6,15)
Stage Check	Annual (NOTE 4,6,15)
Currency period	21 Days
Currency renewal	1.0 hour Contact "B" or Tactics syllabus flight
Warm-up	1.0 hour flight with a minimum of one normal approach, simulated tail rotor malfunctions, and two FULL autorotations in the TH-57B.

Contact "C"

Stage Check	Annual (NOTE 7)
Currency period	90 days
Currency renewal	1.0 hour syllabus flight in either the Contact "B" or "C".
Warm-up	1.0 hour flight with a minimum of one normal approach, Hover Cut-gun, Hover Taxi Cut-gun and two power recovery autorotations in the TH-57C.

Night Contact

Stage Check	Initial (NOTE 8)
Currency period	90 days (NOTE 8)
Currency renewal	1.0 hour of continuous unaided night time
Warm-up	1.0 hour unaided night flight with two landings and two power recovery autorotations with a current instructor

Tactics

Stage Check	Initial (NOTE 9)
Currency period	90 Days
Currency renewal	1.0 hour Tactics syllabus flight

Warm-up	1.0 hour flight with a minimum of one High-speed Approach, Quick Stop, Pinnacle, CAL and External Load Operation.
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Shipboard/Search and Rescue

Stage Check	Initial (NOTE 9)
Currency period	90 days
Currency renewal	1.0 hour SAR flight with not less than 1 each: Windline Rescue Pattern, Shipboard TACAN Approach, and ELVA.
Warm-up	1.0 hour SAR flight with not less than 1 each: Windline Rescue Pattern, Shipboard TACAN Approach, and ELVA.

Night Tactical

Stage Check	Annual (NOTE 10)
Currency period	45 days
Currency renewal	1.0 hour flight on Night Tactical (NVGs)
Warm-up	1.0 hour NVG flight with two landings and two autorotations with a current NVG instructor.

Formation

Stage Check	Initial (NOTE 11)
Currency period	90 days
Currency renewal	1.0 hour
Warm-up	1.0 hour Form syllabus flight with Instructor and shall perform all maneuvers as DASH-2, with 2 approaches (Normal and HS Section) to a NO-HOVER landing.

Low Level Navigation

Stage Check	Initial (NOTE 12)
Currency period	Initial qualification
Currency renewal	N/A
Warm-up	N/A

NOTE 1: Annual Instrument Stage check flights may be flown in conjunction with the annual NATOPS Instrument evaluation provided the evaluator is both “S” qualified in the Instrument Stage and a member of the Squadron or unit’s Instrument Flight Board.

NOTE 2: Annual NATOPS Instrument Evaluation and Annual Instrument Stage Check may be flown in the 2B42 Flight Simulator. Evaluator must be a designated member of unit’s Instrument Flight Board and “S” qualified in the Instrument stage to instruct both events.

NOTE 3: IGS and the written examination must be completed within 60 days prior to the NATOPS Instrument evaluation. Expires 12 months from the last day of the month in which the current evaluation expires.

NOTE 4: For Contact “B” instructors, the Annual NATOPS Evaluation flight may be flown in conjunction with the annual Bravo Contact Standardization check flight. For Contact “C”

Instructors the flight also satisfies the requirement for the Quarterly Instructor Proficiency Bravo Contact Flight in the quarter in which the NATOPS Evaluation is flown. The Annual NATOPS Evaluator must be a designated NATOPS Instructor/Assistant NATOPS Instructor and an "S" qualified instructor in the Contact Stage in order to concurrently fly the Annual NATOPS Evaluation and the Annual Contact Standardization check flight.

NOTE 5: Open and Closed book exams must be completed within 60 days prior to the NATOPS Evaluation flight. Expires 12 months from the last day of the month in which the current evaluation expires. Complete annual egress training.

NOTE 6: Contact "B" instructors current in stage are not required to complete the annual Contact "C" stage evaluation because the annual Contact "B" stage evaluation fulfills the annual Contact "C" requirement.

NOTE 7: Annual Contact "C" stage qualification may be flown on the same flight with the annual Instrument Stage and/or Annual Instrument Evaluation provided all required maneuvers are completed. Both flights will have individual grade sheets.

NOTE 8: Night Contact requires initial Standardization check flight only. Annual requirements to maintain qualification are an annual Contact "B" or "C" Standardization check flight and an annual Contact Standardization Exam. Instructors who lose their 1.0 in 90 currency in Night Contact shall fly an Instructor Warm-Up Flight, with any night/TH-57C model current instructor. Take-off, on the warm-up flight, shall occur no earlier than ½ hour after official sunset. Night flight currency is not a cumulative total of night time, but one hour of continuous unaided night flight.

NOTE 9: Tactics and Shipboard/Search and Rescue stage qualifications require Initial Syllabus Flights and Stage Standardization Exam only. Annually, instructors must pass the Stage Standardization Exam to maintain stage qualification.

NOTE 10: NVG instructors must be unaided current and have flown on NVGs once every 45 days to be considered aided current. NVG Contact requires initial Standardization check flight and stage exam. Annual requirements to maintain qualification are an annual NVG Stage Check flight and an annual NVG standardization exam. Instructors who lose their 1 in 45 currency in NVG shall fly an Instructor Warm-Up Flight, with a NVG current instructor.

NOTE 11: Formation Stage initial qualification requires syllabus flights, Standardization check flight, and stage standardization exam. Annually, instructors must successfully pass the Formation Stage standardization exam to maintain stage qualification.

NOTE 12: Navigation Stage qualification requires initial syllabus flights and completion of the initial and annual Navigation Procedures Stage Standardization exam. There is no 90 day currency requirement.

NOTE 13: CRM training shall be conducted annually. CRM must include a lecture and flight evaluation, the flight evaluation may be conducted concurrently with the NATOPS Instrument evaluation.

NOTE 14: Shall be flown with any Instrument Stage current Instructor. Complete one precision and one non-precision approach.

NOTE 15: The Annual Contact Bravo check flight and/or NATOPS Evaluation flight should include a cross section of AEMP flight maneuvers. See Figure 3-2.

ADVANCED ROTARY-WING (TH-57B/C) QUARTERLY PROFICIENCY FLIGHT GUIDELINES

1. Quarterly Instructor Pilot Proficiency (QIP). The purpose of QIP flights is to permit instructors the opportunity to maintain proficiency in flight regimes other than the areas in which they most often instruct. While QIP flights may be paired with other events such as stage checks, NATOPS checks, NATOPS Instrument checks, or warm-up flights, IPs may request additional QIP flights at any time to regain proficiency in a particular area. The requirements listed below are the minimum necessary to maintain quarterly proficiency requirements:
 - a. **1.0** hour minimum IP/IP and/or IP/STAN instructor flight Quarterly (NOTE 1).
 - b. Read and Initial Board current.
2. If an instructor fails to meet proficiency flight requirements, that instructor shall not conduct in-flight instruction until those requirements have been satisfied.
3. Proficiency flights may be used to satisfy currency requirements. However, only if the flight profile satisfies the requirements listed in Attachment 3-3 for that stage.
4. Reserve Component instructors and Wing Staff instructors shall also maintain currency and proficiency requirements.
5. “Bravo” qualified instructors shall conduct a QIP (INST, C Contact, or Night/NVG) in the TH-57C aircraft once every quarter. The annual NATOPS Instrument Evaluation flight, any TH-57C model stage check flight, warm-up flight, or stage upgrade flight may fulfill the associated QIP profile requirement.
6. “Charlie” qualified Instructors (non-Bravo qualified) shall conduct a QIP B Contact flight in the TH-57B aircraft once every quarter. The annual NATOPS Evaluation or any TH-57B IUT upgrade flight fulfills the quarterly QIP B Contact requirement.
7. Dual QIPs may be logged by two “Bravo” qualified Instructors flying in a TH-57C provided that all requirements of paragraph 5 are met and a cross-section of maneuvers from one of the QIP profiles are performed by both pilots. A minimum of **1.5** hours of total flight time shall be logged and the instructors shall log the QIP supplemental ATF for each pilot receiving the QIP. The PIC shall turn in a paper copy of the supplemental ATF to the NATOPS Clerk to ensure qualification matrix is updated correctly.
8. All QIP flight events shall have a supplemental ATF completed utilizing the correct template for the QIP card completed. No requirement exists to maintain a paper copy of the QIP.
9. QIP flights may be conducted by any instructor current in that stage. No requirement exists that these quarterly flights be flown strictly by STAN instructors except for concurrent NATOPS flight, NATOPS Instrument checks or stage evaluations.

QIP	INST	TH-57C 1.0	IP: IUT:	Date:	
Instrument proficiency This flight should emphasize Instrument flying in the TH-57C. Focus should be on approaches/flight time to maintain currency and annual OPNAV requirements.					
A/C:	T/O:	Land:	TPT:	FPT:	CPT:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
General Knowledge			Procedures		
Defensive posturing			EP's		
TACAN Approach			Instrument Procedures		
GPS Approach			VOR Approach		
ILS/LOC Approach			PAR/ASR Approach		
<i>Complete a Supplemental ATF</i>					

Fig. 3-3 Th-57 Quarterly Instrument Proficiency Flight

QIP	B CONTACT	TH-57B 1.0	IP: IUT:	Date:	
Contact "B" proficiency					
*FLOWN ONLY WITH AN AEMP QUALIFIED INSTRUCTOR					
A/C:	T/O:	Land:	TPT:	FPT:	CPT:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
General Knowledge			Procedures		
Defensive posturing			EP's		
Normal Approach			Sim Eng Failure at ALT		
Steep Approach			Sliding Landings		
Sim Eng Failure in Hover			Sim Eng Failure in Hover Taxi		
Tail Rotor EP's			Hydraulic Boost Off Approach		
Power Recovery Autorotations			Full Autorotations		
*AEMP Maneuvers					
<i>Complete a Supplemental ATF</i>					

Fig. 3-4 TH-57 Quarterly B Contact Proficiency Flight

QIP	C Contact	TH-57C 1.0	IP: IUT:	Date:	
Contact "C" proficiency					
A/C:	T/O:	Land:	TPT:	FPT:	CPT:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
General Knowledge			Procedures		
Defensive posturing			EP's		
Normal Approach			Sim Eng Failure at ALT		
Steep Approach			Sliding Landings		
Waveoff			EP Initiation		
Sim Eng Failure in Hover			Sim Eng Failure in Hover Taxi		
Stab Off Approach			No Hover Takeoff		
Power Recovery Autorotation			Hydraulic Boost Off Approach		
<i>Complete a Supplemental ATF</i>					

Fig. 3-5 TH-57 Quarterly C Contact Proficiency Flight

QIP	NIGHT/ NVG	TH-57C 1.0	IP: IUT:	Date:	
Night Contact and/or NVG proficiency. 1.0 hour of continuous unaided night time is required if needing night currency.					
A/C:	T/O:	Land:	TPT:	FPT:	CPT:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
ATIS:	W:	C/V:	ALT:	DA:	RWY:
General Knowledge			Procedures		
Defensive posturing			EP's		
No Hover Landing			Normal Approach		
No Hover Takeoff			Steep Approach		
Night Autorotation			Low-Level Navigation (NVG only)		
<i>Complete a Supplemental ATF</i>					

Fig. 3-6 TH-57 Quarterly Night/NVG Proficiency Flight