



DEPARTMENT OF THE NAVY
COMMANDER TRAINING AIR WING SIX
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COMTRAWINGSIXINST 3740.2S
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COMMANDER, TRAINING AIR WING SIX INSTRUCTION 3740.2S

From: Commander, Training Air Wing SIX

Subj: FLIGHT INSTRUCTOR STANDARDIZATION AND TRAINING (FIST) PROGRAM

Ref: (a) OPNAVINST 3710.7U (OPNAV)
(b) CNATRAINST 3710.13G (FIST)
(c) OPNAVINST 1542.7C (Aircrew Resource Management Program)
(d) CNATRAINST 3710.2V (X-C and Aviation Support OPS)
(e) CNATRAINST 1500.4H (SNA Training and Admin Manual)
(f) CNATRAINST 1550.6E (TIP)
(g) CNATRAINST 1550.61B (Training Stan and Safety EVAL)
(h) CNATRAINST 1542.154A (Primary/Intermediate NFO/WSO T-6A IUT)
(i) CNATRAINST 1542.173 (Advanced MC2 NFO IUT)
(j) CNATRAINST 1542.174 (Advanced S/F NFO/WSO IUT)
(k) NAVAIR 00-80T-112, (NATOPS Instrument Flight Manual)
(l) NAVAIR A1-T45AC-NFM-00 (T-45 NATOPS)
(m) DCMA INST 8210.1C (DoD Contract Management Manual)
(n) COMTRAWINGSIXINST 3710.1Q (SOP)
(o) COMTRAWINGSIXINST 3710.3D (T-45 FCF Program)
(p) CNATRAINST 1542.169 (T-45C NATOPS IUT Curriculum)

Encl: (1) TW-6 FIST Change Recommendation Form
(2) TW-6 Read and Initial (R&I) Format
(3) TW-6 Active Read and Initial (R&I) Tracker
(4) CI Simulator Quality Control Report Form
(5) Classroom Instructor Evaluation Checklist
(6) TW-6 Student Training Critique
(7) TW-6 IUT and T-6A FITU Critique
(8) Notification for Replacement of FITU Instructor
(9) Nomination for FITU Instructor
(10) Additional Duty Nomination as FITU Instructor
(11) Additional Duty Assignment as FITU Instructor
(12) Dual NATOPS Qualification Waiver Request

1. Purpose. To promulgate the policies and requirements of the Commander, Training Air Wing SIX (CTW-6) Flight Instructor Standardization and Training (FIST) Program that addresses the administration and documentation of instructor training, Naval Air Training and Operating

Procedures Standardization (NATOPS) qualifications, instrument flight qualification, and student training standardization.

2. Cancellation. COMTRAWINGSIXINST 3740.2R.

3. Scope. This instruction is applicable to all Training Air Wing SIX (TW-6) flight and flight support activities engaged in the training of Instructors Under Training (IUTs). This instruction will govern all subordinate activities within TW-6 in their compliance with references (a) through (p).

4. Discussion. The necessity and requirements for a dynamic and proactive standardization program are outlined in references (a) and (b).

5. Action. Implement subject program per references (a) and (b). All TW-6 activities and instructors affected by the contents of this instruction are charged with the responsibility of submitting recommendations, additions, corrections, or constructive suggestions to ensure continual improvement of the CTW-6 FIST Program. Enclosure (1) shall be utilized to submit change recommendations to the TW-6 Standardization Officer via the chain of command.



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Distribution:

Electronic only, via TW-6 Website:

<https://www.cnatra.navy.mil/tw6/>

TABLE OF CONTENTS

PARAGRAPH	SUBJECT	PAGE
CHAPTER ONE – FLIGHT INSTRUCTOR STANDARDIZATION AND TRAINING PROGRAM		
100	General	1-1
101	Commander, TW-6 Responsibilities	1-1
102	Flight Instructor Training Unit Responsibilities	1-1
103	TW-6 Standardization Department Responsibilities	1-1
104	CNATRA Stage Managers Responsibilities	1-3
105	TW-6 Squadron Commanding Officers Responsibilities	1-4
106	Squadron Standardization Officers Responsibilities	1-5
107	Standardization Instructors Responsibilities	1-6
CHAPTER TWO - INSTRUCTOR QUALIFICATION		
200	General	2-1
201	Initial Instructor Training	2-1
202	Upgrade Instructor Training	2-1
203	Associate Flight Instructors	2-1
204	Observer/Orientation Flights – Authorization to Fly List	2-2
205	Squadron Instructor Qualification Notices	2-2
206	Dual NATOPS Qualifications	2-2
CHAPTER THREE - STANDARDIZED FLIGHT SUPPORT		
300	General	3-1
301	Standardized Flight Support	3-1
302	Standardized Training Device Instruction	3-1
303	Academic Lecture Standardization	3-1
CHAPTER FOUR – STANDARDIZATION INSPECTIONS		
400	General	4-1
401	Periodic Standardization Assist Visits and Monitoring	4-1
402	TW-6 Formal Standardization Inspections	4-1
403	Standardization Inspection Results	4-2

PARAGRAPH	SUBJECT	PAGE
CHAPTER FIVE – GENERAL NATOPS PROGRAM GUIDANCE		
500	General.....	5-1
501	Model Manager.....	5-1
502	NATOPS/Assistant NATOPS Instructor Minimum Qualifications	5-1
503	NATOPS Instrument Flight Qualifications and Renewals	5-1
504	NATOPS Instrument Ground Refresher Training Course.....	5-2
CHAPTER SIX – TRAINING IMPROVEMENT, CRITIQUES AND SAFETY		
600	General.....	6-1
601	CNATRA Training Improvement Plan (TIP).....	6-1
602	Training Critiques	6-1
603	All Instructor Meetings (AIMs).....	6-2
604	Drop on Request (DOR)/Training Time Out (TTO)	6-2
CHAPTER SEVEN – T-6A INSTRUCTOR QUALIFICATION AND DESIGNATIONS		
700	T-6A Qualification Board, IUT Progression, CO Discretion	7-1
701	T-6A NATOPS Qualification	7-1
702	Instrument Qualification	7-1
703	NATOPS Instructor (NI) Qualification	7-2
704	Assistant NATOPS Instructor (ANI).....	7-2
705	OCF Standardization Instructor Designation.....	7-2
706	Functional Check Pilot (FCP) Designation.....	7-3
707	Initial Contact Qualification	7-3
708	Initial Instrument Navigation (INAV) Qualification	7-3
709	Visual Navigation (VNAV) Qualification	7-3
710	Formation (FORM) Qualification.....	7-3
711	Section Leader Designation	7-3
712	Division Leader Designation	7-4
713	Stage “X” Check Instructor Qualification	7-4
714	Stage “S” Standardization Instructor Qualification	7-4
715	Contact Standardization Flights	7-5
CHAPTER EIGHT – T-45 INSTRUCTOR QUALIFICATION AND DESIGNATIONS		
800	T-45C Qualification Board, IUT Progression, CO Discretion	8-1
801	T-45C NATOPS Qualification	8-1
802	Instrument Qualification	8-2
803	NATOPS Instructor (NI) Qualification	8-2

PARAGRAPH	SUBJECT	PAGE
804	Assistant NATOPS Instructor (ANI)	8-2
805	OCF/Spin Instructor Qualification and Designation.....	8-3
806	Functional Check Flight (FCF) Qualification and Designation.....	8-3
807	Instructor Qualification and Designations	8-3
808	Section Leader Designation	8-4
809	Division Leader Designation	8-5
810	IUT/Standardization Instructor Designation Requirements and Guidelines	8-5
811	Remediation	8-6

CHAPTER NINE – T-6A FLIGHT INSTRUCTOR TRAINING UNIT (FITU) GUIDELINES
AND PROCEDURES

900	General.....	9-1
901	Training Responsibilities	9-1
902	Manning	9-2
903	FITU Instructor Requirements.....	9-2
904	Additional Duty (ADDU) Instructors	9-3
905	IUT Training and Scheduling	9-4
906	FITU IP Upgrade Syllabus Background.....	9-4
907	FITU IP Upgrade Syllabus Specifics.....	9-5

CHAPTER TEN – T-45C FLIGHT INSTRUCTOR TRAINING UNIT (FITU) GUIDELINES
AND PROCEDURES

1000	General.....	10-1
1001	Training Responsibilities	10-1
1002	Manning	10-1
1003	FITU Instructor Requirements.....	10-1
1004	IUT Training and Scheduling	10-2
1005	FITU IP Upgrade Syllabus Background.....	10-2

CHAPTER ONE

FLIGHT INSTRUCTOR STANDARDIZATION AND TRAINING PROGRAM

100. GENERAL. This chapter establishes the general policies, organizational relationships, requirements, and responsibilities of the Chief of Naval Air Training (CNATRA) FIST program per reference (b), as implemented at TW-6. The following paragraphs do not contain a complete list of responsibilities but appear for increased emphasis, designation of additional requirements, or the assignment of responsibility.

101. CTW-6 RESPONSIBILITIES

- a. Ensure compliance with responsibilities outlined in references (a) and (b).
- b. Designate in writing all newly qualified instructors.
- c. Establish a Flight Instructor Training Unit (FITU) for T-6A flight instructors in accordance with reference (b).
- d. Establish a Flight Instructor Training Unit (FITU) for T-45C flight instructors in accordance with reference (b).

102. FITU RESPONSIBILITIES

- a. Ensure a strong and standardized IUT program exists which provides qualified T-6A Instructor Pilots (IP) in the initial Contact and Instrument stages followed by upgrade training in the Navigation and Formation stages. Concurrently, coordinate with VT-86 FITU OIC to ensure a standardized program exists which provides qualified T-45C Instructor Pilots in the initial NATOPS Stage of Advanced NFO training for both Pilot and NFO IUTs.
- b. Comply with all directives in references (b), (e), (h), (j) and those detailed in Chapter 9 of this instruction.
- c. Keep TW-6 Training and Standardization Officers informed and included in all administrative responsibilities as delineated in paragraph 103 below, to include new instructor designations and Syllabus Change submissions.

103. TW-6 STANDARDIZATION DEPARTMENT RESPONSIBILITIES

- a. Conduct annual stage standardization checks on each squadron Standardization Officer. Additionally, conduct annual standardization checks throughout all TRAWING SIX commands.

b. Host periodic, at least **quarterly**, Standardization Meetings in accordance with reference (b). Forward a copy of the meeting minutes to CNATRA N71, CTW-6, and all TW-6 Standardization Officers. Copies should be maintained on electronic or physical file for a minimum of two years.

c. Disseminate all In-Flight Guide changes to the TW-6 squadron Standardization Officers and Contract Simulator Check Instructors (CSCIs).

d. Promulgate TRAWING SIX issued Read and Initial (R&I) changes to the squadron Standardization Officers and Contract Simulator Instructors (CSIs) as required. The following shall apply:

(1) CTW-6, or his/her designated representative(s) with by direction authority, shall approve all new TW-6 R&Is prior to dissemination.

(2) All TW-6 issued R&Is will be dated, serialized, and assigned an expiration date utilizing the R&I format in enclosure (2). Expiration date shall not exceed one year from the date the R&I was issued.

(3) TW-6 Training and Standardization officer shall track all active R&Is (Example in Enclosure (3)).

(4) Squadrons shall post all **original** TW-6 R&Is in their applicable R&I binders.

(5) TW-6 Standardization shall minimize active R&Is by conducting semi-annual reviews to incorporate them into applicable instructions/directives.

(6) Upon cancellation, expiration, or incorporation of a R&I into another directive, CTW-6, or their designated representative(s) with by direction authority, shall promulgate such cancellation in writing. The cancellation memorandum shall explain the reason for cancellation (i.e. R&I 1-08 incorporated into TW-6 SOP, T-6A NATOPS, etc...).

e. Monitor all aspects of instructor qualifications, including advanced qualifications or upgrades accomplished at the squadron level, to ensure both the highest quality and standardization of instruction, and compliance with this instruction and reference (b). In particular, where IUT training has been delegated to the squadron level, TW-6 Standardization Officer shall monitor Time-to-Train (TTT) goals and report any deviations if TTT goals are not being achieved. NATOPS qualifications are the responsibility of the respective NATOPS Program Managers and are not in the scope of responsibility of TW-6 N71.

f. Ensure TRAWING SIX and squadron flight instructors periodically monitor random Contract Simulator Instructors/Contract Instructional Services (CSI/CIS) simulator and academic events to ensure standardization between simulator and flight side instruction. Each TW-6

squadron shall be responsible for monitoring a minimum of **two** events per month. The performance of these events shall be documented on enclosure (4) and forwarded to the TW-6 Standardization Officer.

104. CNATRA STAGE MANAGERS (SMs) RESPONSIBILITIES

a. The TW-6 Standardization Officer is responsible for the coordination of all TW-6 SMs and shall be the single point of contact for the execution of the TW-6 Training Improvement Program (TIP), reference (f).

b. CNATRA SMs are the subject matter experts for the stage in which they are designated. They will be the squadrons' primary points of contact for the TW-6 Standardization Officer in matters pertaining to curriculum content, administration, and training improvement. Each SM shall execute their assigned duties as delineated in the TIP and this instruction.

c. Training Squadron TEN (VT-10) shall be responsible for providing qualified personnel to fill the CNATRA T-6A Contact, Instrument Navigation (INAV), Visual Navigation (VNAV), and Formation (FORM) SM billets.

d. Training Squadron FOUR (VT-4) shall be responsible for providing a CNATRA Advanced MC2 SMs for Common Core, Common NAV, and E-2, E-6, MPR Stages.

e. Training Squadron EIGHT SIX (VT-86) shall be responsible for providing qualified personnel to fill the CNATRA T-45C Familiarization, Strike, Close Air Support (CAS), Basic Fighter Maneuvers (BFM), and All Weather Intercept (AWI) SM billets.

f. These billets can be assigned to one SM per stage, or a combination of stages, as long as it is conducive to the efficient management of their duties in each individual stage.

g. In accordance with reference (f), each CNATRA SM is responsible for rewriting and/or editing their applicable curriculum materials as necessary and submitting changes as Technical Change Requests (TCR). The TW-6 Training Department Head (N7) or Standardization Officer (N71), shall approve and route all TCRs. Once approved by CNATRA, the responsible CNATRA SM shall brief the applicable squadron instructors prior to implementation.

h. At least **quarterly**, CNATRA SMs shall fly with instructors and students, as well as, observe briefs and debriefs in the other TW-6 squadrons to enhance inter-squadron standardization and to gather new ideas and “best practices” to integrate throughout TW-6.

i. TW-6 FITU shall be responsible for providing a T-6A OCF Coordinator designated by TW-6 to execute appropriate T-6A OCF program duties and work closely with the CNATRA designated T-6 OCF Stage and Program Manager in TW-5 .

105. TW-6 SQUADRON COMMANDING OFFICER (CO) RESPONSIBILITIES

- a. Training Squadron FOUR (VT-4) shall provide all initial/upgrade IUT training for Advanced MC2 instructors.
- b. Training Squadron TEN (VT-10) shall provide quality FITU replacement pilots and additional duty (ADDU) standardization instructors as outlined in Chapter 9 of this instruction.
- c. Training Squadron EIGHT SIX (VT-86) shall provide quality FITU replacement pilots and additional duty (ADDU) standardization instructors as outlined in Chapter 10 of this instruction.
- d. Monitor and schedule as appropriate the completion of High Risk screening, G-Tolerance Improvement Program, Flight Instructor Training Course (FITC), Water Survival, Aviation Physiology training, aircraft academics, Cockpit Resource Management (CRM), Low Altitude Awareness Training (LAAT), Instrument Ground School (IGS) and Operational Risk Management Fundamentals.
- e. Ensure IUTs complete the applicable IUT syllabus in a time span not greater than 90 days from the beginning of IUT training, barring any extraneous circumstances.
- f. Every attempt should be made to not assign IUTs any primary and/or collateral duties until after the completion of their IUT syllabus.
- g. Ensure all pilot or NFO IUT flight events are conducted by a designated Standardization Instructor for the stage instructed. Initial NATOPS syllabus events can be flown with Contact Standardization IPs, except for Out of Control (OCF) flight, NATOPS Check, and Instrument Check Flights which are reserved for the OCF coordinator/instructor, NATOPS/Assistant NATOPS instructor, and Instrument checker respectively. FAM-0 may be conducted by any qualified flight instructor.
- h. Comply with CTW-6 Training Critique direction found in Section 603 of this instruction.
- i. Identify and assign a qualified relief for their responsible Stage Manager billets (identified in Section 104 of this instruction). The newly assigned SM must be able to serve as the SM for no less than one year and will be assigned no later than **one month prior** to the departure of the incumbent SM to ensure a thorough turnover in accordance with reference (f).
- j. COs are recommended to facilitate and encourage intra-squadron flight opportunities for qualified Stage Standardization Instructors to fly with both their instructors and students, in order to enable the open exchange of best practices and feedback as it pertains to the effectiveness of their Standardization programs in each stage of training.

k. COs are encouraged to have their instructors observe student flight events in different phases and stages of training on a not-to-interfere basis. This will provide a better understanding and increased awareness of the student training syllabus from start to finish, enabling better opportunity for improvements of the Wing-wide Standardization Program.

106. SQUADRON STANDARDIZATION OFFICERS RESPONSIBILITIES

a. Ensure full compliance with this instruction and reference (b).

b. Be the squadron's primary point of contact for the TW-6 Standardization Officers and CNATRA SMs. Fill in for the TW-6 Standardization Officer, as necessary, with regard to relevant squadron standardization tasks.

c. Convene squadron Standardization Board meetings at least **quarterly**. At a minimum, the board shall consist of the CO, Operations Officer, Standardization Officer, Safety Officer, TW-6 Standardization Representative and additional members as desired.

(1) Ensure minutes are disseminated to all instructors.

(2) Forward a copy of the minutes to the appropriate TW-6 Standardization Officer within **one week** of the meeting.

d. Discern and rectify any trends toward non-standardized instruction.

e. Ensure briefing guides and the standardization library are reviewed and updated as necessary, but at a minimum, **annually**.

f. Establish and maintain distinct squadron R&I files for all squadron personnel to review in accordance with this instruction. Squadrons can utilize the TW-6 R&I format in enclosure (2).

g. Ensure that **at least two** CI simulator or ground events are monitored each month by a qualified Instructor to enhance standardization between ground, simulator and flight side instruction. The performance of these events shall be documented on enclosure (4) and a copy forwarded to the TW-6 Standardization Officer.

107. STANDARDIZATION INSTRUCTOR RESPONSIBILITIES

a. Perform annual Standardization checks on squadron instructors to ensure all instructors are standardized in accordance with applicable instructions. Standardization Instructors acting in this capacity are direct representatives of the TW-6 Standardization Officers and must be candid in their evaluations.

b. Perform Initial and/or Final Progress Checks (IPC/FPC) on Student NFOs as designated and assigned by the Squadron CO.

c. Observe conduct of flight and simulator events in all stages of training to enhance standardization across the Wing.

d. Training Squadron TEN (VT-10) shall augment the FITU by providing initial and upgrade IUT training on a limited basis as required by the FITU and as available by the squadron Operations Department.

CHAPTER TWO

INSTRUCTOR QUALIFICATION

200. **GENERAL.** It is imperative that all prospective flight instructors receive their NATOPS qualifications and instructor designations in a standardized method.

201. **INITIAL INSTRUCTOR TRAINING**

a. Each prospective flight instructor shall complete the appropriate CNATRA IUT curriculum and maintain current standardization check events(s) for the stage(s) in which they will instruct.

b. T-6A initial instructor flight training shall be executed by TW-6 FITU instructors to the maximum extent possible. If required, due to an overload of trainees or FITU staffing shortfalls, squadron standardization qualified instructors may be used at the discretion of the FITU Officer-in-Charge (OIC).

c. The MC2 syllabus instructor training will be conducted by VT-4 in accordance with reference (i).

d. The Advanced S/F syllabus (T-45C) instructor training will be conducted by the VT-86 FITU in accordance with reference (j).

202. **UPGRADE INSTRUCTOR TRAINING**

a. Authorized upgrade training for T-6A Naval Flight Officer (NFO) training shall be conducted by the FITU and will include: Visual Navigation (VNAV) and Formation (FORM) Stages, as well as Formation Section and Division Lead qualifications.

b. Authorized upgrade training for Advanced NFO Training shall be conducted by VT-86 and will include: Strike, CAS, BFM, AWI and Formation Section and Division Lead qualifications.

c. Section and Division Lead designations shall be made in writing by the squadron CO.

203. **ASSOCIATE FLIGHT INSTRUCTORS (AFIs).** An AFI is a designated pilot/NFO stationed in the Pensacola area at a command other than TW-6, or a unit subordinate to TW-6, that is authorized to instruct in TW-6 aircraft. To fly in TW-6 aircraft, the individual must be on duty in a flying status involving flight operations orders. CTW-6 shall approve individuals on a case-by-case basis, based on instructor requirements and Squadron or Flight Instructor Training Unit (FITU) loading. Approval may be delegated to the squadron COs. Application to fly in an Associate status must comply with reference (n). Additional responsibilities and requirements:

a. Squadron COs shall:

(1) Afford pilot AFIs the opportunity to fly at least **six events** and **ten hours** per month, for a minimum total of **30 hours** per quarter.

(2) Ensure AFIs meet the currency requirements outlined in reference (a) and individual squadron's Standard Operating Procedures (SOP) instruction.

(3) Include AFIs on the Squadron Instructor Qualification Notice and Flight Data Report.

b. AFIs shall:

(1) Complete all training as prescribed in pertinent syllabi and this instruction, identical to TW-6 and squadron staff instructors.

(2) Actively manage their individual flight hour and qualifications annual requirements to ensure they meet the minimum standards and currency requirements per reference (a), (n), squadron SOPs and this instruction.

204. OBSERVER/ORIENTATION FLIGHTS – AUTHORIZATION TO FLY LIST. Squadron Flight Surgeon and personnel that are not NATOPS qualified in any TW-6 aircraft, but desire a T-45/T-6 backseat flight, can request approval referencing the CTW-6 Authorization to Fly List instruction (COMTRAWINGSIXINST 3710.19A) via the TW-6 Aeromedical Safety officer or TW-6 Operations officer.

a. All applicants must abide by the requirement set forth in reference (a) and as prescribed on the Authorization to Fly List instruction.

b. Squadron COs can direct additional requirements as necessary to safely and effectively implement the intent of the Observer flight program.

c. Flights are on an availability basis and shall not have priority over staff or Associate instructors.

d. Approval is required by CTW-6. This approval can be delegated to the squadron CO.

205. SQUADRON INSTRUCTOR QUALIFICATION GUIDELINES AND NOTICES. Squadron Instructor Qualification Guidelines and Notices shall be the means by which Squadron COs guide instructor stage and other special qualifications and shall promulgate them monthly. Example formats for phase-specific notices are shown in Appendix A of reference (b).

206. DUAL NATOPS QUALIFICATION. CTW-6's policy limits all aircrews to a single Type/Model/Series (T/M/S) NATOPS qualification at a time while attached to TW-6 or any of its subordinate squadrons. If a need arises for an aircrew to be considered for concurrent

NATOPS qualifications in two different T/M/S platforms, then a waiver by CTW-6 must be formally requested. Approval of each request will be at the sole discretion of the Commander, Training Air Wing SIX.

- a. Only the most experienced and capable aircrew shall be considered for these requests.
- b. All requests shall include the name, rank, time remaining in the Command, total flight hours, flight hours in the current platform, and justification for the waiver request per Enclosure (12).
- c. Dual Qualification Currency Requirements. All aircrew approved for dual NATOPS qualifications are required to maintain the following currency requirements in addition to those directed by pertinent instructions:
 - (1) Complete a MONTHLY Emergency Procedures and Limitations exam for each aircraft.
 - (2) Pilots: Complete a minimum of one flight every 14 days in each aircraft. If unable to maintain this requirement, an Emergency Procedures simulator event shall be completed prior to the next flight event in the respective aircraft.
 - (3) NFO: Currency requirements in accordance with reference (a) and relevant SOP.
- d. All aircrew are encouraged and expected to be stewards of their own training and currency. If any aircrew is unable to maintain this currency requirement, consideration will be given to limit the NATOPS qualification back to a single T/M/S.

CHAPTER THREE

STANDARDIZED FLIGHT SUPPORT

300. **GENERAL.** This chapter establishes the policies and procedures to ensure standardized academic instruction and efficient utilization of training devices VMTS IGS, VMTS DBS, 2C78, 2C79, 2F207, 2F208, 2F137C, 2F205A, 2B47, and 2B51. Reference (b) directs that both the content and methods of all special device training be conducted per the appropriate curricula and their related publications. A primary requisite for a strong flight support standardization program is direct liaison between flight instructors, academic instructors, Standardization Officers, the TW-6 Training and Standardization Officer, and CIs.

301. **STANDARDIZED FLIGHT SUPPORT.** The responsibility for continuing standardized flight support rests with the squadron Standardization Officers. They shall forward standardization updates/changes that affect the conduct of training provided by CIs to the TW-6 Training Officer (N7), via the TW-6 Standardization Officer (N71).

302. **STANDARDIZED TRAINING DEVICE INSTRUCTION**

a. TW-6 Standardization Officer shall:

(1) Coordinate an Observation program to ensure standardized training device instruction is provided by CIs.

(2) Ensure Squadron Standardization Officers and instructors conduct **annual** standardization checks on CI Standardization Representatives. They shall utilize the CI Quality Control Report Form, enclosure (4), to document the event.

(3) Keep completed Quality Control Reports for two years.

b. Ensure CI Standardization Representatives conduct **annual** Standardization Checks on all CIs.

303. **ACADEMIC LECTURE STANDARDIZATION**

a. Academic Lecture Instructor Guidelines:

(1) Civilian contractors and Flight Instructors must be qualified in the stage that corresponds with the flight support lecture.

(2) Successfully complete the flight support lecture qualification process.

(3) Be monitored **annually** by the CNATRA Curriculum Manager, CNATRA SM, Curriculum Coordinator (CC), Director of Academics, or Academic Standardization Instructor. A standardization report shall be completed utilizing the Classroom Instructor Evaluation Checklist Form, enclosure (5).

CHAPTER FOUR

STANDARDIZATION INSPECTIONS

400. **GENERAL.** TW-6 Standardization Officers will conduct standardization inspections and monitor squadrons to ensure that: CNATRA student curricula are being properly managed, quality of instruction meets CNATRA standards, and students are being trained in a standardized manner.

401. **PERIODIC STANDARDIZATION ASSIST VISITS AND MONITORING**

- a. TW-6 Standardization Officers shall conduct **one** standardization assist visit per squadron at the mid-point between TW-6 Formal Standardization Inspections and CNATRA Standardization Inspections.
- b. TW-6 and Squadron Standardization Officers shall monitor the day-to-day execution of the FIST Program by attendance of instructor briefs and lectures and, when possible, observe the conduct of training flights in all stages.
- c. When observing flight events, TW-6 Standardization Officers shall coordinate a day prior to the event to be included on the pertinent squadron's flight schedule.
- d. The conduct of the observed flight event shall be documented using a supplemental ATF, and shall be forwarded to the appropriate squadron Standardization Officer and TW-6 Standardization Officer.
- e. During Administrative Standardization Assist Visits, TW-6 and Squadron Standardization Officers should utilize applicable portions of the Standardization checklists found in references (b) and (g). After the visit, the following action shall occur:

- (1) Discrepancies shall be documented and submitted by memorandum to the appropriate TW-6 squadron CO via the TW-6 Standardization Officer for corrective action within **one week** of the visit.

- (2) Squadrons shall submit in writing the corrective action to be completed within **30 calendar** days of receipt of the inspection report to the TW-6 Standardization Officer.

402. **TW-6 FORMAL STANDARDIZATION INSPECTIONS**

- a. TW-6 shall conduct **one formal** standardization visit scheduled at the approximate **mid-point** between CNATRA Standardization Inspections normally conducted on an **18-month** cycle per reference (b) and (g).

- b. TW-6 Standardization Officers shall utilize applicable portions of the Standardization inspection checklists found in references (b) and (g) as a guideline.
 - c. Discrepancies shall be documented and submitted via an inspection report to the appropriate TW-6 Squadron CO for corrective action within **one week** of the visit. CTW-6 shall also receive a copy of the discrepancies.
 - d. Squadrons shall submit in writing the corrective action to be completed within **30 calendar days** of receipt of the inspection report to **CTW-6** via the TW-6 Standardization Officer.
403. STANDARDIZATION INSPECTION RESULTS. All TW-6 commands shall retain a file of the past **two** CNATRA Standardization Inspection results, minimum, as well as the past **two years** of CTW-6 Formal and Assist Visit Standardization Inspection results as a minimum.

CHAPTER FIVE

GENERAL NATOPS PROGRAM GUIDANCE

500. **GENERAL.** A robust and proactive NATOPS program is vital to the safe operation of all Naval aircraft. The following sections highlight several NATOPS program requirements.

501. **MODEL MANAGER.** The designated TW-6 platform specific NATOPS Program Managers shall execute NATOPS Program Manager responsibilities in accordance with Chapter Four of reference (b) and this instruction. Training Air Wing FIVE is the Model Manager for the T-6A/B and designates a T-6A NATOPS Program Manager from TW-6. Training Air Wing TWO has Model Manager and Program Manager responsibilities for the T-45A/C.

502. **NATOPS/ASSISTANT NATOPS INSTRUCTOR MINIMUM QUALIFICATIONS.** Minimum qualifications for each aircraft are set forth in the respective aircraft NATOPS or equivalent flight manual.

a. The following additional requirements apply:

(1) A minimum of **1000 hours** total flight time and **100 hours** in type. CTW-6 or individual squadron COs will entertain total flight time waivers on a case by case basis.

(2) Nomination by the current T/M/S NATOPS Instructor.

503. **NATOPS INSTRUMENT FLIGHT QUALIFICATIONS AND RENEWALS.** These qualifications shall be conducted in accordance with references (a) and (k).

a. Instrument rating/qualification shall be issued and renewed in accordance with reference (a) to include:

(1) TW-6 Refresher Instrument Ground School (IGS).

(2) Successfully complete a written end-of-course exam.

(3) Pilots shall successfully complete a NATOPS Instrument Evaluation Flight which may:

(a) Be flown in an approved high fidelity simulator.

(b) Be a dedicated flight.

(c) Be combined with a NATOPS Check Flight or other suitable syllabus event.

(d) NOT be concurrent with a student event.

- b. Documentation shall be in accordance with reference (a).

504. NATOPS INSTRUMENT GROUND REFRESHER TRAINING COURSE

- a. TW-6 Training Department Head shall be responsible for the management of this course.
- b. CTW-6 shall appoint an IGS SM to facilitate this course. Specific responsibilities shall include:

- (1) Conduct a **monthly** Refresher IGS Course covering:

- (a) Lectures on Sensory Problems, Air Traffic Control, Weather, FAA, and Navy specific Instrument rules and regulations.

- (b) Aeromedical Aspects of Ejection for all Ejection Seat aircrew.

- (c) Platform specific CRM that will include a review of LAAT.

- (2) Author appropriate Instrument exams for all TW-6 aircraft.

- (3) Establish an Instrument question bank that is reviewed annually or as procedural changes dictate.

- (4) Provide a course completion report, with examination results, to the squadron COs of each participant.

CHAPTER SIX

TRAINING IMPROVEMENT, CRITIQUES, AND SAFETY

600. GENERAL. This chapter amplifies the requirements and procedures of references (e) and (f) as they apply to training improvement and safety in TW-6.

601. CNATRA TIP. The Training Improvement Program (TIP), reference (f), is the all-inclusive directive that delineates the standardized process of improving CNATRA training curricula and associated training publications. It is a mechanism through which personnel charged with the training of Student Naval Flight Officers (SNFOs) can improve the process and is intended for use as a handbook by CCs and SMs.

a. TW-6 Training Officer (N7) is responsible for the execution of the CNATRA TIP Program within TW-6.

b. TW-6 CCs and SMs shall refer to reference (f) for a comprehensive outline of their responsibilities.

c. All proposed revisions of training publications shall be in the proper format prior to submission to CNATRA via CTW-6.

d. Training Change Request (TCR) forms (CNATRA 1550/19) shall be made available to all flight instructors and students. They shall be the official means of initiating suggestions for improving the training process. Chapter 3 of reference (f) specifies the required handling of completed TIP TCR forms.

602. TRAINING CRITIQUES. Critiques are an indispensable tool for monitoring and improving any instructional system. The TW-6 Student Training Critique and routing sheet is attached as enclosure (6). The IUT FITU Critique is attached as enclosure (7). COs may adjust the order on the routing sheet for departments within their squadron.

a. TW-6 FITU OIC shall ensure that all pilot IUTs complete enclosure (7) upon completion of the FITU.

b. Squadron COs shall use the TW-6 Student Training Critique as a means of collecting feedback from students completing **each Phase** of instruction.

(1) Completion of the TW-6 Student Training Critique is required of students whether they graduate or attrite.

(2) COs shall compile TW-6 Student Training Critique data for each graduating class and forward to CTW-6 for review within **one week** of class graduation.

(3) COs are encouraged to institute an in-house **Student Stage Training Critique** program to assist in enhancing the standardization within a particular stage of training. The format for this optional Critique is left up to each command. They shall be routed to the TW-6 Standardization officer (N71) as information only.

(4) COs that have been granted authority to provide Initial and Upgrade Instructor Training (IUT) programs within their squadrons shall utilize the TW-6 IUT/T-6A FITU Training Critique, enclosure (7), as a means of collecting feedback from their IUTs. **COs shall route each completed critique to CTW-6 for review along with the IUTs Instructor designation letters for CTW-6 signature.**

603. ALL INSTRUCTOR MEETINGS (AIMs). COs are encouraged to facilitate scheduled and impromptu AIMs with other squadrons as often as feasible. These meetings are invaluable as an open exchange of student performance trends, standardization issues and alignment, safety concerns, upcoming syllabus changes, pending aircraft modifications, and instructional techniques. Reserve, associate, Wing Staff and Contract Simulator Instructors (CSI) are encouraged to attend. Minutes that apply to reserve, associate, Wing Staff and CSIs not present are encouraged to be disseminated via e-mail to ensure all instructors are current in the latest training/information.

604. DROP ON REQUEST (DOR)/TRAINING TIME OUT (TTO). Reference (e) is the governing instruction.

a. All squadron instructors should be familiar and adhere to these policies and procedures.

b. **Prior to commencing flight training, all TW-6 commands shall ensure the DOR/TTO form is in each student's Aviation Training Jacket (ATJ).** If the Supplementary Jacket Form, CNATRA-Gen 1542/16, is not found, a new one will be completed and inserted into the ATJ.

CHAPTER SEVEN

T-6A INSTRUCTOR QUALIFICATION AND DESIGNATIONS

700. T-6A QUALIFICATION BOARD, IUT PROGRESSION, CO DISCRETION

a. A T-6A IP Qualification and Designation Board will be held at least **quarterly** by the T-6A Standardization Officer in order to recommend and nominate instructor upgrade and flight qualifications and designations to the squadron CO.

b. At a minimum, the Qualification and Designation Board shall consist of the CO, and/or the XO, Operations Officer, Standardization Officers, Safety Officer, TW-6 Standardization Officer observer, and additional members as required.

c. All candidates must meet the minimum requirements as set forth in references (a) through (p) and as additionally delineated in this instruction in order to be nominated for any qualification and/or designation.

d. All T-6A IUT and upgrade events will be conducted and completed by the TW-6 FITU to the max extent possible.

e. After completion of initial NATOPS and Instrument qualifications in the T-6A, all instructor pilots will initially qualify as Contact and Instrument Navigation (INAV) instructors. Follow-on upgrades in the Formation (FORM) and Visual Navigation (VNAV) stages shall meet requirements as set in reference (h) and this instruction.

f. In all cases, upon successful completion of all syllabus, training plan, and/or FIST requirements, candidates shall be designated in writing by CTW-6 or as delegated to the squadron CO.

g. CTW-6, via the squadron CO or FITU OIC, reserves the right to waive, adjust, or alter the requirements set forth in this instruction on a case-by-case basis based on individual candidate experience or the operational needs of the squadron. This is solely applicable to the requirements of this instruction and shall not supersede other requirements set by higher authority in references (a) to (o).

701. T-6A NATOPS QUALIFICATION. Pilot NATOPS Qualifications shall be in accordance with reference (a) and pertinent NATOPS flight manual.

702. INSTRUMENT QUALIFICATION

- a. Initial instrument evaluation and annual renewal will be per reference (a). The initial evaluation shall be completed in the T-6A aircraft while subsequent annual re-evaluations may be conducted in the OFT, or the T-6A aircraft as required by the pertinent Operations Officer.
- b. Instrument check qualifications and re-qualification procedures shall be completed per references (a), (b), and (k).
- c. Instrument qualification expirations will be listed in the squadron monthly qualification notice published by the Safety/NATOPS department.

703. NATOPS INSTRUCTOR (NI) QUALIFICATION

- a. NATOPS Instructor Qualifications shall be in accordance with references (a), (b), pertinent NATOPS manual and this instruction.
- b. NI candidates shall meet the requirements set forth in paragraph 502 of this instruction.
- c. The T-6A NATOPS Program Manager and/or T-6A NATOPS Evaluator shall administer and conduct the Initial and subsequent NATOPS INSTRUCTOR (NI) evaluations. This shall include an open-book, closed-book, and immediate action procedures examinations.

704. ASSISTANT NATOPS INSTRUCTOR (ANI)

- a. ANI's shall receive initial and subsequent NATOPS evaluations from the T-6A Model Manager, Evaluator, or NI.
- b. ANI candidates shall meet the requirements set forth in paragraph 502 of this instruction.
- c. Up to 10 percent of the squadron's aircrew onboard may be designated as Assistant NATOPS instructors.

705. OCF STANDARDIZATION INSTRUCTOR DESIGNATION

- a. 1000 hours total pilot time.
- b. 300 hours in type.
- c. C4401 Front cockpit, C4501 Rear cockpit flown with any FITU OCF Instructor (OCF-D/I).
- d. C4690 OCF syllabus event shall be flown with the T-6A OCF STAN Officer or their designed alternate(OCF-I)from either front or rear cockpit.
- e. Designated in writing by squadron CO.

706. FUNCTIONAL CHECK PILOT (FCP) DESIGNATION

- a. Meet all requirements of references (a), (b), and (c).
- b. Each new FCP shall have a minimum of six months remaining prior to their projected rotation date.
- c. 1000 hours total pilot time.
- d. 500 hours in type or 300 hours in type with prior FCF experience on any platform.
- e. OCF Standardization Instructor Designation.
- f. Successfully complete a TW-6 approved FCF written examination administered by the TW-6 FITU.
- g. Observe an Alpha profile FCF from the rear cockpit with a FCP in the front cockpit to include Contract Maintenance Pilots.
- h. Conduct an Alpha profile FCF from the front cockpit with the TW-6 T-6A FCF Coordinator or their designated alternate in the rear cockpit.

707. INITIAL CONTACT QUALIFICATION. FITU (See Chapter 9)

708. INITIAL INSTRUMENT NAVIGATION QUALIFICATION. FITU (See Chapter 9)

709. VISUAL NAVIGATION (VNAV) QUALIFICATION

- a. Instructors should have **100 hours** in type prior to being designated as a Navigation Instructor.
- b. Complete Navigation IUT syllabus per reference (h).

710. FORMATION (FORM) QUALIFICATION. Prior to being designated a FORM Instructor, candidates should:

- a. Have **150 hours** in type.
- b. Complete Formation IUT syllabus per reference (h).

711. SECTION LEADER DESIGNATION. A Designated Section Leader is required in any flight involving two aircraft, except in an emergency which may require join up of two non-

section leaders as a last resort. The following is the minimum required for a Section Lead designation, particular attention shall be given to previously non-designated formation leaders:

- a. **1000 hours** total pilot time.
- b. **200 hours** in type.
- c. Fly **eight** student Formation sorties.
- d. Fly **two** student LL Form sorties.
- e. Complete a written Section Lead exam.
- f. Brief and lead **one** student Formation sortie with a Section Lead qualified Formation Standardization Instructor in the other aircraft.

712. DIVISION LEAD DESIGNATION. A Designated Division Lead is required in all flights of three or more aircraft. The following is required for a Division Lead designation:

- a. **1000 hours** total pilot time.
- b. **300 hours** in type.
- c. Fly **ten** Section sorties as Lead.
- d. Fly **four** Division sorties as a Wingman.
- e. Brief and lead **one** Division sortie with a Division Lead qualified Formation Standardization Instructor in one of the other aircraft.

713. STAGE "X" CHECK INSTRUCTOR QUALIFICATION

- a. IPs designated in the Contact, INAV and FORM stages should fly a minimum of **20** standard SNFO block events in each Stage.
- b. IPs designated in the VNAV stage should fly a minimum of **10** events.
- c. Designation by squadron CO on applicable Qualification Notice.

714. STAGE "S" STANDARDIZATION INSTRUCTOR QUALIFICATION. All STAN instructor candidates should be recommended by the squadron Standardization department, have a minimum of **1000** hours total pilot time plus the following:

a. Contacts and Instruments:

(1) QUALIFIED in Stage for **six** months.

(2) Contact Standardization Instructors, NATOPS Instructors, or Assistant NATOPS Instructors must first be designated an OCF Standardization Instructor.

b. Visual Navigation and Formation:

(1) Should be qualified in stage for six months or have flown 30 student sorties in stage, whichever is first.

(2) The “S” standardization flight should be combined with the FITU IP upgrade syllabus for an ADDU designation in stage (Chapter 9) to the max extent practical.

(3) Formation Standardization Instructors must first be designated a Formation Section Lead.

c. Annual Standardization Check flights shall be performed by applicable CNATRA Primary NFO Stage Manager, TW-6 FITU or ADDU Standardization Instructor. Scheduling of this event will be coordinated by VT-10 and flown with the TW-6 FITU.

715. CONTACT STANDARDIZATION FLIGHTS. After initial qualification, the required annual Contact Standardization Check Flight should be accomplished six months (+/- 30 days) after the annual NATOPS Evaluation Flight to the greatest extent practicable to satisfy the T-6A semi-annual OCF requirement and maintenance of training continuity.

CHAPTER EIGHT

T-45 INSTRUCTOR QUALIFICATION AND DESIGNATIONS

800. T-45C QUALIFICATION BOARD, IUT PROGRESSION, CO DISCRETION

a. A T-45C IP Qualification and Designation Board will be held at least **quarterly** by the T-45C Standardization Officer in order to recommend and nominate instructor upgrade and flight qualifications and designations to the squadron CO.

b. At a minimum, the Qualification and Designation Board shall consist of the CO, and/or the XO, Operations Officer, Standardization Officers, Safety Officer, TW-6 Standardization Officer, and additional members as required.

c. All candidates must meet the minimum requirements as set forth in references (a) through (p) and as additionally delineated in this instruction in order to be nominated for any qualification and/or designation.

d. T-45C IPs will normally qualify as Contact, Strike, All Weather Intercept (AWI), Close Air Support (CAS), and Basic Fighter Maneuver (BFM) instructors. Instructor NFOs (INFO) will qualify as Contact, Strike, CAS, and AWI/Instructor Ground Station (IGS) instructors.

e. INFOs with sufficient instructor experience can qualify as a Standardization Instructor for pilot upgrade IUT flight events.

f. In all cases, upon successful completion of all syllabus, training plan, and/or FIST requirements, candidates shall be designated in writing by CTW-6 or as delegated to the squadron CO.

g. CTW-6, via the squadron CO or FITU OIC, reserves the right to waive, adjust, or alter the requirements set forth in this instruction on a case-by-case based on individual candidate experience or the operational needs of the squadron. This is solely applicable to the requirements of this instruction and shall not supersede other requirements set by higher authority in references (a) to (o).

801. T-45C NATOPS QUALIFICATION

a. Pilot NATOPS Qualifications shall be in accordance with references (a), (j) and (l).

b. NFO initial NATOPS qualification requires:

(1) A minimum of 10 hours of flight currency in the T-45C rear cockpit.

(2) Initial NFO NATOPS check shall be executed in the aircraft. Subsequent re-evaluations can be performed in the Operational Flight Trainer (OFT) or the T-45C. It shall be completed annually per reference (a), (j), and (l).

c. Upon completion of these requirements, the T-45C instructors will be designated T-45C NATOPS qualified in writing by CTW-6 or as delegated to the squadron CO.

802. INSTRUMENT QUALIFICATION

a. Initial instrument evaluation and annual renewal will be per reference (a). The initial evaluation shall be completed in the T-45C aircraft while subsequent annual re-evaluations may be conducted in the OFT, or the T-45C aircraft, as required by the pertinent Operations Officer.

b. Instrument check qualifications and re-qualification procedures shall be completed per references (a), (b), (k), and (l).

c. Instrument qualification expirations will be listed in the squadron monthly qualification notice published by the Safety/NATOPS department.

d. NFO Instrument qualifications can be met by completion of the Instrument Ground School (IGS) and recorded accordingly.

803. NATOPS INSTRUCTOR (NI) QUALIFICATION

a. NATOPS Instructor Qualifications shall be in accordance with references (a), (b), (l) and this instruction.

b. NI candidates shall meet the requirements set forth in paragraph 502 of this instruction.

c. The T-45 NATOPS Program Manager or Wing Evaluator shall administer and conduct the Initial and subsequent NATOPS INSTRUCTOR (NI) evaluations. This shall include an open-book, closed-book, and immediate action procedures examinations.

804. ASSISTANT NATOPS INSTRUCTOR (ANI)

a. ANI's shall receive initial and subsequent NATOPS evaluations from the T-45 Model Manager, Evaluator, or NI.

b. ANI candidates shall meet the requirements set forth in paragraph 502 of this instruction.

c. Up to 10 percent of the squadron's aircrew onboard may be designated as Assistant NATOPS instructors.

805. OCF/SPIN INSTRUCTOR QUALIFICATION AND DESIGNATION

- a. Nomination by the Training department and the current OCF/SPIN OCF Standardization Officer.
- b. Must complete one (1) OCF simulator and two (2) OCF flights from the rear cockpit with a qualified OCF Instructor.

806. FCF QUALIFICATION AND DESIGNATION

- a. T-45C FCF Qualification will be obtained and maintained in accordance with reference (o).
- b. Due to the limited numbers of T-45C aircraft assigned at TW-6, only one military FCF pilot in TW-6 and its subordinate commands should be designated at a time in order to facilitate currency hours, coordination, augmentation, and oversight of the civilian FCF contractor.
- c. T-45C FCF pilots shall be designated in writing by CTW-6 or as delegated to the squadron CO.

807. INSTRUCTOR QUALIFICATION AND DESIGNATIONS. Per references (a) and (l), the Pilot In Command (PIC) is the NATOPS qualified pilot who signs for the aircraft and is assigned the responsibility for safe and orderly conduct of a flight. For all NATOPS and Instrument check flights, standardization flights and all IUT events the Instructor/Check pilot will be the PIC. Per reference (j), the normal progression of the IUT through the Advanced syllabus is to:

- a. First, qualify as a NATOPS qualified aircrew and Contact instructor through completion of the pertinent NATOPS and Contact stage syllabus as prescribed in reference (j).
- b. Once designated as NATOPS qualified and an Advanced Instructor by CTW-6, the Training and Standardization departments will then recommend the IUTs tactical stage upgrades to Strike, CAS, BFM, and AWI per reference (j), individual training tracks based on experience or the CO's direction.
- c. New instructor pilots may begin Tactical IUT stage upgrades upon CTW-6 Instructor designation and Contact qualification. Instructor NFOs may begin upon completion of their NATOPS syllabus.
- d. Aircrew with a F-18 Strike Fighter Weapons training background and experience may be waived from the following IUT upgrade events at the CO's discretion:

IUT	STK	CAS	AWI
Pilot	3003 3004 4004 4009 4007	3001 4003 4004	3003 4001 4003 4005 4007 4008 4010
NFO	3110 3115	3104 3108	3102 3105 3108 3111 3114

e. CAS INSTRUCTORS and TAC(A)

(1) Instructor Pilots and NFOs need to:

- (a) Have completed the Strike or AWI IUT syllabus.
- (b) Complete the CAS Academic lectures.
- (c) Complete the CAS IUT syllabus per reference (j).

(2) Pilot and NFO TAC(A)s need to:

- (a) Observe and present the SNFO CAS lecture.
- (b) Complete the TAC(A) IUT syllabus consisting of five flights. Flights 1-2 will be familiarization flights flown in the TAC(A) aircraft with a TAC(A) qualified pilot. On flights 3-5 the TAC(A) candidate will brief and execute the mission as the TAC(A) with a qualified pilot or NFO TAC(A) occupying the appropriate seat.

f. BFM INSTRUCTOR PILOTS

(1) Candidates need to have a minimum of 100 T-45C hours before being recommended to begin the BFM upgrade.

(2) Have completed the Strike or AWI IUT syllabus.

(3) Complete the SNFO BFM academic lectures.

(4) Complete the BFM IUT syllabus. Extra BFM sorties may be granted at the discretion of the squadron Standardization and Operations Officers, or as directed by the CO.

808. SECTION LEADER DESIGNATION. A Designated Section Leader is required in any flight involving two aircraft, except in an emergency which may require join up of two non-section leaders as a last resort. After completion of the Strike or AWI IUT, if Section Lead criteria is not met, or candidate is not a previously designated section lead, the instructor shall complete a syllabus set forth by the squadron Standardization Officer commensurate with that

instructor's experience level and approved by the CO. Requirements for section leader designation, in addition to the mentioned above, are categorized into previously designated or NOT previously designated Fleet section leader.

a. Previously Designated require an: Accumulated 50 T-45C hours in the training command (hours as a SNA do not count towards the total).

b. Not Previously Designated require an: Accumulated 100 T-45C hours in the training command (hours as a SNA do not count towards the total).

809. DIVISION LEAD DESIGNATION. A Designated Division Lead is required in all flights of three or more aircraft. The following is required for a Division Lead designation:

a. Nomination by the squadron Standardization Officer based on previous experience, flight leadership qualities and the needs of the Squadron.

b. Candidates must first be designated as a T-45C Section Leader for nomination. If a candidate has been designated as a Division Lead in a previous command, qualification will be based on the successful completion of one flight as Division Flight Lead under supervision of another qualified Division Lead. If the candidate has NOT been previously qualified as a Division Lead, he/she shall complete a Division Lead work-up syllabus as prescribed by the squadron Standardization Officer and approved by the squadron CO.

810. IUT/STANDARDIZATION INSTRUCTOR DESIGNATION REQUIREMENTS AND GUIDELINES. A Standardization Designation in each stage (Contact, Strike, CAS, BFM, and AWD) is required to instruct IUTs within each respective stage. Each IUT or Standardization event may be instructed by a designated Standardization pilot or NFO instructor in the IUTs aircraft and led by a designated Section or Division Lead for multi-aircraft events.

a. To be nominated, candidates will normally have at least one year of experience as a qualified instructor in a particular stage.

b. Standardization NFO Instructors are qualified to evaluate their respective stage Standardization.

c. Contact Standardization instructor designation authorizes individuals to instruct IUTs on NATOPS and Contact IUT events except OCF flights, Instrument Evaluations and NATOPS check flights which require the respectively qualified instructors to complete.

d. CAS Standardization Instructors

(1) Pilots and NFO TAC(A)'s are CAS standardization instructors upon satisfactory completion of the respective TAC(A) IUT syllabus.

(2) Other CAS standardization instructors, limited to instructor pilots that are not TAC(A), may be nominated by the squadron Standardization Officer.

(3) Candidates will **normally** be senior pilots with at least one year of experience as a qualified flight instructor.

e. BFM IUT events shall have a BFM Standardization Instructor **Pilot** in the IUT's aircraft. Solo BFM IUT events will have a BFM IUT/Standardization Instructor as the flight lead for that event.

811. REMEDICATION. Any instructor having an unsatisfactory performance on a standardization examination will retest the next working day after one-on-one counseling with the appropriate stage standardization officer and a review of the relevant standardization topics. The failed test will be kept in their FIST jackets and documented on their flight instructor designation/qualification summary. Should an IUT fail or not meet the satisfactory flight criteria for any event, the Standardization Officer will review and recommend further flights, events, or course of action at the discretion and approval of the squadron CO.

CHAPTER NINE

T-6A FLIGHT INSTRUCTOR TRAINING UNIT (FITU) GUIDELINES AND PROCEDURES

900. GENERAL. CTW-6 is tasked to provide all prospective T-6A flight instructors with an initial NATOPS qualification, instrument rating, Contact and INAV instructor designations per references (b) and (h). Upgrade instruction in the FORM and VNAV stages and annual NATOPS, instrument rating, OCF and stage standardization checks will be conducted by the FITU upon request of the squadron. Manned with the highest quality instructors, the FITU provides prospective IPs with in-depth ground and flight instruction. The instructor training syllabus outlined in reference (h) promulgates the policies and requirements of the Flight Instructor Standardization and Training Program under CTW-6.

901. TRAINING RESPONSIBILITIES

- a. NATOPS qualify assigned IUTs in the T-6A aircraft.
- b. Conduct all relevant IUT curriculum flights required for initial Contact and INAV flight instructor qualifications.
- c. Conduct upgrade training for Squadron IPs in the Navigation, Formation, and OCF stages per reference (h).
- d. Ensure prospective flight instructors are NATOPS qualified and Instrument rated per reference (a).
- e. Ensure completion of all academic and physiological training of assigned aviators (i.e., FITC, Naval Aviation Water Survival Training, Emergency Egress Training, etc...).
- f. Provide NATOPS qualification and continued flight support for TW-6 staff aviators, as required.
- g. As asset availability allows, provide initial and follow-on training/qualifications for associate instructors operating the T-6A.
- h. Conduct FITU instructor annual Standardization, NATOPS, and Instrument Check Flights and ADDU instructor annual Standardization Check Flights as required.
- i. Conduct Squadron Standardization Instructor Pilot annual "S" Standardization Check Flights for all stages designated.

j. Conduct SNFO and curriculum flights. Once the FITU schedule is finalized all FITU instructors with schedule availability will be forwarded to the squadron for scheduling purposes.

k. Establish a T-6A FCF training and qualification program to augment the contract FCF pilots.

l. Conduct initial T-6A and follow-on INFO events as per the T-6A INFO Flight Program CNATRANOTE. Follow-on flights will be scheduled on the FITU flight schedule and may be flown by any qualified IP in stage.

902. MANNING. The manning level should not be less than the FITU OIC, FITU AOIC, four staff IPs, and one civilian.

a. FITU OIC. Should be an O-5 appointed by CTW-6.

b. FITU AOIC. Should be an O-4 appointed by CTW-6.

c. FITU Instructors. FITU IPs will be highly qualified flight instructors selected from VT-10 and TW-6 Staff.

d. Replacement of Instructors

(1) TW-6 FITU shall submit notification to the respective squadron for a replacement of a FITU IP 45 days prior to the departing IP's expected detachment or terminal leave date using enclosure (8).

(2) Squadrons shall nominate a replacement for their respective departing instructor not less than 30 days prior to the instructor's expected detachment or terminal leave date using enclosure (9).

(3) Upon screening and selection by CTW-6, the incoming FITU IP shall report to TW-6 Admin for administrative check-in at least **three** weeks in advance of the detaching instructor's departure date.

903. FITU INSTRUCTOR REQUIREMENTS. Though not required, previous ADDU experience with the TW-6 FITU is desired.

a. Current T-6A Contact and INAV Standardization Qualified.

b. Minimum of two months standardization experience.

c. Minimum of one year recent IP experience.

- d. Minimum of six (12 preferred) months remaining on board.
- e. Minimum of nine months remaining on board for terminal personnel.
- f. Complete the FITU IP Upgrade syllabus detailed in Section 908 of this instruction prior to instructing events in the FITU.
- g. Designation as a CTW-6 FITU Standardization Instructor.

904. ADDU INSTRUCTORS

- a. VT-10 shall augment the FITU, as needed by the FITU OIC, with active-duty Standardization Instructors assigned the additional duty as FITU instructors.
- b. ADDU Standardization instructors shall be the most highly qualified Standardization instructors within the parent squadron's Standardization Department and nominated by the squadron's CO per enclosure (10) and assigned by CTW-6 per enclosure (11).
- c. Nominations shall be delivered to the TW-6 Training Officer, via the TW-6 Standardization Officer, upon completion of the ADDU upgrade syllabus events.
- d. ADDU instructor assignments will normally remain in effect for the duration of the assignment within the parent command, but may be changed at the discretion of FITU OIC as needed.
- e. Complete the applicable FITU instructor stage upgrade syllabus detailed in Section 908 of this chapter prior to assignment as an ADDU Standardization IP.
- f. ADDU IPs specific responsibilities shall include:
 - (1) Conduct IUT syllabus and initial stage upgrade check flights per reference (h) as scheduled by the FITU.
 - (2) Receive their annual Standardization Check Flight in each Standardization "S" Stage designated from a TW-6 Standardization Officer, FITU Standardization Instructor, or CNATRA Stage Manager.
 - (3) Active-duty ADDU instructors should fly a minimum of two IUT syllabus flights per month with the FITU, including stage upgrades, to maintain proficiency with initial instructor training.
 - (4) Selected Reservists designated ADDU instructors should fly a minimum of four IUT syllabus flights per quarter.

905. IUT TRAINING AND SCHEDULING

a. Reporting. Following initial check-in with parent VT squadron, all IUTs shall subsequently report to the FITU for training and qualification as a flight instructor.

b. Training. The FITU will conduct training as outlined in reference (h).

c. Scheduling

(1) Scheduling for all IUT initial qualification events, applicable stage upgrade flights, and Standardization Check Flights, including those flown by ADDU instructors, shall be administered by the FITU.

(2) FITU events shall be scheduled on a priority basis from available T-6A assets.

d. Administration

(1) The FITU shall maintain IUT NATOPS jackets and Standardization ATJs.

(2) Flight Log Books shall be maintained by the IUT's parent VT squadron.

e. Leave. On a case-by-case basis, the IUT's parent squadron can grant annual leave for pilots while in an IUT status. Requests shall be routed through the FITU OIC via the Schedules Officer.

f. Additional Education. JPME and off-duty education shall not interfere with training.

906. FITU INSTRUCTOR UPGRADE SYLLABUS BACKGROUND

a. The qualification process delineated in this instruction is predicated upon the fact that the Prospective FITU Instructor (PFI) is already a qualified Standardization Instructor with a minimum of two months experience in the stage that he/she is becoming qualified to teach in the FITU.

b. If the PFI is not a Standardization Instructor, and/or does not have the requisite experience, then they shall do a minimum of one flight with a FITU Standardization Instructor for the purpose of evaluating their proficiency and standardization in stage prior to designating them as a Standardization Instructor and subsequently enrolling them in the FITU Instructor Upgrade Syllabus (FIUS).

c. The FIUS is designed so that it can be used in modular fashion. This means that a PFI does not need to complete the entire FIUS before being able to teach in the FITU. After successfully completing the requirements of one stage module, the PFI may instruct events in that stage.

d. **Ground-Based Training.** Prior to completing any FIUS flights for a given stage, the PFI shall view all Training Modules and review all tests associated with that stage.

e. **Flight Training.** Events shall be documented on grade sheets and retained in the ATJ. Additional flights may be added at the discretion of the FITU OIC.

907. **FITU INSTRUCTOR SYLLABUS SPECIFICS.** All PFIs, at a minimum, must be Contact Standardization instructors and OCF Standardization Instructors in the T-6A as applicable, prior to receiving any upgrade designation as a FITU Instructor. Stage specifics are as follows:

a. **NATOPS Flights**

(1) Completion of this block qualifies the FITU Instructor to instruct in the Q4XXX block.

(2) The training block will be provided by a NATOPS Instructor or Assistant NATOPS Instructor.

(3) T-6A training block consists of two flights, following the Q4102 and Q4105 flight profiles.

(4) PFI will fly the events from the rear cockpit.

b. **Contact Flights**

(1) Completion of this block qualifies the FITU instructor to instruct in the C410X block and C4390.

(2) T-6A training block consists of two flights following late stage C4100 series flight profiles.

(3) Emphasis shall be on how to teach common student tendencies and errors as well as defensive positioning.

(4) PFI will fly the events from the front cockpit.

c. **Night Contact Flights**

(1) Completion of this block qualifies the FITU IP to instruct the C4201 and C4202 events in the T-6A.

(2) T-6A training block consists of two flights. The flights will follow the format of the C4200 series, with emphasis on the ELP and landings.

(3) PFI will fly the events from the rear cockpit in the T-6A.

d. INAV Flights

(1) T-6A PFI must additionally be an INAV Standardization Instructor and an Instrument Check Pilot prior to receiving this upgrade.

(2) Completion of this block qualifies the FITU Instructor to instruct the I410X block and I4290.

(3) Training block consists of two flights. The first flight will follow the I4101 profile and the PFI will play a “good student.” The second flight will follow the I4290 profile and the PFIP will play “bad student.”

(4) PFI will fly the events from the rear cockpit.

e. T-6A Visual Navigation Flights

(1) PFI must be qualified in the VNAV stage before being recommended for this upgrade. A VNAV Standardization designation is desired.

(2) Completion of this block qualifies the FITU Instructor to instruct the N4XXX block.

(3) Training block consists of two flights. The first flight will follow the N4101 profile and the PFI will play a “good student”. The second flight will follow the N4290 flight profile and the PFI will play a “bad student”.

(4) PFI will fly this event from the rear cockpit and will play a “bad student” role.

f. Formation Flights

(1) T-6A PFI must be qualified in the VNAV and Formation stages prior to receiving this upgrade. A Formation Standardization designation is desired.

(2) Completion of this block qualifies the FITU Instructor to instruct the F4XXX block.

(3) Training block consists of two flights. The first flight will combine the F4101 and F4301 flight profiles. The second flight will combine the F4303 and F4490 flight profiles.

(4) PFI will fly the events from the rear cockpit.

g. OCF Flights

- (1) PFIP must be an OCF Instructor (OCF-D) prior to receiving this upgrade.
- (2) Upon completion of any 5 Q41xx or C4401 events PFIP is eligible to re-fly C4690 and be designated as an OCF Stan Officer or Alternate(OCF-I)

CHAPTER TEN

T-45C FLIGHT INSTRUCTOR TRAINING UNIT (FITU) GUIDELINES AND PROCEDURES

1000. GENERAL. CTW-6 is tasked to provide all prospective T-45C flight instructors with an initial NATOPS qualification and instrument rating per references (b) (j) and (p). Upgrade instruction in the STRIKE, CAS, AWI, and BFM stage standardization checks will be conducted at the squadron level. Manned with the highest quality instructors, the FITU provides prospective IPs with in-depth ground and flight instruction. The instructor training syllabus outlined in references (j) and (p) promulgates the policies and requirements of the Flight Instructor Standardization and Training Program under CTW-6.

1001. TRAINING RESPONSIBILITIES

- a. NATOPS qualify assigned IUTs in the T-45C aircraft.
- b. Ensure prospective flight instructors are NATOPS qualified and Instrument rated per reference (a).
- c. Ensure completion of all academic and physiological training of assigned aviators (i.e., FITC, Naval Aviation Water Survival Training, Emergency Egress Training, etc...).

1002. MANNING. The manning level should not be less than the FITU OIC and three designated IPs.

- a. FITU OIC. Should be an O-4 appointed by Training Squadron EIGHT SIX Commanding Officer.
- b. FITU Instructors. FITU IPs will be highly qualified flight instructors selected from VT-86 and TW-6 Staff.

1003. FITU INSTRUCTOR REQUIREMENTS.

- a. Minimum of one year recent IP experience.
- b. Minimum of 300 flight hours T-45C experience.
- c. Minimum of six (12 preferred) months remaining on board.
- d. Complete the T-45C FITU IP Upgrade syllabus prior to instructing events in the FITU.
- e. Designation as a CTW-6 FITU Standardization Instructor.

1004. IUT TRAINING AND SCHEDULING

- a. Reporting. Following initial check-in with parent VT squadron, all IUTs shall subsequently report to the FITU for training and qualification as a flight instructor.
- b. Training. The FITU will conduct training as outlined in reference (j).
- c. Scheduling. Scheduling for all IUT initial qualification events, applicable stage upgrade flights, and Standardization Check Flights, shall be administered by the VT-86 operations department.
- d. Administration. VT-86 shall maintain IUT Standardization ATJs, Flight log books and NATOPS jackets.

TW-6 FIST CHANGE RECOMMENDATION FORM

****Note: Submit only ONE change recommendation per form****

Date: _____

From: _____

To: Commander Training Air Wing SIX

Via: (1) _____ Commanding Officer

(2) _____ Executive Officer

POC and Phone number: _____

Page: _____ **Section:** _____ **Paragraph:** _____

Recommendation (be specific):

**Specific incident (if any) prompting recommended change
(time/date/justification,etc):** _____

NAME: _____ **RANK:** _____ **TITLE:** _____

SIGNATURE: _____

Chain of Command Comments (if applicable):

COMTRAWINGSIXINST 3740.2S
28 Mar 16

3740
Date

MEMORANDUM

From: TW-6 (Platform) Standardization Officer
To: TW-6 (Platform) All Aircrew (Squadron)

Subj: R&I SUBJECT TITLE

1. R&I Serial #.
2. Effective Date of R&I.
3. Expiration Date of R&I.
4. Detailed description of R&I.
5. Pending publication R&I will be incorporated into.
6. This R&I shall remain in effect and posted until cancelled, re-issued, or superseded by subsequent notices as issued by the TW-6 Standardization Department. Squadrons shall not make any changes to the format or content of this R&I.

I. M. STANO

Copy to (as required):
TW-6 OPS/STAN or pertinent department
VT- Dept
Cubic
L3
FITU

Enclosure (2)

COMDRAWINGSIXINST 3740.2S
28 Mar 16

TW-6 ACTIVE READ & INITIAL (R&I) TRACKER

SERIAL #	SUBJECT	TMS	DATE ISSUED	EXPIRATION DATE	STATUS	REMARKS

28 Mar 16

TW-6 / CUBIC CORPORATION		QUALITY CONTROL EVALUATION FORM 1	
CONTRACT INSTRUCTOR SIMULATOR PERFORMANCE			Page 1 of 2
Name	Shift	Lesson Topic	Date
Course Title		<input type="checkbox"/> Initial <input type="checkbox"/> Annual	
EVALUATION ITEMS			YES
			NO
1. LEARNING OBJECTIVES WERE:			
a. Provided during introduction			<input type="checkbox"/>
b. Clarified / amplified as necessary / reinforced			<input type="checkbox"/>
c. Related to mission and mission related with previous training			<input type="checkbox"/>
2. STUDENTS WERE MOTIVATED IN TERMS OF:			
a. How the material is to be used			<input type="checkbox"/>
3. INSTRUCTOR ESTABLISHED A WORKING RELATIONSHIP WITH STUDENT:			
a. Displayed name / introduced self?			<input type="checkbox"/>
b. Promoted cooperative attitude			<input type="checkbox"/>
c. Created general and / or specific interest in a mission subject			<input type="checkbox"/>
d. Solicited student cooperation and involvement			<input type="checkbox"/>
e. Displayed enthusiasm, poise, control			<input type="checkbox"/>
4. DID THE INSTRUCTOR:			
a. Properly prepare for the brief, mission, debrief?			<input type="checkbox"/>
b. Use the aids properly?			<input type="checkbox"/>
c. Use media / materials to maximum advantage?			<input type="checkbox"/>
d. Check student comprehension and re-emphasize weak points?			<input type="checkbox"/>
e. Use proper questioning techniques / stimulate thinking?			<input type="checkbox"/>
f. Effectively / efficiently use time available?			<input type="checkbox"/>
g. Supervise and correct student work?			<input type="checkbox"/>
h. Maintain student interest?			<input type="checkbox"/>
I. Have sufficient voice variation?			<input type="checkbox"/>
j. Pronounce words correctly?			<input type="checkbox"/>
k. Use proper words, phrases, inflection and enunciation?			<input type="checkbox"/>
l. Avoid distracting mannerisms?			<input type="checkbox"/>
m. Display proper instructor bearing?			<input type="checkbox"/>
n. Organize and plan application well?			<input type="checkbox"/>
o. Include enough application?			<input type="checkbox"/>
p. Accomplish objectives with application?			<input type="checkbox"/>
q. Maintain proper instructor / student relationship?			<input type="checkbox"/>
r. Answer all questions satisfactorily?			<input type="checkbox"/>
s. Review key points?			<input type="checkbox"/>
5. DID THE STUDENT ACHIEVE THE LEARNING OBJECTIVES?			<input type="checkbox"/>
6. EVALUATOR PREVIEWED THE INSTRUCTOR CHECKLIST FOR CURRENCY AND PERSONALIZATION?			<input type="checkbox"/>
7. DID THE INSTRUCTOR PROVIDE STANDARDIZED INSTRUCTION?			<input type="checkbox"/>

28 Mar 16

TW-6 / CUBIC CORPORATION

QUALITY CONTROL EVALUATION
FORM 1

Systems Support & Training Service

CONTRACT INSTRUCTOR SIMULATOR PERFORMANCE

Page 2 of 2

EVALUATION (Specific remarks are required to support rating other than "Adequate")

- Outstanding Good Adequate Poor Unsatisfactory

REMARKS (Make specific, constructive comments)

Brief:

1. Review ATJ and Date of Last Flight:
2. Briefed IAW MCG/Scenario:
3. EP asked:
4. Review JET LOG/DD-175:
5. Covered all Required items/Used all available time:

Conduct of Event:

1. Executed event as per scenario:
2. Emphasized CTS, FTI Procedures, problems from previous events:
3. Used all available time:
4. CI filled out JET LOG (ETA/ATA, EFR@IAF, etc)
5. Took detailed notes for de-briefing:

Debrief:

1. Graded event IAW CTS:
2. Student left event knowing what was done incorrectly and what needs to be done to meet MIF or a CTS of 4:
3. Student learned from the event:

ADDITIONAL COMMENTS (as desired):

I certify that the instructor was critiqued immediately after evaluation

Signature of Evaluator

Typed Name and Title

TO BE COMPLETED BY INSTRUCTOR

I HAVE BEEN CRITIQUED ON THIS EVALUATION, MY INSTRUCTOR IMPROVEMENT PLAN (IF NECESSARY) IS AS FOLLOWS:

Signature of Instructor

Typed Name and Title

Date

28 Mar 16

TW-6 / CUBIC CORPORATION		QUALITY CONTROL EVALUATION					
		FORM 1					
		CLASSROOM INSTRUCTOR PERFORMANCE				Page 1 of 2	
Name:		Course:					
				Qual-3:	<input type="text"/>	Annual:	<input type="text"/>
EVALUATION ITEMS						YES	NO
1. LEARNING OBJECTIVES WERE:							
a. Provided during introduction							
b. Clarified / amplified as necessary / reinforced							
c. Related to mission and mission related with previous training							
2. STUDENTS WERE MOTIVATED IN TERMS OF:							
a. How the material is to be used							
3. INSTRUCTOR ESTABLISHED A WORKING RELATIONSHIP WITH STUDENT:							
a. displayed name / introduced self							
b. Promoted cooperative attitude							
c. Created general and / or specific interest in a mission subject							
d. Solicited student cooperation and involvement							
e. Displayed enthusiasm, poise, control							
4. DID THE INSTRUCTOR:							
a. Properly prepare for the system to be taught?							
b. Use the aids properly?							
c. Us media / materials to maximum advantage?							
d. Check student comprehension and re-emphasize weak points?							
e. Use proper questioning techniques / stimulate thinking?							
f. Effectively / efficiently use time available?							
g. Supervise and correct student work?							
h. Maintain student interest?							
I. Have sufficient voice variation?							
j. Pronounce words correctly?							
k. Use proper words, phrases, inflection and enunciation?							
l. Avoid distracting mannerisms?							
m. Display proper instructor bearing?							
n. Review for tests?							
o. Review after testing?							
p. Accomplish objectives with application?							
q. Maintain proper instructor / student relationship?							
r. Answer all questions satisfactorily?							
s. Review key points?							
5. DID THE STUDENT ACHIEVE THE LEARNING OBJECTIVES?							
6. EVALUATOR PREVIEWED THE INSTRUCTOR CHECKLIST FOR CURRENCY AND PERSONALIZATION?							
7. DID THE INSTRUCTOR PROVIDE STANDARDIZED INSTRUCTION?							

BP700670-014

QCP CLASSROOM CI EVALUATION CHECKLIST (PAGE 1 OF 2)

Enclosure (5)

TW-6 / CUBIC CORPORATION

QUALITY CONTROL EVALUATION
FORM 2

CLASSROOM INSTRUCTOR PERFORMANCE Page 2 of 2

EVALUATION (Specific remarks are required to support rating other than "Adequate")

Outstanding

Good

Adequate

Poor

Unsatisfactory

REMARKS (Make specific, constructive comments)

Overall CI Performance:

I certify that the instructor was critiqued immediately after evaluation

Signature Of Instructor

Typed Name And Title

Date

TO BE COMPLETED BY INSTRUCTOR

Signature Of Instructor

Typed Name And Title

Date

TW-6 STUDENT TRAINING CRITIQUE

NAME (Optional)_____DATE_____SQUADRON_____CLASS #_____

PHASE (circle one): PRIMARY INTERMEDIATE ADVANCED

1. This critique is required at the completion or attrition from each phase of training. Your comments will be reviewed by the chain of command up to and including the Commodore. Your comments will be considered as inputs for improving our training, standardization, and identifying potential safety hazards. Circle the most appropriate response and elaborate in the comment sections. No retribution is made through this critique thus your honest comments are encouraged.
2. Please give your opinions and make any suggestions that you consider beneficial. **Tailor any adverse criticism in a fair and professional manner but be honest and forthcoming. You must comment on any item that you marked as a 1.** Recommended solutions to adverse criticisms are encouraged. Further clarification may be asked in cases were comments are ambiguous.
3. Please print comments legibly and in black ink.
4. Your time and effort is appreciated .

1=Strongly Disagree/NO 2=Disagree 3=No Opinion 4=Agree 5=Strongly Agree/YES

SAFETY:

- | | |
|---|-----------|
| 1. The DOR/TTO policies were fully explained. | 1 2 3 4 5 |
| 2. Safety precautions were briefed prior to each flight. | 1 2 3 4 5 |
| 3. Instructors evaluated your knowledge of safety precautions. | 1 2 3 4 5 |
| 4. Equipment was safe for use. (Ready Room, Spaces, Sims, Aircraft, Survival Gear, etc...). | 1 2 3 4 5 |
| 5. Encouragement to report unsafe conditions Exists. | 1 2 3 4 5 |
| 6. Safety is a primary concern to instructors. | 1 2 3 4 5 |

Comments: _____

FLIGHT SUPPORT:

- 7. Course materials are adequate and useful (Inflight Guide, FTIs, Handouts, etc...). 1 2 3 4 5
- 8. Training aides/equipment are adequate (RIOT, Briefing Rooms, Briefing Guides, etc...). 1 2 3 4 5
- 9. Ground instruction prepared you for simulator and/or flight events. 1 2 3 4 5
- 10. Simulators prepared you for flight events. 1 2 3 4 5

Comments: _____

INSTRUCTORS:

- 11. Instructors were on time, unless detained for official business. 1 2 3 4 5
- 12. Instructors were prepared for the events. 1 2 3 4 5
- 13. Instructors encouraged discussion during and after flight briefs. 1 2 3 4 5
- 14. Instructors were available for questions and extra instruction. 1 2 3 4 5
- 15. The grading standards were explained. 1 2 3 4 5
- 16. The Master Curriculum Guide was followed. 1 2 3 4 5
- 17. Instruction during the brief, flight, and debrief was professional. 1 2 3 4 5
- 18. You received standardized instruction. (Not to be confused with techniques) 1 2 3 4 5

Comments: _____

POLICIES AND PROCEDURES:

- 19. Personal Advisor (PA)/On Wing program is effective. 1 2 3 4 5
- 20. PA/On Wing/instructors reviewed your ATJ with you. 1 2 3 4 5

21. The squadron complies with the crew rest/crew day policies. 1 2 3 4 5
22. The squadron adheres to USN/USMC sexual harassment, equal opportunity and hazing policies. 1 2 3 4 5

Comments: _____

GENERAL COMMENTS:

1. Are you aware of any unsafe conditions/practices? Explain.

2. Most effective Academic Instructor. Why?

3. Most effective Simulator Instructor. Why?

4. Most effective Flight Instructor. Why?

5. Please make any additional comments you feel are pertinent.

TW-6 IUT / FITU CRITIQUE

NAME(Optional)_____DATE_____ SQUADRON_____Stage_____

PHASE (circle one): PRIMARY INTERMEDIATE ADVANCED

Please take the time to fill out this critique as you progress through the training syllabus and offer any suggestions for improving our Training and Standardization programs. Provide as much detail as possible. These critiques are read by the entire chain of command up to and including the Wing Commander, and are a vital tool in our continuous improvement.

Mark all questions by circling the most appropriate response and elaborate in the provided comment sections.

(1=Poor 2=Fair 3=Good 4=Excellent 5=Outstanding NA=Not Applicable)

1. How effective or beneficial were the following courses and lectures?

- | | |
|--------------------------------------|--------------|
| a. Welcome Aboard Brief | 1 2 3 4 5 NA |
| b. FITC | 1 2 3 4 5 NA |
| c. Computer Aided Instruction (CAI) | 1 2 3 4 5 NA |
| d. Simulator training | 1 2 3 4 5 NA |
| e. Instructor Guided Ground Lectures | 1 2 3 4 5 NA |
| f. Scheduler/Flight Schedules | 1 2 3 4 5 NA |
| g. Course Rules | 1 2 3 4 5 NA |
| h. GPS Training | 1 2 3 4 5 NA |

2. Can you give any suggestions on how to improve any of the above?

3. Overall, how would you rate each stage or phase of training?

Syllabus: _____ T-6/T-45/MCS (circle one) : _____

- a. NATOPS 1 2 3 4 5 NA
- b. Instrument 1 2 3 4 5 NA
- c. Contact 1 2 3 4 5 NA
- d. Visual Navigation 1 2 3 4 5 NA
- e. Formation 1 2 3 4 5 NA
- f. Strike 1 2 3 4 5 NA
- g. CAS 1 2 3 4 5 NA
- h. BFM 1 2 3 4 5 NA
- i. AWI 1 2 3 4 5 NA
- j. Common Core 1 2 3 4 5 NA
- k. E-2/E-6/MPR Stage (circle one) 1 2 3 4 5 NA

4. Any suggestions on how to improve any of the above?

5. Did you complete your IUT training within 90 days? Yes / NO

If not, how long did your training take? Why? _____

6. Do you feel that your training adequately prepared you to begin instructing students in your qualified Stage(s)? Yes / NO

If not, explain why? _____

7. How would you rate your overall IUT / Stage Upgrade Training?

Poor_____ Fair_____ Good_____ Excellent_____ Outstanding_____

8. Who was the most effective Academic Instructor? Why?

9. Who was the most effective Simulator Instructor? Why?

10. Who was the most effective Flight Instructor? Why?

11. Did you find deviations in standardization? If so, please describe.

12. What was the hardest part of your IUT training?

13. Please make any additional comments you feel are pertinent:

COMTRAWINGSIXINST 3740.2S
28 Mar 16

1301
N3
Date

From: Commander, Training Air Wing SIX
To: Commanding Officer, Training Squadron _____

Subj: REQUEST FOR REPLACEMENT OF FLIGHT INSTRUCTOR TRAINING UNIT
(FITU) INSTRUCTOR

Ref: (a) COMTRAWINGSIXINST 3740.2 series (FIST)

1. Per reference (a), the FITU requests a replacement FITU Instructor for LT John P. Jones, USN.

2. It is desired that the replacement instructor have previous ADDU experience and be of the highest caliber as an instructor and officer-like qualities. Nominee shall possess the following qualifications:

a. Currently serving as a Contact and Instrument Standardization Instructor and a minimum of two month's standardization experience.

b. Minimum of one year recent flight instructor experience.

c. Minimum of six months (12 months preferred) remaining on board.

3. Request a nomination in writing, per enclosure (9) of reference (a), no later than (date - 30 days of expected detachment) to coordinate interview/screening. Point of contact is TRAWING SIX FITU OIC, extension x2263.

Enclosure (8)

COMTRAWINGSIXINST 3740.2R
28 Mar 16

1301
N3
Date

From: Commanding Officer, Training Squadron
To: Commander, Training Air Wing SIX _____

Subj: NOMINATION FOR FLIGHT INSTRUCTOR TRAINING UNIT (FITU)
INSTRUCTOR

Ref: (a) COMTRAWINGSIXINST 3740.2 series (FIST)

1. The following information is provided per reference (a):

- a. Name, rank, SSN, designator/MOS
- b. Date reported to squadron, date of rank, PRD
- c. T/M/S, total flight time, total instructor time
- d. Months of flight instructor experience
- e. Category qualification with date of designations.

2. (Commanding Officer's comments)

Enclosure (9)

COMTRAWINGSIXINST 3740.2S
28 Mar 16

3740
N3
Date

From: Commanding Officer, Training Squadron _____
To: Commander, Training Air Wing SIX

Subj: ADDITIONAL DUTY (ADDU) NOMINATION AS FLIGHT INSTRUCTOR
TRAINING UNIT (FITU) INSTRUCTOR

Ref: (a) CNATRAINST 3710.13 Series
(b) COMTRAWINGSIXINST 3740.2 Series

1. Per references (a) and (b), the following personnel are nominated for ADDU to the Flight Instructor Training Unit:

<u>NAME</u>	<u>RANK</u>	<u>DESIG/MOS</u>	<u>ADDU STAGE(S)</u>
Last, First	LCDR	1310	NATOPS/CONT/INAV/VNAV

FIRST M. LAST

Enclosure (10)

COMTRAWINGSIXINST 3740.2S
28 Mar 16

3740
N3
Date

From: Commander, Training Air Wing SIX
To: (Rank, First M. Last), (USN/USMC), (DESIG/MOS)
Via: Commanding Officer, Training Squadron_____

Subj: ADDITIONAL DUTY (ADDU) ASSIGNMENT AS FLIGHT INSTRUCTOR
TRAINING UNIT (FITU) INSTRUCTOR

Ref: (a) CNATRINST 3710.13 Series
(b) COMTRAWINGSIXINST 3740.2 Series

1. Per references (a) and (b), you are assigned ADDU to the Flight Instructor Training Unit for the following stages: (NATOPS, Contact, INAV, VNAV, and Formation).
2. This assignment will remain in effect for the duration of your assignment within this Command unless otherwise cancelled.

FIRST M. LAST

Copy to:
FITU
NATOPS Jacket
TW-6 Standardization
TW-6 Admin

Enclosure (11)

COMTRAWINGSIXINST 3740.2S
28 Mar 16

3710
00
Date

From: Commander, Training Squadron EIGHT SIX, TEN, FOUR
To: Commander, Training Air Wing SIX

Subj: **DUAL NATOPS QUALIFICATION WAIVER REQUEST**

Ref: (a) TRAWINGINST 3740.2Q (FIST)

1. Per reference (a), formally request a Dual NATOPS qualification waiver in consideration of:

a. Name: John A. Doe

b. Rank: Captain, USMC

c. Designator: Pilot/NFO

d. PRD: Dec 2016

e. Total Flight hours: xxxx

f. Total T-45C/T-6A hours: xxxx

g. Current instructor designations held: Contact STAN, OCF Coordinator, AWI STAN, Section lead, Division lead.

2. Justification. Capt Doe is critical to the continued operation and sortie production in the T-45C (T-6A) given the manning shortfall existent in the STK/AWI/INAV syllabi.

3. Training Squadron (XX) Standardization Officer, Lieutenant Commander Joe Smoe, is the point of contact at 452-XXXX.

COs FIRST M. LAST

Enclosure (12)