

**NAVAL AIR TRAINING COMMAND**



**NAS CORPUS CHRISTI, TEXAS  
CIN Q-2B-0184**

**CNATRAINST 1542.184  
06 Aug 2020**

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## **CHIEF OF NAVAL AIR TRAINING**



## **NAVAL INTRODUCTORY FLIGHT EVALUATION (NIFE) INSTRUCTOR UNDER TRAINING**

**(IUT)**

**2020**





DEPARTMENT OF THE NAVY  
CHIEF OF NAVAL AIR TRAINING  
250 LEXINGTON BLVD SUITE 102  
CORPUS CHRISTI TX 78419-5041

CNATRAINST 1542.184  
Ser N716  
06 Aug 2020

CNATRA INSTRUCTION 1542.184

From: Chief of Naval Air Training

Subj: NAVAL INTRODUCTORY FLIGHT EVALUATION (NIFE) INSTRUCTOR UNDER TRAINING (IUT)

1. **Purpose.** To publish the curriculum for training of Academic/Physical Training (PT) Instructors, Military Flight Instructors (MFI), and Instructor Naval Flight Officers (INFO) in the Naval Introductory Flight Evaluation phase of training.
2. **Action.** This curriculum is effective on receipt. No changes will be made without written authorization by the Chief of Naval Air Training (CNATRA).
3. **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 January 2012.
4. **Review and Effective Date.** Per this instruction, OPNAVINST 5215.17A, CNATRA N7 will review this instruction annually around the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, DoD, SECNAV, and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.
5. **Forms.** The CNATRA forms required by this instruction are automated in the Training Command Learning Management System (T/LMS) computer program. Additional copies of CNATRA forms are available on the CNATRA Website <https://www.cnatra.navy.mil/pubs/forms.htm>.

A handwritten signature in black ink, appearing to read "S. B. Starkey".

S. B. STARKEY  
Chief of Staff

Releasability and distribution: This instruction is cleared for public release and is available electronically only via Chief of Naval Air Training Issuances Website, <https://www.cnatra.navy.mil/pubs-instructions.asp>.

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COURSE DATA

1. Course Title. Naval Introductory Flight Evaluation (NIFE).
2. Course ID Number (CIN). Q-2B-0184.
3. Locations. Naval Aviation Schools Command (NASC) at NAS Pensacola, FL.
4. Course Status. Active.
5. Course Mission. NIFE Instructor Under Training (IUT ) Curriculum is designed to provide designated Naval Aviators and Naval Flight Officers with the appropriate flight procedures, instructional methodology and techniques to instruct Students. Requests for amendments or deviations to this instruction shall be forwarded to the Chief of Naval Air Training (N71).
6. Prerequisite Training. Designated Naval Aviator/military pilot or Naval Flight Officer.
7. Security Clearance Requirements. None.
8. Follow-on Training. As required to maintain currency for instructors.
9. Course Length. Overall time to train is calculated in accordance with CNATRAINST 1550.6F. Training days are as follows:

	<u>Training Days</u>	<u>Calendar Weeks</u>
Academic PT Instructor:	24.4	5.4
NIFE (MFI):	16.3	3.6
NIFE (INFO):	12.4	2.7

10. Class Capacity. 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 Academic/Physical Training (PT) Instructor

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Block 1 Observation	G0601	22.5
Block 1 Probationary Instruct 1	G0602	22.5
Block 1 Probationary Instruct 2	G0603	22.5
Block 2 Observation	G0604	33.5
Block 2 Probationary Instruct 1	G0605	33.5
Block 2 Probationary Instruct 2	G0606	33.5
Land Survival Observation	G0607	7.0
Land Survival Probationary Instruct 1	G0608	7.0
Land Survival Probationary Instruct 2	G0609	7.0
Physical Training Brief Observation	G0701	1.0
Weight Training Observation	G0702	1.0
Weight Training Probationary Instruct	G0703	1.0
Circuit Training Observation	G0704	1.0
Circuit Training Probationary Instruct	G0705	1.0
Evaluation Instruct	G0990	1.0
		195.0

See Instructor Selection and Course Flow for specific breakdowns, pages I-3 through I-9.

All observation and probationary instructional periods are in accordance with CNATRAINST 1542.178 series ground training course material. IUT Block 1 consists of 1542.178 blocks 2 and 3 (Aerodynamics and Aircraft Engines), IUT Block 2 consists of 1542.178 blocks 4, 5, and 6 (Air Navigation, Flight Rules and Regulations, and Aviation Weather), Land Survival consists of 1542.178 block 8, and Physical Training consists of 1542.178 block 9.

Proficiency advance after first probationary instruction is possible at the discretion of the NIFE Operations Officer (OPSO) or NIFE Director.

Once all observations and probationary instruction requirements are met for Block 1, Block 2, or Flight Preparation (MFI and INFO only) an instructor will be given a G0990 evaluation. Any additional course subject qualifications of either Block 1 or 2, Land Survival, or Physical Training will only require delineated observations and probationary instructions. Annually, only one evaluation instruction event will be given to confirm and maintain all subject qualifications.

(2) Initial Ground Training MFI

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Course Introduction/Standardization Brief	G0101	2.0
Crew Resource Management	G0102	2.0
Naval Aviation Safety Program	G0103	1.0
Operational Risk Management	G0104	1.0
G-Tolerance Improvement	G0105	1.0
Fundamentals of Flight (FTI)	G0106	2.0
Standard Operating Procedures (SOP)	G0107	1.0
Systems/Instruments	G0108	2.0
Comms/Flight Publications	G0109	1.0
Pre-Check Knowledge Exam	G0190	1.0
Pre-Check Knowledge Exam Remediation	G0110	1.0
Pre-Check Knowledge Re-Exam	G0190 (2)	1.0
FAA MCN Exam (Commercial Pilot's License)	G0290	1.0
FAA MCI Exam (CFI Certificate)	G0390	2.5
<b>Totals</b>		<b>20.5</b>

(3) Subsequent Ground Training

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Flight Preparation Probationary Instruct 1	G0801	12.0
Flight Preparation Probationary Instruct 2	G0802	12.0
Evaluation Instruct	G0990	1.0
<b>Totals</b>		<b>25.0</b>

In order for an MFI to teach the Flight Preparation ground school they must probationary instruct the course material as per CNATRAINST 1542.178, under supervision of an MFI or INFO two times or as determined by the NIFE OPSO or NIFE Director. Following probationary instruction, an MFI will be given a G0990 evaluation. MFIs do not need to be Flight Preparation ground school qualified in order to instruct in the aircraft.

(4) Initial Ground Training INFO

<b>GROUND TRAINING</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Course Introduction/Standardization Brief	G0101	2.0
Crew Resource Management	G0102	2.0
Naval Aviation Safety Program	G0103	1.0
Operational Risk Management	G0104	1.0
G-Tolerance Improvement	G0105	1.0
Fundamentals of Flight (FTI)	G0106	2.0
Standard Operating Procedures (SOP)	G0107	1.0
Systems/Instruments	G0108	2.0
Comms/Flight Publications	G0109	1.0
Pre-Check Knowledge Exam	G0190	1.0
Pre-Check Knowledge Exam Remediation	G0110	1.0
Pre-Check Knowledge Re-Exam	G0190 (2)	1.0
FAA FOI Exam (Fundamentals of Instruction)	G0490	1.5
FAA AGI Exam (Advanced Ground School Instructor)	G0590	2.5
Flight Preparation Probationary Instruct 1	G0801	12.0
Flight Preparation Probationary Instruct 2	G0802	12.0
<b>Totals</b>		<b>44.0</b>

In order for an INFO to teach the Flight Preparation ground school they must probationary instruct the course material as per CNATRAINST 1542.178, under supervision of an MFI or INFO two times or as determined by the NIFE OPSO or NIFE Director.

Following completion of all probationary instructions and flight requirements, an evaluation will be administered by the NIFE Director or designated personnel for final INFO qualification.

b. Flight Support

(1) Initial Flight Support MFI

<b>INITIAL FLIGHT SUPPORT</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Introduction to Preflight Procedures	C1101	1.5
MFI/CFI Flight Procedures Brief	C1201	1.5
<b>Totals</b>		<b>3.0</b>

(2) Initial Flight Support INFO

<b>INITIAL FLIGHT SUPPORT</b>		
<b>Stage</b>	<b>Symbol</b>	<b>Hours</b>
Introduction to Preflight Procedures	C1101	1.5
MFI/CFI Flight Procedures Brief	C1201	1.5
Flows, Checklists and Procedures Mastery	C1202*	2.0
CFI Flight Procedures Brief	C1301*	1.0
<b>Totals</b>		<b>6.0</b>

\*INFO is required to observe events from NIFE student syllabus CNATRAINST 1542.178 as listed above. Flight support observation events can be waived or modified at NIFE Director discretion.

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

(1) Initial Flight Training

<b>INITIAL FLIGHT TRAINING</b>		
<b>Flight/Events</b>	<b>Single Engine Land</b>	
	<b>Flts</b>	<b>Hrs</b>
Day Contact	10	13.0
FBO Insurance Check*	3	3.6
<b>Totals</b>	<b>13</b>	<b>16.6</b>

\*The number of insurance check flights can be waived or modified at discretion of NIFE Director with coordination and agreement from the contractor.

(2) Initial Flight Training INFO

INITIAL FLIGHT TRAINING		
Flight/Events	Single Engine Land	
	Flts	Hrs
Day Contact	5	6.5
<b>Totals</b>	<b>5</b>	<b>6.5</b>

\*INFO is required to observe events from NIFE student syllabus CNATRAINST 1542.178 as listed C4101, C4104, C4201, C4202, and C4390. Flight observation events can be waived or modified at NIFE Director discretion. During observation event, C4390 MFI will discuss grading standardization with INFO. A standardization interview with the NIFE Director or designated MFI, is required prior to final INFO qualification.

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, or a FAA third class medical certificate (as required) should be obtained prior to beginning the course and shall be obtained prior to final qualification.

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 (IP), who must assess the environmental and systems factors affecting the conditions under which the performance is measured.

ABBREVIATIONS

AFM	-	Aircraft Flight Manual
AGI	-	Advanced Ground Instructor
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
CAI	-	Computer-Assisted Instruction
CFI	-	Certified Flight Instructor
CNATRA	-	Chief of Naval Air Training
CNO	-	Chief of Naval Operations
CO	-	Commanding Officer
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

FOI	-	Fundamentals of Instruction
FTI	-	Flight Training Instruction
H/X	-	Hours per Event
IAW	-	In Accordance With
IMT	-	International Military Training
IMSO	-	International Military Student Officer
INFO	-	Instructor Naval Flight Officer
IP	-	Instructor Pilot
IUT	-	Instructor Under Training
KIAS	-	Knots Indicated Airspeed
MCN	-	Military Competence Non-Category
MCI	-	Military Competence Instructor
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
NA	-	Naval Aviator
NFO	-	Naval Flight Officer
NAMI	-	Naval Aerospace Medical Institute
NASC	-	Naval Aviation Schools Command
NATOPS	-	Naval Air Training Operating Procedures Standardization
NIFE	-	Naval Introductory Flight Evaluation

OPNAV	-	Office of the Chief of Naval Operations
OPSO	-	Operations Officer
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
PT	-	Physical Training
ROD	-	Rate of Descent
RRU	-	Ready Room UNSAT
SOP	-	Standard Operating Procedures
SSR	-	Special Syllabus Requirement
SYS	-	Systems
TAF	-	Terminal Aerodrome Forecast
TRB	-	Training Review Board
UNSAT	-	Unsatisfactory
USCG	-	United States Coast Guard
USMC	-	United States Marine Corps
USN	-	United States Navy
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

## 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 Maneuver Item File (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, Computer Assisted Instruction (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 CNATRA-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 G - Ground
3rd	Media	0 - Ground Training 1 - Flight Support 2 - NA 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. Operating Procedures Manual. A directive describing standard operating procedures for local fixed-wing aircraft.

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

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

23. Ready Room Unsatisfactory (RRU). An UNSAT grade given for inadequate knowledge of flight procedures, systems, discuss items, emergency procedures, or deficient preflight planning.
24. 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.
25. Special Syllabus Requirement. One time, ungraded demonstration item(s).
26. 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).
27. Standardization Pilot. An instructor pilot authorized to administer standardization checks to other instructors.
28. Training Media. NIFE media include aircraft and ground training. The first numerical character in the lesson identifier designates the training medium.
29. 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.



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## Chapter I

### 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 CNATRA (N71).

c. Responsibilities. Due to the unique nature of the NIFE syllabus and executing command organizations, the following positions will be specifically assigned to standardize the administration of NIFE as part of the CNATRA undergraduate continuum of education. Specific positional authority granted in this instruction supersedes that granted in CNATRAINST 1500.4J.

(1) NIFE Director - An experienced O-5 responsible for instructor and student compliance with all NIFE directives at 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 CNATRA 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 ATF.

e. Changes. Recommended changes shall be submitted IAW CNATRAINST 1550.6F.

f. Execution. All students execute Chapters II through IV.

g. Syllabus Description. NIFE provides initial aviation knowledge instruction followed by flight instruction in a 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. MIFs identify the minimum acceptable level of performance in relation to the CTS that must be achieved at the completion of each training block.

h. Accelerated Students. The NIFE Director has the authority to tailor each IUT's accelerated syllabus based on the IUT's past flying experience. 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 IAW CNATRAINST 1542.184."

## 2. Training Management

a. Syllabus Progression. Fly syllabus events within each stage sequentially. Do not start a block without all prerequisites. IUTs must complete all events, unless approved for acceleration in the syllabus. The flowcharts on pages I-3 through I-6 delineate the sequence of flying events and their ground training prerequisites.

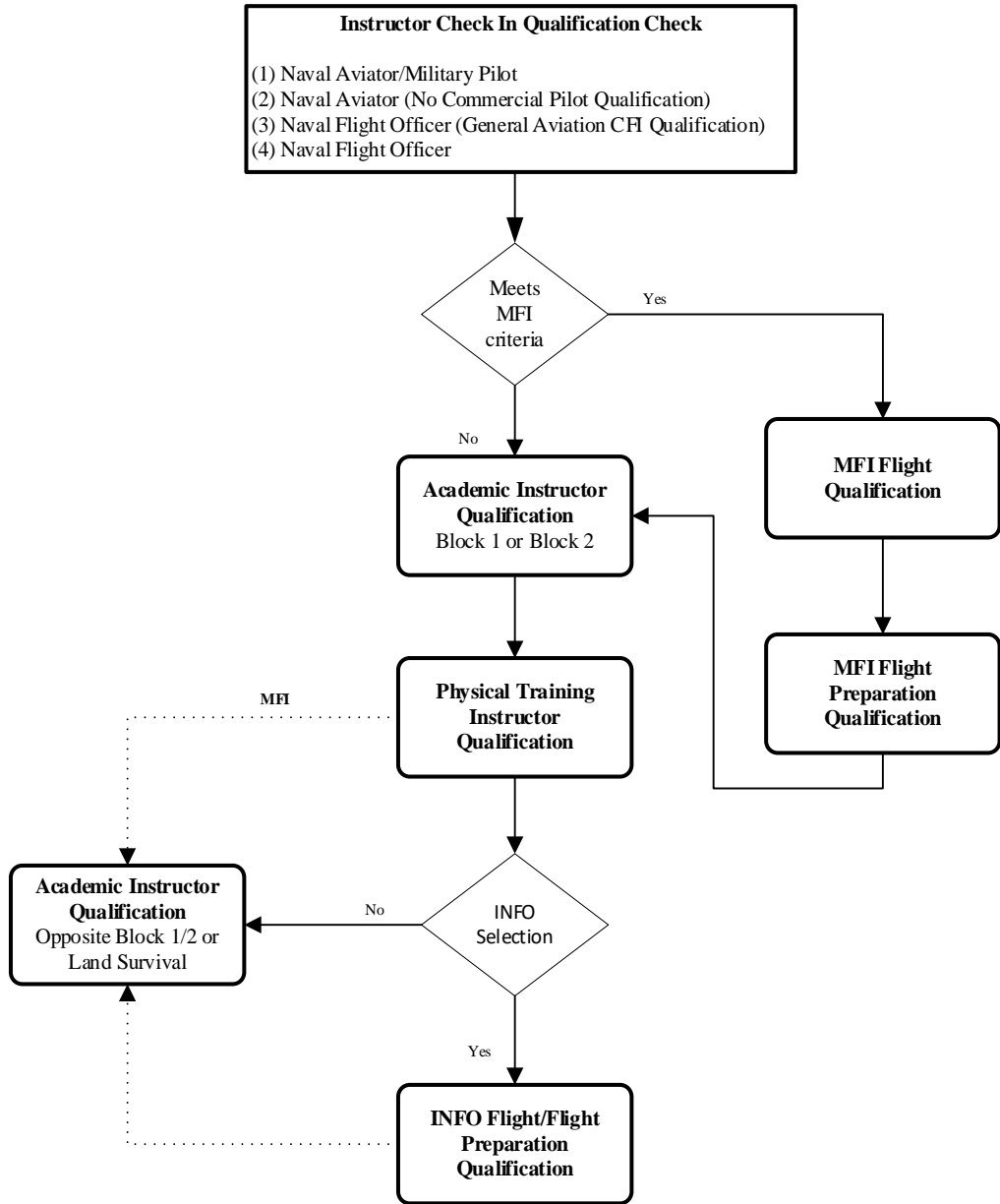
b. Maneuver Continuity. Students must accomplish previously introduced maneuvers frequently enough to ensure required proficiency is maintained.

c. 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.

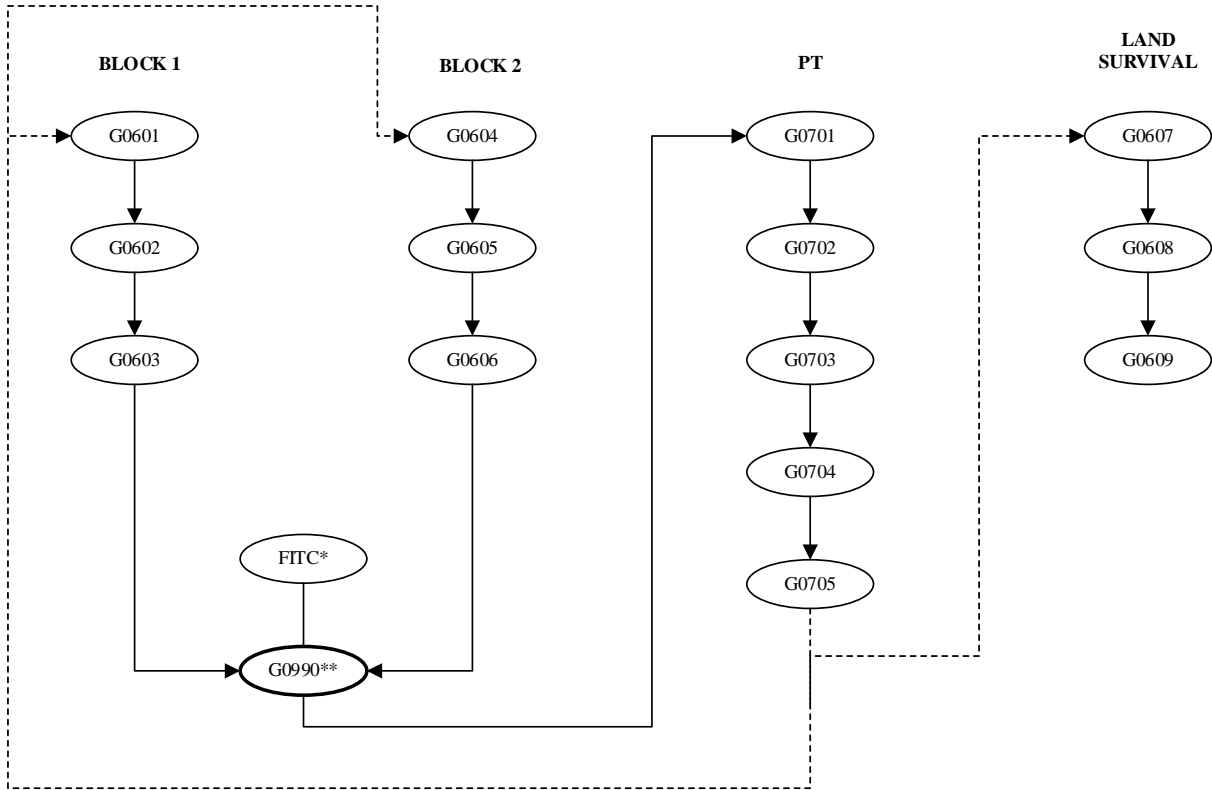
d. Special Syllabus Requirements (SSR). The SSRs are allocated to blocks. Unless noted otherwise, IPs may accomplish SSRs on any flight within the block. The SSRs shall be completed in the specified block. Annotate completed SSRs on the ATF's SSR comments section. Assign only NG/1 as the SSR maneuver grade.

e. Aviation Training Jacket Reviews. Military instructor pilots will conduct jacket reviews during C4290 and C4490 as per CNATRAINST 1500.4J. Site Advisors, the NIFE Operations Officer, or the NIFE Director may conduct jacket reviews at any other time as required.

**NIFE INSTRUCTOR UNDER TRAINING (IUT) QUALIFICATION PROCESS**



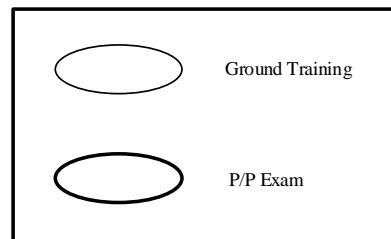
**NIFE INSTRUCTOR UNDER TRAINING (IUT) COURSE FLOW (ACADEMIC/PT)**



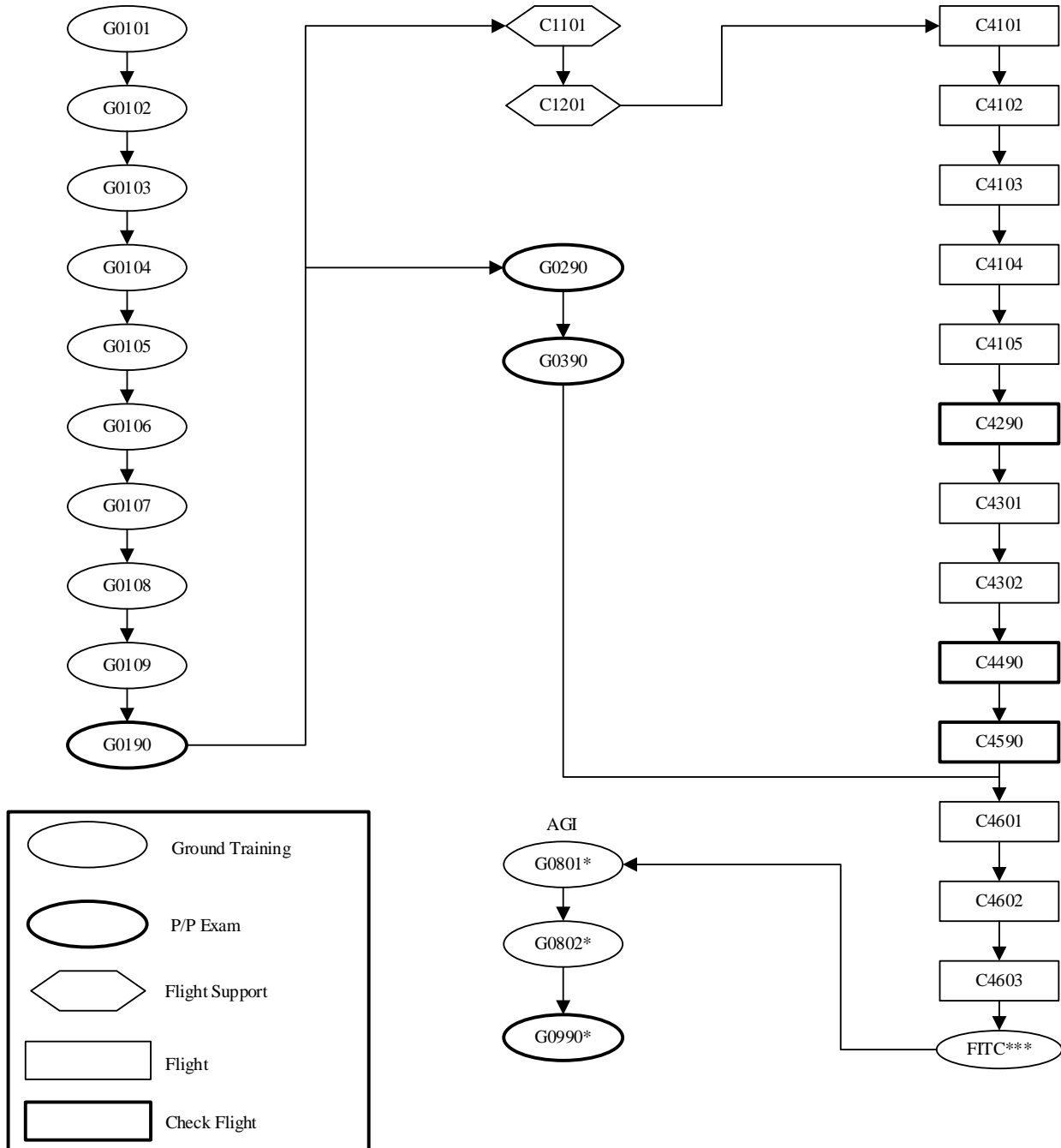
\*FITC CAN BE DONE AT ANYTIME DURING TRAINING, BUT MUST BE COMPLETED PRIOR TO ANY NON PROBATIONARY EVENT INSTRUCTION.

\*\*ALL INSTRUCTORS WILL FIRST ATTAIN EITHER A BLOCK 1 AND 2 QUALIFICATION, THEN FOLLOWED BY PT QUALIFICATION. ADDITIONAL BLOCK QUALIFICATION OR LAND SURVIVAL WILL BE DETERMINED BY INSTRUCTOR REQUIREMENTS. ALL SUBSEQUENT QUALIFICATIONS WILL NOT REQUIRE ANOTHER G0990.

\*\*\*ANNUALLY A G0990 WILL BE GIVEN IN ORDER TO MAINTAIN ALL SUBJECT QUALIFICATIONS.



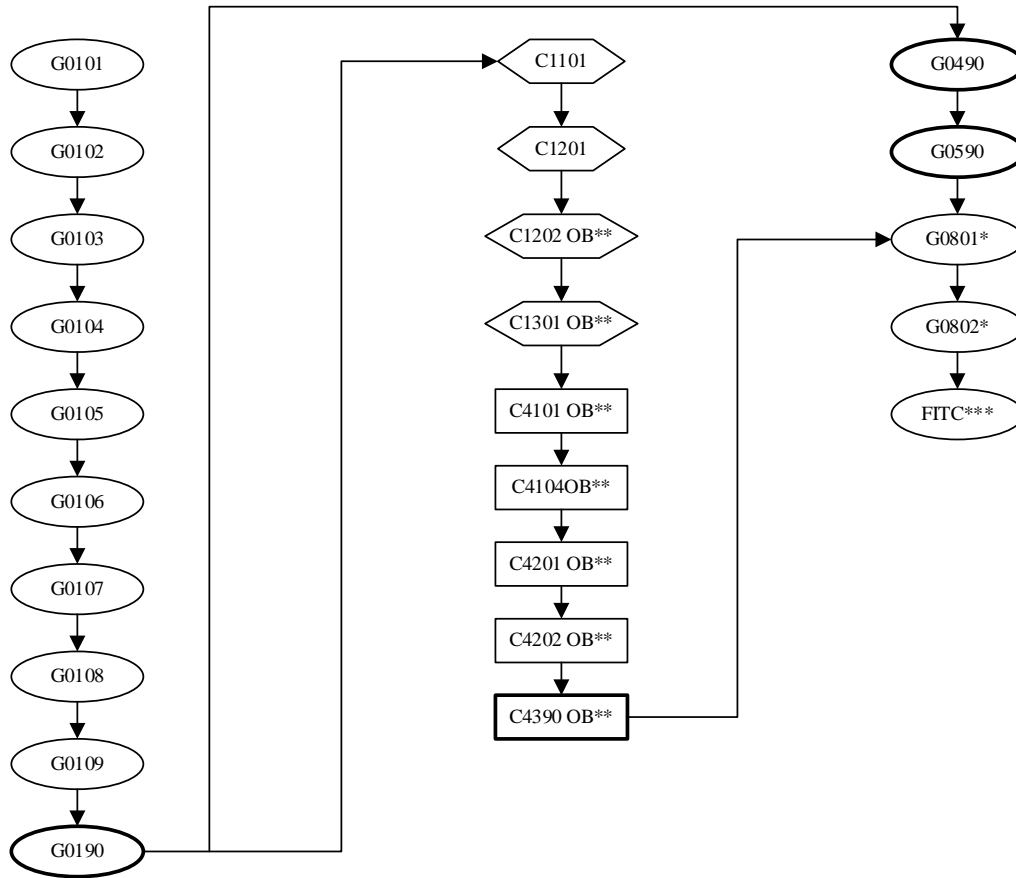
**NIFE INSTRUCTOR UNDER TRAINING (IUT) COURSE FLOW (MFI)**



\*ALL GROUND TRAINING FOR PROB 1, PROB 2 AND EVAL ARE PART OF STUDENT NIFE SYLLABUS, CNATRAINST 1542.178.

\*\*\*FITC CAN BE DONE AT ANYTIME DURING TRAINING, BUT MUST BE COMPLETED PRIOR TO ANY NON PROBATIONARY EVENT INSTRUCTION.

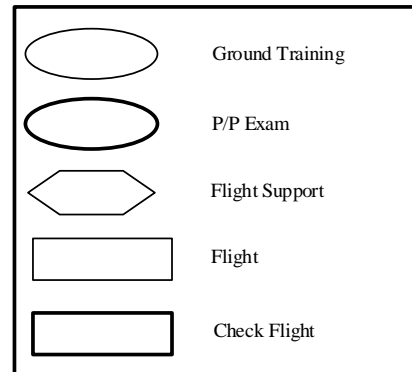
**NIFE INSTRUCTOR UNDER TRAINING (IUT) COURSE FLOW (INFO)**



\* ALL GROUND TRAINING FOR PROB 1 AND PROB 2 ARE PART OF STUDENT NIFE SYLLABUS, CNATRAINST 1542.178.

\*\*ALL OBSERVATION (OB) EVENTS ARE PART OF STUDENT NIFE SYLLABUS, CNATRAINST 1542.178.

\*\*\*FITC CAN BE DONE AT ANYTIME DURING TRAINING, BUT MUST BE COMPLETED PRIOR TO ANY NON PROBATIONARY EVENT.



### 3. Ground Training and Briefing Requirements

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

(1) EOB Events. The MFI/CFI shall carefully review the ATJ 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. The IUT shall arrive for each flight with:

(a) Thorough knowledge of:

1. The flight's "Discuss" items as listed in Chapter IV.

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

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

(c) All aircraft limits, all emergency procedure indications, and emergency procedure critical action steps memorized.

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

(a) Specific objectives.

(b) Required procedures and techniques for accomplishing those objectives.

(c) Planned profile, contingencies, and Operational Risk Management (ORM) considerations.

(4) Debriefing.

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

(b) The mission's complexity and IUT's progress will govern the time required for the debrief.

(c) The MFI/CFI shall provide the IUT with a copy of the event's ATF.



4. Mission Grading Procedures and Evaluation Policies

a. General Evaluation Policy. Course training standards listed in this instruction and the MIFs are minimum stage/phase completion standards per maneuver.

b. Grading Procedures (Aircraft and Training Devices)

(1) Overall Grading. The overall grade for all flights will be Pass/Unsatisfactory (UNSAT).

(2) Absolute Maneuver Grading. Use the following grading scale to document the IUT's performance on all flight and device maneuvers attempted during each dual event. This is an absolute grading scale. Judge their proficiency only against the time's course training standard.

(a) Demonstrated (NG/1 Level). Enter "No Grade (NG)":

1. When the MFI/CFI demonstrates the maneuver and the IUT does not subsequently perform it during the event.

2. To indicate accomplishing SSRs. Specify the completed SSRs in the ATF's SSR 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.

(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 IUT and are appropriate, smooth, and timely.

(3) Progression Rule. Performance must meet MIF by the end of block.

(4) Maneuver Requirements. For each block:

(a) Items with a number and a plus (+) are mandatory and 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 IUT meets EOB MIF.

(b) Items with a number, but without a plus (+), are optional. However, if flown, they must meet the required EOB proficiency the last time the maneuver is graded in the block.

(5) Incomplete Events. In general, MFI/CFIs 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 MFI/CFI 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 an IUT 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) Assess the event complete if:

1. Seventy-five percent of the event's H/X were used for training, regardless of the number of graded items completed on the event, and

2. Sufficient events remain in the block to redress the imbalance, and

3. Individual maneuvers can still be accomplished within the block.

4. 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. See CNATRAINST 1500.4J.

c. Policies for Evaluation Flights and Ground Evaluations

(1) Check Flight (CXX90). Check flights are single event training blocks. Therefore, all rules regarding progressing out of a block apply, except as noted below:

(a) IUT should fly a cross section of Demonstration items (NG/1) after all (+) graded items are adequately performed.

(b) The entire event should be devoted to assessing the IUT's ability and readiness to progress to the next stage of training. All maneuvers indicated with a plus (+) are check flight critical and must be accomplished to MIF.

(c) The IUT should be able to demonstrate required levels of proficiency without MFI/CFI assistance. However, instruction is allowed on check flights and IUTs may re-accomplish maneuvers at the MFI/CFI's discretion.

(2) Incomplete Check Flight. The check shall incomplete when:

(a) Any (+) item was not flown, or

(b) The MFI/CFI was unable to sample sufficient examples of a given maneuver to assess the IUT's overall performance.

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

(c) Exceptions. The check is complete, and the overall grade is unsatisfactory if:

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

2. 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

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

## 5. Special Instructions and Restrictions

a. Schedule limitations for IUTs will be left to the discretion of the NIFE Director, but consistent with the provisions of CNAFINST M-3710.7.

b. All IUT flights will be conducted in accordance with the current NIFE instruction, FTIs, and local SOPs. No deviations from standard maneuvers are authorized except in cases of emergency (i.e. landing on roadway or unprepared field vice runway).

c. Reasonable accelerations and decelerations in the curriculum is authorized when warranted by previous experience or demonstrated ability; combination of any two events is authorized. Accelerations of the curriculum require NIFE Director approval and shall be annotated in writing in the ATJ.

d. The word "introduction" following the maneuver means the maneuver must be performed with an accompanying description. In those cases requiring a maneuver description, it need not be memorized exactly, but must convey the full meaning.

Chapter II

Ground Training/PT Instructor

Blk #	Media	Title	Events	Hrs	Blk Name
G06/07/09	Class	Academic/PT Instructor	15	195.0	APT

1. Prerequisites

- a. Cardiopulmonary Resuscitation (CPR) qualification.
- b. Bloodborne Pathogen Training (ESAMS).
- c. G0601-3 or G0604-6 prior to G0990.
- d. G0990 prior to G0701.

2. Events

G0601	Lect	Block 1 Observation		22.5
G0602	Lect	Block 1 Probationary Instruct 1		22.5
G0603	Lect	Block 1 Probationary Instruct 2		22.5
G0604	Lect	Block 2 Observation		33.5
G0605	Lect	Block 2 Probationary Instruct 1		33.5
G0606	Lect	Block 2 Probationary Instruct 2		33.5
G0607	Lect	Land Survival Observation		7.0
G0608	Lect	Land Survival Probationary Instruct 1		7.0
G0609	Lect	Land Survival Probationary Instruct 2		7.0
G0701	Lect	Physical Training Brief Observation		1.0
G0702	Lect	Weight Training Observation		1.0
G0703	Lect	Weight Training Probationary Instruct		1.0
G0704	Lect	Circuit Training Observation		1.0
G0705	Lect	Circuit Training Probationary Instruct		1.0
G0990	P/P Exam	Evaluation Instruct		1.0

3. Syllabus Notes

a. All observation and probationary instructional periods are in accordance with CNATRAINST 1542.178 series, ground training course material.

b. Proficiency advance after first probationary instruction is possible at the discretion of the NIFE OPSO or NIFE Director

c. Additional course subject qualifications of either Block 1 or 2, Land Survival, or Physical Training will only require delineated observations and probationary instructions. Annually, only one evaluation instruction event will be given to confirm and maintain all subject qualifications.

4. Discuss Items. None.

Blk #	Media	Title	Events	Hrs	Blk Name
G01/02/03/08	Class	Academics for MFI	17	44.5	AMFI

1. Prerequisites

- a. G0101-9 prior to G0190.
- b. G0290 prior to G0390.
- c. G0390 prior to C4601.
- d. FITC prior to G0801.
- e. G0801-2 prior to G0990.

2. Events

G0101	Lect	Course Introduction/Standardization Brief	2.0
G0102	Lect	Crew Resource Management	2.0
G0103	Lect	Naval Aviation Safety Program	1.0
G0104	Lect	Operational Risk Management	1.0
G0105	Lect	G-Tolerance Improvement	1.0
G0106	Lect	Fundamentals of Flight (FTI)	2.0
G0107	Lect	Standard Operating Procedures (SOP)	1.0
G0108	Lect	Systems/Instruments	2.0
G0109	Lect	Comms/Flight Publications	1.0
G0190	P/P Exam	Pre-Check Knowledge Exam	1.0
G0110	Lect	Pre-Check Knowledge Exam Remediation	1.0
G0190 (2)	P/P Exam	Pre-Check Knowledge Re-Exam	1.0
G0290	P/P Exam	FAA MCN Exam (Commercial Pilot's License)	1.0
G0390	P/P Exam	FAA MCI Exam (CFI Certificate)	2.5
G0801	Lect	Flight Preparation Probationary Instruct 1	2.0
G0802	Lect	Flight Preparation Probationary Instruct 2	2.0
G0990	P/P Exam	Evaluation Instruct	1.0

3. Syllabus Notes

- a. The minimum passing score of G0190 is 80%.
- b. G0290 is a FAA competence exam for Military to gain Commercial Pilot Certificate and must be completed prior to G0390.
- c. G0390 is a FAA competence exam for Military to gain Flight Instructor Certificate and must be completed prior to block C46.
- d. Probationary instructional periods are in accordance with CNATRAINST 1542.178 series, ground training course material.
- e. Proficiency advance after first probationary instruction is possible at the discretion of the NIFE OPSO or NIFE Director.

4. Discuss Items. None.

Blk #	Media	Title	Events	Hrs	Blk Name
G01/04/05/08	Class	Academics for INFO	16	44.0	AINFO

1. Prerequisites

- a. G0101-9 prior to G0190.
- b. G0190 prior to G0490.
- c. G0490 and G0590 prior to G0802 in order.

2. Events

G0101	Lect	Course Introduction/Standardization Brief		2.0
G0102	Lect	Crew Resource Management		2.0
G0103	Lect	Naval Aviation Safety Program		1.0
G0104	Lect	Operational Risk Management		1.0
G0105	Lect	G-Tolerance Improvement		1.0
G0106	Lect	Fundamentals of Flight (FTI)		2.0
G0107	Lect	Standard Operating Procedures (SOP)		1.0
G0108	Lect	Systems/Instruments		2.0
G0109	Lect	Comms/Flight Publications		1.0
G0190	P/P Exam	Pre-Check Knowledge Exam		1.0
G0110	Lect	Pre-Check Knowledge Exam Remediation		1.0
G0190 (2)	P/P Exam	Pre-Check Knowledge Re-Exam		1.0
G0490	P/P Exam	FAA FOI Exam (Fundamentals of Instruction)		1.5
G0590	P/P Exam	FAA AGI Exam (Advanced Ground School Instructor)		2.5
G0801	Lect	Flight Preparation Probationary Instruct 1		12.0
G0802	Lect	Flight Preparation Probationary Instruct 2		12.0



3. Syllabus Notes

- a. The minimum passing score of G0190 is 80%.
- b. G0490 is a FAA Fundamentals of Instruction (FOI) exam required for Advanced Ground School Instructor (AGI) certification.
- c. G0590 is a FAA Advanced Ground School Instructor (AGI) certification exam.

4. Discuss Items. None.

Chapter III

NATOPS Training

This chapter does not apply to NIFE IUT.

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Chapter IV

Contact Training

1. Matrices. The following matrix is an overview of the entire Contact Stage. The purpose of this matrix is to provide the IUT 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.

2. Contact Stage MIF

 Check Flight Event

<b>CONTACT STAGE MANEUVER ITEM FILE</b>						
<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4105</b>	<b>C4290</b>	<b>C4302</b>	<b>C4490</b>	<b>C4590</b>
1	General Knowledge/Procedures	4+	4+	4+	4+	4+
2	Emergency Procedures	4+	4+	4+	4+	4+
3	Headwork/Situational Awareness	4+	4+	4+	4+	4+
4	Basic Airwork	4+	4+	4+	4+	4+
5	CRM	4+	4+	4+	4+	4+
6	Performance and Limitations	4+	4+	4+	4+	4+
7	Communication	4+	4+	4+	4+	4+
8	Ground Operations	4+	4+	4+	4+	4+
9	Takeoff	4+	4+	4+	4+	4+
10	Landing	4+	4+	4+	4+	4+
11	Waveoff	4+	4+	4+	4+	4+
12	Traffic Pattern	4+	4+	4+	4+	4+
13	Emergency Approach and Landing Including Simulated Engine Failure			4+	4+	4+
14	Level Speed Change	4+		4+		
15	Power-off Stalls	4+	4+	4+	4+	4+
16	Power-on Stalls	4+	4+	4+	4+	4+
17	Turn Pattern	4+		4+		
18	Forward Slip to Landing			4+	4+	

Blk	Media	Title	Events	Hrs	H/X
C11/12	Lect A/C	Contact Flight Support	2	3.0	FS

1. Prerequisites.

- a. G0190 prior to C1101.
- b. C1101 prior to C1201.

2. Events

C1101	Lect A/C	Introduction to Preflight Procedures		1.5	
C1201	Lect	MFI/CFI Flight Procedures Brief		1.5	

3. Syllabus Notes. C1101 is conducted at the FBO with a MFI/CFI.

4. Discuss Items.

C1101

Demonstrate preflight, post flight, cockpit introduction. Discuss scheduling, brief and debriefing, aircraft issues, weight and balance, aircraft discrepancy reporting, course training standards, exams, flight training instruction reference material.

C1201

Discuss MFI versus Student responsibilities. To include: preflight, post flight, cockpit introduction. Discuss scheduling, brief and debrief, aircraft issues, weight and balance, aircraft discrepancy reporting, course training standards, exams, flight training instruction reference material.

Blk #	Media	Title	Events	Hrs	H/X
C41	Single Engine Land Aircraft	Day Contact	5	6.5	See Syllabus Note c.

1. Prerequisite. C1201 (MFI/CFI Flight Procedures Brief).

2. Syllabus Notes

a. C4101 will be flown from the left seat. C4102-C4105 will be flown from the right seat.

b. Event MFI/CFI composition:

(1) C4101, C4102, and C4104 will be flown with a contractor CFI to the max extent possible.

(2) CC4103 and C4105 will be flown with a MFI to the max extent possible.

c. H/X is as follows:

C4101-5: 1.3

3. Special Syllabus Requirements. None.

4. Discuss Items

C4101

Working area/outlying field operations, landing pattern and C4101/C4102 (1542.178) briefing items/profile.

C4102

C4103/C4104 (1542.178) briefing items/profile.

C4103

Any FTI maneuver, any system, or any EP as required.

C4104

Student common errors and defensive positioning.

C4105

Any FTI maneuver, any system, or any EP as required.

5. Block MIF

<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4105</b>
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	CRM	4+
6	Performance and Limitations	4+
7	Communication	4+
8	Ground Operations	4+
9	Takeoff	4+
10	Landing	4+
11	Waveoff	4+
12	Traffic Pattern	4+
14	Level Speed Change	4+
15	Power-off Stalls	4+
16	Power-on Stalls	4+
17	Turn Pattern	4+

Blk #	Media	Title	Event	Hrs	H/X
C42	Single Engine Land Aircraft	Midstage Check Flight	1	1.3	1.3

1. Prerequisite. C4105.
2. Syllabus Notes
  - a. MFI/CFI will perform student procedures, and IUT will practice instructional techniques.
  - b. A minimum of three landing required.
  - c. Inflight EPs are introduced with MFI/CFI demonstrating an emergency approach to landing.
3. Special Syllabus Requirements. None.
4. Discuss Items. Any previously discussed items, emergency field selection, waveoff, any two EPs (MFI/CFI choice), performance, and limitations, and accelerated stalls.



5. Block MIF

<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4290</b>
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	CRM	4+
6	Performance and Limitations	4+
7	Communication	4+
8	Ground Operations	4+
9	Takeoff	4+
10	Landing	4+
11	Waveoff	4+
12	Traffic Pattern	4+
15	Power-off Stalls	4+
16	Power-on Stalls	4+

Blk #	Media	Title	Events	Hrs	H/X
C43	Single Engine Land Aircraft	Day Contact	2	2.6	1.3

1. Prerequisite. C4290.
2. Syllabus Notes
  - a. MFI/CFI will perform student procedures, and IUT will practice instructional techniques.
  - b. Event MFI/CFI composition:
    - (1) C4301 will be flown with a contractor CFI to the max extent possible.
    - (2) C4302 will be flown with a MFI to the max extent possible.
3. Special Syllabus Requirements. None.
4. Discuss Items

C4301  
Lost communications, ATC light signals, and land/hold short operation.

C4302  
Spin recovery procedure and forward slip to land.

5. Block MIF

<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4302</b>
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	CRM	4+
6	Performance and Limitations	4+
7	Communication	4+
8	Ground Operations	4+
9	Takeoff	4+
10	Landing	4+
11	Waveoff	4+
12	Traffic Pattern	4+
13	Emergency Approach and Landing Including Simulated Engine Failure	4+
14	Level Speed Change	4+
15	Power-off Stalls	4+
16	Power-on Stalls	4+
17	Turn Pattern	4+
18	Forward Slip to Landing	4+

Blk #	Media	Title	Events	Hrs	H/X
C44	Single Engine Land Aircraft	End of Stage Check Flight	1	1.3	1.3

1. Prerequisite. C4302.
2. Syllabus Notes. MFI/CFI will perform student procedures, and the IUT will practice instructional techniques.
3. Special Syllabus Requirements. None.
4. Discuss Items. Any previously discussed items, any maneuver or procedures, and two Eps (MFI/CFI choice), and local area procedures.

5. Block MIF

<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4490</b>
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	CRM	4+
6	Performance and Limitations	4+
7	Communication	4+
8	Ground Operations	4+
9	Takeoff	4+
10	Landing	4+
11	Waveoff	4+
12	Traffic Pattern	4+
13	Emergency Approach and Landing Including Simulated Engine Failure	4+
14	Level Speed Change	
15	Power-off Stalls	4+
16	Power-on Stalls	4+
18	Forward Slip to Landing	4+

Blk #	Media	Title	Events	Hrs	H/X
C45	Single Engine Land Aircraft	Contact STAN Check Flight	1	1.3	1.3

1. Prerequisite. C4490.
2. Syllabus Notes. MFO/CFI will perform student procedures, and the IUT will practice instructional techniques.
3. Special Syllabus Requirements. None.
4. Discuss Items. Any student maneuvers.

5. Block MIF

<b>CTS REF</b>	<b>MANEUVER</b>	<b>C4590</b>
1	General Knowledge/Procedures	4+
2	Emergency Procedures	4+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	CRM	4+
6	Performance and Limitations	4+
7	Communication	4+
8	Ground Operations	4+
9	Takeoff	4+
10	Landing	4+
11	Waveoff	4+
12	Traffic Pattern	4+
13	Emergency Approach and Landing Including Simulated Engine Failure	4+
14	Level Speed Change	
15	Power-off Stalls	4+
16	Power-on Stalls	4+

Blk #	Media	Title	Events	Hrs	H/X
C46	Single Engine Land Aircraft	Fixed Base Operator (FBO) Insurance Check	3	3.6	1.2

1. Prerequisite. C4590.
2. Syllabus Notes. Number of flights is dependent on contractor requirements and can be waivable by NIFE Director after agreement from the contractor.
3. Special Syllabus Requirements. None.
4. Discuss Items. Any student maneuver.



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Chapter V

Instrument Training

This chapter does not apply to NIFE IUT.

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Chapter VI

Navigation Training

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Chapter VII

Formation Training

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Chapter VIII

Tactical Training

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Chapter IX

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)** standards for all items with altitude, airspeed, or heading parameters.
  - c. “Standard” equates to **good** (G/4).
  - d. Aircraft control 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	
<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. CRM	
<ul style="list-style-type: none"> <li>● Demonstrate and use CRM skills.</li> </ul>	<ul style="list-style-type: none"> <li>● Demonstrates knowledge of CRM critical skills (DAMCLAS) and ability to apply during flight.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
6. 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>
7. 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, provide correct and timely read-backs, and complies with instructions to 90% accuracy.</li> </ul>
8. Ground Operations	
<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>● Expeditiously inspects the airplane using the prescribed flow and with reference to an appropriate checklist.</li> <li>● Taxies safely via prescribed routing within 3 feet of centerline and at a safe speed.</li> <li>● Executes proper run-up procedures.</li> </ul>
9. 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>	<ul style="list-style-type: none"> <li>● Executes IAW FTI and AFM/POH.</li> <li>● Ascertains 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 <math>V_Y +10/-5</math> knots</li> <li>● Applies appropriate crosswind controls.</li> <li>● Maintains takeoff power and <math>V_Y +10/-5</math> knots to a safe maneuvering altitude.</li> <li>● Complies with departure and noise abatement procedures.</li> <li>● Completes the appropriate checks.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
10. Landing	
<ul style="list-style-type: none"> <li>● Execute normal or crosswind landing IAW FTI and the Aircraft Flight Manual and Pilot's Operating Handbook (AFM/POH).</li> </ul>	<ul style="list-style-type: none"> <li>● Maintains a stabilized approach and recommended airspeed, or in its absence, not more than 1.3 V<sub>SO</sub>, +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 rate of descent (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>
11. Waveoff	
<ul style="list-style-type: none"> <li>● Discontinue approach to landing.</li> </ul>	<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 V<sub>X</sub> or V<sub>Y</sub> 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 or as appropriate.</li> <li>● Maintains takeoff power and V<sub>Y</sub> +10/-5 to a safe maneuvering altitude.</li> <li>● Completes the appropriate checks.</li> </ul>
12. Traffic Pattern	
<ul style="list-style-type: none"> <li>● Complies with traffic pattern procedures IAW FTI.</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>

BEHAVIOR STATEMENT	STANDARDS
13. 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, <math>\pm 10</math> 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>
14. Level Speed Change	
<ul style="list-style-type: none"> <li>● Perform Level Speed Change IAW the FTI.</li> </ul>	<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, <math>+10/-0</math> knots; and specified angle of bank, <math>\pm 10^\circ</math>.</li> </ul>
15. Power-off Stalls	
<ul style="list-style-type: none"> <li>● Perform power-off stalls IAW FTI and AFM/POH.</li> </ul>	<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 spin.</li> </ul>

BEHAVIOR STATEMENT	STANDARDS
16. Power-on Stalls	
<ul style="list-style-type: none"> <li>● Perform power-on stalls IAW FTI and AFM/POH.</li> </ul>	<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 spin.</li> </ul>
17. Turn Pattern	
<ul style="list-style-type: none"> <li>● Perform steep turns IAW FTI and AFM/POH.</li> </ul>	<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>
18. Forward Slip to Landing	
<ul style="list-style-type: none"> <li>● Perform a slip IAW FTI and AFM/POH.</li> </ul>	<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>



CNATRAINST 1542.184  
06 Aug 2020

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