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### NAVAVSCOLSCOMINST 1542.1

Subj: NAVAL INTRODUCTORY FLIGHT EVALUATION MASTER CURRICULUM  
GUIDE

Ref: (a) CNATRAININST 1500.4  
(b) CNATRAININST 1550.6F

Encl: (1) Naval Introductory Flight Evaluation Master Curriculum Guide

1. Purpose. To promulgate flight training within the Navy Introductory Flight Evaluation (NIFE) course.
2. General. This instruction is intended to explain and describe the content and execution of the NIFE curriculum in accordance with references (a) and (b). Should conflict exist between this instruction and any other publication, the more restrictive directive will govern.
3. Action. All NIFE students shall be thoroughly familiar with the contents of this instruction and comply with the directives and policies stated herein.
4. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1 of Jan 2012.
5. Review and Effective Date. Naval Aviation Schools Command will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/Review of Instruction. This instruction will automatically expire 5 years after effective date unless reissued or canceled prior to the 5-year anniversary date, or an extension has been granted.

*E. A. Moreno*  
E. A. MORENO

**MASTER CURRICULUM GUIDE**



**NAVAL INTRODUCTORY FLIGHT EVALUATION (NIFE) MANUAL**

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## FOREWORD

1. NAVAVSCOLSCOM 1542.1 Naval Introductory Flight Evaluation Manual is issued for information, standardization of instruction, and guidance to all flight instructors and student naval aviators, flight officers, and aerial vehicle operators within Naval Aviation Schools Command.
2. This publication shall be used as an explanatory aid to the Naval Introductory Flight Evaluation Training curriculum. It will be the authority for the execution of all flight procedures and maneuvers herein contained.

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Releasability and distribution:  
This Manual is cleared for public release

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Chapter 1  
General Instructions

1. Syllabus Management

a. Distribution. Participating program personnel.

b. Interpretation. The syllabus is directive. Should circumstances create situations not covered within the scope of this syllabus, or specific course of action appears to conflict with other directives, consult Naval Aviation Schools Command (NASC) (N7).

c. Responsibilities. Due to the unique nature of the Naval Introductory Flight Evaluation (NIFE) syllabus and executing command organizations, the following positions will be specifically assigned to standardize the administration of NIFE as a prerequisite of the Center for Naval Aviation Training (CNATRA) undergraduate continuum of education. Specific positional authority granted in this instruction supersedes that granted in CNATRAINST 1500.4.

(1) NIFE Director - An experienced O-4/O-5 responsible for instructor and student compliance with all NIFE directives at Naval Aviation Schools Command (NASC). Reports directly to the NASC Commanding Officer on all matters pertaining to the administration and execution of the NIFE program. Granted additional specific authority as delineated in this instruction.

(2) Chief Military Certified Flight Instructor (CFI) - An experienced Military Flight Instructor (MFI) responsible for standardization of instruction and adherence to NASC directives.

(3) NIFE Operations Officer – An experienced aviator O-4/O-5 who oversees the operations and scheduling of the NIFE syllabus.

d. Deviations. Document all deviations on the event's Aviation Training Form (ATF).

e. Changes. Recommended changes shall be submitted through the NIFE Standardization office.

f. Execution. All students execute Chapters II through IV. Students with prior flight experience (United States Naval Academy Powered Flight Program, Private Pilot Certificate or higher) can be proficiency advanced based on performance.

g. Syllabus Description. NIFE is flown in single engine land civil aircraft and is divided into stages. Stages are grouped by like flight training regimes such as Ground and Contact. Each stage is subdivided into training blocks. The training blocks consist of a specified number of flights. Maneuver Item Files (MIF) identify the minimum acceptable level of performance in relation to the Course Training Standard (CTS) that must be achieved at the completion of each training block. While CNATRAINST 1500.4 provides more detailed procedures for the processing of all students undergoing flight training in the Naval Air Training Command, any

specific syllabus implementation directed in this instruction supersedes that of CNATRAINST 1500.4.

h. Accelerated Students. Students with prior flight time may be accelerated (Proficiency Advanced) at the discretion of the NIFE Director. The NIFE Director or NIFE Operations Officer (OPSO) has the authority to tailor each student's accelerated syllabus based on the student's past flying experience. Students with a Private Pilot Certificate or higher and USNA students who have completed the Powered Flight Program (PFP) are candidates for proficiency advancement. Accelerated students are required to complete all discussion items from the flight events that were accelerated. ATFs for the events not flown will be completed with a note in the remarks section stating "ACCELERATED – EVENT NOT FLOWN. ATF COMPLETED FOR ADMINISTRATIVE PURPOSES ONLY IN ACCORDANCE WITH NASCINST 1542.1."

## 2. Training Management

a. Syllabus Progression. Syllabus events within each stage will be flown sequentially. Do not start a block without all prerequisites. Students must complete all events unless enrolled in an approved accelerated syllabus. The flowcharts on pages 1-3 through 1-5 delineate the sequence of flying events and their ground training prerequisites. System training management is designed to facilitate one graded event (flight or exam) per student per day.

b. Maneuver Continuity. Students must accomplish previously introduced maneuvers frequently enough to ensure required proficiency is maintained.

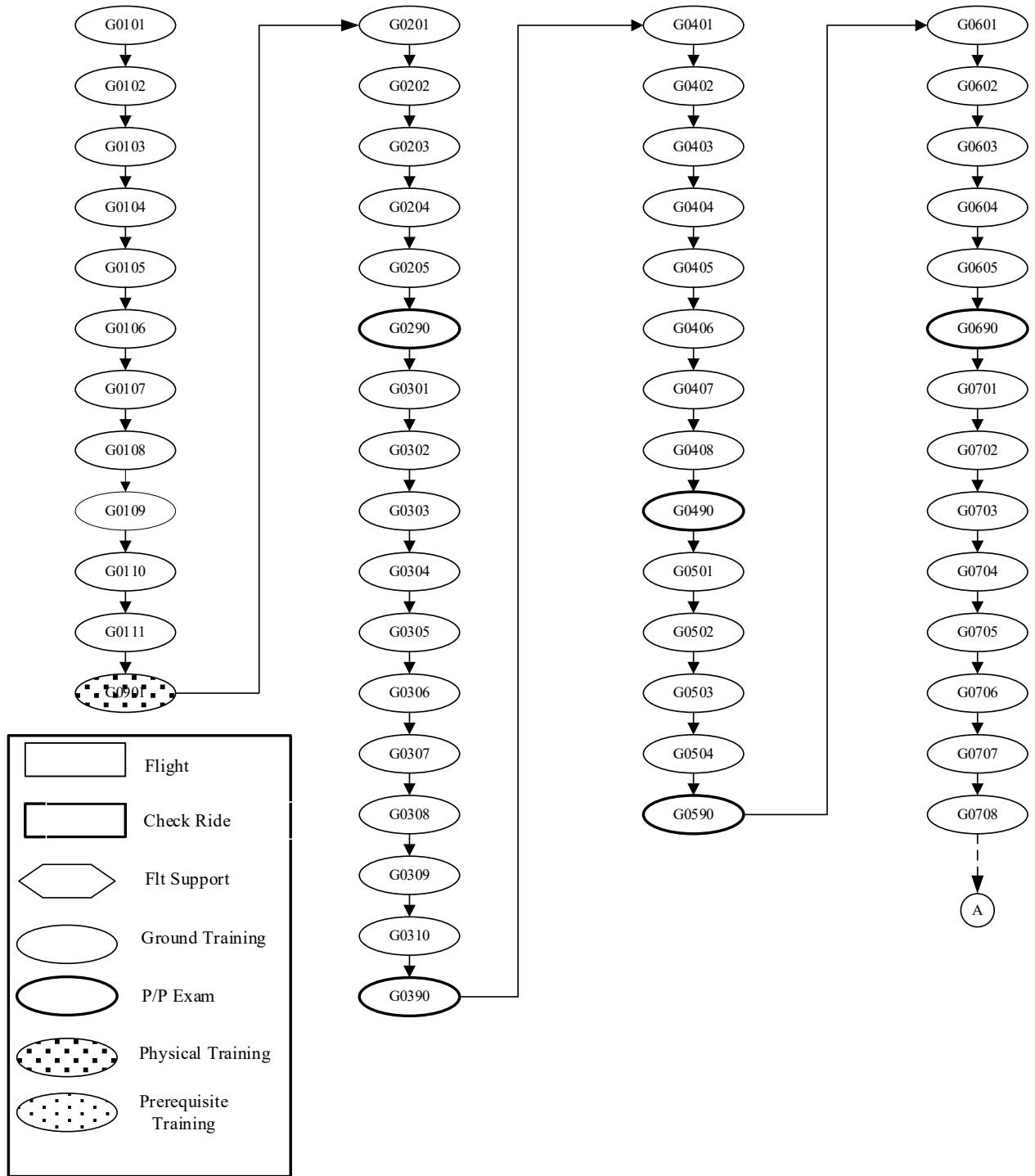
c. Landing Proficiency. Students should land as often as training allows. Refer to syllabus notes for C4101 - C4200.

d. Hours Per event (H/X). Instructor pilots shall plan and execute missions to meet H/X as closely as practical. If actual event length varies from H/X by more than 0.3 hrs, annotate reason(s) in ATF's general comments section. A student's poor performance is not an acceptable reason to exceed H/X by more than 0.3 hours.

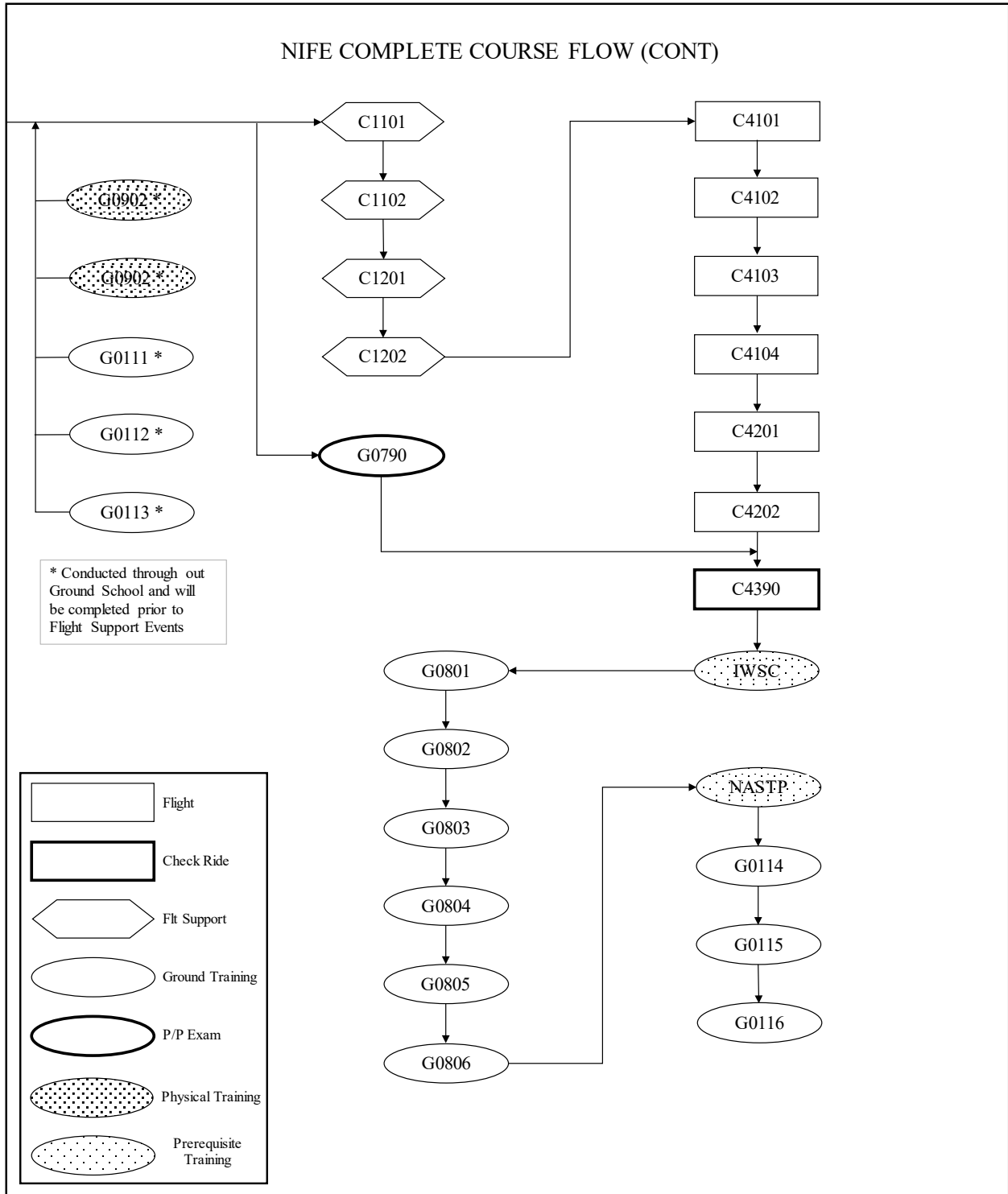
e. Special Syllabus Requirements (SSR). The SSRs are allocated to blocks. Unless noted otherwise, Instructor Pilot (IP)s may accomplish SSRs on any flight within the block. The SSRs shall be completed in the specified block. Annotate completed SSRs on the ATF's SSR comments section. Assign only No Grade/1 as the SSR maneuver grade.

f. Aviation Training Jacket Reviews. Military instructor pilots will conduct jacket reviews during C4390. Site Advisors, the NIFE Operations Officer, or the NIFE Director may conduct jacket reviews at any other time as required.

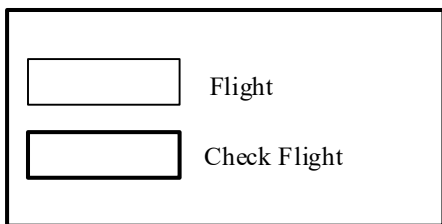
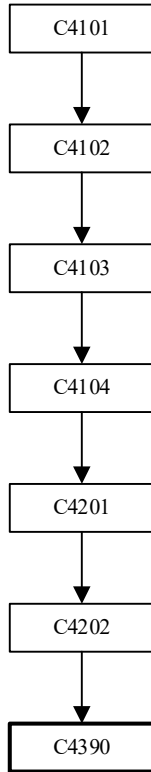
NIFE 1 COURSE FLOW



NIFE 2 COURSE FLOW



NIFE FLIGHT COURSE FLOW



3. Unsatisfactory Performance (NSAT) If a student exhibits dangerous tendencies, or progress towards meeting EOB performance guidelines is insufficient. An overall event UNSAT is at the instructor's discretion. It should be noted that an event may be graded UNSAT without any individual maneuvers graded U/2. UNSAT events that do not result in an Initial Progress Check (IPC) or Final Progress Check (FPC) shall be printed on pink ATF paper; UNSAT Progress Checks and UNSAT events that result in a Progress Check shall be also be printed on pink ATF paper. See also *Progress Check Procedures* Chapter I, paragraph 9.c.(3).

a. Academic. Academic examination failures are considered UNSATs and counted toward the cumulative UNSAT total and can trigger progress checks. A Progress Check due to an examination failure will be conducted separate from, and prior to, the re-examination.

b. Flight

(1) All training shall be suspended following an UNSAT event. Following an UNSAT event, if a PC is not required, that event shall be repeated until the NFS satisfactorily passes the event.

(2) Refer to NASCINST 3710.4 for Progress Check Triggers.

(3) Failing a FPC results in a TRB.

(4) UNSAT performance on warmup events does not count toward the cumulative grade calculations, but will count towards PC triggers.

c. Ready Room UNSAT (RRU). A RRU will be awarded when the student is inadequately prepared for the scheduled event. A RRU on any syllabus event will result in a Progress Check. Document the RRU on a pink ATF for that event. The event will be marked as incomplete with at least one item on the ATF graded as UNSAT. Upon successful completion of a Progress Check, the original RRU event shall be flown as a take two (or greater) to complete all remaining, or appropriate items, graded as a normal event.

4. Training Review Board (TRB)

a. Scope. A TRB shall be convened after a failed FPC. In addition, a TRB may be convened at any time as directed by the NASC Commanding Officer. The TRB shall consider circumstances relevant to the student's training, which may include:

(1) Quality of training provided in accordance with applicable FTI.

(2) Continuity of training provided.

(3) Outside influences/extenuating circumstances/human factors.

b. Due to the unique nature of the NIFE program, the TRB may make attrition/retention recommendations to the NASC Commanding Officer.

c. Composition

(1) Voting Members. The board consists of three voting members, one of whom is the Senior Member. The NASC Commanding Officer designates the Senior Member in writing.

(2) Other Members/Observers. At least one member should be from the student's parent service. For International Military Students, where possible, include the country liaison officer and a representative from the NASC IMT office as observers.

(3) Exclusion. The following conditions exclude an instructor from acting as a voting member on a student's TRB:

(a) Any instructor who has been on a previous TRB for the student.

(b) Any instructor who has awarded an UNSAT to the student.

d. Deliverables

(1) A summary that reflects the TRB majority vote as to whether or not the student's training was per applicable directives and an assessment of the student's training quality while highlighting any deficiencies of training received. If it was determined that there was a deficiency in training, the board shall note whether the deficiency played a role in the student's difficulties. If so, the board shall also provide recommendations for remediation of the deficiency.

(2) Use CNATRA 1542/1827 (Rev. 5-13), TRB Summary form.

5. Instructor Continuity. Students shall fly with a minimum of two and no more than three different civilian instructors during the NIFE syllabus.

a. Events C4101 - C4104 should be flown with the same CFI/MFI. No more than two instructors shall be used during the block.

b. The NIFE Director or Chief Military (CFI) may waive the instructor continuity requirements if needed due to operational circumstances or a conflict between the student and instructor necessitates a change. In order to maintain instructor continuity, every effort should be made to limit the total number of instructor changes.

c. Event C4390 shall be flown with a military CFI or designated military Instructor Naval Flight Officer (INFO) assisted by civilian CFI. The NIFE Director, Chief Military CFI, or NIFE OPSO may waive C4390 instructor requirement if limited by operational circumstances.

6. Break in Training Warmup (WU) Events (CXX86). Non-syllabus warmup events compensate for breaks in training. WU event (CXX86) grades are not to be used to satisfy block requirements and shall not be included in the cumulative grade calculations, but UNSATs will count towards PC triggers. A student whose performance meets the criteria for a RRU on a

warmup shall be given a RRU and a Progress Check will be conducted.

a. Warmup Event Criteria. Optional warmup events are based upon a performance assessment by the instructor. If a student’s performance meets MIF, the event shall count as the next syllabus event.

(1) Additional Warmup Events

(a) The NIFE Director may direct additional warmup events for extended breaks in training.

(b) Award an additional warmup prior to a check flight if more than five calendar days have elapsed since last flight.

CRITERIA FOR AWARDING WARMUP EVENTS		
Break* (Days)	Warmup Events	Remarks
7-13	1 Optional	<ul style="list-style-type: none"> <li>● Optional WU is based upon a performance assessment by the instructor.</li> <li>● WU is prohibited if:                             <ul style="list-style-type: none"> <li>▶ Demonstrated performance is sufficient, or will be sufficient within remaining block events, by EOB.</li> </ul> </li> </ul>
14-30	1 Mandatory 1 Optional	<ul style="list-style-type: none"> <li>● Mandatory warmup is not an advancing event.</li> <li>● Optional WU is based upon a performance assessment by the instructor.</li> <li>● WU is prohibited if demonstrated performance is sufficient, or will be sufficient within remaining block events, by EOB.</li> </ul>

\*Break = Julian Date – Julian Date last flown.



(2) Extended Training Delays. If the period between events is greater than 30 days, the NIFE Director shall determine an appropriate warmup training plan to regain student proficiency IAW CNATRAINST 1500.4 and place a supplemental ATF in the ATJ to document this plan.

b. Event Type. Mandatory warmups shall be scheduled as the last dual event flown in stage; optional warmups shall be scheduled and flown as the next event. If performance warrants a WU, it shall be re-coded as the last completed dual event.

## 7. Additional Flights

a. Extra Training Events (CXX87). ET events (CXX87) may be used to meet syllabus deficiencies or deviations at the block, stage, or phase levels of training (e.g. minimum number of maneuver iterations) or for NFS performance skillset deficiencies and shall not be included in the cumulative grade calculations. All ET events shall be coded as CXX87. The purpose and background of awarding ET sortie(s) shall be documented on a blue Supplemental ATF and filed on the left side of the ATJ. ET events may also be awarded by the CO to compensate for either syllabus-related training deficiencies (e.g. MCG deviation), or to correct NFS performance skillset deficiencies.

(1) Up to two ETs following an UNSAT event, or

(2) Up to two ETs preceding a Progress Check.

(a) The NIFE OPSO may authorize one ET to address specific training deficiencies.

(b) The NIFE Director may authorize two ETs to address specific training deficiencies.

(c) The NASC Commanding Officer must authorize any ETs that will result in a student exceeding 12.1 hours.

(d) Document the awarding of IPC/FPC 87 events on supplementary ATFs, including the training deficiencies that are being addressed.

b. Adaptation Events (CXX84). The NIFE Director may authorize as many as two events required for adaptation to the flying environment when requested by the flight surgeon, e.g., airsickness, eyeglasses, etc. Repeated airsickness following adaptation events should be considered as grounds for termination of flight training due to aeronautical inadaptability.

## 8. Ground Training and Briefing Requirements

### a. Mission Preparation, Briefings, and Debriefings

(1) EOB Events. The IP shall carefully review the ATS in planning the EOB event to ensure the profile includes opportunities to reach MIF on all critical items and optional items

attempted in the block.

(2) Preparation. Students shall arrive for each flight with:

(a) Thorough knowledge of:

1. The flight's discuss items and special syllabus requirements, as listed in Chapter IV.

2. Procedural knowledge of the critical and optional items for the event's training block.

(b) A flight profile tailored to training requirements, weak areas, and continuity.

(3) Briefing. Thoroughly cover the mission's:

(a) Specific objectives.

(b) Required procedures for accomplishing those objectives.

(c) Planned profile and contingencies.

(4) Debriefing

(a) After each event, the instructor shall critique the student's performance using cause/effect analysis, particularly with respect to the CTS.

(b) Mission complexity and student progress will govern the time required for the debrief.

b. Emergency Procedures Briefing and Training

(1) Emergency procedures training builds the student's confidence in the aircraft. The instructor shall conduct emergency procedures training, either on the ground or in the aircraft, on events specified by the syllabus. Correct procedural deficiencies through additional instruction and study assignments.

(2) Grade the student's overall emergency procedures knowledge and performance under Emergency Procedures.

9. Mission Grading Procedures and Evaluation Policies

a. General Grading and Evaluation Policy. A CNATRA ATF shall be completed for each curriculum flight.

(1) Each instructor shall ensure that ATFs are completely filled out and accurate. All ATFs

shall be typed and subsequently signed by the instructor.

(2) Begin each ATF's general comments with two words to indicate overall grade and status of event. Examples include: Pass/Complete, Pass/Incomplete, UNSAT/Complete, FPC or IPC Pass/Complete, etc.

(3) Provide specific reasons for Incomplete, Warmup (state whether Mandatory or Optional), and H/X deviations greater than 0.3 hours. These comments shall be stated immediately following the grade/status (e.g., "Pass/Incomplete. Incomplete due to weather").

(4) Provide General Comments to include any significant trends. Specific comments in the General Comments block must be included to describe an UNSAT.

(5) Annotate SSR completion in the ATF's comments section and assign NG/1 as the SSR maneuver grade.

(6) Refrain from using comments that grade an NFS relative to peers (e.g., "above average"); comments shall be relative to CTS. Peer-related comments are not appropriate in Standards-Based Training and shall not be used on ATFs.

(7) Fill in all appropriate blocks and individual maneuver grades. Instructors shall adequately comment on performance of individual graded items necessary to describe student progression.

(8) Sign all pages of the ATF in the appropriate block in black ink.

(9) MIFs listed are guidelines for expected levels of block performance for each maneuver. When a student achieves MIF by EOB, he or she has demonstrated the anticipated minimum level of skill attainment and competency to continue in training. The MIF is designed to allow for minimum performance in a specific area with the understanding that performance above the minimum MIF will offset the weak area.

b. Grading Procedures

(1) Absolute Maneuver Grading. Use the following grading scale to document the student's characteristic performance on maneuvers attempted during each dual event. This scale is an absolute grading scale. Judge the student's proficiency *only* against the item's course training standard. Maneuver grades shall be consistent with ATF comments. (See Student Performance Measurement/Application of Standards, page x, Course Data, paragraph 21.)

(a) Demonstrated (NG/1 Level). Does not count towards NSS calculations.

1. When the IP demonstrates the maneuver only and student does not attempt.
2. To indicate accomplishing all SSRs for that event. Specify the completed SSRs in

the ATF's comments section.

(b) Unable (U/2 Level). Performance is unsafe or lacks sufficient knowledge, skill, or ability. Deviations greatly exceed CTS, significantly disrupting performance. Corrections significantly lag deviations or aggravate the deviations. Student requires constant coaching.

(c) Fair (F/3 Level). Performance is safe, but with limited proficiency. Deviations exceed CTS, detracting from performance. Corrections noticeably lag deviations, and may not be appropriate. Student requires moderate coaching. **EXAMPLE:** Using bank angle to compensate for poor rudder trim would be an inappropriate correction for heading deviations.

(d) Good (G/4 Level). Performance meets or positively exceeds CTS. Deviations outside CTS tolerances are brief, minor, and do not affect safety of flight. Corrections are appropriate and timely.

(e) Excellent (E/5 Level). Surpasses CTS. Performance is correct, efficient, and skillful. Deviations are very minor. Corrections, if required, are initiated by the student and are appropriate, smooth, and rapid. Student requires no coaching.

(2) Students shall be graded on General Knowledge/Procedures, Emergency Procedures, Headwork/Situational Awareness, and Basic Airwork (BAW)/Basic Airwork Recognition (BAR) for each completed flight event.

(3) Overall Event Grades. Overall event grades represent the student's progression through NIFE. Every training event shall be marked Pass or Unsatisfactory (UNSAT) Use the following definitions to characterize event grades. See ***Awarding Overall Event Grades*** for specific rules defining UNSAT performance.

(a) Pass

1. Prior to EOB: Progress is adequate to meet standards (MIF) by EOB.
2. EOB: The student's performance meets or exceeds the standards performance necessary to continue to the next block, stage, or phase of training.

(b) UNSAT. Student exhibits dangerous tendencies, or progress towards meeting EOB performance guidelines is insufficient.

(4) Awarding Overall Event Grades. The student's overall grade is based on the student's performance against the MIF. The following rules govern overall event grading:

(a) EOB. Performance must meet MIF by EOB. If the student has previously met MIF in the block, they must still meet MIF in the EOB flight if the maneuver is reattempted.

(5) Maneuver Requirements. For each block:

(a) Critical (Mandatory) Items. Items with a number and a plus (+) are mandatory and the student must meet the required proficiency by EOB. When a maneuver is performed multiple times in a block of training, the last grade assigned for the maneuver will determine if the student meets EOB MIF.

(b) Not Demonstrated/Not Performed. The IP will not demonstrate, nor will the student perform:

1. Unnumbered items (not applicable to the NIFE syllabus).
2. EXCEPTIONS: Prebriefed maneuvers for IP proficiency.

(6) Incomplete Events. In general, IPs should consider an event complete if able to accomplish either all high or all low work. This is particularly true when weather precludes one or the other, and the IP is able to emphasize training where weather permits. Subsequent events in the block, when available, can reverse this emphasis, hence achieving overall training balance. If a student has had ample opportunity to learn a task and subsequently flies a short mission, do not incomplete the mission solely to provide unwarranted extra training.

(a) Assessment. This assessment shall be used for flight events and warmup events. Assess the event complete if:

1. Seventy-five percent of the event's H/X was used for training regardless of the number of graded items completed on the event, and
2. There are sufficient events remaining in block to allow for completion of all remaining required block maneuvers, or
3. Otherwise, assess the event incomplete.

(b) Completion Events. An event may both complete a previously incomplete event and count as an advancing event. This is the only time when two events may be completed on one flight.

c. Policies for Evaluation Flights and Ground Evaluations

(1) Authorized Evaluators. The NASC Commanding Officer shall designate all military check pilots.

(2) Check Flight (CXX90)

(a) Single Event Training Blocks. Check flights are single event training blocks. Therefore, all rules regarding progressing out of a block apply, except as noted below:

1. The student should be able to demonstrate required levels of proficiency without instructor assistance. However, instruction is allowed on check flights and students may reattempt maneuvers at the check pilot's discretion.

2. The entire event should be devoted to assessing the student's skill attainment, ability, and readiness to progress to the next block of training. All required maneuvers indicated with a plus (+) are check flight critical and must be completed to MIF.

(b) Incomplete Check Flight. The check flight shall be incomplete when:

1. Any (+) item was not flown, or

2. The check pilot was unable to sample sufficient examples of a given maneuver to assess the student's overall performance.

Note: The subsequent flight need only include maneuvers required to complete the check.

3. Exceptions. The check is complete and the overall grade is UNSAT if:

a. Any graded item is below expected performance levels needed to succeed in follow-on training, or

b. Any NG/1 item was not adequately prepared for, or required item knowledge was insufficient resulting in a grade of U/2 for the Demonstration item, or

c. The instructor determines inadequate performance was demonstrated on any item, or items, that will not predicate successful follow-on normal course flow training.

(3) Progress Check Procedures. Procedures are dependent on whether the reason for the check is due to a NIFE 1 academic failure(s) or NIFE 2 UNSAT flight performance(s). Please refer to NAVAVSCOLSCOMINST 3710.4A for detailed information on the triggers, process, and possible outcomes.

## 10. Special Instructions and Restrictions

### a. Flight Hour/Event Requirements and Restrictions

(1) Programmed Hours and Events. Syllabus-programmed flight hours are 9.1 hours. The NIFE Director has waiver authority above 12.1 hours. Event lengths and non-syllabus events (e.g., CXX86 and CXX87) will cause variation. Accomplish all syllabus events.

(2) Maximum Daily Student Activities (Aircraft, Ground or Academic). Students shall not exceed one flight event during one duty day nor will students exceed two graded events during one duty day. The NIFE Director may approve the same-day completion of a previously incomplete event and next scheduled event, provided deliberate Operational Risk Management (ORM) is conducted with the student beforehand.

(3) Student Crew Day. The period from the beginning of the student's first event or

official duty of the day until the completion of the last event of the day, including associated debrief and paper work. Crew day shall not exceed 12 hours.

(4) Student Crew Rest. A minimum of 12 hours shall elapse between the conclusion of the student's last scheduled event of the day (including associated debrief) and their first scheduled instructional event of the following day. After six consecutive scheduled days, students shall receive a minimum of one day off. Official duty, training, and standby scheduling do not qualify as a day off.

b. Source Documents. Students are responsible for reviewing applicable source documents (FTIs, FAR/AIM, local SOPs, etc.) prior to commencing each stage of training.

c. Maneuver Demonstrations. The student shall not perform a maneuver for the first time until the IP demonstrates the maneuver, unless previous training adequately fulfills this role.

d. Airspace Utilization. Conduct contact events in designated areas. If feasible, students should be exposed to operations at both towered and non-towered airports during training.

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Chapter 2  
Ground Training

Blk #	Media	Title	Events	Hrs	Blk Name
G01/02/03/ 04/05/06/07/ 08/09	Class	Administration/Indoctrination	88	216.5	ASI

1. Prerequisites

- a. G0101-11 prior to G0901.
- b. G0901 prior to G0201.
- c. G0201-5 prior to G0290.
- d. G0301-10 prior to G0390.
- e. G0401-08 prior to G0490.
- f. G0501-04 prior to G0590.
- g. G0601-05 prior to G0690.
- h. G0701-08 prior to G0790.

2. Events (Cont)

G0101	Lect	ADM 1: Course Introduction	1.0
G0102	Lect	ADM 2: ATJ Build	1.0
G0103	Lect	ADM 3: Book Issue	0.5
G0104	Lect	ADM 4: Gear Fitting	5.0
G0105	Lect	ADM 5: Ethics in Naval Aviation	2.0
G0106	Lect	ADM 6: Naval Aviation History	2.0
G0107	Lect	ADM 7: Gear Issue	2.0
G0108	Lect	ADM 8: Medical Up Chit	8.0
G0109	Lab	ADM 9: Anthropometric Measurements	3.0
G0110	Lect	ADM 10: Leadership Introduction	0.5
G0111	Lect	ADM 11: ATJ Review/Orders Brief	1.0
G0112	Lect	ADM 12: Uniform Brief	1.0
G0113	Lect	ADM 13. Personal Property	1.0
G0114	Lect	ADM 14: ATJ Finalization	1.0
G0115	Lect	ADM 15: NATOPS Build	0.5
G0116	Lect	ADM 16: Course Graduation	1.0
G0201	Lect	AERO 1: Basic Theory and Lift Production	2.0
G0202	Lect	AERO 2: Drag and Stalls	2.0
G0203	Lect	AERO 3: Performance Characteristics	2.0
G0204	Lect	AERO 4: Maneuvering and Hazards	2.0
G0205	Lect	AERO Exam Review	2.0
G0290	P/P Exam	AERO Exam	2.0
G0206	Lect	AERO Remediation	1.0
G0290 (2)	P/P Exam	AERO Re-Exam	1.5
G0301	Lect	ENG 1: Principles of Gas Turbine/Reciprocating Operation	1.0
G0302	Lect	ENG 2: Gas Turbines/Reciprocating Engines	0.5
G0303	Lect	ENG 3: Compressor Stalls	0.5
G0304	Lect	ENG 4: Gas Turbines/Reciprocating Engine Types	1.0
G0305	Lect	ENG 5: Hydraulic Systems	1.0
G0306	Lect	ENG 6: Electrical Systems	0.5
G0307	Lect	ENG 7: Fuel Systems	1.0
G0308	Lect	ENG 8: Lubricants and Lubrication Systems	1.0
G0309	Lect	ENG 9: Accessory, Starter, and Ignition Systems	1.0
G0310	Lect	ENG Exam Review	1.5

2. Events (Cont)

G0311	Lect	ENG Remediation	1.5
G0390	P/P Exam	ENG Exam	1.5
G0390 (2)	P/P Exam	ENG Re-Exam	1.5
G0401	Lect	NAV 1: Introduction to Air Navigation	0.5
G0402	Lect	NAV 2: Chart Projection, Plotting, and Global Timekeeping	2.0
G0403	Lect	NAV 3: Time, Distance, and Ratio Calculations	2.0
G0404	Lect	NAV 4: Airspeeds	0.5
G0405	Lect	NAV 5: Preflight Winds	2.0
G0406	Lect	NAV 6: In-Flight Winds	1.0
G0407	Lect	NAV 7: Flight Planning and Conduct	1.0
G0408	Lect	NAV Exam Review	1.0
G0490	P/P Exam	NAV Exam	2.0
G0409	Lect	NAV Remediation	1.0
G0490 (2)	P/P Exam	NAV Re-Exam	2.0
G0501	Lect	FRR 1: Federal Aviation Administration	2.5
G0502	Lect	FRR 2: VFR/IFR Rules	2.5
G0503	Lect	FRR 3: Airspace/General Flight Rules	2.0
G0504	Lect	FRR Exam Review	0.5
G0590	P/P Exam	FRR Exam	1.5
G0505	Lect	FRR Remediation	1.0
G0590 (2)	P/P Exam	FRR Re-Exam	1.5
G0601	Lect	WX 1: Theory	2.0
G0602	Lect	WX 2: Mechanics	2.0
G0603	Lect	WX 3: Hazards	1.5
G0604	Lect	WX 4: Planning and Resources	2.0
G0605	Lect	WX Exam Review	1.5
G0690	P/P Exam	WX Exam	1.5
G0606	Lect	WX Remediation	1.0
G0690 (2)	P/P Exam	WX Re-Exam	1.5
G0701	Lect	FLP 1: Crew Resource Management	2.0
G0702	Lect	FLP 2: Naval Aviation Safety Program	1.0
G0703	Lect	FLP 3: Operational Risk Management	1.0
G0704	Lect	FLP 4: G-Tolerance Improvement	1.0
G0705	Lect	FLP 5: Fundamentals of Flight (FTI)	2.0

2. Events (Cont)

G0706	Lect	FLP 6: Standard Operating Procedures (SOP)	1.0
G0707	Lect	FLP 7: Systems/Instruments	2.0
G0708	Lect	FLP 8: Comms/Flight Publications	1.0
G0790	P/P Exam	FLP Pre-Check Knowledge Exam	1.0
G0709	Lect	FLP Remediation	1.0
G0790 (2)	P/P Exam	FLP Re-Exam	1.0
G0801	Lect	LS 1: Survival Medicine	1.0
G0802	Lect	LS 2: Signaling and Recovery	1.0
G0803	Lect	LS 3: Personal Protection	2.0
G0804	Lect	LS 4: Water Procurement	1.0
G0805	Lect	LS 5: Food Sources and Cooking Methods	1.0
G0806	Lect	LS 6: Animal Procurement and Traps and Snares	1.0
G0901	Lect	PT 1: Introduction to Physical Fitness Training	1.0
G0902	Lab	PT 2: Circuit Training	7.0
G0903	Lab	PT 3: Weight Training	12.0
IWSC	Lab	Intermediate Water Survival Course (C-050-0605)	30.0
NASTP	Lab	Aircrew Indoctrination NASTP Training Course (B-9E-1231)	48.0

3. Syllabus Notes

- a. The minimum passing score for G0190 through G0690 is 80%.
- b. G0790 minimum passing score is 80%, if successfully passed it will be corrected to 100% prior to C4390.

4. Discuss Items. None.

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Chapter 3  
NATOPS Training

This chapter does not apply to NIFE.

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Chapter 4  
Contact Training

1. Training Philosophy. The fundamental flight skills required of each student are critical to the successful completion of follow-on aviation training. Initial instruction should focus on determining the instructional approach best suited for each student's problem areas so that mission profiles can be flown to correct deficient areas.
2. Pattern Training. Utilize the military oval (racetrack) traffic pattern for pattern training.
3. Seating. Students shall occupy the left seat for all events in the stage.
4. Matrices. The following matrix is an overview of the entire Contact stage. The purpose of this matrix is to provide the student and IP the easiest way to track progress, and overall status in relation to the MIF. In addition, there is a single matrix following each block description throughout this chapter.

5. Contact Stage MIF
 Check Flight Event

<b>CONTACT STAGE MANEUVER ITEM FILE</b>				
<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4104</b>	<b>C4202</b>	<b>C4390</b>
1	General Knowledge/Procedures	4+	4+	4+
2	Emergency Procedures	4+	4+	4+
3	Headwork/Situational Awareness	3+	3+	3+
4	BAW/BAR	3+	4+	4+
5	Checklist Use	4+	4+	4+
6	Performance and Limitations	3+	4+	4+
7	Communication	2+	3+	3+
8	Preflight Briefing	3+	4+	4+
9	Preflight Inspection	4+	4+	4+
10	Engine Starting and Operation	4+	4+	4+
11	Ground Operations	4+	4+	4+
12	Hazard Avoidance	3+	4+	4+
13	Before Takeoff Checks	4+	4+	4+
14	Takeoff/Crosswind Takeoff	3+	4+	4+
15	Landing/Crosswind Landing	2+	3+	3+
16	Waveoff	2+	3+	3+
17	Traffic Pattern	2+	3+	3+
18	Emergency Approach and Landing Including Simulated Engine Failure		3+	3+
19	System and Equipment Malfunctions	2+	3+	3+
20	Level Speed Change	3+	4+	4+
21	Power-off Stalls	3+	4+	4+
22	Power-on Stalls	3+	4+	4+
23	Turn Pattern	3+	4+	4+
24	Slip to Landing		3+	3+
25	Positive Exchange of Flight Controls	4+	4+	4+

Blk #	Media	Title	Events	Hrs	Blk Name
C11/12/13	Class	Contact Flight Support	4	6.0	FS

1. Prerequisites. All ground training up to and including G0708 (Comms/Flight Publications), prior to C1101.

2. Events

C1101	MIL	CFI Flight Procedures Brief		1.0	
C1102	Lect	Introduction to Preflight Procedures		1.0	
C1201	MIL	Introduction to Flows, Checklists, and Procedures		2.0	
C1202	MIL	Flows, Checklists, and Procedures Mastery		2.0	

3. Syllabus Notes

a. C1101 Certified Flight Instructor (CFI) shall demonstrate a proper brief.

b. C1102 is conducted at the Fixed Based Operator (FBO) with a CFI.

c. C1201 Conducted at the FBO under the supervision of a CFI. Students shall have a cursory knowledge of the checklist usage and a detailed knowledge of the “Hollywood Script.” The CFI shall provide the student a detailed explanation of the cockpit layout, checklist usage, walk through all ground checklists and expectations with the student, and expected ATC communications.

d. C1202 Conducted at the FBO under the supervision of a CFI. Students shall continue with checklist usage and be expected to have a detailed knowledge of all maneuvers. The CFI shall assist the student, as needed, with ground checklists, and provide a detailed explanation of all memorized checklist, walk through all maneuvers, and expected ATC communications as required.

4. Discuss Items.

C1201

“I’M SAFE” checklist, CRM, aircraft documentation/airworthiness (AROW), see and avoid doctrine, scan pattern, instrument usage during VFR flying, wake turbulence/windshear, normal takeoff and climb.

Blk #	Media	Title	Events	Hrs	H/X
<u>C41</u>	Single Engine Land Aircraft	Day Contact	4	5.2	See Syllabus Note b.

1. Prerequisite. C1301 (CFI Flight Procedures Brief).

2. Syllabus Notes

a. C4101 - C4104 should be flown with the same CFI. No more than two instructors shall be used during the block.

b. C4101 should be briefed by the CFI. Students shall brief all remaining events.

c. H/X is as follows: C4101-4: 1.3

d. A minimum of 35 landings shall be successfully completed in the C4100-C4200 block of training.

e. If SNFO's are unable to execute flight maneuvers to MIF for the event, they shall be allowed to direct proper procedures and provide adequate BAR during those maneuvers with IP at controls. SNFO's shall attempt all flight maneuvers.

3. Special Syllabus Requirements.

a. C4101 CFI shall demonstrate the civilian box pattern.

b. C4102 Power off and power on stall shall be taken to a full stall for experience purposes.

4. Discuss Items

C4101

Turn pattern, level speed change, power off stall, and power on stall.

C4102

Racetrack pattern procedures, towered ops vs. CTAF, waveoff, and electrical fire in flight.

C4103

Class "C" airspace, cloud clearances, engine fire during start, and aborted takeoff.

C4104

Loss communication, ATC light gun signals, and engine failure after takeoff.

5. Block MIF

CTS REF	MANEUVER	C4104
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	3+
4	BAW/BAR	3+
5	Checklist Use	4+
6	Performance and Limitations	3+
7	Communication	2+
8	Preflight Briefing	3+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	3+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	3+
15	Landing/Crosswind Landing	2+
16	Waveoff	2+
17	Traffic Pattern	2+
19	System and Equipment Malfunctions	2+
20	Level Speed Change	3+
21	Power-off Stalls	3+
22	Power-on Stalls	3+
23	Turn Pattern	3+
25	Positive Exchange of Flight Controls	4+

Blk #	Media	Title	Event	Hrs	H/X
<u>C42</u>	Single Engine Land Aircraft	Day Contact	2	2.6	1.3

1. Prerequisite. C4100 block or proficiency advanced.

2. Syllabus Notes.

a. A minimum of 35 landings shall be successfully completed in the C4100-C4200 block of training.

b. If SNFO's are unable to execute flight maneuvers to MIF for the event, they shall be allowed to direct proper procedures and provide adequate BAR during those maneuvers with IP at controls. SNFO's shall attempt all flight maneuvers.

3. Special Syllabus Requirements. None.

4. Discuss Items.

C4201

Crosswind landing, Slip to land, ELP profile, and engine failure during flight.

C4202

Any aircraft limits, and any EP (CFI choice).

5. Block MIF

CTS REF	MANEUVER	C4202
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	3+
4	BAW/BAR	4+
5	Checklist Use	4+
6	Performance and Limitations	4+
7	Communication	3+
8	Preflight Briefing	4+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	4+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	4+
15	Landing/Crosswind Landing	3+
16	Waveoff	3+
17	Traffic Pattern	3+
18	Emergency Approach and Landing Including Simulated Engine Failure	3+
19	System and Equipment Malfunctions	3+
20	Level Speed Change	4+
21	Power-off Stalls	4+
22	Power-on Stalls	4+
23	Turn Pattern	4+
24	Slip to Landing	3+
25	Positive Exchange of Flight Controls	4+

Blk #	Media	Title	Events	Hrs	H/X
<u>C43</u>	Single Engine Land Aircraft	Check Flight	1	1.3	1.3

1. Prerequisites.

- a. G0790 (Pre-Check Knowledge Exam).
- b. C4200 Block or proficiency advanced.

2. Syllabus Notes.

- a. Ensure Pre-Check Knowledge Exam (G0790) is complete with a minimum 80%.
- b. If SNFO's are unable to execute flight maneuvers to MIF for the event, they shall be allowed to direct proper procedures and provide adequate BAR during those maneuvers with IP at controls. SNFO's shall attempt all flight maneuvers.

3. Special Syllabus Requirements. None.

4. Discuss Items. Any previously discussed items, any maneuver or procedure, any EP (IP choice), and local area procedures.



5. Block MIF

CTS REF	MANEUVER	C4390
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	3+
4	BAW/BAR	4+
5	Checklist Use	4+
6	Performance and Limitations	4+
7	Communication	3+
8	Preflight Briefing	4+
9	Preflight Inspection	4+
10	Engine Starting and Operation	4+
11	Ground Operations	4+
12	Hazard Avoidance	4+
13	Before Takeoff Checks	4+
14	Takeoff/Crosswind Takeoff	4+
15	Landing/Crosswind Landing	3+
16	Waveoff	3+
17	Traffic Pattern	3+
18	Emergency Approach and Landing Including Simulated Engine Failure	3+
19	System and Equipment Malfunctions	3+
20	Level Speed Change	4+
21	Power-off Stalls	4+
22	Power-on Stalls	4+
23	Turn Pattern	4+
24	Slip to Landing	3+
25	Positive Exchange of Flight Controls	4+

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Chapter 5  
Instrument Training

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Chapter 6  
Navigation Training

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Chapter 7  
Formation Training

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Chapter 8  
Tactical Training

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Chapter 9  
Course Training Standards

1. Purpose. These standards outline the tasks and proficiency required of students during NIFE.
2. Student Duties and Responsibilities
  - a. Plan the mission.
  - b. Ensure the aircraft is preflighted, inspected, and equipped for the assigned mission.
  - c. Operate the aircraft to accomplish the mission using sound judgment and airmanship.
3. General Standards
  - a. Achieve training standards for VMC maneuvers in conjunction with visual clearing.
  - b. Unless otherwise specified, use **Basic Airwork (BAW)/Basic Airwork Recognition (BAR)** standards for all items with altitude, airspeed, or heading parameters.
  - c. “Standard” equates to **good** (G/4).
  - d. Aircraft control or direction must be smooth and positive. Performance may be within CTS and still not warrant a grade of **good** if control inputs are delayed, erratic, imprecise, or inappropriate. Slight deviations in establishing or maintaining the proper or desired aircraft attitude or position may occur during the maneuver being performed.
  - e. Momentary deviations outside CTS that do not compromise flight safety are acceptable if subsequent corrections are timely.
  - f. Procedural knowledge and application must comply with applicable directives and allow efficient mission accomplishment.
4. Execution. The MIF regulates student progression to meet required standards prior to phase completion. Instructor pilots shall evaluate student performance against these standards.
5. Job Tasks. Specific performance and standards required are described as follows:

BEHAVIOR STATEMENT	STANDARDS
Graded Item	
<ul style="list-style-type: none"> <li>● A brief description of the behavior, required action, and/or conditions.</li> </ul>	<ul style="list-style-type: none"> <li>● The specific standards for the action. May be read as “The student...”</li> </ul>

6. Graded Items. The MIF for specific graded items varies for each stage. Several items are graded on all complete syllabus events. The standards for these Universally Graded Items are listed first.

7. Course Training Standards

BEHAVIOR STATEMENT	STANDARDS
1. General Knowledge/Procedures	
<ul style="list-style-type: none"> <li>● Demonstrate satisfactory knowledge of aircraft systems, procedures, flight training instructions, and directives.</li> </ul>	<ul style="list-style-type: none"> <li>● Demonstrate a thorough understanding of aircraft system capabilities, aircraft directives, and applicable instructions.</li> <li>● Demonstrate the ability to apply procedures from all applicable sources of guidance.</li> <li>● Recites, discusses, and/or performs all applicable items essential to the operation of the aircraft IAW the FTI or other applicable directives.</li> </ul>
2. Emergency Procedures	
<ul style="list-style-type: none"> <li>● Maintain in-depth knowledge of appropriate directives.</li> <li>● Perform critical/noncritical action emergency procedures.</li> </ul>	<ul style="list-style-type: none"> <li>● Correctly analyzes situation.</li> <li>● Performs/recites critical action steps from memory with 100% accuracy.</li> <li>● Uses checklist when conditions permit.</li> <li>● Completes procedures in a timely manner.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
3. Headwork/Situational Awareness	
<ul style="list-style-type: none"> <li>● Maintain situational awareness to include the following:                             <ul style="list-style-type: none"> <li>▶ Awareness – Correlates and keeps track of what is happening on the ground, in own aircraft, or with other flight members, and copes with subsequent mission impact as a result of their happenings.</li> <li>▶ Flexibility – Copes with rapidly changing situations or conditions in flight or on the ground, and adjusts as needed to obtain desired objectives.</li> <li>▶ Capacity – Cognizant of how large a task loading they can cope with before becoming saturated, confused, or frustrated to the point safety is jeopardized or the mission is rendered ineffective.</li> <li>▶ Flight Discipline – Follows orders and carries out all required steps in a procedure in the proper order.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Understands instructions, demonstrations, and explanations.</li> <li>● Foresees and avoids possible difficulties.</li> <li>● Possesses sound Aeronautical Decision Making.</li> <li>● Remains alert and spatially oriented.</li> </ul>
4. Basic Airwork (SNA)	
<ul style="list-style-type: none"> <li>● Establish and maintain desired altitude, airspeed, and heading during flight.</li> </ul>	<ul style="list-style-type: none"> <li>● Maintains aircraft within 100 feet, 10 KIAS, 10° of heading.</li> <li>● Appropriately uses power, attitude, and trim.</li> <li>● Levels off within 100 feet of desired altitude.</li> <li>● Maintains smooth/positive control consistent with flight conditions.</li> </ul>
5. Basic Airwork Recognition (SNFO)	
<ul style="list-style-type: none"> <li>● Monitor/direct aircraft control and perform an instrument/composite scan as appropriate to maintain assigned altitude, airspeed, and heading during flight.</li> </ul>	<ul style="list-style-type: none"> <li>● Recognizes airwork deviations in a timely manner based on the phase of flight, and effectively directs corrections to:                             <ul style="list-style-type: none"> <li>▶ Maintain aircraft within 100 feet, 10 KIAS, ±5° of assigned altitudes, speeds, and headings, respectively.</li> <li>▶ Initiate/direct level-off from all climbs/descents.</li> </ul> </li> </ul>

BEHAVIOR STATEMENT	STANDARDS
6. Checklist Use	
<ul style="list-style-type: none"> <li>● Demonstrate the ability to use the appropriate checklist.</li> </ul>	<ul style="list-style-type: none"> <li>● Satisfactorily executes the appropriate checklists during normal flight phases, and during simulated emergencies.</li> </ul>
7. Performance and Limitations	
<ul style="list-style-type: none"> <li>● Demonstrate knowledge of performance and limitations contained in applicable publications.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge of the elements related to performance and limitations by explaining the use of charts, tables, and data to determine performance and the adverse effects of exceeding limitations.</li> <li>● Computes weight and balance. Determines the computed weight and center of gravity are within the airplane's operating limitations and if the weight and center of gravity will remain within limits during all phases of flight.</li> <li>● Describes the effects of atmospheric conditions on the airplane's performance.</li> </ul>
8. Communication	
<ul style="list-style-type: none"> <li>● Perform communication to include:                             <ul style="list-style-type: none"> <li>▶ Use of radio.</li> <li>▶ Intracockpit communications.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Uses phraseology IAW FTI and AIM.</li> <li>● Acknowledges radio communications, provides correct and timely read-backs, and complies with instructions to 90% accuracy.</li> </ul>
9. Preflight Briefing	
<ul style="list-style-type: none"> <li>● Adequately briefs the flight according to the Preflight Briefing Checklist.</li> </ul>	<ul style="list-style-type: none"> <li>● Possesses working knowledge of documents including placards, instrument markings, and AFM/POH.</li> <li>● Understands Human Factors/Fitness for flight.</li> <li>● Satisfactorily analyzes current and forecasted weather and makes a competent "go/no go" decision.</li> </ul>
10. Preflight Inspection	
<ul style="list-style-type: none"> <li>● Perform preflight inspection.</li> <li>● Prepare aircraft for flight.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits knowledge of the elements related to preflight inspection IAW with the FTI to 100% accuracy.</li> <li>● Expeditiously inspects the airplane using the prescribed flow and with reference to an appropriate checklist.</li> <li>● Verifies the airplane is in condition for safe flight.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
11. Engine Starting and Operation	
<ul style="list-style-type: none"> <li>● Perform engine start.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge of the elements related to engine starting procedures.</li> <li>● Positions the airplane properly considering structures, surface conditions, other aircraft, and the safety of nearby persons and property.</li> <li>● Utilizes the appropriate flow procedure and checklist for starting.</li> </ul>
12. Ground Operations	
<ul style="list-style-type: none"> <li>● Move aircraft to and from parking area to runway.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Exhibits knowledge of the elements related to safe taxi procedures at towered and non-towered airports IAW the FTI and FAR/AIM.</li> <li>● Performs a brake check as soon as practical after the airplane begins moving.</li> <li>● Controls direction and speed without excessive use of brakes.</li> <li>● Complies with airport/taxiway markings, signals, ATC clearances and instructions with 100% accuracy.</li> <li>● Taxis within 3 feet of the centerline.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Exhibits knowledge of the elements related to safe taxi procedures at towered and non-towered airports IAW the FTI and FAR/AIM.</li> <li>● Safely directs/monitors the taxi of the aircraft via local procedures, using applicable airfield diagram as a reference. Recognizes and announces unsafe conditions.</li> </ul>
13. Hazard Avoidance	
<ul style="list-style-type: none"> <li>● Demonstrate knowledge of hazards associated with collision, runway incursions, wind shear, and wake turbulence.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge and successfully maneuvers the aircraft to avoid hazards.</li> <li>● Properly briefs known hazards ahead of time.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
14. Before Takeoff Checks	
<ul style="list-style-type: none"> <li>● Perform before takeoff checks.</li> </ul>	<ul style="list-style-type: none"> <li>● Exhibits satisfactory knowledge of elements of the before takeoff check, including reasons for checking items and abnormal indications.</li> <li>● Completes before takeoff checks with 100% accuracy.</li> <li>● Divides attention inside and outside the cockpit.</li> <li>● Reviews takeoff performance, such as airspeeds, takeoff distances, departure, and emergency procedures.</li> <li>● Avoids runway incursions and ensures no conflict with traffic prior to taxiing into takeoff position.</li> </ul>
15. Takeoff/Crosswind Takeoff	
<ul style="list-style-type: none"> <li>● Perform takeoff to include:                             <ul style="list-style-type: none"> <li>▶ Checking aircraft performance by means of precomputed takeoff data.</li> <li>▶ Accelerate to climb airspeed.</li> </ul> </li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Executes IAW FTI and AFM/POH.</li> <li>● Ascertain wind direction with or without visible wind direction indicators..</li> <li>● Maintains runway centerline within 10 feet.</li> <li>● Establishes a pitch attitude that will maintain Vy +10/-5 knots.</li> <li>● Maintains takeoff power and Vy +10/-5 knots to a safe maneuvering altitude.</li> <li>● Complies with departure and noise abatement procedures.</li> <li>● Completes the appropriate checks.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Performs/directs takeoff procedures IAW FTI and AFM/POH.</li> <li>● Ensures MAX power is set.</li> <li>● Monitors engine instruments and reports abnormalities.</li> <li>● Ensures rotation is initiated at 55 KIAS.</li> <li>● Ensures a pitch attitude is set that will maintain Vy +10/-5 knots.</li> </ul>



BEHAVIOR STATEMENT	STANDARDS
16. Landing/Crosswind Landing	
<ul style="list-style-type: none"> <li>● Execute normal or crosswind landing IAW FTI and AFM/POH.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Maintains a stabilized approach and recommended airspeed of 70 KIAS, +10/-5 knots, with wind gust factor applied.</li> <li>● Makes smooth, timely, and correct control application during the round out and touchdown.</li> <li>● Touches down smoothly at approximate stalling speed, and does not exceed airframe max ROD at touchdown.</li> <li>● Touches down within the first third of the runway within 400 feet beyond a specified point with no drift, and with the airplane's longitudinal axis aligned with and within 10 feet of runway centerline.</li> <li>● Completes the appropriate checks.</li> <li>● Maintains above proper airspeed on turn to base.</li> <li>● Maintains above proper airspeed on turn to final.</li> <li>● Maintains &lt;30 AOB in turns (15 deg on final).</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Performs/directs a stabilized approach at a recommended airspeed of 70 KIAS, +10/-5 knots, with wind gust factor applied.</li> <li>● Attempts/directs: correct glidepath until flare initiation.</li> <li>● Attempts/directs Touchdown within the first third of the runway within 400 feet beyond a specified point with no drift, and with the airplane's longitudinal axis aligned with and within 10 feet of runway centerline.</li> <li>● Recognizes the touchdown zone as defined by FTI and local instructions.</li> <li>● Performs/directs full-stop or touch-and-go procedures per FTI</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
17. Waveoff	
<ul style="list-style-type: none"> <li>● Discontinue approach to landing.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Makes a timely decision to discontinue the approach to landing and executes a waveoff.</li> <li>● Applies takeoff power immediately and transitions to climb pitch attitude for Vx or Vy as appropriate +10/-5 knots and/or appropriate pitch attitude.</li> <li>● Retracts the flaps, as appropriate.</li> <li>● Maneuvers to the side of the runway/landing area to clear and avoid conflicting traffic.</li> <li>● Maintains takeoff power and Vy +10/-5 knots to a safe maneuvering altitude.</li> <li>● Completes the appropriate checks</li> <li>● If takeoff over an obstacle is conducted, Vx is preferred to clear the obstacle then transition to Vy for the remaining climb.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Initiates/directs waveoff when required by the FTI and/or safety-of-flight</li> <li>● Ensures positive climb and configuration during waveoff per FTI procedures.</li> <li>● Directs aircraft to the side of the runway/landing area as necessary to clear and avoid conflicting traffic.</li> </ul>
18. Traffic Pattern	
<ul style="list-style-type: none"> <li>● Complies with traffic pattern procedures IAW FTI and FAR/AIM.</li> </ul>	<ul style="list-style-type: none"> <li>● Maintains proper spacing from other aircraft.</li> <li>● Maintains orientation with the runway in use.</li> <li>● Maintains traffic pattern altitude, ±100 feet, and the appropriate airspeed, ±10 knots.</li> </ul>
19. Emergency Approach and Landing Including Simulated Engine Failure	
<ul style="list-style-type: none"> <li>● Perform simulated emergency approach and landing IAW FTI and AFM/POH.</li> </ul>	<ul style="list-style-type: none"> <li>● Establishes and maintains the recommended best-glide airspeed, ±10 knots.</li> <li>● Selects a suitable landing area.</li> <li>● Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.</li> <li>● Prepares for simulated landing.</li> <li>● Follows the appropriate procedures.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
20. System and Equipment Malfunctions	
<ul style="list-style-type: none"> <li>● Maintain knowledge of FTI and appropriate directives.</li> <li>● Perform appropriate procedures.</li> </ul>	<ul style="list-style-type: none"> <li>● Describes aircraft systems and malfunctions.</li> <li>● Analyzes the situation and takes appropriate action for simulated emergencies appropriate to the airplane, such as engine roughness or overheat, carburetor or induction icing, loss of oil pressure, fuel starvation, electrical malfunction, inadvertent door or window opening, or smoke/fire/engine compartment fire.</li> <li>● Follows the appropriate checklist or procedure.</li> </ul>
21. Level Speed Change	
<ul style="list-style-type: none"> <li>● Perform Level Speed Change IAW the FTI.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Selects an entry altitude that will allow the task to be completed no lower than 1,500 feet AGL.</li> <li>● Accomplishes coordinated straight-and-level flight, and turns with full flaps.</li> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the specified altitude, <math>\pm 100</math> feet; specified heading, <math>\pm 10^\circ</math>; airspeed of 55 KIAS, <math>+10/-0</math> knots; and specified angle of bank, <math>\pm 10^\circ</math>.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Executes/directs the level speed change procedures in a timely manner IAW the FTI with 100 percent accuracy.</li> <li>● Makes appropriate BAR calls whether at the controls or not to maintain the specified altitude, <math>\pm 100</math> feet; specified heading, <math>\pm 10^\circ</math>; airspeed of 55 KIAS, <math>+10/-0</math> knots; and specified angle of bank, <math>\pm 10^\circ</math>.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
22. Power-off Stalls	
<ul style="list-style-type: none"> <li>● Perform power-off stalls IAW FTI and AFM/POH.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Selects an entry altitude ensuring recovery no lower than 1,500 feet AGL.</li> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the specified heading, <math>\pm 10^\circ</math>; specified angle of bank, <math>\pm 10^\circ</math>, not greater than <math>20^\circ</math>.</li> <li>● Recovers promptly after first indications or after a fully developed stall occurs as directed by the instructor.</li> <li>● Avoids secondary stalls and inadvertent spins.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Performs/directs power-off stall procedures IAW the FTI with 100 percent accuracy.</li> <li>● Makes appropriate BAR calls whether at the controls or not to maintain the specified heading, <math>\pm 10^\circ</math>; specified angle of bank, <math>\pm 10^\circ</math>, not greater than <math>20^\circ</math>.</li> <li>● Initiates/directs recovery at first indication of an impending stall.</li> </ul>
23. Power-on Stalls	
<ul style="list-style-type: none"> <li>● Perform power-on stalls IAW FTI and AFM/POH.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Selects an entry altitude ensuring recovery no lower than 1,500 feet AGL.</li> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains the specified heading, <math>\pm 10^\circ</math>; specified angle of bank, <math>\pm 10^\circ</math>, not greater than <math>20^\circ</math>.</li> <li>● Recovers promptly after first indications or after a fully developed stall occurs as directed by the instructor.</li> <li>● Avoids secondary stalls and inadvertent spins.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Performs/directs power-off stall procedures IAW the FTI with 100 percent accuracy.</li> <li>● Makes appropriate BAR calls whether at the controls or not to maintain the specified heading, <math>\pm 10^\circ</math>; specified angle of bank, <math>\pm 10^\circ</math>, not greater than <math>20^\circ</math>.</li> <li>● Initiates/directs recovery at first indication of an impending stall.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
24. Turn Pattern	
<ul style="list-style-type: none"> <li>● Perform turn pattern IAW FTI and AFM/POH.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Divides attention between airplane control and orientation.</li> <li>● Maintains altitude <math>\pm 100</math> feet, airspeed <math>\pm 10</math> knots, bank <math>\pm 10^\circ</math>; and rolls out on the entry heading <math>\pm 10^\circ</math>.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Executes/directs turn pattern procedures IAW the FTI with 100 percent accuracy.</li> <li>● Makes appropriate BAR calls to include maintaining altitude <math>\pm 100</math> feet, airspeed <math>\pm 10</math> knots, bank <math>\pm 10^\circ</math>; and rolling out on the entry heading <math>\pm 10^\circ</math>. whether at the controls or not.</li> </ul>
25. Slip to Landing	
<ul style="list-style-type: none"> <li>● Perform a slip IAW FTI and AFM/POH.</li> </ul>	<p><b>SNA:</b></p> <ul style="list-style-type: none"> <li>● Uses proper cross-control procedures.</li> <li>● Maintains a ground track aligned with the runway centerline/landing path and airspeed which results in minimum float during the round out.</li> <li>● Makes smooth, timely, and correct control application during the recovery from the slip, the round out, and the touch down.</li> <li>● Touch down within 400 feet beyond a specified point with no drift.</li> <li>● Avoids low altitude stalls, tailwinds, and wake turbulence.</li> </ul> <p><b>SNFO:</b></p> <ul style="list-style-type: none"> <li>● Executes/directs Slip to landing procedures IAW the FTI with 100 percent accuracy.</li> <li>● Makes appropriate BAR calls whether at the controls or not.</li> </ul>
26. Positive Exchange of Flight Controls	
<ul style="list-style-type: none"> <li>● Perform positive exchange of flight controls.</li> </ul>	<ul style="list-style-type: none"> <li>● Uses proper terminology.</li> <li>● Briefs procedures prior to flight.</li> <li>● Assumes and maintains controls, or relinquishes controls upon verbalizing the exchange.</li> </ul>

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APPENDIX A  
COURSE DATA

1. Course Title. Naval Introductory Flight Evaluation (NIFE).
2. Course ID Number (CIN). NIFE 1, Q-9B-0178 and NIFE 2, Q-9B-1178.
3. Locations. Naval Aviation Schools Command (NASC) at NAS Pensacola, FL.
4. Course Status. Active.
5. Course Mission. NIFE is designed to provide students with aviation fundamental knowledge, introduce students to military procedural-based aviation training and performance standards, conduct aeronautical adaptability screening, and decrease drop on request (DOR) and flight attrition and improve performance in primary flight training.
6. Additional Required Training. Intermediate Water Survival Course (IWSC) (C-050-0605) and Aircrew Indoctrination NASTP Training Course (B-9E-1231). Both requirements must be completed prior to NIFE course completion.
7. Security Clearance Requirements. None.
8. Follow-on Training. T-6B Joint Primary Pilot Training (JPPT), Q-2A-1166 or Q-2A-2166 or Primary T-6A Naval Flight Officer Training System (NFOTS), Q-2D-3162.
9. Course Length. Overall time to train is calculated in accordance with CNATRAINST 1550.6F. Training Days account directly or provide margin for factors including weather, personnel and equipment availability, briefing and preparation time, and historical delays. Calendar Weeks further account for weekends, holidays, safety stand downs, and other expected nonworking days throughout the year. In order to accurately track TTT, NIFE has been broken into two sub groups; NIFE 1 (Ground) and NIFE 2 (Flight).

	<u>Training Days</u>	<u>Calendar Weeks</u>
NIFE 1 – GROUND:	28.9	6.4
NIFE 2 - FLIGHT:	9.0	2.0

10. Class Capacity. NIFE 1, Q-9B-0178 max class size is 45 and NIFE 2, Q-9B-1178 class size is variable.
11. Instructor Requirements. As established by Chief of Naval Operations (CNO) planning factors.
12. Course Curriculum Model Manager. Commanding Officer, Naval Aviation Schools Command (NASC).

13. Quota Management Authority. Chief of Naval Air Training.

14. Quota Control. CNO.

15. Course Training Subjects

a. Ground Training

(1) Initial Ground Training

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
<b>Administration</b>		
ADM 1: Course Introduction	G0101	1.0
ADM 2: ATJ Build	G0102	1.0
ADM 3: Book Issue	G0103	0.5
ADM 4: Gear Fitting	G0104	5.0
ADM 5: Ethics in Naval Aviation	G0105	2.0
ADM 6: Naval Aviation History	G0106	2.0
ADM 7: Gear Issue	G0107	2.0
ADM 8: Medical Up Chit	G0108	8.0
ADM 9: Anthropometric Measurements	G0109	3.0
ADM 10: Leadership Introduction	G0110	0.5
ADM 11: ATJ Review / Orders Brief	G0111	1.0
ADM 12: Uniform Brief	G0112	1.0
ADM 13: Personal Property	G0113	1.0
ADM 14: ATJ Finalization	G0114	1.0
ADM 15: NATOPS Build	G0115	0.5
ADM 16: Course Graduation	G0116	1.0
<b>Aerodynamics</b>		
Basic Theory and Lift Production	G0201	2.0
Drag and Stalls	G0202	2.0
Performance Characteristics	G0203	2.0



Maneuvering and Hazards	G0204	2.0
Exam Review	G0205	2.0
Exam	G0290	2.0
Remediation	G0206	1.0
Re-Exam	G0290(2)	1.5
<b>Aircraft Engines</b>		
Principles of Gas Turbine/Reciprocating Operation	G0301	1.0
Gas Turbines/Reciprocating Engines	G0302	0.5
Compressor Stalls	G0303	0.5
Gas Turbine/Reciprocating Engine Types	G0304	1.0
Hydraulic Systems	G0305	1.0
Electrical Systems	G0306	0.5
Fuel Systems	G0307	1.0
Lubricants and Lubrication Systems	G0308	1.0
Accessory, Starter, and Ignition Systems	G0309	1.0
Exam Review	G0310	1.5
Exam	G0390	1.5
Remediation	G0311	1.0
Re-Exam	G0390(2)	1.5
<b>Air Navigation</b>		
Introduction to Air Navigation	G0401	0.5
Chart Projection, Plotting, and Global Timekeeping	G0402	2.0
Time, Distance, and Ratio Calculations	G0403	2.0
Airspeeds	G0404	0.5
Preflight Winds	G0405	2.0
In-Flight Winds	G0406	1.0
Flight Planning and Conduct	G0407	1.0
Exam Review	G0408	1.0
Exam	G0490	2.0

Continued on next page.

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
<b>Air Navigation</b>		
Remediation	G0409	1.0
Re-Exam	G0490(2)	2.0
<b>Flight Rules and Regulations</b>		
Federal Aviation Administration	G0501	2.5
VFR/IFR Rules	G0502	2.5
Airspace/General Flight Rules	G0503	2.0
Exam Review	G0504	0.5
Exam	G0590	1.5
Remediation	G0505	1.0
Re-Exam	G0590(2)	1.5
<b>Aviation Weather</b>		
Theory	G0601	2.0
Mechanics	G0602	2.0
Hazards	G0603	1.5
Planning and Resources	G0604	2.0
Exam Review	G0605	1.5
Exam	G0690	1.5
Remediation	G0606	1.0
Re-Exam	G0690(2)	1.5
<b>Flight Preparation</b>		
Crew Resource Management	G0701	2.0
Naval Aviation Safety Program	G0702	1.0
Operational Risk Management	G0703	1.0
G-Tolerance Improvement	G0704	1.0
Fundamentals of Flight (FTI)	G0705	2.0
SOP	G0706	1.0
Systems/Instruments	G0707	2.0
Comms/Flight Publications	G0708	1.0

Continued on next page. <b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
<b>Flight Preparation</b>		
Pre-Check Knowledge Exam	G0790	1.0
Remediation	G0709	1.0
Re-Exam	G0790(2)	1.0
<b>Land Survival</b>		
Survival Medicine	G0801	1.0
Signaling and Recovery	G0802	1.0
Personal Protection	G0803	2.0
Water Procurement	G0804	1.0
Food Sources and Cooking Methods	G0805	1.0
Animal Procurement and Traps and Snares	G0806	1.0
<b>Physical Fitness</b>		
Introduction to Physical Fitness Training	G0901	1.0
Circuit Training	G0902	7.0
Weight Training	G0903	12.0
<b>Intermediate Water Survival Course (C-050-0605)</b>	IWSC	30.0
<b>Aircrew Indoctrination NASTP Training Course (B-9E-1231)</b>	NASTP	48.0
		216.50

\*Additional required training shall be completed prior to NIFE graduation.

b. Flight Support

(1) Initial Flight Support

<b>INITIAL FLIGHT SUPPORT</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
CFI Flight Procedures Brief	C1101	1.0
Introduction to Preflight Procedures	C1102	1.0
Introduction to Flows, Checklists and Procedures	C1201	2.0
Flows, Checklists and Procedures Mastery	C1202	2.0
<b>Totals</b>		6.0

c. Flight Training. The programmed times for each phase, stage, and media are:

(1) Initial Flight Training

INITIAL FLIGHT TRAINING		
Flight/Events	Single Engine Land Dual	
	Flts	Hrs
Day Contact	7	9.1
<b>Totals</b>	<b>7</b>	<b>9.1</b>

16. Training Preparation Time. In addition to the hours formally planned for classes and flights, significant additional time to prepare and study should be expected outside of scheduled training hours. This range will vary depending on the complexity of the material and individual student needs, and may be up to several hours per event. For flight events, specific brief and taxi times will be accounted for on the flight schedule, per the following table:

ADDITIONAL FORMAL TRAINING TIME PER EVENT			
Training Area	Brief/ Preflight/ Taxi	Taxi/ Debrief	Total
Flight	0.75	0.75	1.5

17. Physical Requirements. Medical clearance for flight documented on DD Form 2992.

18. Obligated Service. Refer to MILPERSMAN.

19. Primary Instructional Methods. Lecture, self and group-paced study, and in-flight instruction.

20. Preceding Curriculum Data. None.

21. Student Performance Measurement/Application of Standards. The standards outlined in Chapter IX, Course Training Standards, are used to evaluate student performance of individual items and maneuvers. Final judgment regarding the satisfactory performance of any flight maneuver rests with the instructor pilot, who must assess the environmental and systems factors affecting the conditions under which the performance is measured.

APPENDIX B  
ABBREVIATIONS

The following is a list of abbreviations used in the curriculum:

AFM	-	Aircraft Flight Manual
AGL	-	Above Ground Level
AIM	-	Aeronautical Information Manual
AOB	-	Angle of Bank
ASI	-	Aviation Student Indoctrination
ATC	-	Air Traffic Control
ATF	-	Aviation Training Form
ATJ	-	Aviation Training Jacket
ATS	-	Aviation Training Summary
BAW	-	Basic Airwork
BAR	-	Basic Airwork Recognition
CA	-	Class Advisor
CAI	-	Computer-Assisted Instruction
CFI	-	Certified Flight Instructor
CNATRA	-	Chief of Naval Air Training
CNO	-	Chief of Naval Operations
CO	-	Commanding Officer
CO-PC	-	Commanding Officer Progress Check
CRM	-	Crew Resource Management
CTS	-	Course Training Standard
EOB	-	End of Block
EP	-	Emergency Procedure
ET	-	Extra Training
FAA	-	Federal Aviation Administration
FAR	-	Federal Aviation Regulations

FBO	-	Fixed Base Operator
FTI	-	Flight Training Instruction
H/X	-	Hours per Event
IAW	-	In Accordance With
IMSO	-	International Military Student Officer
IMT	-	International Military Training
INFO	-	Instructor Naval Flight Officer
IP	-	Instructor Pilot
IPC	-	Initial Progress Check
KIAS	-	Knots Indicated Airspeed
METARs	-	Meteorological Aviation Report
MFI	-	Military Flight Instructor
MIF	-	Maneuver Item File
MIL	-	Mediated Interactive Lecture
MNTS	-	Multi-Service NFO Training System
MPTS	-	Multi-Service Pilot Training System
NAMI	-	Naval Aerospace Medical Institute
NASC	-	Naval Aviation Schools Command
NATOPS	-	Naval Air Training Operating Procedures Standardization
NFO	-	Naval Flight Officer
NIFE	-	Naval Introductory Flight Evaluation
OPNAV	-	Office of the Chief of Naval Operations
ORM	-	Operational Risk Management
P.A.T.	-	Power. Attitude. Trim.
PIC	-	Pilot in Command
POH	-	Pilot's Operating Handbook

P/P	- Pen/Paper
PR	- Procedures
RRU	- Ready Room UNSAT
SOP	- Standard Operating Procedures
SSR	- Special Syllabus Requirement
SYS	- Systems
TAF	- Terminal Aerodrome Forecast
TRB	- Training Review Board
TTT	- Time to Train
UNSAT	- Unsatisfactory
USMC	- United States Marine Corps
USN	- United States Navy
USNA	- United States Navy Academy
VFR	- Visual Flight Rules
VHF	- Very High Frequency
VMC	- Visual Meteorological Conditions
VOR	- VHF Omnidirectional Range
V <sub>so</sub>	- Stall Speed in Landing Configuration
V <sub>x</sub>	- Speed for Best Angle of Climb
V <sub>y</sub>	- Best Rate of Climb Airspeed
WU	- Warmup

GLOSSARY

1. Advancing X. Completed event within the normal syllabus flow. Excludes events with last characters in the range 84-89.
2. Aviation Training Form. A grade sheet documenting student performance for all categories of training regardless of media, phase, or stage.
3. Aviation Training Jacket. The ATJ is the student's training record. It contains ATFs, calendar card, grade reports, and all other associated training information. It is filed in student control and follows the student through all phases of training.
4. Aviation Training Summary. A tabular sheet listing the MIF and maneuver grades within a training stage.
5. Block of Training. A sequential series of lessons within a training stage sharing an identical MIF. The second numerical character in the lesson designator identifies a block.
6. Check Flight (CXX90). A flight check in any stage of training.
7. Contact. The stage of training that encompasses day flight familiarization and procedures.
8. Course of Training. The entire program of preflight, flight, academics, and officer development conducted in all media during the programmed training days.
9. Course Training Standard. A description of required behaviors and standards of performance for a specific maneuver. These standards are in Chapter IX.
10. Courseware. The technical data, flight training instructions, audio, video, film, CAI, instructor guides, student study guides, and other training material developed to support and implement the syllabus of instruction.
11. Critical Item. Any maneuver coded with a plus sign (+). This symbol indicates the maneuver is required and must be accomplished to the specified standard in that block of training.
12. Emergency Procedure. Any degradation of aircraft systems or flight conditions requiring pilot action or intervention.
13. End of Block. Last event in block. In order to progress past EOB, the student must meet or exceed MIF on all critical items and all optional items attempted in the block.
14. Extra Training (CXX87). Additional student training flights ordered by the NIFE Director, or higher, in order to address training deficiencies.
15. Flight Training Instruction. A NASC approved manual describing flight procedures for each training stage.



16. Hours Per X. The average length for each event (H/X) in a block, rounded to the nearest tenth of an hour.

17. Lesson Designator. All syllabus events have a five- to six-character lesson designator in the following format:

Char	Meaning	Remarks		
1 <sup>st</sup> - 2nd	Stage	C - Contact <u>G - Ground</u>		
3rd	Media	0 - Ground Training 1 - Flight Support	2 - Static Aircraft 3 - NA	4 - Single Engine Land Aircraft
4 <sup>th</sup>	Block	Sequential, indicating block within stage.		
5 <sup>th</sup> & 6 <sup>th</sup>	Event/Check & Identifier	Sequential, indicating event within block, or other event types as shown below: 84 - Adaptation 86 - Warmup 87 - Extra Training 88 - Initial Progress Check 89 - CO Progress Check 90 - Check Flight/Exam		

18. Maneuver Item File. A listing of required maneuvers and associated proficiency levels for each block of training.

19. Master Syllabus. Chapters I-VIII list all training syllabus activities, prerequisites, and desired training flow for NIFE.

20. Multi-Service Pilot/NFO Training System (MPTS/MNTS). The pilot/Naval Flight Officer (NFO) training curriculum utilizing standards-based grading, defined Course Training Standards, and Maneuver Item Files to achieve skill attainment to required levels of training performance.

21. Operating Procedures Manual. A directive describing standard operating procedures for local fixed-wing aircraft.

22. Phase of Training. A major division in the course of training. NIFE and Primary are two examples of phases.

23. Pink ATF. A standard ATF that is printed on pink paper. The pink ATF is used to denote an UNSAT event.

24. Ready Room Unsatisfactory (RRU). An UNSAT grade given for inadequate knowledge of flight procedures, systems, discuss items, emergency procedures, or deficient preflight planning.
25. Site Advisor. An instructor pilot/officer assigned by the NIFE Director to provide counseling and guidance to students at a specific training site throughout the syllabus.
26. Special Syllabus Requirement. One time, ungraded demonstration item(s).
27. Stage of Training. All training of a particular type (Ground, Contact) within a phase. The first letter in the lesson designator identifies the stage of each lesson (Example: C4101 is in the Contact stage).
28. Standardization Pilot. An instructor pilot authorized to administer standardization checks to other instructors.
29. Training Media. NIFE media includes aircraft and ground training. The first numerical character in the lesson identifier designates the training medium.
30. Warmup Event (CXX86). Additional events given to allow a student to regain a level of proficiency previously demonstrated which has diminished due to an extended break in training.