



DEPARTMENT OF THE NAVY
COMMANDER
TRAINING AIR WING FIVE
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MILTON, FLORIDA 32570-6017

IN REPLY REFER TO

COMTRAWINGFIVEINST 3750.6G
Code N8
19 Jun 12

COMTRAWING FIVE INSTRUCTION 3750.6G

Subj: SAFETY STANDDOWN AND BACK-IN-THE-SADDLE PROGRAMS

Ref: (a) CNATRINST 3750.24F

Encl: (1) Squadron/Unit Review

1. Purpose. To implement the requirements of reference (a).
2. Cancellation. COMTRAWINGFIVEINST 3750.6F.
3. Discussion. Sustaining productive flight training of high instructional quality is dependent upon effective, consistent leadership and management of a continuous, vigorous, and imaginative Safety Program. Safety Standdowns within Training Air Wing (TRAWING) FIVE have proven to be invaluable tools in developing and maintaining a dynamic, responsive, and aggressive Safety Program. They provide a unique opportunity for All Hands to receive briefings first-hand, exchange lessons learned, identify and discuss safety discrepancies, and initiate timely corrective action. These planned program periods should reflect both the squadron's and TRAWING FIVE's firm commitment to, and emphasis on, SAFETY. In addition, after a prolonged non-flying period, both instructors and students need to re-familiarize themselves with procedures, instructional skills, and aeronautical knowledge prior to resumption of full flight training operations. Enclosure (1) provides recommended review topics.
4. Policy. Per reference (a), Safety Standdowns and Back-in-the-Saddle Programs shall be conducted by all Naval Air Training Command (NATRACOM) units involved in the operation or industrial support of aircraft. Four days per year is considered minimum. Each Commanding Officer and Officer-in-Charge is responsible for initiating full or partial standdowns as required to address and correct any known deficiencies or trends that indicate less than complete dedication to the Aviation and General Safety Programs.
5. Action
 - a. Commander, TRAWING FIVE
 - (1) Require maximum participation by instructors, students, enlisted, and civilian personnel. Participation by contractor instructors is highly encouraged.

(2) Shall make a consolidated TRAWING FIVE report to CNATRA (Code N00X) when higher authority directed Standdowns are conducted.

b. Commanding Officers and Officers-in-Charge

(1) Standdowns should be conducted once each quarter and will normally be scheduled to support the following:

- (a) After Christmas Leave period
- (b) Fall (before Cold Weather operations set in)
- (c) Late spring (before Hot Weather operations set in)
- (d) After any period of extended non-flight operations.

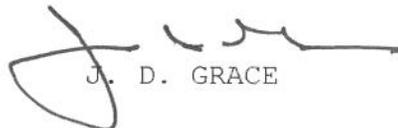
(2) Squadrons will normally stand down concurrently with each other and Naval Air Station, Whiting Field for maximum efficiency. Naval Air Station Whiting Field (NASWF) personnel are available to conduct training and facility inspections during stand down periods. Requests should be made to NASWF Commanding Officer on a case by case basis.

(3) Enclosure (1) is a non-inclusive Safety Review Guide, which may be used in preparing individual Unit Standdown/Back-in-the-Saddle Programs. Programs should be planned well in advance to ensure total participation and provide attendees with an organized, interesting, and dynamic program.

6. Reports

a. Copies of individual squadron Standdown/Back-in-the-Saddle notices shall be furnished to TRAWING FIVE (Code N8) for review and retention.

b. Reports shall be made to TRAWING FIVE (Code N8) after each Standdown commenting on the type, scope, depth, and achievements of the evolution.


J. D. GRACE

Distribution:
COMTRAWINGFIVEINST 5216.1R
List II, III(a,g-i)

SQUADRON/UNIT REVIEW

1. Squadron/Helicopter Instructor Training Unit (HITU)/Fixed-Wing Instructor Training Unit (FITU)

a. Flight Discipline/Safety Requirements

- (1) Review course rules, home field and outlying fields.
- (2) Discuss past aircraft mishaps/incidents with aviators including night mishaps, human factors, and maintenance/material failure.
- (3) Review the ground and flight emergency procedures with instructors, students, and aircrewmembers.
- (4) Discuss ground egress and bailout with instructors, students, and aircrewmembers.
- (5) Review winter weather ground and flight operations hazards (frost, ice, freezing rain, turbulence, etc.)
- (6) Review hot weather ground and flight operations hazards.
- (7) Aero Medical Safety Officer (AMSO) brief as appropriate from aero medical subjects such as physiological considerations relating to summer and winter flying, flying with a cold, self-medication, and stress.
- (8) Review operating weather criteria. For example: takeoff minimums, alternate requirements, solo minimums, approach minimums and weather pilot responsibilities.
- (9) Emphasize pilot adherence to NATOPS checklists. Ensure checklists are up to date and available.
- (10) Emphasize the importance of timely and accurate Bird/Animal Aircraft Strike Hazard (BASH) reporting, and seasonal BASH awareness. Ensure instructors, students, and aircrew are familiar with reporting requirements and remains identification procedures.
- (11) Review safety concerns identified through Aviation Safety Awareness Program (ASAP).

b. Aircraft Inspections

- (1) Review Pre-Flight Procedures with pilots (Use NATOPS).
- (2) Review Post Flight Procedures and preparation of Maintenance Action Form (MAF).

(3) Emphasize the need to be constantly alert for, and to report, operational/aircraft maintenance discrepancies throughout all flight related operations.

c. Pilot/Student Lectures and Inspections

(1) Review flight support lectures for current, accurate, and standardized information.

(2) Review emergency procedures and use of survival equipment.

(3) Inspect flight crew personnel for correct flight clothing and equipment. Check foul weather gear status (as applicable).

(4) Review use of personal survival equipment.

d. Compliance with Syllabus and Directives

(1) Review of flight syllabus, flight procedure lectures, and Flight Training Instructions (FTIs) to ensure maximum standardization among squadrons and compliance with approved flight training syllabus and current directives. Ensure where applicable, the FTI conforms to NATOPS.

e. Flightline Operations

(1) Review flightline operations to include taxiing procedures, ground support equipment usage, hearing protection requirements, de-ice procedures, foul weather recoveries, procedures for aircraft returning with flightline secured, lineman hand signals, and night-time procedures.

f. Command Safety Policy Affirmation

(1) The Commanding Officer or Executive Officer will personally brief assigned personnel during the review period on the importance of eliminating complacency, carelessness, and malpractice in the air and on the ground. These briefings will be conducted with selected groups (i.e., pilots, students, staff, etc.) for maximum benefit.

(2) Review ORM policies and procedures, to include operational and off-duty ORM application and training.

(3) Stress individual responsibility in promoting safety throughout the command.