



DEPARTMENT OF THE NAVY

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IN REPLY REFER TO:

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Ser N7/435

21 Apr 16

MEMORANDUM

From: Commander, Training Air Wing FIVE

To: Cubic TH-57 Standardization Office

Subj: TH-57 HELICOPTER SIMULATOR PILOT/CO-PILOT DUTIES

1. The purpose of this memorandum is to delineate the expectations for Student Naval Aviators (SNAs) undergoing simulator instructional events and to standardize the expected performance as they participate as pilots and co-pilots during the event. The desired end state is that each SNA undergoing simulator training receives standardized, quality training that emphasizes on utilizing appropriate Crew Resource Management (CRM) skills and prepares them for follow-on aircraft events.

2. The pilot and co-pilot are to work as a team during the simulator event. Radio Instrument (RI) procedures and orientation are introduced in the simulator and each SNA must achieve all simulator MPTS training objectives prior to progressing to the aircraft. Therefore, the scheduled co-pilot should not be overly proactive in directing the pilot on procedures, providing instructions, identifying fixes or setting up the NAVAIDs. Instead, it is the pilot's responsibility to make decisions throughout the flight and to communicate and direct the co-pilot, as required any necessary actions. The co-pilot will be expected to verbalize any disagreement once the pilot has either executed or verbally stated intent to perform an incorrect procedure. This action by the co-pilot is vital especially during the execution of emergency procedures. It is the pilot's responsibility to advise the co-pilot during the brief of any expected performance during the event and to direct the co-pilot on specifically what actions to conduct to include which switch to move, which frequencies to tune, and when to do so. Good teamwork and effective communication is the key to success during these simulator events.

3. The following pilot and co-pilot duties are provided for additional clarification:

a. SNAs scheduled as Pilot shall:

(1) Conduct the NATOPS brief for the flight to include all co-pilot responsibilities.

(2) Make decisions throughout the flight. This may include determining point-to-point headings, holding entries, COMM/NAV setup, etc. The pilot is ultimately responsible for the execution of proper procedures.

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(3) Initiate checklists and ensure timing has been calculated for approaches, when required. It is permissible for the co-pilot to remind the pilot to initiate a checklist, if necessary, or advise the pilot if there is a disagreement with a pilot's decision or direction. The co-pilot may also calculate any required timing for approaches; however, if the scheduled co-pilot calculates timing on the first half of the event, the scheduled co-pilot for the second half of the event must also calculate the timing.

(4) Ask the co-pilot specific questions to enhance situational awareness during instrument approaches. These questions should have a definitive correct answer that can be located on the approach plate (i.e. "What is the next step down altitude?"). If a pilot requests information from an approach plate, the pilot should verify the information on their own approach plate, workload permitting and not to interfere with maintaining aircraft control. Procedural FTI guidance is not considered appropriate co-pilot support. The pilot shall not ask, nor shall the co-pilot answer any questions that are considered vague and/or do not demonstrate appropriate procedural knowledge (i.e. "What's the next step?"). The intent is to ensure that the pilot is managing the flight event, not being led through the event by the co-pilot.

(5) The pilot is responsible for any deviations from established procedures (FTI), basic air work and/or failure to comply with co-pilot provided guidance that is factually correct (i.e. if the copilot provides a correct step down altitude and the pilot fails to achieve it, the pilot is held responsible). This does not absolve the pilot the responsibility to question the co-pilot on any information that may be potentially inaccurate.

b. SNAs scheduled as Co-pilot shall:

(1) Comply with all non-flying pilot duties as listed in the NATOPS Cockpit Crew Coordination brief under IFR/Night flight. This includes all mandatory calls including exceedance of safety of flight (basic air work) parameters.

(2) Be prepared to assume the controls if deviations greater than those specified in the NATOPS brief occur.

(3) Copy all necessary in-flight information including weather, ATC instructions, assigned altitudes, headings, clearances and frequencies.

(4) Tune radios and tune/identify NAVAIDs as instructed by the pilot.

(5) Monitor gauges, caution lights and fuel quantity and alert the pilot if approaching or exceeding any NATOPS limitation.

(6) During an emergency scenario, once the pilot has identified the nature of the emergency, the co-pilot shall execute the critical memory action items that do not require flight control input. For any emergency procedures that are not listed as critical, the co-pilot shall read out loud the procedures from the NATOPS pocket checklist.

(7) Start timing as directed by the pilot and advise when the calculated timing has been reached.

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(8) Twist in courses on the HSI/CDI as directed by the pilot.

(9) Remind the pilot to make any necessary voice reports.

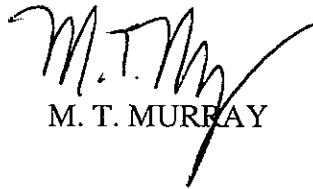
(10) If a missed approach is executed, read out loud the missed approach instructions and monitor the pilot for compliance. It is considered appropriate for the co-pilot to provide step-by-step instructions during a missed approach without request from the pilot.

(11) Verbalize any disagreement with pilot procedures or actions. However, keep discourse to a minimum so that the pilot can direct the flight, as appropriate. Utilize verbal communication instead of pointing.

(12) Take action only when requested by the pilot or when a deviation occurs. Advise the pilot when necessary actions are complete.

(13) The co-pilot is held responsible for any deviations from pilot's instructions and for the accuracy of information provided to the pilot.

4. If crew deviation from this instruction is sufficient enough to warrant a CRM grade of below Course Training Standards, that shall be annotated on the SNAs grade sheet.


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TW-5 TH-57 NATOPS
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