DEPARTMENT OF THE NAVY

COMMANDING OFFICER
HELICOPTER TRAINING SQUADRON EIGHT
7413 USS ENTERPRISE STREET SUITE 101
MILTON FL 32570-6010

IN REPLY REFER TO:
HELTRARONEIGHTINST 3740.5U
50
13 Jun 14

HELTRARONEIGHTINST 3740.5U

Subj: FLIGHT INSTRUCTOR STANDARDIZATION AND TRAINING (FIST) PROGRAM

Ref: (a) OPNAVINST 3710.7U
(b) CNATRAINST 1500.4H
(c) CNATRAINST 1542.91 Series
(d) CNATRAINST 3710.13G
(e) COMTRAWINGFIVEINST 1550.1A
(f) COMTRAWINGFIVEINST 3710.8S
(g) COMTRAWINGFIVEINST 3740.5N
(h) HELTRARONEIGHTINST 3710.20P
(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 3740.5T.

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.

R. G. SINRAM

Distribution:
HELTRARONEIGHTINST 5216.8K (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.

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 IPs and qualified to instruct Contact "C", Navigation and Instrument Stage events not expressly prohibited by this instruction. IP-0 shall be conducted by the STAN Department. As part of the IP-0, IUTs shall review the IP-0 Briefing Binder which contains the following information:

a. HELATRARONEIGHTINST 3740.5, Squadron Flight Instructor Standardization and Training Program.

b. Instrument Stage Critique and Stage Summaries from the previous four quarters.

c. Squadron Standard Operating Procedure (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 completion 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.

3. Standardization Upgrades.

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

b. IPs should have flown 500 instructional hours and completed 12 months of instruction in the squadron to be considered for a standardization designation (STAN), including Assistant NATOPS Instructor (ANI). Instructors selected for STAN 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 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 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.

c. 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.

d. 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 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 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.

C4000 BLOCK

GRADED ITEMS	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

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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

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NON-GRADED ITEMS				
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

GRADED ITEMS	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
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

NON-GRADED ITEMS			
NO HOVER TAKEOFF	DEMO	----	----
MAXIMUM GLIDE AUTOROTATION DEMONSTRATION	----	SSR	----
SIMULATED ENGINE FAILURE ON TAKEOFF	----	----	SSR

(SSR=SPECIAL SYLLABUS REQUIREMENT)

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 Aircrewmen, 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)[1], discuss ILS Z/RNAV32 KNDZ

[1] 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 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 should not be scheduled together to the maximum extent possible. 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.

FLIGHT	RECOMMENDED MANEUVERS
V4001	EMPHASIS ON LOW WORK AND PATTERN WORK. LOW WORK MAY BE COMPLETED ON MAT B AT KNDZ. 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 NVD ROUTE BRIEF AND DEMONSTRATE NAVIGATION TECHNIQUES USING THE NVDS AS THE FLIGHT PERMITS.
V4003	SHALL BE FLOWN ON THE GREEN ROUTE FORWARD WITH PATTERN WORK CONDUCTED AT ATMORE OR BAY MINNETTE MUNICIPAL AIRPORTS. 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 flights 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 CNATRAINST 1542.91 Series for Event Requirements.

IP-0/ _____ / _____ N4301/_____ / _____

C4501/_____ / _____ I4601/_____ / _____

I4501/_____ / _____ I4701/_____ / _____

C4601/_____ / _____ I4801/_____ / _____

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 _____.

_____ _____
Commanding Officer Date

********** 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.

_____ _____
Stan/NATOPS Clerk Date

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 CNATRAINST 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 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))

Stage Cont B	Inst/ Nav/ Cont C	Form/ Tac "C"	NVD	STAN IP	Date
SI-1	SI-2	SI-3	SI-5	_____	_____
	Obs I4690	SI-4		_____	_____

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 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, Florala)
   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	_____
	_____

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

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