



**DEPARTMENT OF THE NAVY**

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

COMTRAWINGSIXINST 3710.7B CH-1  
N3  
30 Sep 15

COMTRAWING SIX INSTRUCTION 3710.7B CHANGE TRANSMITTAL 1

Subj: TRAINING AIR WING SIX AEROMEDICAL TRAINING PROGRAM

Encl: (1) Enclosure (9) of the basic instruction

1. Purpose. To transmit change 1 to the basic instruction.
2. Action. Make the following change:
  - a. Add enclosure (1) to the basic instruction.

A handwritten signature in black ink, appearing to read "E. L. Heflin".

EDWARD L. HEFLIN

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

COMTRAWINGSIXINST 3710.7B  
00S2  
12 Sep 14

**COMMANDER, TRAINING AIR WING SIX INSTRUCTION 3710.7B**

From: Commander, Training Air Wing SIX

Subj: TRAINING AIR WING SIX AEROMEDICAL TRAINING PROGRAM

Ref: (a) OPNAVINST 3710.7U  
(b) NASTP SOP Rev. C, Change 1-13, May 2010

Encl: (1) Memorandum OPNAVINST 3710.7U T-6A Level A Annual Training  
(2) Memorandum OPNAVINST 3710.7U T-45C Level A Annual Training  
(3) T-6A/T-45C Ejection Seat/Emergency Ground Egress/ALSS Training Instructor Personnel Qualification Sheet  
(4) Hypoxia Awareness/GLOC/GTIP/Sensory Problems Training Instructor Personnel Qualification Sheet  
(5) MK16 Ejection Seat Brief and Egress Outline  
(6) T-6A Training Roster  
(7) NACES Brief and Egress Outline  
(8) T-45C Training Roster  
(9) OPNAVINST 3710.7U Level A Annual Aeromedical Briefs Learning Objectives

1. Purpose. To establish Training Air Wing SIX (TRAWING SIX) policy and assign responsibilities for implementing reference (a) to ensure all annual aeromedical training requirements are met.

2. Cancellation. COMTRAWINGSIXINST 3710.7A.

3. Background. Reference (a) outlines all annual aeromedical training requirements. These requirements are a combination of aeromedical briefs and dynamic training evolutions. This instruction outlines TRAWING SIX implementation procedures and policy for ensuring all required training objectives are met and that appropriately trained personnel provide the training.

4. Responsibilities. The Aeromedical Safety Officer (AMSO) shall be designated in writing by Commander, TRAWING SIX as the Aeromedical Training Program Manager (ATPM). In the event an

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AMSO is unable to hold this position, this duty should be delegated to a Wing Flight Surgeon or Wing Safety Officer.

a. The ATPM is responsible for training all new aeromedical training instructors and ensuring aeromedical training curriculum meets all objectives listed in reference (a).

b. The ATPM shall coordinate all training with squadron NATOPS officers or their assigned assistants to ensure training is available to aircrew on a regular basis. When aircrews complete all or a portion of their annual aeromedical training, it is the responsibility of the ATPM to send attendance notification to squadron NATOPS Officers or assigned assistants. Notification should be sent to the NATOPS Officers using enclosure (1) or (2).

c. The ATPM shall be assisted in this responsibility as follows:

(1) TRAWING SIX T-6A Program Manager. Shall provide NATOPS/Assistant NATOPS Instructors to conduct Ejection Seat, Emergency Ground Egress, and Aviation Life Support System training. All instructors shall be qualified by the ATPM per enclosure (3).

(2) T-6A NATOPS Officers/Assistant(s). Shall assist the ATPM in the implementation of the ATP. NATOPS Officers are only authorized to conduct Ejection Seat, Emergency Ground Egress, and Aviation Life Support System training. On a case by case basis, NATOPS qualified T-6A pilots, who are not NATOPS officers, may become Ejection Seat, Emergency Ground Egress, and Aviation Life Support System instructors. Prior to conducting any training, all instructors shall receive appropriate instructor training from the ATPM and have it documented using enclosure (3).

(3) T-45C NATOPS Officer/Assistant(s). Shall assist the ATPM in the implementation of the ATP. NATOPS Officers are only authorized to conduct Ejection Seat, Emergency Ground Egress, and Aviation Life Support System training. On a case by case basis, NATOPS qualified T-45C aircrew member, who are not NATOPS officers, may become Ejection Seat, Emergency Ground Egress, and Aviation Life Support System instructors. Prior to conducting any training, all instructors shall receive appropriate instructor training from the ATPM and have it documented using enclosure (3).

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(4) Flight Surgeons. Shall assist the ATPM in the implementation of the ATP. The Flight Surgeons (FS) are only authorized to conduct the following briefs: Hypoxia Awareness Training, G Tolerance Improvement Procedures, G Induced Loss of Consciousness, and Sensory Problems. Prior to providing any aeromedical training, the FS shall receive appropriate instructor training from the ATPM documented using enclosure (4).

(5) Naval Aerospace Physiologists (NAP). May assist the ATPM in the implementation of the ATP. NAPs are only authorized to conduct the following briefs: Hypoxia Awareness Training, G-Tolerance Improvement Procedures, G-Induced Loss of Consciousness, and Sensory Problems. Prior to providing any aeromedical training, the NAP should receive appropriate instructor training from the ATPM documented using enclosure (4). Any designated NAP qualified to provide these briefs at a Naval Survival Training Institute (NSTI), Aviation Survival Training Center (ASTC) may forgo the TRAWING SIX training process at the discretion of the ATPM.

5. Aeromedical Training. Only personnel trained or authorized by the ATPM can conduct the following training. NATOPS Officers shall only conduct training for the aircraft in which they are NATOPS qualified.

a. T-6A Ejection Seat Training: Reference (a) requires aircrew to receive annual ejection seat training. The TRAWING SIX T-6A Ejection Seat Trainer (EST) satisfies this requirement, and is the primary device for teaching proper ejection procedures, strap-in procedures, and basic use of the T-6A ejection seat. Training shall be under the supervision of a qualified instructor with NATOPS signature authority. Enclosure (5) outlines all required learning objectives to be briefed.

b. T-6A Emergency Ground Egress. Reference (a) requires all aircrew to receive annual emergency ground egress procedures. The TRAWING SIX T-6A Emergency Procedure Trainer (EPT) satisfies this requirement, and is the primary device for teaching proper techniques for emergency ground egress from the T-6A. All students and instructors shall perform emergency ground egress training with this device. Training shall be under the supervision of a qualified instructor. Enclosure (5) outlines all required learning objectives to be briefed.

(1) EPT Pre/Post-flight. Instructors shall comply with the following safety checks and procedures:

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(a) Power up and inspect EPT for presence of emergency oxygen supply hose, ejection seat safety pin, CFS handle safety pin and the proper function of all pins, handles, switches, lights and ICS. Ensure the leg restraints are routed properly, the inertial reel is functioning properly, and the seat pan is properly secured to the seat. Report all discrepancies to the maintenance contractor for resolution using the Maintenance Data Collection Forms located in the log book provided at the EPT.

(b) Inspect the EPT for the presence of the emergency oxygen supply hose, ejection seat safety pin, and the proper routing of the leg restraints. Ensure the inertial reel functions properly and the seat pan is properly secured in the seat. Report all discrepancies to the maintenance contractor for resolution using the Maintenance Data Collection Forms located in the log book provided at the EPT.

(c) Upon completion of training, ensure emergency oxygen supply hoses are still attached to both training devices. Replace all seat attachments to the proper position on both devices and lower the canopy on the EPT.

(d) Log all training time in the log book provided at the EPT, ensure appropriate NATOPS entries are completed on all students/instructors, and generate a roster using enclosure (6).

(2) Egress Training. Training shall be conducted in flight gear to include torso harness, helmet, g-suit (visor down), oxygen mask, and gloves. T-6A NATOPS qualified aircrew are not required to wear g-suit during emergency ground egress training.

(a) Prior to egress training, instructors shall utilize the EST to conduct T-6A ejection seat training, emergency ground egress and teach the strap-in procedures as outlined in NATOPS. T-6A NATOPS qualified aircrew are not required to be briefed on strap-in procedures.

(b) Instructors shall monitor aircrew during emergency ground egress to reinforce strap-in procedures in EPT. Once prepared, the instructor will present the aircrew with an emergency situation and observe the aircrew demonstrating the proper emergency ground egress procedures. If the egress procedures are not conducted in accordance with NATOPS or

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completed in a timely manner, the aircrew shall repeat the egress drill.

(3) Injury Procedures. If a student is injured during training, the instructor shall ensure the following are accomplished: immediately suspend training and ensure the student does not move, and perform a primary survey of the student's injuries. Direct Class Leader to muster uninvolved students in the student lounge. Notify base Emergency Medical Services (EMS) at 911 if required. Perform CPR/first aid as required. At an appropriate time, inform Wing CDO and AMSO of student injury and file official injury report with Wing Safety Officer.

c. T-45C Ejection Seat Training: Reference (a) requires aircrew to receive annual ejection seat training. The TRAWING SIX T-45C EST satisfies this requirement, and is the primary device for teaching proper ejection procedures, strap-in procedures, and basic use of the T-45C ejection seat. All students and instructors shall receive this training using this device. Training shall be under the supervision of a qualified instructor. Enclosure (7) outlines all required learning objectives to be briefed.

(1) EST Pre/Post-flight. Instructors shall comply with the following safety checks and procedures: Inspect the EST for the presence of the oxygen supply/communication connection, ejection seat safety pin, and the proper routing of the leg restraints. The instructor will ensure appropriate NATOPS entries are completed on all students/instructors and generate a roster using enclosure (8).

(2) Egress Training. Instructors shall ensure the following is accomplished during training:

(a) Instructors shall utilize the EST to conduct T-45C ejection seat training and emergency ground egress as outlined in NATOPS. T-45C NATOPS qualified aircrew or those with significant experience flying in the NACES ejection seat are not required to review strap-in procedures, but common strap-in errors shall be reviewed.

(b) If applicable, instructors will monitor aircrew to reinforce strap-in procedures in EST. Once the aircrew is prepared, the instructor will present an emergency situation and observe the aircrew demonstrating the proper emergency ground egress procedures.

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(3) Injury Procedures. See T-6A Emergency Ground Egress Injury Procedures.

d. Aviation Life Support Systems. A lecture and hands-on demonstration of man-mounted and seat kit ALSS shall be conducted in conjunction with T-6A and T-45C ejection seat training. All aircrew should have the opportunity to receive hands-on training using training assets located in Building 3480. Enclosures (5) and (7) outline all required learning objectives to be briefed. Any designated NAP qualified to provide this brief at a NSTI ASTC may forgo the TRAWING SIX training process at the discretion of the ATPM.

e. Aeromedical Aspects of Ejection. The Aeromedical Aspects of Ejection lecture shall be addressed in conjunction with T-6A and T-45C ejection seat training. Per reference (a), this training can be conducted by any T-6A or T-45C qualified instructor trained by the ATPM. Enclosures (5) and (7) outline all required learning objectives to be briefed. Any designated NAP qualified to provide this brief at a NSTI ASTC may forgo the TRAWING SIX training process at the discretion of the ATPM.

f. Hypoxia Awareness Training. Per reference (a), hypoxia awareness training shall be conducted annually for T-6A and T-45C aircrew. When available, the reduced oxygen breathing device (ROBD) shall be used to meet the hypoxia awareness requirement. ROBD training shall be conducted in the T-6A or T-45C OFTs. Procedures for conducting ROBD are outlined in reference (b). If the ROBD is unavailable or simulators are not functional, a hypoxia awareness brief designed by the ATPM shall be used to meet the requirement. This brief shall only be conducted by the AMSO, FS, or NAP. Enclosure (9) outlines all required learning objectives to be briefed. Any designated NAP qualified to provide this brief at a NSTI ASTC may forgo the TRAWING SIX training process at the discretion of the ATPM.

g. G Tolerance Improvement Procedures/G Induced Loss of Consciousness. Per reference (a), G Tolerance Improvement Procedures (GTIP) and G Induced Loss of Consciousness (GLOC) briefs shall be conducted annually for T-6A and T-45C aircrew. This requirement shall be met using a brief designed by the ATPM and be conducted by the AMSO, FS, or NAP. Enclosure (9) outlines all required learning objectives to be briefed. Any designated NAP qualified to provide this brief at a NSTI ASTC may forgo the TRAWING SIX training process at the discretion of the ATPM. Students who fail Centrifuge-based Flight Environment

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Training (CFET) or aircrew who are considered high risk for a GLOC event shall be referred to the AMSO and be placed in the GTIP program. The ATPM shall be responsible for implementation of the GTIP program that consists of cardiovascular, strength, and anti-G straining maneuver training.

h. Sensory Problems. Per reference (a), a Sensory Problems brief shall be conducted annually for all aircrew. This requirement shall be met using a brief designed by the ATPM and be conducted by the AMSO, FS, or NAP. Enclosure (9) outlines all required learning objectives to be briefed. Any designated NAP qualified to provide this brief at a NSTI ASTC may forgo the TRAWING SIX training process at the discretion of the ATPM.



EDWARD L. HEFLIN

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MEMORANDUM

From: Aeromedical Safety Officer, TW-6  
To: NATOPS Officer, VT-X

Subj: OPNAVINST 3710.7U AEROMEDICAL ADJUNCTIVE TRAINING:LEVEL A  
REQUIRED ANNUAL TRAINING

1. The personnel listed have completed the following OPNAVINST  
3710.7U Level A Annual Training Requirements on dd-mmm-yy:

T-6A Aeromedical Aspects of Ejection  
T-6A Ejection Seat Training  
T-6A Emergency Ground Egress  
T-6A Hypoxia Awareness Training  
G-Tolerance Improvement Procedures (GTIP)  
Sensory Problems

Rank            Name                            SSN

//s//

X. X.    XXXXX  
XX XXX USN

MEMORANDUM

From: Aeromedical Safety Officer, TW-6  
To: NATOPS Officer, VT-X

Subj: OPNAVINST 3710.7U AEROMEDICAL ADJUNCTIVE TRAINING:LEVEL A  
REQUIRED ANNUAL TRAINING

1. The personnel listed have completed the following OPNAVINST  
3710.7U Level A Annual Training Requirements on dd-mmm-yy:

T-45C Aeromedical Aspects of Ejection  
T-45C Ejection Seat Training  
T-45C Emergency Ground Egress  
T-45C Hypoxia Awareness Training  
G-Tolerance Improvement Procedures (GTIP)  
Sensory Problems

Rank            Name                            SSN

//s//

X. X. XXXX  
XX XXX USN

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**TRAINING AIR WING SIX  
EJECTION SEAT/EMERGENCY GROUND EGRESS/ALSS TRAINING  
INSTRUCTOR PERSONNEL QUALIFICATION SHEET**

This qualification sheet specifies the requirements for qualification as a T-6A or T-45C (circle as appropriate) Ejection Seat/Emergency Ground Egress/ALSS Training Instructor at Training Air Wing SIX.

Name: \_\_\_\_\_ Rank: \_\_\_\_\_ Service: \_\_\_\_\_  
Squadron: \_\_\_\_\_

1. Qualified NATOPS/Asst NATOPS Instructor, Aerospace Physiologist, Wing Safety Officer, or Wing Aviation Safety Officer. \_\_\_\_\_(ATPM initials)
2. NATOPS signature authority. \_\_\_\_\_(ATPM initials)
3. Read and understand COMTRAWINGSIXINST 3710.7. \_\_\_\_\_(ATPM initials)
4. Complete ejection seat/emergency ground egress/ALSS training as a student. \_\_\_\_\_(ATPM initials)
5. Observe one training lecture/lab conducted by the TRAWING SIX ATPM. \_\_\_\_\_(ATPM initials)
6. Teach one training lecture/lab as an Instructor under supervision of the TRAWING SIX ATPM. \_\_\_\_\_(ATPM initials)

Qualified as T-6A or T-45C (circle one or both) Ejection Seat/Emergency Ground Egress/ALSS Training Instructor  
\_\_\_\_\_(ATPM initials)

\_\_\_\_\_  
TRAWING SIX ATPM

\_\_\_\_\_  
DATE

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**TRAINING AIR WING SIX  
HYPOXIA AWARENESS/GLOC/GTIP/SENSORY PROBLEMS TRAINING  
INSTRUCTOR PERSONNEL QUALIFICATION SHEET**

This qualification sheet specifies the requirements for qualification as a Hypoxia Awareness, GLOC, GTIP, or Sensory Problems Training Instructor at Training Air Wing SIX.

Name: \_\_\_\_\_ Rank: \_\_\_\_\_ Service: \_\_\_\_\_  
Squadron: \_\_\_\_\_

1. Designated Aerospace Physiologist or Flight Surgeon  
\_\_\_\_\_(ATPM initials)
2. Read and understand COMTRAWINGSIXINST 3710.7. \_\_\_\_\_(ATPM initials)
3. Observe one brief conducted by the TRAWING SIX ATPM.  
\_\_\_\_\_(ATPM initials)
4. Provide one brief as an instructor under supervision of the TRAWING SIX ATPM. \_\_\_\_\_(ATPM initials)

Qualified as Hypoxia Awareness, GLOC/GTIP, Sensory Problems  
(circle one or more) Training Instructor \_\_\_\_\_(ATPM initials)

\_\_\_\_\_

\_\_\_\_\_  
TRAWING SIX ATPM

\_\_\_\_\_  
DATE

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**MK16 EJECTION SEAT BRIEF AND EGRESS OUTLINE**

1. Canopy system

a. Ejection with canopy in any position other than fully locked could cause seat malfunction and serious injury.

2. Ejection Seat

- a. Garter connections and proper positioning.
- b. Leg restraint adjustment.
- c. SSK function, adjustment, and purpose.
- d. G-suit connection.
- e. Emergency oxygen hose and main oxygen hose function and purpose.
- f. Shoulder restraint Frost fittings function and purpose.
- g. Communication cords function and purpose.
- h. CRU-60 function and purpose (do not remove from harness connection point).
- i. MOR handle function and purpose (can only be used after ejection).
- j. Emergency O2 actuator function and purpose.
  - (1) Lasts up to 10 min.
  - (2) Positive pressure breathing.
- k. Seat adjustment function, purpose, and adjustment.
- l. Canopy breakers.
- m. Ejection handle.
- n. Seat safety pin.
- o. ISS purpose and function.
  - (1) 2 mode (both and solo).

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(2) 3 mode (command forward, both, and solo).

p. Seat kit release handle location and function.

(1) Do not use handle to release seat kit over land.

(2) If SSK is not needed post-ejection, you may disconnect SSK fitting on descent by releasing SSK fittings.

(3) If released, the kit is deployed and hangs from 12 foot lanyard.

q. ADU function and purpose (always leave in manual).

r. URT-140 location and purpose.

(1) Doesn't signal when submerged.

(2) Starts signaling automatically upon seat/man separation.

(3) ELT connection lanyard.

3. ALSS - describe location and function.

a. SSK Contents.

(1) Compass.

(2) Signal smoke.

(3) Mirror.

(4) First aid kit.

(5) URT-140 emergency locator beacon.

(6) HGU-68.

(7) CRU-60.

(8) MBU-23/12/5.

(9) Life raft.

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b. PRC-90 survival radio and lights located on torso harness.

c. Shroud line cutter located in G suit pocket.

d. After water entry, only release right SSK fitting because releasing the left side may result in loss of SSK and survival items.

4. IROK/ADR/PLF

a. Over water

(1) Inflate LPU by pulling on the beaded handles. Pull out and away from body.

(2) Release raft and SSK by pulling on SSK handle.

(3) Options

(4) Release Koch fittings, once feet touch the water.

b. Over land

(1) Inflate LPU to help protect neck and torso.

(2) Release over land is not recommended due to snag hazards with trees and obstacles.

(3) Options

(4) Release Koch fittings once properly performed a PLF>

5. Seat/man separation and chute deployment.

a. Chute will deploy between 14K-16K.

b. High altitude (>15K).

(1) Barostatic time release unit monitors altitude and g load conditions.

(2) When altitude and g load conditions are satisfactory chute is deployed and seat/man separation is initiated.

(3) If over high terrain (>8K), consider using the MOR.

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c. Low altitude (8-15K). G load monitored when satisfactory chute deployment and seat man separation is initiated.

d. Low altitude (<8K). Chute deploys and seat/man separation occurs.

6. Ground emergency egress

a. ISS mode selector - SOLO.

b. Seat safety pin - INSTALL (BOTH).

c. PARKING BRAKE - AS REQUIRED.

d. Canopy - OPEN. If canopy cannot be opened or situation requires right side egress:

(1) CFS handle - ROTATE AND PULL (BOTH).

(2) Shoulder straps, SSK fittings, and leg restraint garters - RELEASE (BOTH).

(3) BAT, GEN, and AUX BAT switches - OFF.

(4) Evacuate aircraft.

7. Discuss T-6A/B recent incidents and HAZREPS that are relevant to egress and ejection.

**AEROMEDICAL ASPECTS OF EJECTION FOR MK16**

1. Ejection decision
  - a. Out of control flight - eject by 6K AGL.
  - b. Controlled flight - eject no lower than 2K AGL.
  - c. Should be briefed prior to flight.
  - d. Psychological factors that cause ejection delay.
2. Ejection envelope
  - a. Zero airspeed zero altitude capability.
  - b. OPNAV range 103-231 lbs. (M16A seat only).
  - c. Functions properly from ground to 35,000 ft.
  - d. 370 KIAS maximum.
  - e. 125-180 KIAS is the optimum airspeed for ejection.
3. Optimal body position
  - a. Head firmly against headrest.
  - b. Elevate chin 10 degrees.
  - c. Press shoulders back against the seat.
  - d. Hold elbows firmly to sides.
  - e. Press buttocks firmly to the back of the seat.
  - f. Attempt to place thighs firmly to the seat.
  - g. Place heels firmly on the deck.
4. Ejection initiation
  - a. 40-60 lbs of force required to pull ejection seat handle.

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b. Use one of the 2 approved hand positions for ejection initiation.

c. Pull ejection handle up and towards abdomen keeping elbows close to sides.

5. Seat/man separation and chute deployment

a. High altitude (>15K)

(1) Barostatic time release unit monitors altitude and g load conditions.

(2) When altitude and g load conditions are satisfactory chute is deployed and seat/man separation is initiated.

(3) If over high terrain, consider using the MOR.

b. Low altitude (8-15K). G load monitored when satisfactory chute deployment and seat/man separation is initiated.

c. Low altitude (<8K). Chute deploys and seat/man separation occurs.

6. IROK/ADR/PLF (if not covered during egress)

a. Over water

(1) Inflate LPU by pulling on the beaded handles. Pull out and away from body.

(2) Release raft and SSK by pulling on SSK handle.

(3) Options discuss.

(4) Release Koch fittings, once feet touch the water.

b. Over land

(1) Inflate LPU to help protect neck and torso.

(2) Release over land is not recommended due to snag hazards with trees and obstacles.

(3) Options discuss.

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(4) Release Koch fittings once properly performed a PLF.

c. PLF

(1) Balls of feet.

(2) Side of calf.

(3) Side of thigh.

(4) Side of buttocks.

(5) Shoulder blade.

7. Hazards

a. Flash burn.

b. Cockpit missile hazards/loose gear.

c. Poor body position.

(1) Flail injuries.

(2) Spinal fractures.

(3) Soft tissue injuries.

d. Individuals <103 or >231 lbs:

(1) Reduces stability of seat post ejection.

(2) Individuals <103 could be injured during ejection.

(3) Heavy individuals have a higher descent rate after parachute deployment.

e. Wind blast injuries

(1) Ensure mask is on and visor is down.

(2) Proper body position is key to reducing flailing injuries.

f. ALSS fit. DO NOT attempt to make adjustments to your torso harness. If you have fitting issues with the harness see your PR shop.

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g. Landing in winds in excess of 25 knots increases risk of severe injury or death.

h. PLF injuries. Extremity fractures and soft tissue injuries.

8. Discuss TW-6 recent incidents and HAZREPS that are relevant to ejection.

9. Static seat body position and ejection handle pull

- a. Student sits in seat.
- b. Analyze proper body position and ejection handle grip.
- c. Handle is pulled by shrugging shoulders and pulling up and into the body keeping elbows close to their side.
- d. **\*\*See optimal body position\*\***

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**NACES BRIEF AND EGRESS OUTLINE**

1. Canopy system

a. Ejection with canopy in any position other than fully locked could cause seat malfunction and serious injury.

b. With aircrew head above canopy breakers, severe head and neck injury may occur.

2. NACES

a. Garter connections and proper positioning.

b. Restraint adjustment.

c. Lower Koch fittings function, adjustment and purpose.

d. Upper Koch fittings function and purpose.

e. SEAWARS purpose and function.

f. Shoulder restraint function, adjustment and purpose.

g. O2/communication cord, function, adjustment and purpose.

h. CRU-103 function, connection and purpose.

i. Safe/arm handle function and purpose.

j. MOR handle function and purpose.

k. Emergency O2 actuator function and purpose.

l. Seat adjustment function, purpose, and adjustment.

m. Canopy breakers.

n. Ejection handle.

o. Seat safety pin.

p. Seat kit (SKU).

(1) Release over land is not recommended.

(2) Contents:

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- (a) Ground/air emergency card.
  - (b) Nylon cord.
  - (c) Bailing sponge.
  - (d) Combat casualty blanket.
  - (e) Survival kit (2) (medical/general).
  - (f) URT-140.
  - (g) Drinking water.
  - (h) Smoke and illumination signal.
  - (i) Sea dye marker.
  - (j) Surgical tubing.
  - (k) Vinyl envelope.
  - q. Life raft release handle location and function.
  - r. URT-140 function, location, and purpose.
    - (1) Doesn't signal when submerged.
    - (2) Starts signaling automatically upon ejection.
3. Man-Mounted ALSS.
- a. Mk-79.
  - b. Mk-149.
  - c. PRC-90.
  - d. Compass.
  - e. Shroud line cutter.
  - f. Flash light.
  - g. Signaling mirror.

- h. 4 oz water.
  - i. Survival knife.
  - j. Whistle.
  - k. Strobe light.
  - l. CRU-103.
  - m. MBU-23/12/5.
  - n. HGU-68.
4. Ground emergency egress (without seat kit).
- a. Notify crew member.
  - b. Ejection seat SAFE/ARMED handle-SAFE.
  - c. Throttle - OFF.
  - d. PARKING BRAKE handle - PULL.
  - e. Canopy - OPEN.
  - f. If canopy cannot be opened - MDC firing handle - pull.
  - g. Evacuate without survival kit. Koch fittings - RELEASE  
UPPER AND LOWER.
  - h. Manual override handle - PULL.
  - i. Oxygen/communication hose - DISCONNECT.

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**AEROMEDICAL ASPECTS OF EJECTION FOR NACES SEAT**

1. Ejection decision
  - a. Out of control flight - eject by 10K AGL.
  - b. Controlled flight - eject no lower than 2K AGL.
  - c. Should be briefed prior to flight.
  - d. Psychological factors that cause ejection delay.
2. Ejection envelope
  - a. Zero airspeed zero altitude capability.
  - b. Tested at 136-213 lbs but OPNAV widens range to 136-245 lbs. NATOPS expands to 103-245lbs.
  - c. Functions from ground to 50,000 ft.
  - d. 550 KIAS maximum.
  - e. 250 KCAS is the optimum airspeed for ejection.
3. Optimal body position
  - a. Head firmly against headrest.
  - b. Elevate chin 10 degrees.
  - c. Press shoulders back against the seat.
  - d. Hold elbows firmly to sides.
  - e. Press buttocks firmly to the back of the seat.
  - f. Attempt to place thighs firmly to the seat.
  - g. Place heels firmly on the deck.
4. Ejection initiation
  - a. 40-60 lbs of force required to pull ejection seat handle.

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b. With command ejection selector in SOLO, if ejection seat handles are pulled simultaneously seats may collide.

c. In FWD BOTH/AFT SELF mode MDC firing handle should be pulled by forward seat if aft seat is ejected.

d. Use one of the 2 approved hand positions for ejection initiation.

e. Pull ejection handle up and towards abdomen keeping elbows close to sides.

5. Ejection sequence/phases/modes/drogue/stabilization

a. 5 modes

(1) High altitude.

(2) Medium altitude.

(3) Low altitude (3 modes).

6. Seat/man separation and chute deployment

a. High altitude (>18K).

(1) Seat/man separation and chute deployment occurs at 18K MSL.

(2) If over high terrain, consider using the MOR.

b. Low altitude (<18K). Seat/man separation and chute deployment occurs between .65-3.10 seconds depending on altitude and airspeed.

7. IROK/ADR/PLF.

a. Over water

(1) Inflate LPU by pulling on the beaded handles. Pull out and away from boy.

(2) Release raft and SSK by pulling on SSK handle.

(3) Discuss Options

(4) Release Koch fittings, once feet touch the water.

b. Over land

(1) Inflate LPU to help protect neck and torso.

(2) Release over land is not recommended due to snag hazards with trees and obstacles.

(3) Discuss Options

(4) Release Koch fittings once properly performed a PLF.

c. PLF

(1) Balls of feet.

(2) Side of calf.

(3) Side of thigh.

(4) Side of buttocks.

(5) Shoulder blade.

8. Hazards

a. Flash burn.

b. Cockpit missile hazards/loose gear.

c. Poor body position.

d. Excessively heavy or light body weight.

(1) Reduces stability of seat post ejection.

(2) Individuals >245 lbs may not clear aircraft during ejection.

(3) Heavy individuals have a higher descent rate after parachute deployment.

e. Wind blast injuries.

(1) Ensure mask is on and visor is down.

12 Sep 14

(2) Proper body position is key to reducing flailing injuries.

f. ALSS fit.

(1) DO NOT attempt to make adjustments to your torso harness. If you have fitting issues with the harness see your PR shop.

g. Landing in winds in excess of 25 knots increases risk of severe injury or death.

**T-6A ANNUAL AEROMEDICAL TRAINING REQUIREMENT ROSTER**

INSTRUCTOR \_\_\_\_\_

DATE \_\_\_\_\_

Rank, First Name, Last Name	NATOPS Location	Sensory	Hypoxia	GTIP	Egress Eject
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

**T-45C ANNUAL AEROMEDICAL TRAINING REQUIREMENT ROSTER**

INSTRUCTOR \_\_\_\_\_

DATE \_\_\_\_\_

Rank, First Name, Last Name	NATOPS LOCATION	Sensory	Hypoxia	GTIP	Egress Eject
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

OPNAVINST 3710.7U Level A Annual Aeromedical Briefs  
Learning Objectives

1. Hypoxia Awareness Training Learning Objectives: Specific to both the aircraft T/M/S and the environment in which it is flown.

- a. Types of hypoxia
- b. Signs and symptoms of hypoxia
- c. Situations which could lead to hypoxia
- d. Treatment of hypoxia
- e. Hypoxia countermeasures

2. GLOC and GTIP Learning Objectives: Specific to both the aircraft T/M/S and the environment in which it is flown.

- a. Anti-G straining maneuver (AGSM)
- b. Push-pull effect
- c. G-suit fit
- d. G-tolerance improvement procedures to include, hydration, nutrition, fatigue and exercises

3. Sensory Problems Learning Objectives: Specific to both the aircraft T/M/S and the environment in which it is flown.

- a. Spatial disorientation/misorientation
- b. Visual scanning
- c. Situational awareness (including low level flight issues)
- d. Visual illusions
- e. Disorientation countermeasures