



## DEPARTMENT OF THE NAVY

COMMANDING OFFICER  
HELICOPTER TRAINING SQUADRON EIGHT  
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IN REPLY REFER TO:  
HELTRARONEIGHTINST 3740.5V  
50  
17 Nov 16

### HELTRARONEIGHTINST 3740.5V

Subj: FLIGHT INSTRUCTOR STANDARDIZATION AND TRAINING (FIST) PROGRAM

Ref: (a) OPNAVINST 3710.7U  
(b) CNATRAINST 1500.4H  
(c) CNATRAINST 1542.91J  
(d) CNATRAINST 3710.13H  
(e) COMTRAWINGFIVEINST 1550.1A  
(f) COMTRAWINGFIVEINST 3710.8T  
(g) COMTRAWINGFIVEINST 3740.5P  
(h) HELTRARONEIGHTINST 3710.20R  
(i) HELTRARONEIGHTINST 3710.2H  
(j) OPNAVINST 1542.7D

1. Purpose. To establish a Helicopter Training Squadron EIGHT (HT-8) Flight Instructor Standardization and Training (FIST) Program which addresses Naval Air Training and Operating Procedures Standardization (NATOPS), Chief of Naval Air Training (CNATRA), and Commander Training Air Wing FIVE (CTW-5) Operating directives within the Naval Air Training Command.
2. Cancellation. HELTRARONEIGHTINST 3740.5U.
3. Scope. This instruction is applicable to all instructors engaged in the flight training of Student Naval Aviators (SNA) and Instructors-Under-Training (IUT) at HT-8.
4. Discussion. The requirement for a vigorous and continuing standardization program is outlined in reference (d). This instruction further amplifies additional requirements for standardized operations within HT-8.
5. Action. Implement subject program per references (a) through (j). Submit recommended changes to HT-8 Standardization Department.

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Distribution:  
HELTRARONEIGHTINST 5216.8L (List I)

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## CHAPTER I

### FLIGHT INSTRUCTOR STANDARDIZATION AND TRAINING PROGRAM

1. General. This chapter establishes the policies and requirements of the HT-8 FIST Program and is applicable to all HT-8 personnel engaged in flight training. Procedures for standardization shall be established and monitored by the HT-8 Standardization Department to ensure the safe and effective training of SNAs.

2. Responsibilities.

a. Instructor Pilots (IPs) shall:

(1) Maintain proficiency and effective instruction as defined below:

(a) Proficiency -- the ability to exhibit sound knowledge of ground and flight procedures, safely fly all NATOPS, Multi-service Pilot Training System (MPTS) Curriculum, and Flight Training Instruction (FTI) maneuvers for the stage(s) for which the IP is qualified.

(b) Effective instruction -- the ability to discuss, demonstrate, introduce, practice, review, and detect errors performed by SNAs and IUTs.

(2) Be responsible for monitoring individual currency, qualification, and proficiency.

(3) Follow procedures set forth in this instruction and references.

(4) Fly, at a minimum, quarterly proficiency flights with another IP. Specific guidelines are provided in ref (g).

(5) Any personnel TAD for greater than 3 months shall meet with the STAN Officer or Assistant STAN Officer prior to commencing "Warm-Up" flights. The IP shall fly one warm-up flight in each stage previously qualified, with a STAN pilot, as well as any required stage checks.

(6) Complete mid-tour counseling, to address and assess individual instructor mishap risks, within 90 days of completing their first NATOPS check following post-HITU check-in to the squadron. Instructors shall discuss all checklist items with the appropriate department head and document the mid-tour counseling per attachment 5-1 of reference (g). Once counseling has been completed with department heads, the instructor will schedule formal counseling with the CO or XO, bringing the completed counseling form. Following counseling with the CO or XO, the form shall be filed in the instructor's ATJ.

3. Definitions.

a. Stage – a grouping of related flights as follows:

- (1) Contact “B” (CON “B”) – C coded TH-57B events
- (2) Contact “C” (CON “C”) – C coded TH-57C events
- (3) Instrument (INST) – I coded events
- (4) Navigation (NAV) – N coded events
- (5) Formation (FORM) – F coded events
- (6) Tactics “B” (TAC) – T coded TH-57B events
- (7) Tactics “C” (SAR) – S coded TH-57C events
- (8) Night Tactics (NVG) – V coded events

**CHAPTER II**

**FLIGHT INSTRUCTOR INDOCTRINATION AND TRAINING PIPELINE**

1. **Initial Designation.** Upon satisfactory completion of the IUT syllabus, new instructors will be designated by CTW-5 as Instructor Pilots, qualified to instruct Contact “C”, Navigation and Instrument Stage events not expressly prohibited by this instruction. Newly designated IPs shall fly with the CO or XO prior to conducting SNA syllabus events. If the CO or XO are not available they may specifically select a STAN IP to conduct the flight in their absence. Additionally, IP-0 shall be conducted by the STAN Department prior to conducting SNA syllabus events. As part of the IP-0, IUTs shall review the IP-0 Briefing Binder which contains the following information:

- a. HELTRARONEIGHTINST 3740.5, Squadron Flight Instructor Standardization and Training Program.
- b. Instrument Stage Critiques and Stage Summaries from the previous four quarters.
- c. HELTRARONEIGHTINST 3710.20R Squadron Standard Operating Procedures (SOP).

2. **Stage Transitions.**

a. Instructors who desire to transition to a new stage of flight instruction shall make a written request using the appropriate form found in Appendices A through E. Prior to commencing the transition, the request shall be approved by the Commanding Officer via the approval chain, and all prerequisites shall be completed. Transitions shall be completed within 60 days of commencement of flights in the transition syllabus. If an IUT exceeds the 60 day limit, the IUT is required to be reapproved by the Standardization Board and shall restart the transition syllabus.

b. IPs may submit a transition request 25 hours prior to the IP hour requirement for a specific stage, and should not be designated as qualified within the new stage until hour requirements are met in Paragraph c. The Commanding Officer shall be the final approving authority in a case-by-case basis where an IUT does not have sufficient IP hours to start a transition syllabus, or be designated in a new stage.

c. Specific IP hour requirements and instructional time to be designated in a stage in conjunction with completing the required transition syllabus are:

**CONTACT/TACTICS “B”:**                    **250 INSTRUCTIONAL HOURS, 4 MONTHS IN SQUADRON, AND IAW IUT MPTS**

**FORMATION or TACTICS “C”:**           **200 INSTRUCTIONAL HOURS, 4 MONTHS IN SQUADRON, AND IAW IUT MPTS**

NIGHT TACTICS (NVG):                    100 HR NVD TIME, 10 UNAIDED INSTRUCTIONAL  
NIGHT HRS AND 100 INSTRUCTIONAL HOURS

Note: All transitions will be per IUT MPTS Curriculum and IUT operating directives. Formation and Tactics “C” transitions should be done together. If an IP has a significant amount of flight and/or instructor experience in a similar fleet or training aircraft regimen, that experience may be used to fulfill these requirements at the discretion of the Commanding Officer.

3. Stage Check and Standardization Upgrades.

a. The Commanding Officer designates the most qualified IPs to become Squadron Standardization Instructors (“SI” designated) for each stage. Standardization instructors may provide instructor standardization flights at the squadron level and may be assigned ADDU to CTW-5. HT-8 shall designate a maximum of 30 percent of Active Duty IPs as SIs. Every effort should be made to maintain this 30 percent maximum of IPs within each syllabus stage. Exceedance of stage maximums is permissible during replacement of Standardization Instructors.

b. The Commanding Officer also designates highly qualified IPs to become Stage Check Instructors (“X” designated) for each stage. Stage Check IPs may conduct SNA check events as described below:

(1) Instructors who are “X” qualified in Instruments are permitted to conduct I4290 student flight events (BI check).

(2) Instructors who are “X” qualified in Charlie Contacts are permitted to conduct C4990 student flight events.

(3) Instructors who are “X” qualified in Bravo Contacts are permitted to conduct C4390 student flight events.

c. IPs should have flown 500 instructional hours and completed 12 months of instruction in the squadron to be considered for a standardization (STAN) or Stage Check (X) designation, including Assistant NATOPS Instructor (ANI). Instructors selected for STAN or X shall complete the appropriate syllabus described in Appendix G. Prior to flying the upgrade flights, Upgrade IPs shall complete the applicable precheck events described in Appendix H. The focus of the precheck flights is to ensure the Upgrade IP possesses the requisite knowledge, demonstrates effective instructional technique and adheres to all published flight procedures. Initial standardization or stage check upgrade flights shall be flown with the STAN Officer, the Stage Leader, the CTW-5 STAN Officer, the Helicopter Instructor Training Unit (HITU) STAN Officer, or the CNATRA Stage Manager. Upgrade flights may be used to meet proficiency flight requirements provided the SI or X completes the appropriate instructor Aviation Training Form (ATF). The first two upgrade flights shall be flown from the right seat. A STAN Check Kneeboard Card (Appendix J) shall be completed for each event, and the Syllabus Completion

Record (Appendix G) properly annotated. In the case of Formation upgrades, an authorized SI shall be one of the formation IPs. Prior to requesting Contact "B" upgrades, IPs should complete at least five sets of on-wings.

d. IPs desiring a STAN or X upgrade will complete the appropriate STAN upgrade syllabus and will be designated X first. The X designated IP may then upgrade to STAN at a later time at the discretion of the Commanding Officer via recommendation from the STAN department. No requirement exists for a X designated IP to complete the STAN upgrade syllabus more than once. An additional STAN flight may be performed when upgrading from X to STAN on a case-by-case basis.

e. Instrument/Navigation/Contact "C" STAN/Instrument Check pilots are designated to evaluate both SNAs for their initial instrument ratings and IPs for their annual instrument ratings. All instructors involved in instrument training shall be guided by references (a), (d), and the NATOPS Instrument Flight Manual.

f. Instrument Check Pilots, Assistant NATOPS Instructors, and Crew Resource Management Facilitators must be designated in writing by the Commanding Officer. A copy of the designation letter shall be placed permanently in their NATOPS jackets.

**NOTE: COMPLETION OF A TRANSITION/UPGRADE SYLLABUS DOES NOT AUTHORIZE IPs TO CONDUCT SYLLABUS EVENTS REQUIRING THE NEW QUALIFICATION. IPs SHALL NOT CONDUCT SUCH EVENTS UNLESS THEY HAVE BEEN DESIGNATED ON THE QUALIFICATION MATRIX OR THE TRANSITION REQUEST FORM HAS BEEN SIGNED BY THE CO AND ENTERED IN THE IP'S TRAINING JACKET.**

4. Newly Designated Contact "B" Instructors. Prior to receiving on-wings: New Contact "B" Stage IPs shall complete three flights in the C45 block and two flights in the C4102-4203 block. It is the IP's responsibility to advise the Operations Officer that he/she is eligible for an on-wing set. Contact "B" Stage IPs shall not be "tripled" while training their first on-wing set.

First on-wing set: In accordance with the MPTS Curriculum, SNAs are required to fly off-wing for at least one flight between C4102-4203. As a quality assurance mechanism, a new Contact "B" Stage IP shall ensure that his/her first on-wing set is sent off-wing to a Contact "B" Stage SI for two flights between C4102-4203 prior to C4390 (not necessarily the same SI for both flights). The SI will debrief the IP after each off-wing flight and advise the STAN Officer if a second on-wing set should be completed in the same manner. If no further STAN off-wing flights are required, the STAN Officer will lift all scheduling restrictions.

5. Newly designated Formation Instructors. Newly designated Formation instructors will be paired up with a Formation SI for their first three instructional FORM events and shall not fly

with Tilt-rotor students until designated as Section Leader. After the completion of their first three instructional FORM events, the newly designated Formation IP shall receive a Section Leader designation documented in their NATOPS jacket.

6. Aircrewman Training and Designation. The training and designation of Aircrewmen is governed by reference (i).

### CHAPTER III

#### SQUADRON CONVENTION

1. Special Emphasis Areas. Instructors shall place special emphasis upon areas of aircraft operations deemed critical to flight safety and accomplishment of training goals.
2. Academic Training Forms (ATF). The purpose of ATFs are to document SNA performance, inform subsequent IPs, and to aid SNA preparation for subsequent flights. ATFs should not be so brief as to be devoid of substantive feedback. IPs shall not use the "All -> Standard" button while completing ATFs. Per references (b) and (e), ATFs shall be completed prior to the SNAs next event or within 24 hours of the flight. Cross-country flight ATFs should be completed in a timely manner and shall be completed prior to SNAs I4690. Last Flight Flown (LFF) ATFs shall be completed immediately after the flight.
3. Completion Events. Flights that are incomplete shall not be scheduled with an advancing X as a single flight if the two events are not within the same stage. If a completion flight requires 50% or more of the maneuvers be performed, the flight shall be scheduled as a single event. If a subsequent syllabus event is warranted, the appropriate turn time before the second event shall be in accordance with the Student Advanced Helicopter MPTS. End of block completion flights shall not be scheduled as a single flight event with a checkride.
4. Double Scheduling. Any student that is on SMS, or has received a Marginal or Unsat in the RI stage or later, shall not be double scheduled for flights. For all other students, the last two flights in the following stages may be double scheduled as an out-and-in profile and do not require Stage Manager approval: Low-Level Navigation, Formation, and Night Tactics (NVG). The appropriate Stage Manager shall approve double scheduling for all other events on a case by case basis.
5. Directional Gyro Failure. Intentional failure of the directional gyro for training is prohibited in Instrument Meteorological Conditions. Failure of the directional gyro at night is at the discretion of the instructor.
6. Stage Guidance.
  - a. Contact "B" Maneuver Guide ("XX" = SNA performs maneuver). In addition to maneuvers listed below, Contact "B" IPs shall have SNA perform (SNA challenges, IP replies/ executes) the ground checklist (pre-start to takeoff) at least one time prior to SNA's C4390.

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**C4000 BLOCK**

<u>GRADED ITEMS</u>	4001	4002	4003	4004
GENERAL KNOWLEDGE/PROCEDURES	XX	XX	XX	XX
HEADWORK/SITUATIONAL AWARENESS	----	XX	XX	XX
BASIC AIRWORK	XX	XX	XX	XX
GROUND OPERATIONS	XX	XX	XX	XX
RADIO PROCEDURES	DEMO	XX	XX	XX
VERTICAL TAKEOFF	DEMO	XX	XX	XX
TRANSITION TO FORWARD FLIGHT	DEMO	XX	XX	XX
DEPARTURE PROCEDURES	DEMO	XX	XX	XX
ENROUTE PROCEDURES	DEMO	XX	XX	XX
HOVER	XX	XX	XX	XX
TURN ON THE SPOT/CLEARING TURN	DEMO	XX	XX	XX
HOVER TAXI	XX	XX	XX	XX
NORMAL APPROACH	DEMO	DEMO	XX	XX
LEVEL SPEED CHANGE/CONTACT	XX	XX	----	XX
TURN PATTERN/CONTACT	XX	XX	----	XX
SQUARE PATTERNS	----	DEMO	XX	XX
SIMULATED ENGINE FAILURE IN A HOVER	----	DEMO	XX	XX
SIMULATED ENGINE FAILURE IN A HOVER TAXI	----	DEMO	XX	XX
SIMULATED SYSTEMS FAILURE/EMERGENCY AT ALTITUDE	----	----	DEMO	XX
SIMULATED ENGINE FAILURE AT ALTITUDE	----	----	DEMO	XX
VERTICAL LANDING	DEMO	XX	XX	XX
<u>NON-GRADED ITEMS</u>				
90-DEGREE POWER RECOVERY AUTOROTATION	DEMO	----	DEMO	----
180-DEGREE POWER RECOVERY AUTOROTATION	----	DEMO	----	----
WAVEOFF (POWER ON)	----	----	DEMO	DEMO
90-DEGREE FULL AUTOROTATION	----	----	DEMO	----
180-DEGREE FULL AUTOROTATION	----	----	----	DEMO

**C4100 BLOCK**

<u>GRADED ITEMS</u>	4101	4102	4103
GENERAL KNOWLEDGE/PROCEDURES	XX	XX	XX
EMERGENCY PROCEDURES	XX	XX	XX
HEADWORK/SITUATIONAL AWARENESS	XX	XX	XX
BASIC AIRWORK	XX	XX	XX
FLIGHT PLANNING	XX	XX	XX
GROUND OPERATIONS	XX	XX	XX

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CRM	XX	XX	XX
COCKPIT MANAGEMENT	XX	XX	XX
RADIO PROCEDURES	XX	XX	XX
VERTICAL TAKEOFF	XX	XX	XX
TRANSITION TO FORWARD FLIGHT	XX	XX	XX
DEPARTURE PROCEDURES	XX	XX	XX
ENROUTE PROCEDURES	XX	XX	XX
HOVER	XX	XX	XX
TURN ON THE SPOT/CLEARING TURN	XX	XX	XX
HOVER TAXI	XX	XX	XX
NORMAL APPROACH	XX	XX	XX
WAVEOFF (POWER ON)	XX	XX	XX
POWER RECOVERY AUTOROTATIONS	XX	XX	XX
FULL AUTOROTATION	XX	XX	XX
SIMULATED SYSTEMS FAILURE/EMERGENCY AT ALTITUDE	XX	XX	XX
SIMULATED ENGINE FAILURE AT ALTITUDE	XX	XX	XX
SIMULATED ENGINE FAILURE IN A HOVER	XX	XX	XX
SIMULATED ENGINE FAILURE IN A HOVER TAXI	XX	XX	XX
VERTICAL LANDING	XX	XX	XX
MAX LOAD TAKEOFF	DEMO	XX	XX
HYDRAULIC BOOST OFF APPROACH	DEMO	XX	XX
SLIDING LANDING	DEMO	XX	XX
QUICK STOP FROM A HOVER	DEMO	XX	XX
 <u>NON-GRADED ITEMS</u>			
NO HOVER TAKEOFF	DEMO----	----	
MAXIMUM GLIDE AUTOROTATION DEMONSTRATION	----	SSR	----
SIMULATED ENGINE FAILURE ON TAKEOFF (SSR=SPECIAL SYLLABUS REQUIREMENT)	----	----	SSR

**C42XX AND C45XX BLOCKS:** Fly events per MPTS. All maneuvers should be flown if possible to increase student proficiency.

b. Contact "C" Maneuver Guide. C4601 and C4301 (Tiltrotor) shall be flown by an IP having at least 100 advanced helicopter instructional hours.

**FLIGHT**      **RECOMMENDED MANEUVERS**

C4601      EMPHASIS ON NORMAL/STEEP APPROACHES AND "C" TRIM TECHNIQUE. CUT GUNS AND POWER RECOVERY AUTOS AS PATTERN WORK PERMITS. COMM/NAV CHECKLIST AND PREFLIGHT SHALL BE COMPLETED, EVEN IF SECOND STUDENT IS A HOTSEAT.

C4602 CONTINUED EMPHASIS ON PATTERN WORK. ADD MAX LOAD TAKEOFF, SLIDING LANDINGS, STAB OFF APPROACH AND BOOST OFF APPROACH.

C47XX FLIGHTS SHOULD INCLUDE AS MANY BLOCK MANEUVERS AS THE FLIGHT TIME AND STUDENT PROFICIENCY PERMIT.

c. Night Contact (Unaided) Maneuver Guide. Per the MPTS, C4801 and C4802 are dedicated pattern work flights. C4401 (Tiltrotor) shall be flown by an IP having at least 100 advanced helicopter instructional hours. IPs shall document fields used and maneuvers performed in the General Comments section of the ATF.

d. Basic Instruments. I4001 shall be flown by an IP having at least 100 advanced helicopter instructional hours.

(1) Special Emphasis Areas:

(a) Spatial Disorientation. Spatial disorientation continues to be a consistent source of fleet Class-A mishaps. Awareness of the conditions that lead to spatial disorientation along with its prevention and recovery should be routinely emphasized.

(2) Conduct Guidance:

(a) Unusual attitude recoveries should be conducted on every flight.

(b) SNAs should conduct a minimum of one Department of Defense (DOD) or Department of Transportation (DOT) published approach per block in order to gain experience interacting with air traffic controllers.

e. Radio Instruments. I4301 and I4404 shall be flown by an IP having at least 100 advanced helicopter instructional hours.

(1) Special Emphasis Areas:

(a) Crew Resource Management (CRM). According to the Naval Safety Center, approximately 80% of all mishaps can be attributed to human error. CRM, along with NATOPS proficiency, is a primary tool for minimizing crew preventable error. However, unlike TH-57 specific NATOPS knowledge, CRM is readily transferrable from the training command to the fleet. Since SNAs will never again fly alone in a military aircraft, IPs should encourage SNAs to spread load tasking within the aircraft and fully utilize all assets to include Aircrewmembers, Observers, ATC, FSS, and military weather forecasters.

(b) Decision Making. Scenarios, both in the brief and in flight, should be used to teach SNAs how to apply their rote knowledge in order to grow as decision makers. A critical component of IFR decision making is the ability to assess weather and fuel conditions. IPs should require SNAs to evaluate the weather prior to every flight to determine compliance with OPNAV 3710.7 series takeoff, alternate and approach weather requirements. In flight, SNAs should have awareness of fuel available versus fuel required and should recommend changes to the route of flight as needed. Refer to paragraph (2)(b) below for additional guidance on the use of scenarios.

(2) Conduct Guidance:

(a) Two-Challenge Rule. At a minimum of once per block, IPs should deviate from NATOPS IFR/Safety of Flight Parameters to increase student proficiency with the two-challenge rule.

(b) Use of Scenarios in I4400 Block and I4690 Event. To make maximum use of scenarios, SNAs should be encouraged to direct crew actions and coordinate with ATC to the maximum extent allowed by safety, IP comfort level, and operational efficiency. Scenarios should not be artificially stopped and should be allowed to continue to a divert with landing if applicable. Emergencies that strain CRM such as ICS or lighting failures are particularly useful.

(c) I4690/I4688/I4689. The same IP shall not fly both the I4404 and the I4690. An IP that flew an SNA's I4404 should not fly a subsequent I4688 or I4689 for that SNA. Prior to conducting an I4690/I4688/I4689, IPs and Progress Check Pilots shall conduct a thorough jacket review to determine any previously identified (I44XX block) weak areas that should be reevaluated during the flight.

(d) Recommended Maneuvers. The intent of the recommended maneuver sequence that follows is that all required items are graded by the end of block and that SNAs are provided multiple exposures to more difficult maneuvers such as holding, RNAV approaches and failed directional gyro VOR/TACAN approaches.

I4300 Block.

Flight	Recommended Approaches
I4301	TACAN/VOR (3), ASR (1), discuss TAC 32 KNDZ
I4302	ILS (2), LOC (1), PAR (1), discuss ILS Y KNDZ
I4303	Failed Card TACAN/VOR (3), No Gyro PAR (1)
I4304	GPS (3) <sup>1</sup> , discuss ILS Z/RNAV32 KNDZ

<sup>1</sup> A minimum of one approach should be a full procedure turn.

f. Low-Level Navigation:

(1) Special Emphasis Areas:

(a) CRM. IPs shall emphasize the importance of employing all crewmembers as aids to navigation by specifically tasking them with identifying intermediate features and key navigational cues such as paved roads, pipelines, etc.

(b) Flight Briefing. The low-level stage is the first experience that SNAs have delivering a formal flight brief and serves as the foundation for later syllabus and fleet flight briefing habits. IPs shall emphasize thorough preparation and rehearsal, body carriage/eye contact, use of briefing assets such as pointers and imagery, and clarity and succinctness during delivery.

(2) Conduct Guidance. N4301 shall be flown by an IP having at least 100 advanced helicopter instructional hours. An SNA viewing the brief of another low-level navigation event does not fulfill the Special Syllabus Requirement that the brief be demonstrated on the N4301 by the IP. SNAs shall not be scheduled the day prior to N4301 to prepare the brief.

g. Formation. Formation flights shall not be triple scheduled for IPs if one of the sorties would be a F4001. SNAs shall not be scheduled the day prior to F4001 to prepare the brief.

(1) Special Emphasis Areas:

(a) Maintaining Position. IPs shall emphasize the early recognition of excessive closure rates and the importance of maintaining proper separation.

h. Night Tactics (NVG). V4001 and V4002 shall not be scheduled together. V4001 shall be scheduled as a 2.5 hour brief. If available, schedule a V4001 with another V4001 or with a V4004-5. The SNAs event the day prior to V4001 shall be an afternoon event.

(1) Special Emphasis Areas:

(a) Crew Coordination. NVG aided operations possess significant aeromedical concerns that must be considered during mission planning and mission execution. As such, crew coordination is more critical when operating on NVGs than in any other flight environment. Due to the limited peripheral vision, degraded depth perception, 40° field of view, and the impact of a sudden shift in the body's circadian rhythm associated with NVGs, aircrew lookout doctrine and instrument scan must be briefed for all phases of the flight and strictly adhered to.

(b) Flight Briefing. The night tactics stage briefs serve as the foundation for all fleet night tactical briefing habits. IPs shall emphasize the importance of thorough route preparation and rehearsal, to include a comprehensive understanding of hazards as well as NVG planning considerations for all checkpoints along the route, to include the landing zone (airport).

(2) Conduct Guidance.

<u>FLIGHT</u>	<u>RECOMMENDED MANEUVERS</u>
V4001	EMPHASIS ON LOW WORK AND PATTERN WORK. LOW WORK SHOULD BE CONDUCTED IN AN AREA WITH MINIMAL INCOMPATIBLE LIGHTS IN ORDER TO NOT BLOOM, DEGAIN OR SHUTDOWN THE NVGS. IP SHALL DEMO NVG AUTOROTATION. IP SHALL TAKE SNA TO THE PARALOFT TO ENSURE PROPER NVG PREFLIGHT, ADJUSTMENT, AND ALIGNMENT.
V4002	EMPHASIS ON PATTERN WORK AS WELL AS NVG AND AIRCRAFT EMERGENCIES WHILE ON NVGS. IP SHOULD DISCUSS EXPECTATIONS FOR THE NVG ROUTE BRIEF AND DEMONSTRATE NAVIGATION TECHNIQUES USING THE NVGS AS THE FLIGHT PERMITS.
V4003	SHALL BE FLOWN ON THE GREEN ROUTE FORWARD. LANDINGS MAY BE CONDUCTED AT EITHER ATMORE (0R1), FERGUSON (82J), BAY MINETTE (1R8) OR SANTA ROSA (KNGS). FOCUS ON PRECISION NAVIGATION WITH EMPHASIS ON ROUTE BRIEFING, PILOTAGE/DEAD RECKONING, AND COMM/NAV SYSTEMS INTEGRATION ON ROUTE.
V4004/5	MAY BE FLOWN TO THE WESTERN OR EASTERN OPERATING AREA WITH AMPLE TIME FOR PATTERN WORK AT AIRPORTS IN THE AREA WORKED. ENSURE STRICT COMPLIANCE TO SQUADRON SOP REGARDING NUMBER OF CHECKPOINTS AND TOTAL ROUTE DISTANCE. (NOTE: IF FLOWN TO THE WESTERN OPERATING AREA, ROUTE SHALL NOT INTERFERE WITH THE GREEN ROUTE.)

**CHAPTER IV**

**PHYSIOLOGY**

1. **Discussion.** The primary mission of training fleet-ready Naval Aviators requires a high accumulation of flight time by instructors. Identification and monitoring of flight personnel approaching flight time limitations is essential with guidelines provided by references (a) and (f).

2. **Flight Hour Limitations.** IPs shall adhere to the maximum flight time limitations set forth in references (a) and (f). Reference (a) directs the CO, on the advice of the Flight Surgeon, to closely monitor and specifically clear/waive flight personnel who exceed the recommended flight hours for single piloted aircraft.

a. **Maximum Flight Time.** The maximum flight time limitations apply per references (a) and (f).

b. **Flight Time Waiver.** In accordance with reference (a), a flight time waiver will be generated by the Flight Operations Officer if a pilot is approaching or has exceeded the cumulative maximum flight time per this chapter and references (a) and (f).

Period (Calendar Days)	7	30	90	365
Maximum Flight Time	30	65	165	595

Table 4-1: Cumulative Max Flight Time

(1) Instructors shall obtain Commanding Officer's approval prior to flying their next flight, regardless of event or crew position. This approval is usually a signed waiver, however, may be a verbal approval on a case by case basis.

(2) Flight time waivers are valid for the corresponding period of time (i.e. a 30-day waiver is good for 30 calendar days) and commence on the date issued by the Flight Operations Officer. Valid 30-day waivers fulfill and thereby negate the requirement to obtain waivers every 7 days. In addition, valid 90-day waivers fulfill and thereby negate the requirement to obtain waivers every 30 days and 7 days.

Period (Calendar Days)	7	30	90	365
Maximum Flight Time	50	100	265	960

Table 4-2: Maximum Waiver Flight Time

(3) Approval of a cross-country request will meet the requirements of reference (a) for daily flight time. For approved cross-countries, including same-day round robin cross-country events that originate and terminate in the local area, flight time shall not exceed eight hours per day in accordance with reference (f).

APPENDIX A

INSTRUMENT/NAVIGATION/CONTACT "C" AUTHORIZATION: \_\_\_\_\_  
RANK/NAME

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS N/A

CURRENT QUALIFICATIONS N/A PROJECTED ROTATION DATE \_\_\_\_\_

1. The IUT has been briefed regarding current Instrument, Navigation, and Contact "C" requirements and performance expectations. The IUT's NATOPS and Training Jackets have been screened for deficiencies and indicators of unsuitability to conduct flight instruction. Continuation of the IUT syllabus and Instrument, Navigation, and Contact "C" authorization is recommended/not recommended due to \_\_\_\_\_.

\_\_\_\_\_  
Standardization Officer Date

2. I have been briefed by the Standardization Department. I desire / do not desire to continue training.

\_\_\_\_\_  
IUT Date

3. Transition flight will be scheduled as soon as possible after approval.

\_\_\_\_\_  
Operations Officer Date

4. Approved / not approved due to \_\_\_\_\_.

\_\_\_\_\_  
Commanding Officer Date

**\*\*\* THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\***

**SYLLABUS COMPLETION RECORD: (Event / STAN IP / Date)**

Refer to CNATRAININST 1542.91 Series for Event Requirements.

IP-0/ \_\_\_\_\_ / \_\_\_\_\_ CO/XO/STAN FLT/ \_\_\_\_\_ / \_\_\_\_\_

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

\_\_\_\_\_  
Stan/NATOPS Clerk Date

**APPENDIX B**

**CONTACT/TACTICS "B" TRANSITION REQUEST/AUTHORIZATION:** \_\_\_\_\_  
RANK/NAME

1. I respectfully request transition to Contact/Tactics "B":

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS \_\_\_\_\_

CURRENT QUALIFICATIONS \_\_\_\_\_ PROJECTED ROTATION DATE \_\_\_\_\_

Transition IP Signature \_\_\_\_\_ Date \_\_\_\_\_  
2. Recommended / not recommended. Waiver not required / required due to

\_\_\_\_\_ Contact "B" Stan Officer \_\_\_\_\_ Date \_\_\_\_\_  
3. Recommended / not recommended.

Stan Board \_\_\_\_\_ Date \_\_\_\_\_  
4. Approved / not approved due to \_\_\_\_\_

\_\_\_\_\_ Date \_\_\_\_\_  
Commanding Officer

**\*\*\*\* THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\*\***  
**SYLLABUS COMPLETION RECORD:**

**Ground Events / Date:** C2101/ \_\_\_\_\_ CONTACT "B" (C1090) EXAM/ \_\_\_\_\_  
TACTICS "B" EXAM / \_\_\_\_\_

**Flight Events / STAN IP / Date: \*Complete T0105-6 prior to T4001\***  
Refer to CNATRAINST 1542.91 Series for Event Requirements.

C4701/ \_\_\_\_\_ / \_\_\_\_\_ C4801/ \_\_\_\_\_ / \_\_\_\_\_

C4702/ \_\_\_\_\_ / \_\_\_\_\_ C4802/ \_\_\_\_\_ / \_\_\_\_\_

C4703/ \_\_\_\_\_ / \_\_\_\_\_ C4803/ \_\_\_\_\_ / \_\_\_\_\_

T4001/ \_\_\_\_\_ / \_\_\_\_\_ C4990X/ \_\_\_\_\_ / \_\_\_\_\_

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

\_\_\_\_\_ Date \_\_\_\_\_  
Stan/NATOPS Clerk

**APPENDIX C**

**FORMATION TRANSITION REQUEST/AUTHORIZATION:** \_\_\_\_\_  
RANK/NAME

1. I respectfully request transition to Formation:

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS \_\_\_\_\_

CURRENT QUALIFICATIONS \_\_\_\_\_ PROJECTED ROTATION DATE \_\_\_\_\_

\_\_\_\_\_  
Transition IP Signature Date  
2. Recommended / not recommended. Waiver not required / required due to

\_\_\_\_\_  
Formation Stan Officer Date

3. Recommended / not recommended.  
Stan Board Date

4. Approved / not approved due to \_\_\_\_\_.

\_\_\_\_\_  
Commanding Officer Date

**\*\*\*\*\*THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\*\*\***

**SYLLABUS COMPLETION RECORD:**

**Ground Events / Date:** F0290 Exam/ \_\_\_\_\_

**Flight Events / STAN IP / Date: \*COMPLETE F0101-3 BEFORE FLIGHTS\***

Refer to CNATRAINST 1542.91 Series for Event Requirements.

F4001/ \_\_\_\_\_ / \_\_\_\_\_ F4002/ \_\_\_\_\_ / \_\_\_\_\_

F4101/ \_\_\_\_\_ / \_\_\_\_\_ F4290X/ \_\_\_\_\_ / \_\_\_\_\_

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

\_\_\_\_\_  
Stan/NATOPS Clerk

\_\_\_\_\_  
Date

**APPENDIX D**

**TACTICS "C" TRANSITION REQUEST/AUTHORIZATION:** \_\_\_\_\_  
RANK/NAME

1. I respectfully request transition to TACTICS "C":

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS \_\_\_\_\_

CURRENT QUALIFICATIONS \_\_\_\_\_ PROJECTED ROTATION DATE \_\_\_\_\_

Transition IP Signature \_\_\_\_\_ Date \_\_\_\_\_  
2. Recommended / not recommended. Waiver not required / required due to \_\_\_\_\_

Formation Stan Officer \_\_\_\_\_ Date \_\_\_\_\_  
3. Recommended / not recommended.

Stan Board \_\_\_\_\_ Date \_\_\_\_\_  
4. Approved / not approved due to \_\_\_\_\_

Commanding Officer \_\_\_\_\_ Date \_\_\_\_\_

**\*\*\*\*\* THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\*\*\***

**SYLLABUS COMPLETION RECORD:**

**Ground Events / Date:** S0290/ \_\_\_\_\_ S3001/ \_\_\_\_\_

**Flight Events / STAN IP / Date: \*COMPLETE S0101-4 PRIOR TO S3001\***

Refer to CNATRAINST 1542.91 Series for Event Requirements.

S4201/ \_\_\_\_\_ / \_\_\_\_\_

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

Stan/NATOPS Clerk \_\_\_\_\_

Date \_\_\_\_\_

**APPENDIX E**

**NIGHT TACTICS TRANSITION REQUEST/AUTHORIZATION:** \_\_\_\_\_  
RANK/NAME

1. I respectfully request transition to Night Tactics:

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS \_\_\_\_\_

TOTAL HT-8 NIGHT (UNAIDED) INSTRUCTIONAL HOURS \_\_\_\_\_

TOTAL NVG HOURS \_\_\_\_\_ FLEET NVG QUALS \_\_\_\_\_

CURRENT QUALIFICATIONS \_\_\_\_\_ PROJECTED ROTATION DATE \_\_\_\_\_

\_\_\_\_\_  
Transition IP Signature Date

2. Recommended / not recommended. Waiver not required / required due to \_\_\_\_\_

\_\_\_\_\_  
Night Tactics Stan Officer Date

3. Recommended / not recommended.  
Stan Board Date

4. Approved / not approved due to \_\_\_\_\_

\_\_\_\_\_  
Commanding Officer Date

**\*\*\*\*\* THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\*\*\***

**SYLLABUS COMPLETION RECORD:**

**Ground Events / Date:** V0102/ \_\_\_\_\_ V0290 Exam/ \_\_\_\_\_

**Flight Events / STAN IP / Date:**

Refer to CNATRAININST 1542.91 Series for Event Requirements.

V4001/ \_\_\_\_\_ / \_\_\_\_\_ V4004/ \_\_\_\_\_ / \_\_\_\_\_

V4002/ \_\_\_\_\_ / \_\_\_\_\_ V4190X/ \_\_\_\_\_ / \_\_\_\_\_

V4003/ \_\_\_\_\_ / \_\_\_\_\_

\*A minimum of two flights should be conducted under Low Light Level conditions.

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

\_\_\_\_\_  
Stan/NATOPS Clerk

\_\_\_\_\_  
Date

**APPENDIX F**

**FUNCTIONAL CHECK PILOT REQUEST/AUTHORIZATION:** \_\_\_\_\_  
RANK/NAME

1. I respectfully request Functional Check Pilot transition:

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS \_\_\_\_\_

CURRENT QUALIFICATIONS \_\_\_\_\_ PROJECTED ROTATION DATE \_\_\_\_\_

	_____	_____
	Transition IP Signature	Date
2. Recommended / not recommended.	_____	_____
	Maintenance Officer	Date
3. Recommended / not recommended.	_____	_____
	Operations Officer	Date
4. Approved / not approved due to _____.		
	_____	_____
	Commanding Officer	Date

**\*\*\*\*\* THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\*\*\***

**SYLLABUS COMPLETION RECORD:**

**Ground Events/Date:** Required Reading/ \_\_\_\_\_ Open Book Exam/ \_\_\_\_\_

**Flight Events / FCP / Date:**

TF1/ \_\_\_\_\_ / \_\_\_\_\_

TF2/ \_\_\_\_\_ / \_\_\_\_\_

TF3/ \_\_\_\_\_ / \_\_\_\_\_

TF4X/ \_\_\_\_\_ / \_\_\_\_\_

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

\_\_\_\_\_  
Stan/NATOPS Clerk Date

**APPENDIX G**

**STAGE CHECK/STAN UPGRADE AUTHORIZATION:** \_\_\_\_\_  
RANK/NAME

TOTAL FLIGHT HOURS \_\_\_\_\_ TOTAL HT-8 INSTRUCTIONAL HOURS \_\_\_\_\_

CURRENT QUALIFICATIONS \_\_\_\_\_ PROJECTED ROTATION DATE \_\_\_\_\_

\_\_\_ Contact/Tactics "B" \_\_\_ Inst/NAV/Contact "C" \_\_\_ Form/TAC "C" \_\_\_ NVD

1. IP has been briefed by the Standardization Department regarding instruction and evaluation during briefs, flights and debriefs for all student and instructor standardization events (IP standardization, IUT transition, student checkride, and IPC/FPC/ANI flights as applicable).

\_\_\_\_\_  
Stage Stan Officer Date

2. Recommended / not recommended. \_\_\_\_\_  
Stan Board Date

3. Approved / not approved due to \_\_\_\_\_  
\_\_\_\_\_  
Commanding Officer Date

**\*\*\*\*\* THIS RECORD SHALL BE MAINTAINED BY THE STAN DEPARTMENT \*\*\*\*\***

**SYLLABUS COMPLETION RECORD: (Circle applicable event(s))**

<u>Stage</u>	<u>Event</u>	<u>STAN IP</u>	<u>Date</u>
CONT B	SI-1	_____	_____
Inst/Nav/Cont C	SI-2	_____	_____
	OBS I4690	_____	_____
Form/TAC C	SI-3	_____	_____
	SI-4	_____	_____
NVD	SI-5	_____	_____

IP has successfully completed all syllabus requirements. All required Log Book, NATOPS and Training Jacket entries have been made.

\_\_\_\_\_  
Stan/NATOPS Clerk Date

**APPENDIX H**

**HT-8 STAGE CHECK / STAN IP TRAINING SYLLABUS**

**CONTACT "B" STAN**

Prechecks

CTC-B: Upgrade IP demonstrates proficiency and effective instructional technique for all Contact "B" maneuvers.

TAC-B: Upgrade IP demonstrates proficiency and effective instructional technique for all Tactics "B" maneuvers.

SI-1            STANDARDIZATION INSTRUCTOR FLIGHT ONE            2.0hr

1. Discuss:
  - a. Conduct of standardization flight and stage check flights
  - b. Conduct of error detection flights
  - c. Conduct of IP Contact "B" transition flights
  - d. Conduct of C4390 and C4503
  - e. Conduct of IPC/FPC flights
2. Demonstrate/Introduce/Practice:
  - a. Contact "B" maneuvers from the right seat
  - b. Performing common student Contact "B" maneuver errors
  - c. Tail rotor malfunctions
  - d. Error detection/defensive posturing

**Instrument/Navigation/Contact "C" STAN**

Prechecks

CTC-C: Demonstrate Contact "C" maneuvers (May be waived for Contact "B" STAN IPs.)

RI-OBS: IUT observes I4690 brief

SI-2            STANDARDIZATION INSTRUCTOR FLIGHT TWO            2.0hr

1. Discuss:
  - a. Conduct of Inst/Nav/Contact "C" Checks, IP flights and Instrument Checks
  - b. IUT instrument working area FAM (Andalusia, PNS, Florida)
  - c. Conduct of I4690 and IPC/FPC flights

- d. Conduct of N4301 and IP flights
  - e. Navigation routes
  - f. Contact "C" maneuvers from the right seat
  - g. Common student errors/error detection/defensive posturing
2. Demonstrate/Introduce/Practice
- a. BI maneuvers/instructional techniques
  - b. RI maneuvers/instructional techniques
  - c. Error detection/defensive posturing
  - d. Tactical Approaches (90/180/360 Overhead)
  - e. No Hover Takeoff
  - f. Low Level Navigation
  - g. Contact "C" maneuvers from the right seat
  - h. Instructional technique during Contact "C" (day and night) and navigation flights
  - i. Error detection/defensive posturing

**FORMATION/TACTICS "C" STAN**

Prechecks

FORM: SI observes F4001 brief and flies as Wing for Upgrade IP.

TAC-C: N/A.

SI-3            STANDARDIZATION INSTRUCTOR FLIGHT THREE            1.5hr

1. Discuss:
- a. Procedures when OLF is full
  - b. Emergencies/lost comm
  - c. Formation transition syllabus
  - d. Conduct of Formation Checks and IPC/FPC flights
2. Demonstrate/Introduce/Practice:
- a. Formation flight in right seat in DASH-2 position
  - b. Error detection/defensive posturing

SI-4            STANDARDIZATION INSTRUCTOR FLIGHT FOUR            1.5hr

1. Discuss:
- a. Combat cruise
  - b. Conduct of F4101 flights
  - c. Conduct of S4201 flights

- 2. Demonstrate/Introduce/Practice:
  - a. Combat cruise flight in DASH-2 position
  - b. Flying as Lead (PAC) during low-level FORM
  - c. Section high speed approaches
  - d. Parade break
  - e. Error detection/defensive posturing

**NIGHT TACTICS (NVD) STAN**

Prechecks

NVD-C: N/A

SI-5            STANDARDIZATION INSTRUCTOR FLIGHT FIVE            1.5hr

- 1. Discuss:
  - a. Conduct of standardization flight and stage check flights
  - b. Conduct of error detection flights
  - c. RWOP guidance
  - d. MPTS requirements (IUT/SNA)
  - e. Common student errors
  - f. NVG emergencies/failures
  
- 2. Demonstrate/Introduce/Practice:
  - a. Maneuvers from the right seat
  - b. Performing common student maneuver errors
  - c. Error detection/defensive posturing

PREFLIGHT/POSTFLIGHT	_____
CRM	_____
HOVER/HOVER TAXI	_____
NORMAL APPROACH	_____
STEEP APPROACH	_____
VERTICAL TAKEOFF	_____
VERTICAL LANDING	_____
NO-HOVER LANDING	_____
NO-HOVER TAKEOFF	_____
POWER RECOVERY AUTOROTATION (IP DEMO ONLY)	_____
NVG FAILURE/EMERGENCIES	_____
ASSESS SNA's NVG SCAN	_____
NVG NAVIGATION	_____

17 Nov 16

**APPENDIX I  
INSTRUCTOR WARM-UP**

Pilot \_\_\_\_\_  
NAME RANK

Evaluator \_\_\_\_\_  
NAME RANK

DATE \_\_\_\_\_ FLT TIME \_\_\_\_\_ A/C MODEL \_\_\_\_\_

**GROUND PHASE**

CREW COORDINATION/ORM \_\_\_\_\_

WT/BALANCE \_\_\_\_\_

NATOPS BRIEF \_\_\_\_\_

READ & INITIAL \_\_\_\_\_

**\*\*THE EMPHASIS DURING THIS FLIGHT IS ON MANEUVER PROFICIENCY\*\***

**FLIGHT PHASE**

PREFLIGHT (IF APPLICABLE) \_\_\_\_\_

COCKPIT PROCEDURES \_\_\_\_\_

BASIC AIRWORK \_\_\_\_\_

MANEUVER DESCRIPTION \_\_\_\_\_

VERBALS \_\_\_\_\_

SIMULATED ENGINE FAILURE AT ALTITUDE \_\_\_\_\_

WAVEOFF (POWER OFF) \_\_\_\_\_

▲●NORMAL APPROACH \_\_\_\_\_

STEEP APPROACH \_\_\_\_\_

NO HOVER LANDING \_\_\_\_\_

MAX LOAD TAKEOFF \_\_\_\_\_

SLIDING LANDING \_\_\_\_\_

STAB OFF APPROACH \_\_\_\_\_

●HOVER CUT GUN \_\_\_\_\_

●TAXI CUT GUN \_\_\_\_\_

BOOST OFF APPROACH (TO A LANDING) \_\_\_\_\_

◆●POWER RECOVERY AUTOROTATION \_\_\_\_\_

(MIN 2 REQUIRED) \_\_\_\_\_

LOW NR RECOVERY \_\_\_\_\_

▲TAIL ROTOR MALFUNCTIONS (B ONLY) \_\_\_\_\_

ENGINE FAILURE ON TAKEOFF (B ONLY) \_\_\_\_\_

▲FULL AUTOROTATION (B ONLY) \_\_\_\_\_

(MIN 2 REQUIRED) \_\_\_\_\_

INSTRUMENT APPROACH \_\_\_\_\_

▲REQUIRED FOR CONTACT 'B' WARM-UP FLIGHTS

●REQUIRED FOR CONTACT 'C' WARM-UP FLIGHTS

◆REQUIRED ON NIGHT/NIGHT TACTICAL WARM-UP **FLIGHTS**

**OVERALL LEVEL: PROFICIENT / NOT PROFICIENT (REQUIRES ADDITIONAL FLIGHT(S))**

PILOT'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

EVALUATOR'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

REMARKS:

APPENDIX J  
STAN CHECK KNEEBOARD CARDS

TH-57B STANDARDIZATION FLIGHT	
PILOT _____	DATE _____ FLT TIME _____
EVALUATOR _____	EVENT _____
SYS./PROC. KNOWLEDGE	ERROR DETECTION
MANEUVER DESCRIPTION	INSTRUCTIONAL TECHNIQUE
SIMULATED EPs	SIMULATED ENG. FAIL. AT ALT.
APPROACHES (NORM/STEEP)	LDGS (VERT/NO-HOVER/SLIDING)
MAX LOAD TAKEOFF	HYD BOOST-OFF APP. TO DECK
CUT GUNS (HOVER/TAXI)	AUTOS / POWER-OFF WAVEOFF
SIMULATED ENG FAIL ON T-O	LOW Nr RECOVERY
MAX GLIDE AUTO	TAIL ROTOR EPs

APPENDIX J  
STAN CHECK KNEEBOARD CARDS

TH-57C STANDARDIZATION FLIGHT	
PILOT _____	DATE _____ FLT TIME _____
EVALUATOR _____	EVENT _____
SYS./PROC. KNOWLEDGE	ERROR DETECTION
MANEUVER DESCRIPTION	INSTRUCTIONAL TECHNIQUE
SIMULATED EPs	SIMULATED ENG. FAIL. AT ALT.
APP'S (NORM/STEEP/STAB OFF)	LDGS (VERT/NO-HOVER/SLIDING)
MAX LOAD TAKEOFF	HYD BOOST-OFF APP. TO DECK
CUT GUNS (HOVER/TAXI)	AUTOS / POWER-OFF WAVEOFF
INSTRUMENT AUTO	INSTRUMENT APPROACH
TLA'S	FORMATION / TACTICS