



DEPARTMENT OF THE NAVY

COMMANDER TRAINING AIR WING SIX
390 SAN CARLOS ROAD SUITE C
PENSACOLA, FLORIDA 32508-5509

COMTRAWINGSIXINST 1542.8
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23 FEB 2015

COMMANDER, TRAINING AIR WING SIX INSTRUCTION 1542.8

From: Commander, Training Air Wing SIX

Subj: INSTRUCTOR NAVAL FLIGHT OFFICER (INFO) T-6A FLIGHT PROGRAM

Ref: (a) CNATRINST 1542.154A
(b) CNATRINST 3710.13G
(c) OPNAVINST 3710.7U
(d) COMTRAWINGSIXINST 3740.2R
(e) CNATRINST 1542.162A

1. Purpose. To establish the policies and procedures for the training and continued aviation proficiency of selected INFOs assigned to Training Air Wing SIX (TW-6) and subordinate commands utilizing the T-6A Texan II.

2. Scope. This program is applicable to Commander, Training Air Wing SIX (CTW-6), and subordinate commands with assigned INFOs both Active Duty and Selected Reserve that lack a platform to obtain their annual required flight hours. Associate INFOs not detailed to TW-6 on flying orders must be approved through the associate flight program process established by CTW-6. This program does not modify or cancel the local TW-6 T-6A backseat observer qualification program.

3. Policy. In order to comply with OPNAV requirements and maintain professional aviation skill and competency, INFOs will maintain flight proficiency, curriculum awareness, and credibility while fulfilling minimum annual flight time requirements in TW-6 T-6A aircraft. Additionally, the program is designed to ensure TW-6 obtains and maintains the highest quality INFO corps possible and to improve upon the ability for TW-6 INFOs to provide relevant and realistic simulator instruction in the Advanced Maritime/Command and Control phase of training. The program includes initial ground and simulator training as delineated in reference (a), conducted through the TW-6 Flight Instructor Training Unit (FITU), and follow-on flights scheduled by Training Squadron TEN (VT-10) or the FITU. TW-6 INFOs that qualify for the INFO T-6A Flight Program shall maintain annual flight hour minimums or apply for waiver as delineated in reference (c).

23 FEB 2015

4. Program Execution

a. Enroll INFOs into the Primary and Intermediate Naval Flight Officer (NFO) T-6A Instructor Under Training (IUT) curriculum (CNATRINST 1542.154A) as modified in paragraph 5. The FITU will conduct the initial ground training and the first four simulators listed in reference (a), then dis-enroll the INFO from the IUT syllabus. This process ensures that a high standard of training will be accomplished and all flight related requirements are met before the INFO begins the flight portion of the instruction.

b. Annual proficiency flights will be flown mirroring the conduct of end-of-block events as delineated in reference (e). This is required in order to standardize expected conduct of flight with stage-qualified Instructor Pilots (IP)s. The end-of-block event from reference (e) will be annotated in the remarks section of the NAVFLIR. These events are specified in paragraph 5.

c. For scheduling purposes, the ground and simulator IUT events will be properly coded while flights will be coded as Instructor Proficiency Flights (IPROFs).

d. Training Squadron FOUR (VT-4) shall provide and instruct an additional module of training in INFO Procedures. This module will include all the required communications, NFO Contact procedures, and responsibilities in the Instrument events.

e. During the Contact training portion of the IUT (C4001-5), any IP designated to instruct in the Contact Stage may conduct the flight.

f. Submit INFO training process improvement recommendations to TW-6 as required for program modification.

5. Event list

a. IUT INFO T-6A Ground and Simulator Training.

(1) Complete Block G01, G02, G03 Admin/Indoc and T-6A Systems Ground Training with the following exception: G0107 Flight Instructor Training Course (Not required for T-6 INFO Designation, FITC will be required for the instructor designation in the INFO's parent command.)

(2) Complete Block G04 NATOPS Qualification Training in its entirety. Ensure the INFO IUT receives the additional module of training in INFO Procedures.

(3) Complete Block Q11/12 NATOPS Open/Closed Exam.

23 FEB 2015

(4) Complete Q3101 through Q3104 Cockpit Procedure Training and NATOPS Instrument Simulators.

(5) Complete Q1301 NATOPS Flight 0 lecture.

(6) Upon completion of Q1301, dis-enroll from the IUT syllabus.

b. Initial Contact Flight Training.

(1) VT-10 or the FITU shall schedule the first five flights of the INFO IUT as an IPROF event with a Contact stage-qualified IP.

(2) The conduct of the first five flights will directly correspond with reference (e) flights, C4001-C4004 and C4290.

(3) The IP will generate a supplemental grade sheet for these flights and annotate the training conducted to include the first line of the supplemental "Conduct of the C400X conducted in accordance with the CNATRA 1542.162." Additionally, place that same comment in the remarks section of the IPROF NAVFLIR.

(4) Upon completion of initial Contact training, VT-4 will submit a T-6 INFO Designation Letter to be signed by CTW-6 via the TW-6 Standardization Officer.

6. Syllabus Notes and Restrictions

a. INFOs may fly the simulator during Q31 events at their own discretion; however, it is not required.

b. Contact flight training shall be conducted with the INFO occupying the front cockpit. The INFO may fly the aircraft at the discretion of the Aircraft Commander in the same manner authorized in reference (e).

c. Visual Navigation, Instrument and Formation stage flights shall be conducted with the INFO occupying the rear cockpit. The INFO may fly the aircraft at the discretion of the Aircraft Commander in non-Contact events but at no time shall the INFO be at the controls below 500' AGL during Instrument and Visual Navigation flights, and is not authorized to be at the controls in formation. Formation flights may be flown in conjunction with any other Student Naval Flight Officer (SNFO), INFO, or IP formation event.

7. Initial Contact Flights Grading / Course Training Standards. For all maneuver items the INFO IUT is expected to meet the CTS delineated in reference (e) in accordance with the MIF items for the respective Contact flight in order to ensure a high level of training is

23 FEB 2015

accomplished. Unsatisfactory deviations or performance will be reported to the Commanding Officer of VT-4, VT-10 and FITU OIC and possible consideration for the development of a training plan to correct the deviations. In the case of a formal training plan, a copy of the training plan shall be retained in the INFOs FIST jacket until a designation is obtained.

8. Time-to-Train. INFOs shall complete this syllabus as time permits on a not-to-interfere basis with the IUT syllabus for the Multi-Crew Simulator. This syllabus should be completed within three calendar months.

9. Proficiency Flights and INFO Responsibilities

a. Once an INFO is designated, proficiency flights will be scheduled as IPROFs and will mirror the conduct of the end-of-block flights for the stage scheduled. The flights are to be annotated in the remarks section of the IPROF NAVFLIR as end-of-block flights per reference (e), specifically: C4004, I4005, I4302, N4003, F4002, F4104, or F4303. For example, "Conduct of the C4004 was conducted in accordance with the CNATRAINST 1542.162."

b. INFO Flight Responsibilities. INFOs will be responsible for NATOPS and systems procedural knowledge as with any professional aviator. In general, INFOs will be responsible for obtaining weather, NOTAMS and filing. The IP and INFO shall work as a team to brief and debrief the conduct of the flight, in the spirit of a fleet-like mission crew. Crew Resource Management, assignment of radio and flight duties shall be thoroughly delineated in the brief. In the case of first flights in a stage for the INFO, (i.e. Instrument, VNAV, or FORM) the IP and INFO will ensure the mission is thoroughly briefed to ensure the INFO gains as much understanding as possible for the objectives of the stage, and general understanding of SNFO responsibilities, but the INFO is not directly responsible for the SNFO stage procedures.

10. Scheduling Process and Authority. The VT-4, VT-10 and FITU Operations Departments/schedulers shall work together to identify the flight and IP capacity above that required for SNFO production. When capacity exists, that capacity shall be offered to VT-4 for INFO flights. SNFOs should take priority for scheduling.

11. Duty and Flight Monitoring. VT-10 shall provide the normal schedule of ODO/SDO duties/services, and the INFO flights will be tracked on the VT-10 duty board similar to the process for FITU flights. In the event of a mishap, TW-6 will retain responsibility to conduct the investigation for INFO flights, with representation from VT-4 on the board.

12. NATOPS and FIST Jacket Maintenance. The FITU will be responsible for the initial IUT stand up of the INFO IUT. After the initial T-6 IUT, VT-4 shall retain all responsibilities for NATOPS, FIST jacket, currency tracking, and OPNAV compliance.



EDWARD L. HEFLIN

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