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Subj: C-40A TRAINING AND READINESS MANUAL

Ref: (a) NAVMC 3500.14E

Encl: (1) C-40A T&R Manual

1. <u>Purpose</u>. Per the reference, the C-40A Training and Readiness (T&R) Manual, contained in enclosure (1) provides standards, regulations, and policy regarding the training of C-40A aircrew.

2. Scope

a. This Manual represents the collaborative efforts of subject matter experts from Marine Transport Squadron One, the Navy C-40A model manager, and Training and Education Command (TECOM), Policy and Standards Division, Aviation Standards Branch.

b. This first-ever T&R Manual for C-40A aircrew provides training progression as follows:

(1) Chapter one outlines the unit T&R requirements.

(2) Chapter 2, pilot, includes 1000 through 6000 phases of training (core introduction, core, mission, core plus, mission plus, instructor, and designations).

(3) Chapter three, crew chief, and Chapter four, loadmaster, mirror the construct of Chapter two.

4. Information. Commanding General (CG), TECOM will update this manual as necessary to provide current and relevant training standards to commanders. All questions pertaining to this manual should be directed to: CG, TECOM, Policy and

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Standards Division (C 466), 1019 Elliot Road, Quantico, Virginia 22134.

5. <u>Command</u>. This Manual is applicable to the Marine Corps Total Force.

6. Certification. Reviewed and approved this date.

LEWIS A. CRAPAROTTA

Commanding General Training and Education Command By direction

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CHAPTER 1

VMR-1 // C-40A

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CHAPTER 1

UNIT TRAINING AND READINESS UNIT REQUIREMENTS

1.0 <u>TRAINING AND READINESS REQUIREMENTS</u>. The goal of Marine aviation is to attain and maintain combat readiness to support expeditionary maneuver warfare while conserving resources. The standards established in this program are validated by subject matter experts to maximize combat capabilities for assigned METs. These standards describe and define unit capabilities and requirements necessary to maintain proficiency in mission skills and combat leadership. Training events are based on specific requirements and performance standards to ensure a common base of training and depth of combat capability.

1.1 <u>MISSION</u>. Provide assault support in the form of air logistics. Specifically VMR-1 provides time, place, or mission sensitive, long range, multipurpose air transport and critical logistical support of key personnel and cargo between and within combatant commands and theaters of war, as well as to various other Department of Defense (DoD) units.

1.2 <u>TABLE OF ORGANIZATION (T/O)</u>. Refer to table of organization (T/O) managed by Total Force Structure Division, MCCDC, for current authorized organizational structure and personnel strength for squadron/unit. As of this publication date, VMR-1 is authorized:

1.2.1 <u>VMR-1 T/O</u>

	VMR-1 // C-40A	
	Table of Organization T/O	
Unit	Squadron	Detachment
Aircraft	2	1
Pilot	18 (8 AD, 10 SMCR)	4
Crew Chief	11 (8 AD, 3 SMCR)	2
Loadmaster (including 2LM)	15 (10 AD, 5 SMCR)	4-6

1.2.2 VMR-1 Critical MOSs

VMR-1 // C-40A					
MOS Description	PRIMARY MOS Billet and/or MOS Description		SECONDARY MOS		
C-40A Pilot	7506				
Enlisted Aircrew	61XX				

1.2.3 Aviator Assignment to VMR-1. Aviators shall have 500.0 fixed-wing hours for assignment to VMR-1.

1.3 <u>MISSION ESSENTIAL TASK LIST (METL)</u>. The METL is comprised of specified, capabilities-based mission essential tasks (METs) which a unit is designed to execute. METs are drawn from the Marine Corps task list (MCTL), are standardized by type unit, and defined as core or core plus METs. Core METs are those tasks that a unit is expected to execute at all times, and are the only METs used in reporting the training level (T-Level) for the core mission (C-Level) in the Defense Readiness Reporting System – Marine Corps (DRRS-MC). Core plus METs identify additional capabilities to support missions or plans which are limited in scope, theater specific, or have a lower probability of execution. Core plus METs may be included in readiness reporting when contained within an assigned mission METL. An assigned mission METL consists of only selected METs (drawn from core and core plus METs) necessary to conduct the assigned mission. MCO 3000.13 provides additional information on readiness reporting.

		VMR-1 // C-40A	
	MISSION	ESSENTIAL TASK LIST (METL)	
		CORE	
MET	SKILL ABBREVIATION	DESCRIPTION	
MCT 1.3.4.1.2	OAS	Conduct Operational Airlift Support	
MCT 4.3.8	ALS	Conduct Air Logistics Support	

1.4 MET TO SIX FUNCTIONS OF MARINE AVIATION

		VMR-1 /	/ C-40A				
MISSIC	ON ESSENTIAL TASK (MET) TO S	IX FUNCT	IONS OF M	IARINE	AVIATION	
		CO	RE				
	SKILL	SIX FUNCTIONS OF MARINE AVIATION					
MET	ABBREVIATION	OAS	ASPT	AAW	EW	CoA&M	AerRec
MCT 1.3.4.1.2	OAS		X				
MCT 4.3.8	ALS		X				

1.5 <u>MET TO CORE/MISSION/CORE PLUS SKILL MATRIX</u>. Depicts the relationship between a MET and each core/mission/core plus/mission plus skill associated with the MET for readiness reporting and resource allocation purposes. There should normally be a one-to-one relationship between the MET and a corresponding mission skill. Shading indicates core plus. There are no Core Plus or Mission Plus Skills for the C-40A.

		VMI	R-1 // C-40	Α			
МСТ Т	O COR	E/MISSIO	N/CORE F	PLUS SKILL	MATRE	K	
MISSION ESSENTIAL TASK	CORE SKILLS (2000 PHASE)					MISSION SKILLS (3000 PHASE)	
(MET)	GP	INST	T2P IOE	TAC IOE	TAC	OAS	SIR
OAS	X	Х	X	X	Х	X	
ALS	X	Х	X	X	Х		Х

1.6 <u>MET OUTPUT STANDARDS</u>. The following MET output standards are the required level of performance a squadron/unit must be capable of sustaining during contingency/combat operations by MET to be considered MET-ready. Output standards will be demonstrated through the incorporation of unit training events. A core capable squadron/unit can sustain the number of sorties listed below on a daily basis during contingency/combat operations. The sortie rates are variable based (for example in this illustration on a 4.0 hour average sortie duration). It assumes >70% mission capable (MC) with the associated aircraft survivability equipment, mission systems, and mission sets required to conduct the MET and >90% T/O aircrew on hand. If unit MC aircraft is <70% or T/O aircrew <90%, core capability will be degraded by a like percentage.

		VMR-1 // C-40A				
		MET OUTPUT STANDARDS	5			
	Т	ask Organization is either One or Tw	o Aircraft			
		CORE			_	
			0	UTPUT S	STANDA	RD
MET SKILL	SKILL	DESCRIPTION	MAXI SORT MET COMPO // NUMI AIRC	IMUM IES BY AND OSITION BER OF RAFT	MAX DAILY S	IMUM SORTIES*
			2 Aircraft	1 Aircraft	2 Aircraft	1 Aircraft
MCT 1.3.4.1.2	OAS	Conduct Operational Airlift Support	2	1	2	1
MCT 4.3.8	ALS	Conduct Air Logistics Support	2	1	2	1

1.7 <u>CORE MODEL MINIMUM REQUIREMENTS (CMMR) / ADVANCED AND BASELINE TRAINING</u> <u>STANDARDS FOR READINESS REPORTING (DRRS-MC)</u>. The paragraphs and tables below delineate the minimum aircrew qualifications, designations, and/or training for the Advanced and Baseline Training Standards.

1.7.1 <u>CMMR / Advanced Training Standard</u>: The minimum pilot qualifications, designations, and/or training required to execute the MET output standards of paragraph 1.6. Units can be expected to perform a critical role in a mission or OPLAN and normally requires external MAGTF support.

1.7.2 <u>Baseline Training Standard</u>: The level of readiness expected from a unit sustained through core training at home station. Normally equates to approximately 70% of CMMR.

1.7.3 In the matrix below, the first number in the "Trained Crews" columns reflects the CMMR or advanced training standard. The numbers in parentheses indicate the baseline training standard.

			VN	IR-1 // C-40A					
C	CMMR / AL	VANCED	AND BASE	LINE READIN	ESS REPORTIN	G MAT	RIX		
				CORE					
CREW POSITION				TRAINED CREWS					
MET	MET	ABBK	PILOT	CO-PILOT	CREW CHIEF (CC)	LOADMASTER (LM)	2LM	2 A/C	1 A/C
MCT 1.3.4.1.2	OAS	TAC	T2P,MSP	MSP	MSP ¹	MSP ¹	8(6)	4(3)	
MCT 4.3.8	ALS	TAC	T2P,MSP	MSP	MSP ²	MSP ²	8(6)	4(3)	
Note 1: Minimu	m one LM p	per flight; o	ne LM or 2L	M per 50 passen	gers.				
Note 2: On all c	argo and car	rgo/pax flig	ts there mus	st be at least 1 Lo	admaster to condu	ct cargo	loading/h	andling.	

1.8 <u>CORE MODEL TRAINING STANDARD (CMTS)</u>. The CMTS is the optimum training standard reflecting the number of aircrews trained to Core Skill Proficiency/Mission Skill Proficiency (CSP/MSP) and core plus proficiency per crew position to execute each stage of flight, as detailed below. The CMTS Matrix depicts the training goal and optimum depth of training desired for each squadron as they develop their squadron training plan. It is not utilized for readiness reporting (DRRS-MC) purposes. At a minimum, the CMTS shall enable a squadron to form CMMR crews for mission skills (and mission plus skills when required).

			VMR-1 //	C-40A				
	CORE	MODEL '	TRAININ	G STAND	ARD (CM	TS)		
		C	ORE (200	0 Phase)				
CORE	РП (Т4	PILOT (TAC)		CO-PILOT (T2P)		CHIEF C)	LOADMASTER (LM)	
SKILL	2 A/C	1 A/C	2 A/C	1 A/C	2 A/C	1 A/C	2 A/C	1 A/C
GP	8	4	8	4	N/A	N/A	N/A	N/A
INST	8	4	8	4	N/A	N/A	N/A	N/A
T2P IOE	8	4	8	4	N/A	N/A	N/A	N/A
TAC IOE	8	4	N/A	N/A	N/A	N/A	N/A	N/A
TAC	8	4	N/A	N/A	N/A	N/A	N/A	N/A
		MI	SSION (30	000 Phase)				
MISSION		PILOT (TAC)		CO-PILOT (T2P)		CHIEF C)	LOADMASTER (LM)	
SKILL	2 A/C	1 A/C	2 A/C	1 A/C	2 A/C	1 A/C	2 A/C	1 A/C
OAS	8	4	8	4	8	4	15	8
ALS	8	4	8	4	8	4	8	4

1.9 INSTRUCTOR DESIGNATIONS (5000 Phase)

	VMR-1 // C-40A	
	INSTRUCTOR DESIGNA	ATIONS
	PILOT	
INSTRUCTOR	2 A/C	1 A/C
IOE IP	2	1
IP	2	1
ANI	2	1
NI	1	1
NE	1	0
	CREW CHIEF	
INSTRUCTOR	2 A/C	1 A/C
CCQ	4	2
ANI	1	1
NI	1	0
NE	1	0
	LOADMASTER	
INSTRUCTOR	2 A/C	1 A/C
LMQ	4	2
ANI	1	1
NI	1	0
NE	1	0

1.10 CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (CQD)

	VMR-1 // C-40A	
CERTIFI	CATIONS, QUALIFICATIONS, AN	ND DESIGNATIOND (CQD)
	PILOT DESIGNATI	ION
PILOT	2 A/C	1 A/C
FCF	4	2
	CREW CHIEF DESIGN	ATION
CREW CHIEF	2 A/C	1 A/C
FCF	4	2

C-40A PILOT

CHAPTER 2

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CHAPTER 2 – C-40A PILOT SYLLABUS

2.0 <u>CREWMEMBER SYLLABUS T&R REQUIREMENTS</u>. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in core, mission, and core plus skills. The goal of this chapter is to develop individual and unit warfighting capabilities.

2.1 <u>TRAINING PROGRESSION MODEL</u>. Represents the recommended training progression for VMR-1 C-40A Pilots. This model represents minimum to maximum time to train and is normally expressed in months.



2.2 PROGRAMS OF INSTRUCTION (POI)

2.2.1 <u>General</u>. Represents the average POI time-to-train by phase. These tables reflect the average time to train in weeks for selected phases of training.

Aviators shall have a minimum of 500.0 fixed wing hours to be assigned to any POI in this T&R.

Aviators that have been previously designated a C-40A TAC and are returning to a DIFOP status should be assigned to the Refresher (R) POI. Final determination of a training track for a pilot will be at the discretion of the Commanding Officer VMR-1.

2.2.2	Basic (B) POI.	The basic crewmember shall	ll execute or fly the entire syllab	us.
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BASIC POI					
WEEKS	PERFORMING ACTIVITY				
4	Core Introduction Training	CACT & VMR-1			
4	Core Training	VMR-1			
2	Mission Training	VMR-1			

2.2.3 <u>Flying Refresher (R) POI</u>. The refresher shall execute or fly those events annotated with an R. Commanding Officers/OICs will review the qualifications, previous experience, currency, and demonstrated ability of refreshers with a view toward combining required flights.

REFRESHER POI					
WEEKS	COURSE	PERFORMING ACTIVITY			
2	Core Introduction Training	CACT & VMR-1			
4	Core Training	VMR-1			
2	Mission Training	VMR-1			

2.3 PROFICIENCY & CURRENCY

2.3.1 <u>Event Proficiency</u>. Event proficiency is defined as successful completion of the performance standard as determined by the instructor or evaluator. Event completion is predicated upon demonstrated proficiency. Once

completed, it is logged in M-SHARP by entering the appropriate event code. M-SHARP automatically updates the event proficiency date to reflect the completion date.

2.3.2 <u>Skill Proficiency</u>. Proficiency is a measure of achievement of a specific skill. To attain individual skill proficiency, an individual must be simultaneously proficient in all events for that skill. Individuals may be attaining proficiency in some skills while maintaining proficiency in others.

<u>Maintaining Skill Proficiency</u>. Once attained, skill proficiency is maintained by executing those events which have a proficiency period (maintain events). Proficiency periods establish the maximum time between event demonstration. Should proficiency be lost in any maintain event, for a specific skill, that skill proficiency is temporarily lost. Skill proficiency can be re-attained by again demonstrating proficiency in the event(s) that are not proficient. An individual shall complete delinquent events with a proficient instructor, crewman/flight lead as delineated by this manual.

Loss of Individual Skill Proficiency. Should an individual lose proficiency in all maintain events in a skill, the individual will be assigned to the refresher POI for the skill. To regain skill proficiency, the individual must demonstrate proficiency in all R-events for the skill.

Loss of Unit Skill Proficiency. If an entire unit loses proficiency in an event, unit instructors shall regain proficiency by completing the event with an instructor from a like unit. If not feasible, the instructor shall regain proficiency by completing the event with another instructor. If a unit has only one instructor and cannot complete the event with an instructor from another unit, the instructor shall regain proficiency with another aircraft commander or as designated by the CO.

<u>Proficiency Status</u>. Proficiency is a "Yes/No" status by skill assigned to an individual. When an individual attains and maintains core skill proficiency (CSP), mission skill proficiency (MSP), core plus skill proficiency (CPSP), or mission plus skill proficiency (MPSP), the individual may count toward core model minimum requirement or core model training standard.

2.3.3 <u>Currency</u>. Currency is a control measure used to provide an additional margin of safety based on exposure frequency to a particular skill set and applies to all MOSs that must comply with NATOPS and OPNAV requirements. It is a measure of time since the last event demanding that specific skill set. For example, currency determines minimum altitudes in rules of conduct based upon the most recent low altitude fly date. Specific currency requirements for aircrew individual type mission profiles can be found in Chapter 3 of the Aviation T&R Program Manual.

2.4 <u>CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATION (CQD) TABLES</u>. The table below delineates T&R events required to be proficient or waived to attain CQD. Waiving of all required events leading to a CQD is not allowed. Each CQD requires a minimum of one of the following; a T&R event, stage, phase, skill, certification, qualification, or designation to be listed as a required event in the CQD table.

CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (CQD) CREWMEMBER						
DESIGNATIONS						
CQD EVENTS						
T2P	6100,6310					
TAC	6100,6311					
IOE IP	5000,5001,5002,5003,5004,6301	1				
IP	5000,5001,5002,5003,5004,6302					
CRMI/ CRMF	6102					
FCF	6200,6201,6202,6203,6204,6306					
FCF I	6200,6201,6202,6203,6204,6306,6307					
ANI	6100,6303					
NI	6100,6304					
NE	6100,6305					

QUALIFICATIONS					
CQD EVENTS					
Standard Instrument	6101,6308				
Special Instrument	6101,6309				
CRM	6005,6102				
NATOPS 6000,6001,6004,6100					

2.5 <u>SYLLABUS NOTES</u>

2.5.1 Aviators shall have a minimum of 500.0 fixed-wing hours to be assigned to any POI in this T&R.

2.5.2 The guiding document for all pilot training in all phases and stages of flight is Navy publication COMFLELOGSUPPWING INSTRUCTION 3500.9A dated 22 Jan 2019 (Ch-1 from 10 Aug 2017). This document is a training outline standardization manual and contains blank aircrew training forms (ATFs). It is imperative that the pilot undergoing training become familiar with this instruction. As of this manual's publication date, VMR-1 will use Navy ATFs to document training completion.

2.5.3 All events, to include simulators, shall begin with a comprehensive brief with emphasis on administrative procedures, ORM, mission performance standards, and aircrew expectations.

2.5.4 All events shall terminate with a comprehensive debrief with emphasis on aircrew performance utilizing all evaluation techniques available.

2.5.5 An Aviation Training Form / Electronic Aviation Training Form (ATF/EATF) is required for any initial event completed by a basic or refresher pilot, or as recommended by the squadron standardization board. If the Commanding Officer (CO) has waived/deferred a syllabus sortie, the squadron training officer shall place a waiver/deferral letter in section 3 of the APR.

2.5.6 <u>Event Conditions</u>. Refer to the following table for required event conditions.

Code	Environmental Condition					
D	Shall be conducted during day.					
N*	Shall be conducted at night unaided.					
(N*)	May be conducted day or night. If at night, shall be flown unaided.					

2.5.7 <u>Environmental Condition Settings</u>. In addition to every T&R event header requiring an environmental condition, the following elements of a T&R event may have environmental condition settings: N/A C-40A T&R.

2.5.8 Device matrix

	DEVICE				
Symbol	Meaning				
А	Must be conducted in the Aircraft.				
A/S	Aircraft preferred/Simulator acceptable.				
S	Conducted in Simulator.				
S/A	Simulator preferred/Aircraft acceptable.				
G	Ground/academic training.				
GE	Non-Flight event requiring evaluation				

2.5.9 Program of Instruction Matrix

PROGRAM OF INSTRUCTION MATRIX				
Program of Instruction (POI)	Symbol	Description		
Basic	В	Initial MOS/Skill Training		
Refresher	R	DIFDEN to DIFOPS in same T/M/S		
Mittle	M	All individuals who have attained CSP/MSP/CPP by initial POI assignment are re-		
Mamain	IVI	assigned to the M POI to maintain proficiency.		

2.5.10 Event Terms

EVENT TERMS						
TERM	DESCRIPTION					
Di	An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is					
Discuss	responsible for knowledge of procedures.					
	The description and performance of a particular maneuver/event by the instructor, observed by the					
Demonstrate	PUI/student. The PUI/student is responsible for knowledge of the procedures prior to the demonstration					
	of a required maneuver/student.					
	The instructor may demonstrate a procedure or maneuver to a student, or may coach the PUI through the					
Introduce	maneuver without demonstration. The PUI performs the procedures or maneuver with coaching as					
	necessary. The PUI is responsible for knowledge of the procedures.					
D. d	The performance of a maneuver or procedure by the PUI/student that may have been previously					
Practice	introduced in order to attain a specified level of performance.					
Review	Demonstrated proficiency of a maneuver by the PUI/student.					
	Any flight designed to evaluate aircrew standardization that does not fit another category such as					
Evaluate	NATOPS or Instrument check rides.					

2.6 CORE INTRODUCTION PHASE

<u>Purpose</u>. The purpose of this phase is to instruct the C-40A pilot in fundamentals and introduce mission elements. At the completion of this phase the PUI will be a NATOPS qualified T2P as specified in TRK-6310.

General

Core introduction pilot training for the C-40A is conducted by an approved Command Aircraft Crew Training (CACT) facility. The C-40A Syllabus Sponsor (VMR-1) is responsible for contract negotiations and syllabus content/changes. Recommendations for CACT changes shall be submitted to the Syllabus Sponsor.

As of this manual's publication date, two documents outline the C-40A Initial Syllabus and C-40A Recurrent Syllabus. It is the responsibility of VMR-1 and the student undergoing training to ensure that the current CACT syllabus is utilized for training.

The Pilot / Crew Chief Initial syllabus is "CTI/BMA C-40A Initial Syllabus" and has the following document number: N61340-16-R-1175. There is no date on this publication.

The Pilot / Crew Chief Recurrent syllabus is "C-40A Additional Syllabus" and has the following document number: N61340-16-R-1175. There is no date on this publication. Recurrent training is required for all pilots and crew chiefs within 18 months after initial syllabus completion.

All academic requirements for this phase of training are incorporated in the CACT course of instruction.

All events in the Core Introduction Phase shall be evaluated and documented by a civilian instructor. The Syllabus Sponsor shall ensure standardization of civilian contracted instructors.

Event completion is predicated upon demonstrated proficiency. When an individual successfully accomplishes the requirements of an event per the performance standards, the individual should log completion of the event (enter the appropriate T&R code) in M-SHARP. When the event is entered into M-SHARP, the individual's proficiency date for that event is automatically updated to reflect the date the event was completed. When supervising individual events, unit instructors/leaders shall ensure that trainees demonstrate proficiency per T&R standards prior to logging successful event completion. Event performance standards may not be waived or modified.

For event evaluation documentation (ATF), the CACT evaluation sheets shall be used.

	CORE INTRODUCTION PHASE					
STAGE	PARAGRAPH	PAGE NUMBER				
CBT	2.7.1	2-7				
GP	2.7.2	2-7				
ACAD	2.7.3	2-7				
PTT	2.7.4	2-7				
I-SIM	2.7.5	2-8				
R-ACAD	2.7.5	2-9				
R-SIM	2.7.6	2-9				

2.7 CORE INTRODUCTION STAGES

2.7.1 Computer Based Training (CBT)

Purpose. To develop proficiency in aircraft systems and terminology.

<u>General</u>. The CBT stage consists of multiple self-paced training events that are required prior to conducting introductory CACT training. Only one event shall be updated in M-SHARP, CBT-0001. This event shall be logged when all prerequisite CBT events have been completed.

<u>CBT-0001 40.0 * B G</u>

Goal. To introduce the PUI to C-40A systems and international/overwater procedures.

Requirements. Complete the required CBT events.

Instructor. Self-Paced

2.7.2 Ground Period (GP)

<u>Purpose</u>. To introduce the PUI to an overview of the training requirements, simulator preparation, and systems review.

GP-0101 2.0 * B G

Goal. Introduce the preparation required for CACT simulator events and provide an overview of training.

Instructor. IP, ANI, NI, NE

<u>GP-0102</u> 2.0 * B <u>G</u>

Goal. Systems review of the C-40A.

Instructor. IP,ANI,NI,NE

2.7.3 <u>Academics (ACAD)</u>

Purpose. Introduce the PUI to the systems of the C-40A.

General.

The detailed description of the events and requirements conducted at the CACT facility can be found on pages 6-17 of the CTI/BMA C-40A Initial Syllabus document.

Event ACAD-0103 will be logged in M-SHARP when all sections have been completed.

ACAD-0103 25.0 * B G

Goal. Complete CACT Ground School / academic package.

2.7.4 Part Task Trainer (PTT)

Purpose. Introduce the PUI to the cockpit systems of the C-40A.

General

The PTT Stage of instruction can be found on pages 18-38 of CTI/BMA C-40A Initial Syllabus document.

The Evaluation form can be found on pages 39 & 40 of CTI/BMA C-40A Initial Syllabus document.

Event PTT-0104 will be logged in M-SHARP when all six sessions have been completed.

The PTT instruction is subdivided into six sessions detailed below:

Part Task Trainer Session	Brief	Simulator	De-Brief
PTT-1	1.0	2.0	0.5
PTT-2	1.0	2.0	0.5
PTT-3	1.5	4.0	1.0
PTT-4	1.5	4.0	1.0
PTT-5	1.5	4.0	1.0
PTT-6	1.5	4.0	1.0
TOTAL	8.0	20.0	5.0

PTT-0104 33.0 * B G

Goal. Conduct PTT sessions 1-6 per current contract requirements

2.7.5 Initial Simulator (I-SIM)

Purpose. To develop proficiency in the C-40A simulator.

General

The Full Flight Simulator (FFS) training can be found on pages 41-62 of CTI/BMA C-40A Initial Syllabus document.

The Evaluation form can be found on pages 63 & 64 of CTI/BMA C-40A Initial Syllabus document.

I-SIM-1201	4.0	*	В	(N*)	S	1
Goal. Comple	tion of FI	FS-1				
I- SIM-1202	4.0	*	В	(N*)	S	1
Goal. Comple	tion of FI	FS-2				
I-SIM-1203	4.0	*	В	(N*)	S	1
Goal. Comple	tion of FI	FS-3				
I-SIM-1204	4.0	*	В	(N*)	S	1
Goal. Comple	tion of FI	FS-4				
I-SIM-1205	4.0	*	В	(N*)	S	1
Goal. Comple	tion of FI	FS-5				
I-SIM-1206	4.0	*	В	(N*)	S	1
Goal. Comple	tion of FI	FS-6				

I-SIM-1207	4.0	365	В	I	(N*)	S	_1
Goal. Completi	on of FFS	-7 (NAT	OPS Check)				
Instructor. ANI	NI,NE						
I-SIM-1208	4.0	*	В		(N*)	S	1
Goal. Completion	on of FFS	-8 (LOF)	Γ)				
I-SIM-1209	4.0	545	В		(N*)	S	1
Goal. Completi	on of FFS	-9.					
2.7.6 <u>Recurre</u>	ent Acade	mics (R-	ACAD)				
Purpose. To rev	iew CAC	T acaden	nics.				
General.							
The det page 2 of the C-	ailed desc 40A Addi	cription o tional Sy	f the events and re llabus.	equiremen	nts condu	icted at th	ne CACT facility can be found on
Event A	CAD-13	06 will b	e logged in M-SH	ARP whe	en all reci	urrent ac	ademics have been completed.
<u>R-ACAD-1306</u>	8.0	*	В			G	
<u>Goal</u> . Complete requirements.	Recurren	it / Additi	ional CACT Grou	nd Schoo	1 / acadei	nic pack	age per current contract
2.7.6 <u>Recurre</u>	ent Simula	ator (R-S)	<u>IM)</u>				
Purpose. To der	nonstrate	proficien	cy in the C-40A s	imulator.			
General. The Fu document.	ull Flight S	Simulator	r (FFS) training ca	n be four	nd on pag	es 3-15 (of the C-40A Additional Syllabus
R-SIM-1401	4.0	*	В		(N*)	S	1
Goal. Completie	on of FFS	-1					
R-SIM-1402	4.0*		В		(N*)	S	1
Goal. Completion	on of FFS	-2					
R-SIM-1403	4.0365		В	I	(N*)	S	1 (NATOPS Check)
Goal. Completie	on of FFS	-3					
Instructor. ANI,	NI,NE						
R-SIM-1404	4.0	545	В		(N*)	S	1
Goal. Completie	on of FFS	-4					

2.8 CORE PHASE

<u>Purpose</u>. The purpose of this phase is for the T2P to build proficiency in all phases of flight, attain initial transport aircraft commander (TAC) operational experience, and attain the requisite flight time in model to upgrade to a TAC.

General.

Core Pilot training for the C-40A is conducted at the squadron.

The guiding document for all Core Phase flights is COMFLELOGSUPPWING INSTRUCTION 3500.9A dated 22 Jan 2019 (Ch-1 from 10 Aug 2017).

Normal upgrade to TAC requires 1,200.0 hours total pilot time and 250.0 hours in model per COMFLELOGSUPPWINGINST 3500.9A. The Commanding Officer of VMR-1 may waive these requirements based upon an individual's previous military or commercial flight experience.

Event completion is predicated upon demonstrated proficiency. When an individual successfully accomplishes the requirements of an event per the performance standards, the individual should log completion of the event (enter the appropriate T&R code) in M-SHARP. When the event is entered into M-SHARP, the individual's proficiency date for that event is automatically updated to reflect the date the event was completed. When supervising individual events, unit instructors/leaders shall ensure that trainees demonstrate proficiency per T&R standards prior to logging successful event completion. Event performance standards may not be waived or modified.

For event evaluation documentation (ATF), the COMFLELOGSUPPWINGINST 3500.9A evaluation documents shall be used.

	CORE PHASE													
STAGE	PARAGRAPH	PAGE NUMBER												
GP	2.9.1	2-10												
INST	2.9.2	2-11												
T2P IOE	2.9.3	2-11												
TAC IOE	2.9.4	2-11												
TAC E	2.9.5	2-12												

2.9 CORE STAGES

2.9.1 T2P GROUND PERIOD (GP)

Purpose. To Introduce the T2P to the C-40A.

General

Description of the T2P Ground Requirements can be found in Chapter 2 of COMFLELOGSUPPWINGINST 3500.9A.

Supplemental information and evaluation sheets can be found in Appendix A, B, and C of COMFLELOGSUPPWINGINST 3500.9A.

GP-2003	2.0	*	B	<u>G</u>								
Goal. Conduct	a Perform	nance Re	eview.									
Instructor. IP,ANI,NI,NE												
Prerequisite. 12	209											
GP-2004	2.0	*	В	G								
Goal. Conduct	a C-40A	FAM-0.										
Instructor. IP,A	NI,NI,N	E										
Prerequisite. 12	209											
GP-2005	2.0	730	B,R,M	G								
Goal. Preflight	Planning	g FAM										
Instructor. IP,A	NI,NI,N	Е										
Prerequisite. 12	209											

2.9.2 <u>T2P INSTRUMENT (INST)</u>

<u>Purpose</u>. To develop proficiency in instrument proficiency for the T2P.

General

Description of the T2P Instrument Requirements can be found in Chapter 2 of COMFLELOGSUPPWINGINST 3500.9A.

Supplemental information and evaluation sheets can be found in Appendix B of COMFLELOGSUPPWINGINST 3500.9A.

INST-2101 3.0 * B (N*) A 1 C-40A

Goal. Develop instrument proficiency.

Instructor. IP,ANI,NI,NE

Prerequisite. 2005

INST-2102 3.0 730 B,R,M (N*) A 1 C-40A

Goal. Develop instrument proficiency.

Instructor. IP,ANI,NI,NE

Prerequisite. 2101

2.9.3 <u>T2P INITIAL OPERATING EXPERIECE (T2P IOE)</u>

Purpose. To develop proficiency and gain experience for the T2P.

General

Description of the T2P IOE Requirements can be found in Chapter 2 of COMFLELOGSUPPWINGINST 3500.9A.

Supplemental information and evaluation sheets can be found in Appendix B of COMFLELOGSUPPWINGINST 3500.9A.

Event IOE-2202 will not be logged until 25.0 hours have been logged in the aircraft, post Instrument Check Evaluation, and the requisite requirements in Appendix B of COMFLELOGSUPPWINGINST 3500.9A have been satisfied.

T2P IOE-2201 20.0 * B (N*) A 1 C-40A

Goal. Develop proficiency and time in model.

Instructor. IOE IP, IP, ANI, NI, NE

Prerequisite. 6101

T2P IOE-2202 5.0 730 B,R,M (N*) A 1 C-40A

Goal. Develop proficiency and time in model.

Instructor. IOE IP, IP, ANI, NI, NE

Prerequisite. 2201, 25.0 hours supervised by an IOE IP, IP, ANI, NI, NE

2.9.4 TRANSPORT AIRCRAFT COMMANDER (TAC) INITIAL OPERATING EXPERIENCE (TAC IOE)

Purpose. To develop proficiency and gain experience for the TAC.

General

Description of the TAC IOE Requirements can be found in Chapter 3 of COMFLELOGSUPPWINGINST 3500.9A.

Supplemental information and evaluation sheets can be found in Appendix D of COMFLELOGSUPPWINGINST 3500.9A.

Event IOE-2302 will not be logged until 25.0 hours have been logged in the aircraft and the requisite requirements in Appendix D of COMFLELOGSUPPWINGINST 3500.9A have been satisfied.

TAC IOE-2301 20.0 * B (N*) A 1 C-40A

Goal. Develop proficiency and time in model.

Instructor. IOE IP, IP, ANI, NI, NE

Prerequisite. 6310

TAC IOE-2302 5.0 730 B,R,M (N*) A 1 C-40A

Goal. Develop proficiency and time in model.

Instructor. IOE IP, IP, ANI, NI, NE

Prerequisite. 2301, 25 hours supervised by an IOE IP, IP, ANI, NI, NE

2.9.5 TRANSPORT AIRCRAFT COMMANDER EVALUATION (TAC E)

Purpose. To document a Class II route Check.

<u>General</u>

Description of the TAC E Requirements can be found in Chapter 3 of COMFLELOGSUPPWINGINST 3500.9A.

Supplemental information and evaluation sheets can be found in Appendix D of COMFLELOGSUPPWINGINST 3500.9A.

TAC E-2401 6.0 730 B,R,M (N*) A/S 1 C-40A

Goal. Class II Tracker.

Instructor. ANI,NI,NE

Prerequisite. 2302

2.10 MISSION PHASE

	MISSION PHASE	
STAGE	PARAGRAPH	PAGE NUMBER
OAS	2.11.1	2-12
ALS	2.11.2	2-13

2.11 MISSION STAGES

2.11.1 Operational Airlift Support (OAS)

OAS-3100 5.0 365 B,R,M (N*) A 1 C-40A

Goal. Conduct an Operational Airlift Support (OAS) mission.

Requirements

Brief

Mission and crew coordination Flight planning Weather Fuel requirements Weight and balance Aircraft performance factors RON Passenger requirements Scheduling agency coordination

Emergency procedures Ground evacuation Discuss rapid decompression

Flight: Conduct an OAS mission

Performance Standard

Demonstrate satisfactory knowledge of aircraft systems Demonstrate proper operating procedures and knowledge of limitations Demonstrate safe and proficient air work Show the ability to recognize deviation from airline transport pilot (ATP) and/or airmen

certification standards (ACS) and work towards correction. Operate the aircraft according to the C-40A NATOPS Flight Manual (NFM), Instrument Flight

Manual IFM and Federal Aviation Regulations (FARs).

2.11.2 Air Logistics Support (ALS)

ALS-3200	5.0	365	B,R,M	(N*)	Α	1	C-40A
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Goal. Conduct an air logistics support (ALS) mission.

Requirements

Brief

Mission and crew coordination Flight planning Weather Fuel requirements Weight and balance Aircraft performance factors RON Scheduling agency coordination Cargo door operation Cargo certification and handling Special cargo considerations Emergency procedures

Flight: Conduct an ALS mission.

Performance Standard

Demonstrate satisfactory knowledge of aircraft operating procedures and limitations Demonstrate safe and proficient air work and show the ability to recognize deviation from airline transport

pilot (ATP) and/or airmen certification standards (ACS) and work towards correction

Operate the aircraft according to the NFM, IFM and FARs

- 2.12 <u>CORE PLUS PHASE</u>. There is no Core Plus Phase.
- 2.13 <u>CORE PLUS STAGES</u>. There is no Core Plus Stage.
- 2.14 <u>MISSION PLUS PHASE</u>. There is no Mission Plus Phase.

2.15 MISSION PLUS STAGES. There is no Mission Plus Stage.

2.16 INSTRUCTOR TRAINING PHASE

Purpose. The Instructor Phase consists of five events leading to the Instructor Pilot (IP) Designation.

General

Description of the IP Requirements can be found in Chapter 4 of COMFLELOGSUPPWINGINST 3500.9A. Prerequiste requirements are 1,000.0 hours fixed-wing and 200.0 TAC hours.

Supplemental information and evaluation sheets can be found in Appendix F of COMFLELOGSUPPWINGINST 3500.9A.

The Instructor Phase consists of four events leading to NATOPS Instructor and Assistant NATOPS Designations.

Note: Follow-on designations of instructor pilot for initial operating experience (IOE IP), Assistant NATOPS Instructor (ANI), and NATOPS Instructor (NI) are based upon experience in the aircraft, STAN Board recommendations, and the Commanding Officer VMR-1's approval/designation.

		INS	TRUCTOR TRAIN	ING PHASE			
STAGE		PAR	AGRAPH		PA	GE NUMBER	
IP			2.17.1	1		2-14	
2.17 INSTRUCTOR	TRAI	NING STAG	E				
ACAD-5000 2.0	*	В		G			
Goal. IP academics.							
Instructor. ANI,NI,NE							
IP-5001 2.0	*	В	(D)	A	1	C-40A	
Goal. IP FLY 1.							
Instructor. ANI,NI,NE							
IP-5002 2.0	*	В	(D)	А	1	C-40A	
Goal. IP FLY 2.							
Instructor. ANI,NI,NE							
IP-5003 2.0	*	В	(D)	Α	1	<u>C-40A</u>	
Goal. IP FLY 3.							
Instructor. ANI,NI,NE							
IP-5004 2.0	*	В	(D)	А	1	C-40A	
Goal. IP FLY 4.							
Instructor. NI,NE							

2.18 REQUIREMENTS, CERTIFICATIONS, DESIGNATIONS, AND QUALIFICATIONS (RCQD) PHASE

	CORE PHASE												
STAGE	PARAGRAPH	PAGE NUMBER											
ACAD	2.19.1	2-15	1										
RCQD	2.19.2	2-15	1										
FCF	2.19.3	2-16	1										
TRK	2.19.4	2-17	1										

2.19 R

2.19 <u>RCQD STAGES</u>												
2.19.1 Academics (ACAD)												
ACAD-6000 4.0 365 B,R,M I GE NATOPS	Open Book											
<u>Goal</u> . The open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the pilot's knowledge of the appropriate publications and the aircraft.												
Performance Standard. Achieve a minimum score of 3.5 on the open book examination.												
ACAD-6001 2.0 365 B,R,M I GE NATOPS	Closed Book											
<u>Goal</u> . The purpose of the closed book examination is to evaluate the pilot's knowledge of procedures and aircraft limitations.	normal/emergency											
Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.												
Prerequisite. 6000												
ACAD-6002 8.0 365 B.R.M GE Instrumen	t Ground School											
<u>Goal</u> . The instrument ground school shall be an approved Commander Naval Air Forces (approved instrument ground school is not available, this requirement may be waived.	CNAF) syllabus. If an											
Performance Standard. Achieve a minimum grade of qualified for instrument ground scho	001.											
ACAD-6003 2.0 365 B.R.M I GE Instrumen	it Exam											
Goal. Successful completion of the instrument examination.												
Performance Standard. Achieve a minimum passing score on the instrument examination.												
Prerequisite. 6002												
ACAD-6004 2.0 365 B,R,M GE NATOPS	Oral											
<u>Goal</u> . The oral examination shall consist of, but not be limited to the question bank. The is their experience to ask questions of a direct and objective nature to evaluate the pilot's kno normal/emergency procedures, aircraft limitations, and performance.	nstructor may draw upon wledge of											

NAVMC 3500.130

Date

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. 6000,6001

GE ACAD-6005 1.0 365 B,R,M I **CRM BASIC**

Goal. Introduce/refresh multi-piloted crew resource management.

Ι GE ACAD-6006 1.0 30 B,R,M Monthly EP Examination

Goal. Successfully complete the C-40A monthly emergency procedures examination.

Requirement. Pass the monthly emergency procedures examination.

Performance Standard. Achieve a passing score on the monthly emergency procedures examination.

2.19.2 Requirements, Certifications, Qualifications, and Designations (RCQD)

NTPS-6100 4.0 365 B.R.M (N*) E S/A 1 C-40A

Goal. Complete annual NATOPS flight evaluation. Conduct an objective evaluation of the pilot's knowledge of mission planning, normal operating procedures (flight and ground), crew resource management, aircraft systems, performance criteria, emergency procedures, and debriefing. The focus is on normal and emergency procedures. Emphasis shall be placed on the aforementioned items with the addition of local course rules, unit SOP, and administrative flight procedures. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the pilot's efficiency in the execution of normal operating procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation. Note: The annual CRM evaluation flight shall be executed in conjunction with this NATOPS evaluation.

<u>Requirement</u>. Demonstrate comprehensive knowledge and understanding of NATOPS, unit SOP, and local course rules.

<u>Performance Standard</u>. Executes flight and ground operations safely IAW CNAF INST M3710.7, NATOPS and applicable manuals. Complies with unit SOP and local course rules.

Prerequisite. 6000,6001,6004

INST-6101 2.0 365 B.R.M (N*) E S/A 1 C-40A

<u>Goal</u>. Complete standard or special instrument flight evaluation. Following completion of the ground evaluation events, a standard instrument flight evaluation event shall be flown and completed with a grade of "Qualified." Conduct an objective evaluation of the airman's knowledge of flight planning, filing, briefing, conduct of flight under normal operating conditions, emergency procedures, closing out flight plans, and debriefing.

<u>Requirement</u>. Demonstrate comprehensive knowledge and understanding of instrument flight procedures, NATOPS, unit SOP, and local course rules.

<u>Performance Standard</u>. Executes flight and ground operations safely IAW CNAF INST M3710.7, NATOPS, NATOPS Instrument Flight Manual, and training rules.

Prerequisite. 6002,6003

NTPS-6103 0.0 90 B.R.M (N*) E S/A 1 C-40A

Goal. Quarterly NATOPS static aircraft emergency procedures review.

<u>Requirement</u>. This review may be cover selected aircraft emergencies in a static aircraft. This event can be completed in conjunction with a flight. Demonstrate comprehensive knowledge and understanding of NATOPS emergencies.

Performance Standard. Executes the review in accordance with NATOPS.

2.19.3 Functional Check Flight (FCF)

<u>Purpose</u>. The Functional Check Flight stage consists of five events leading to the functional check flight (FCF) Designation.

General

Description of the FCF requirements can be found in Chapter 6 of COMFLELOGSUPPWINGINST 3500.9A.

Supplemental information and evaluation sheets can be found in Appendix G of COMFLELOGSUPPWINGINST 3500.9A.

Note: FCF instructors will be assigned based upon experience in the aircraft, STAN Board recommendations, and the Commanding Officer VMR-1's approval.

ACAD-6200 2.0 * B G

Goal. FCF Closed Book Test. * FCF-6201 2.0 B D A 1 C-40A Goal. FCF Fly 1. ACAD-6202 2.0 * В G Goal. FCF Interviews. ACAD-6203 2.0 * B G Goal. FCF Initial Ground Periods. FCF-6204 2.0 * B D Α 1 C-40A/S Goal. FCF Fly 2. 2.19.4 Tracking Codes (TRK) Purpose. Tracking Codes are utilized to assist in scheduling and to track pilot progression. TRK-6301 0.0 * B Goal. Tracking code for Initial Operator Experience Instructor Pilot (IOE IP). 0.0 * TRK-6302 В Goal. Tracking code for Instructor Pilot (IP). **TRK-6303** 0.0 * B Goal. Tracking code for assistant NATOPS Instructor (ANI). TRK-6304 0.0 * B Goal. Tracking code for NATOPS Instructor (NI). 0.0 * B TRK-6305 Goal. Tracking code for NATOPS Evaluator (NE). 0.0 * B TRK-6306 Goal. Tracking code for functional check flight (FCF). * B TRK-6307 0.0 Goal. Tracking code for functional check flight instructor (FCF I). **TRK-6308** 0.0 * B Goal. Tracking code for standard instrument rating. TRK-6309 0.0 * B Goal. Tracking code for special instrument rating. 0.0 * TRK-6310 B Goal. Tracking code for transport second pilot (T2P).

TRK-6311 0.0 * B

Goal. Tracking code for transport aircraft commander (TAC).

2.20 AVIATION CAREER PROGRESSION MODEL (8000 PHASE)

Purpose

To enhance professional understanding of Marine aviation and the MAGTF and ensure individuals possess the requisite skills to fill battle command and battle staff positions in support of the ACE and the MAGTF in a joint environment. The focus of training in the aviation career progression model (ACPM) is on academic events in the following areas:

Marine Air Command and Control System (MACCS)

Aviation Ground Support

Joint Air Operations

ACE Battle Staff

MAGTF

Seabased Operations

Combatant Commander Organizations

All tactical T/M/S T&R manuals have ACPM training requirements embedded within the progressive training phases, including the flight leadership POI. If not already completed prior to assignment to VMR-1. Refer to NAVMC 3500.14_, Aviation T&R Program Manual, as a primary reference for ACPM training requirements.

General

The ACPM is intended to be an integrated series of academic events contained within each phase of training. Accordingly, ACPM academic events are like any other academic event in that they serve as pre-requisites to selected flight events or stages. Additionally, several ACPM academic events are integrated as prerequisites for flight leadership syllabi.

ACPM academic events, along with their identifying prerequisite association with other training phases/stages/events are listed below.

			VMR-1 C-40A	
STAGE	EVENT NUMBER	CLASS	ACPM DESCRIPTION	PREREQUISITE TO (PHASE/STAGE/EVENT)
АСРМ	8200	(U)	MACCS AGENCIES, FUNCTIONS AND CONTROL OF AIRCRAFT AND MISSILES	
ACPM	8201	(U)	MWCS BRIEF	
ACPM	8202	(U)	ACA AND AIRSPACE	
ACPM	8210	(U)	AVIATION GROUND SUPPORT	
ACPM	8230	(U)	ACE BATTLESTAFF	
ACPM	8231	(U)	BATTLE COMMAND DISPLAY	
ACPM	8240	(U)	SIX FUNCTIONS OF MARINE AVIATION	
АСРМ	8241	(U)	JTAR/ASR INTRODUCTION AND PRACTICAL APPLICATION CLASS	
ACPM	8242	(U)	SITE COMMAND PRIMER	
ACPM	8250	(U)	THEATER AIR GROUND SYSTEM (TAGS)	
ACPM	8300	(U)	AIR DEFENSE	
ACPM	8310	(U)	FORWARD ARMING AND REFUELING POINT (FARP) OPERATIONS	
ACPM	8311	(U)	MARINE CORPS TACTICAL FUEL SYSTEMS	
ACPM	8320	(U)	JOINT STRUCTURE & JOINT AIR OPERATIONS	
АСРМ	8321	(U)	JOINT AIR TASKING CYCLE PHASE 1: STRATEGY DEVELOPMENT	
АСРМ	8322	(U)	JOINT AIR TASKING CYCLE PHASE 2: TARGET DEVELOPMENT	
АСРМ	8323	(U)	JOINT AIR TASKING CYCLE PHASE 3: WEAPONING AND ALLOCATION	
АСРМ	8324	(U)	JOINT AIR TASKING CYCLE PHASE 4: JOINT ATO PRODUCTION	
ACPM	8325	(U)	JOINT AIR TASKING CYCLE PHASE 5:	
АСРМ	8326	(U)	JOINT AIR TASKING CYCLE PHASE 6: COMBAT ASSESSMENT	
АСРМ	8340	(U)	INTEGRATING FIRES AND AIRSPACE WITHIN THE MAGTF	
ACPM	8350	(U)	PHASING CONTROL ASHORE	
ACPM	8351	(U)	TACRON ORGANIZATIONS AND FUNCTIONS	
ACPM	8630	(U)	TACTICAL AIR COMMAND CENTER (TACC)	
ACPM	8660	(U)	JOINT OPS INTRO	
ACPM	8640	(U)	JOINT DATA NETWORK	
ACPM	8641	(U)	MAGTF THEATER	
ACPM	8620	(U)	ESG/CSG INTEGRATION	

BLANK

NAVM

LOT T&R SYLLABUS MATRIX

LEFIX T&R DESCRIPTION MCAD SIM FLIGHT NO NO NO NOTES 3500.9A REF CHAINING NOILION LINEAN HEIGHT H	INSTRUCTOR	EOM MIRROR
LEFIX T&R DESCRIPTION Notes Notes 3500.9A REF NOTES CHAINING LINE LINE LINE H	INSTRUCTOR	EOM MIRROR
CORE INTRODUCTION TRAINING (1000 PHASE)		
1000 PHASE (CODE INTRODUCTION) PRIOD TO CACT TRAINING		
The first (CORE INTRODUCTION) FRICK TO CACT TRAINING		
C-40A COMPUTER BASED TRAINING AT VMR-1 (CBT)		
F VMR-1 CBT 0001 X 40.0 G *		
I-ACAD TOTAL 1 40.0 0 0.0 0 0.0	Later and La	
GROUND PERIOD (GP)		
GROUND PERIOD 1 0101 X 2.0 G * Oview/Sim Prep B-2 & B-3 / B-15 III	P/ANI/NI/NE	
GROUND PERIOD 2 0102 X 2.0 G * - B-2 & B-3 / B-16 - B-20 IF	P/ANI/NI/NE	
I-ACAD TOTAL 2 4.0 0 0.0 0 0.0		
1000 PHASE (CORE INTRODUCTION) INITIAL CACT TRAINING		
INITIAL ACADEMICS (I-ACAD)		
AD ACAD 0103 X 25.0 G * All ACAD Classes	CI	
I-ACAD TOTAL 1 25.0 0 0.0 0 0.0		
PART TASK TRAINER (PTT)		
PTT-1 - PTT-6 0104 X 33.0 G *	CI	
PTT TOTAL 1 33.0 0 0.0 0 0.0		
INITIAL SIMULATOR (I-SIM)		7 7
M FFS-1 1201 X 4.0 (N*) S 1 * 2.5 Brief & Debrief	CI	
M FFS-2 1202 X 4.0 (N*) S 1 * 2.5 Brief & Debrief		++
M FSS-3 1203 X 4.0 (N*) S 1 * 2.5 Brief & Debrief		++
M FSS-4 1204 X 4.0 (N*) S 1 * 2.5 Brief & Debrief		+
M FSS-5 1205 X 4.0 (N*) S 1 * 2.5 Brief & Debrief		++
M FFS-6 1206 X 4.0 (N*) S 1 * 2.5 Brief & Debrief		+ + + + + + + + + + + + + + + + + + + +
M FFS-7 (NATOPS CHECK) 1207 X 4.0 (N*) S 1 365 2.5 Brief & Debrief B-4, B-5, B-6 1	ANI/NI/NE	X 6100
M FFS-8 (LOFT) 1208 X 4.0 (N*) 5 1 * 2.5 Brief & Debrief		+
M [FF3-9 1209 A 4.0 (N*) 5 1 343 2.5 Brief & Debrief	0	
INITIAL TRAINING TOTAL 2 58 (0 9 36 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	

;00.130

											C-404	A PIL	от т	&R	SYLL	ABUS MATRIX							
.EFIX	T&R DESCRIPTION	EVENT	BASIC	REFRESHER s.	MAINTAIN	4 EIME	#	TIME	FLI #	GHT	CONDITION	SEAT	ТҮРЕ	# A/C or SIM	PROFICIENCY	PREREQUISITE	e notes	3500.9A REF NOTES	CHAINING	EVALUATION	INSTRUCTOR	EOM	MIRROR
								1000	PHA	SE (C	ORE	INTR	ODU	CTI	ON) R	ECURRENT CA	CT TRAINING			-			
_										-	REC	URR	ENT	ACA	ADEM	ICS (R-ACAD)							_
CAD	ACAD	1306				8.0)						G		*		All R-ACAD				CI		
	R-ACAD TOTAL				1	8.0) ()	0.0	0	0.0													
					_			-			RE	CUR	REN	r si	MULA	TOR (R-SIM)			-				
IM	FFS-1	1401		X	-	-		4.0			(N*)		S	1	*		2.5 Brief & Debrief			\square	CI		
IM	FFS-2	1402		X		-	-	4.0			(N*)	-	S	1	*		2.5 Brief & Debrief				CI		
IM	FSS-3 (NATOPS Check)	1403		X	x	-	-	4.0	-		(N*)		S	1	365		2.5 Brief & Debrief	E-1 - E-5 / C-3 thru C5	E-1 - E-5	I	ANI/NI/NE	X	6100
IM	FSS-4	1404		X	-		-	4.0			(N*)		S	1	545		2.5 Brief & Debrief		1209		CI		
	R-SIM TOTAL			_		0,0	4	16.0	0	0.0			-	_	-				-				_
100 RE	CURRENT PHASE TOTAL	1.1.1.1.1.1.1.1				8.0	4	16.0	0	0.0	24.0 11	lours o	of Ins	struc	tion								
				_		_					(ORE	TR/	MIND	NG (20	NOO PHASE)							
-		-	-	-	-	_	-		_	-	_	T2P	GRO	UNI) PER	IOD (GP)	1		1			_	
	GROUND PERIOD 3	2003	x			2.0)						G		*	1209	Performance Review	B-2 & B-3 /B-21			IP/ANI/NI/NE		
	GROUND PERIOD 4	2004	x			2.(G		*	1209	C-40A FAM Zero	B-2 & B-3 / B-41			IP/ANI/NI/NE		
	GROUND PERIOD 5	2005	x	x	x	2.(G		730	1209	Preflight Planning FAM	B-2 & B-3 / B-42			IP/ANI/NI/NE		
	GP TOTAL	-			3	6.0) ()	0.0	0	0.0						I and the second	R			1			
-			-		-		-					T2P	INS	TRU	IMEN	T (INST)				-			
Т	INST FLIGHT 1	2101	X		T					3.0	(N*)		A	1	*	2003,2004,2005		B-7 - B-12 / B-43			IP/ANI/NI/NE		
Т	INST FLIGHT 2	2102	X	X	x					3.0	(N*)		A	1	730	2101		B-7 - B-12 / B-43			IP/ANI/NI/NE		
	INST TOTAL				(0.0	0	0.0	2	6.0			-									1	
													T	2P IC	DE (IO	E)							
' IOE	T2P IOE 1	2201	x	Τ						20.0	(N*)		A	1	*	6101		D-7 - D-10 (B-7 /B 13/14)			IOE IP/IP/ANI/NI/NE		
IOE	T2P IOE Completion Flight	2202	X	x	x				1	5.0	(N*)		A	1	730	2201		D-7 - D-10			IOE IP/IP/ANI/NI/NE		
State State	T2P IOE TOTAL					0.4	0	0.0	2	25.0		Tar								1			
			_							-			TA	CI	DE (IC	DE)				-		_	
C IOE	TAC IOE 1	2301	X			1	T			20.0	(N*)		A	1	*	6310					IOE IP/IP/ANI/NI/NE		
CIOE	TAC IOE Completion Flight	2302	X	x	x					5.0	(N*)		A	1	730	6310					IOE IP/IP/ANI/NI/NE		
	TAC IOE TOTAL					0,0	0	0.0	2	25.0										-		-	-
					-		-			-		TAC	EVA	LU	ATIO	N (TAC E)							
2	CLASS II EVALUATION	2401	X	X	X					6.0	(N*)		A/S		730	2302		D-11		TT	ANI/NI/NE		
	TOTAL				(0.0	0 (0.0	1	6.0								S Sylveres					

				-				-	-										-			
-		-	-	-		-	-			C-40	A PII	OTT	r&R	SYLL	ABUS MATRIX				-			
EFIX	T&R DESCRIPTION	EVENT NUMBER	BASIC REFRESHER	MAINTAIN	#	#	TIME	#	GHT	CONDITION	SEAT	TYPE	# A/C or SIM	PROFICIENCY	PREREQUISITE	NOTES	3500.9A REF NOTES	CHAINING	EVALUATION	INSTRUCTOR	EOM	MIRROR
		A LONG			T					M	ISSIC	IN TI	RAIN	ING	3000 PHASE)					Contract of the second		
									(OPER	ATIC	NAL	AIF	LIFT	SUPPORT (OAS							
5	PAX	3100	XX	X					5.0	(N*)		A	1	365	6310	Passenger Flight		3200		IOE IP/IP/ANI/NI/NE		
	TOTAL				0 0.	0	0.0	1	5.0							the state of the second						
										A	IR L	OGIS	TIC	S SUP	PORT (ALS)							
5	CARGO	3200	XX	X					5.0	(N*)		A	1	365	6310	Cargo Flight		3100		IOE IP/IP/ANI/NI/NE		
	TOTAL	-			0 0.	0	0.0	1	5.0													
										CO	RE P	LUST	FRA	INING	(4000 PHASE)				-			
										INST	RUC	TOR	TR/	ININ	G (5000 PHASE)							
											IN	STRU	JCT	OR PI	LOT (IP)							
٨D	GROUND PERIOD 1	5000	X		2.	0						G		*			F-1 - F-9			ANI/NI/NE		
	IP FLY 1	5001	X						2.0	D	RS	A	1	*			F-1 - F-9			ANI/NI/NE	-	
	IP FLY 2	5002	X						2.0	D	OS	A	1	*			F-1 - F-9			ANI/NI/NE		
	IP FLY 3	5003	X						2.0	D		A	1	*			F-1 - F-9			ANI/NI/NE		
	IP FLY 4	5004	X						2.0	D		A	1	*			F-1 - F-9			NI/NE		
	TOTAL				1 2.	0	0.0	4	8.0	-												
				R	EQUIR	EME	NTS, C	ERTI	FICA	TION	S. QI	ALI	FIC/	TION	S, AND DESIGN	ATIONS (RCQD)	(6000 PHASE)					
												ACAI	DEM	ICS (A	ACAD)							
AD	NATOPS OPEN BOOK	6000	XX	X	4.	0						GE		365				6005			X	
AD	NATOPS CLOSED BOOK	6001	X X	X	2.	0						GE		365	6000			6005			X	
٩D	INST GROUND SCHOOL	6002	XX	X	8.	0		3.0				GE		365							X	
AD	INSTRUMENT EXAM	6003	XX	X	2.	0				_		GE		365	6002						X	
٩D	NATOPS ORAL EXAM	6004	XX	X	2.	0						GE		365							X	
M	CRM	6005	XX	X	2.	0	-					GE		365						CRMF / CRMI	X	
٩D	MONTHLY EP EXAM	6006	X X	X	1.	0						GE		30							X	
	ACAD TOTAL				7 21.	0 0	0.0	0	0.0	1									1.0			
											_		R	CQD								_
PS	NATOPS	6100	XX	X			4.0	-		(N*)		S/A		365	6000,6001, 6004			6103,1207	I	ANI/NI/NE	X	
Т	INST EVALUATION	6101	XX	X			3.0		_	(N*)		S/A	-	365	6002, 6003			2102,2301	Ι	ANI/NI/NE	X	
PS	CRM FLIGHT	6102	XX	X			1.0			(N*)		S/A		365	6004				Ι	ANI/NI/NE	X	
PS	QUARTERLY EP	6103	X X	X			1.0			(N*)		S/A		90					I	IOE IP/IP/ANI/NI/NE	X	_
-	RCQD TOTAL	III Sta			0 0.	0 4	9.0	0	0.0										1.5			

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					- 11			1 1 1			C-40	A PI	LOT	Г&R	SYLL	ABUS MATRIX							710
.EFIX	T&R DESCRIPTION	EVENT	3ASIC 104	MAINTAIN	AC #	LIME	\$ #	MI	FL	GHT	NOILION	EAT	TYPE	# A/C or SIM	PROFICIENCY NTERVAL	PREREQUISITE	NOTES	3500.9A REF NOTES	CHAINING	VALUATION	NSTRUCTOR	MO	AIRROR
		A.C.C.			_				-	dd	EU	NOT	ONA		IECK	ELIQUE (ECE)		*		1-2-1		1	-6-
	DOD TODOT	(000	N	-	-	3.0	-	1	-	-	FU.	NC II	UNA		IECK	FLIGHT (FCF)	1	01.01	1	1 1	ID		
AD	FCF TEST	6200	X	-	-	2.0	-		-	-		-	U A/C	-				G-1 - G-0				\vdash	
	FCF FLY I	6201	X	+-		2.0		-	-	2.0		-	A/S	1	-	-		G-1 - G-0		+	IP	\vdash	
AD	INTERVIEWS	6202	X	+		2.0	-	-	-	-		-	G	-	*			G-1 - G-6		+ +	IP IP	\vdash	
AD	INITIAL GROUND PERIODS	6203	X	-		8.0	_	-	-			1.0	G	-	*			G-1 - G-6		-	IP	\vdash	
	FCF FLY 2	6204	X					-	-	2.0	D	LS	A	1	*			G-1 - G-6			IP		
	FCF IOTAL		1999 A.		3	14.0	U	0.0	2	4.0		-			COD					-		_	
				-	-				-	-		- 11	ACK	ING	COD	ES (TRK)	r	"I	1	T T			
<u> </u>	IOE IP	6301	X	+			-	-	-	-		-	-	-	-					+		\vdash	
<	IP	6302	X						-	-		-	-	-	-					+		\vdash	
٢	ASSISTANT NATOPS I (ANI)	6303	X	-		-		-	-	-		-	-	-	-								
<u><</u>	NATOPS INSTRUCTOR (NI)	6304	X				_	-		-	-		-		-								
٢	NTAOPS EVALUATOR (NE	6305	X					-	-	-		-	-	-	_					$ \rightarrow $			
٢	FCF	6306	X							-		-	-	-	-								
<	FCF I	6307	X			-																	
٢	STANDARD INSTRUMENT	6308	X			_									_								
٢	SPECIAL INSTRUMENT	6309	X												-								
<	T2P DESIGNATION	6310	X																				
(TAC DESIGNATION	6311	X																				
	TRK TOTAL			(0	0,0	0	0.0	0	0.0													

C-40A CREW CHIEF

CHAPTER 3

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CHAPTER 3 - C-40A CREW CHIEF SYLLABUS

CREWMEMBER SYLLABUS T&R REQUIREMENTS. This T&R syllabus is based on specific goals 3.0 and performance standards designed to ensure individual proficiency in core, mission and core plus skills. The goal of this chapter is to develop individual and unit warfighting capabilities.

TRAINING PROGRESSION MODEL. Represents the recommended training progression for VMR-1 C-3.1 40A Crew Chiefs. This model represents minimum to maximum time to train and is normally expressed in months.

C-4	OA Time-to-Tr	ain (N	lin t	o Ma	ax)									
	Requirements, Ce 60	rtificatio 00 Phas	ons, D e (AC	esign CAD, I	ations RCQI	s, and D, FC	l Qua F, TI	lificat (K)	ions (RCQ	D)			
	MISSION Training 3000 Phase (OSA, ALS)													
CORE Intro T 1000 Pł (ACAD, PTT, SIM	RAINING hase I, SYS, & GE)													
1 2 3 4 5 6 7	8 9 10 1	1 12	13	14	15	16	17	18	19	20	21	22	23	24

Months to Train (Not to Scale)

PROGRAMS OF INSTRUCTION (POI) 3.2

3.2.1 General. Represents the average POI time-to-train by phase. These tables reflect the average time to train in weeks for selected phases of training. When a crewmember completes a stage of training, that crewmember needs only to maintain proficiency in the (M) coded events for that stage to remain proficient.

3.2.2 Basic (B) POI.	The basic crewmember shall	execute or fly the entire syllabus.
----------------------	----------------------------	-------------------------------------

BASIC POI					
WEEKS	COURSE	PERFORMING ACTIVITY			
1-52	Core Introduction Training	CACT & VMR-1			
28-78	Mission Training	VMR-1			

Refresher (R) POI. The refresher shall execute or fly those events annotated with an R. The VMR-1 Stan 3.2.3 Board and Commanding Officer will review the qualifications, previous experience, currency, and demonstrated ability of refreshers with a view towards combining required flights based upon previous experience.

REFRESHER POI					
WEEKS	COURSE	PERFORMING ACTIVITY			
1-12	Core Introduction Training	CACT & VMR-1			
12-26	Mission Training	VMR-1			

3.3 **PROFICIENCY & CURRENCY**

Event Proficiency. Event proficiency is defined as successful completion of the performance standard as 3.3.1 determined by the instructor or evaluator. Event completion is predicated upon demonstrated proficiency. Once completed, it is logged in M-SHARP by entering the appropriate event code. M-SHARP automatically updates the event proficiency date to reflect the completion date.

Skill Proficiency. Proficiency is a measure of achievement of a specific skill. To attain individual skill 3.3.2 proficiency, an individual must be simultaneously proficient in all events for that skill. Individuals may be attaining proficiency in some skills while maintaining proficiency in others.

Maintaining Skill Proficiency. Once attained, skill proficiency is maintained by executing those events which have a proficiency period (maintain events). Proficiency periods establish the maximum time between event demonstration. Should proficiency be lost in any maintain event for a specific skill, that skill proficiency is temporarily lost. Skill proficiency can be re-attained by again demonstrating proficiency in the event(s) that are not proficient. An individual shall complete delinquent events with a proficient instructor/crewman/flight lead as delineated by this manual.

Loss of Individual Skill Proficiency. Should an individual lose proficiency in all maintain events in a skill, the individual will be assigned to the refresher POI for the skill. To regain skill proficiency, the individual must demonstrate proficiency in all R-events for the skill.

Loss of Unit Skill Proficiency. If an entire unit loses proficiency in an event, unit instructors shall regain proficiency by completing the event with an instructor from a like unit. If not feasible, the instructor shall regain proficiency by completing the event with another instructor. If a unit has only one instructor and cannot complete the event with an instructor from another unit, the instructor shall regain proficiency with another aircraft commander or as designated by the CO.

<u>Proficiency Status</u>. Proficiency is a "Yes/No" status by skill assigned to an individual. When an individual attains and maintains core skill proficiency (CSP), mission skill proficiency (MSP), core plus skill proficiency (CPSP), or mission plus skill proficiency (MPSP), the individual may count towards core model minimum requirements or the core model training standard.

3.3.3 <u>Currency</u>. Currency is a control measure used to provide an additional margin of safety based on exposure frequency to a particular skill set and applies to all MOSs that must comply with NATOPS and OPNAV requirements. It is a measure of time since the last event demanding that specific skill set. For example, currency determines minimum altitudes in rules of conduct based upon the most recent low altitude fly date. Specific currency requirements for aircrew individual type mission profiles can be found in Chapter 3 of the Aviation T&R Program Manual.

3.4 <u>CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATION (CQD) TABLES</u>. The table below delineates T&R events required to be proficient or waived to attain CQD. Waiving of all required events leading to a CQD is not allowed. In addition to event requirements, all stage lectures, briefs, squadron training, prerequisites and other criteria shall be completed prior to completing final events. Qualification and designation letters signed by the Commanding Officer shall be placed in Aircrew Performance Records (APR) and NATOPS jackets. Each CQD requires a minimum of one of the following: a T&R event, stage, phase, skill, certification, qualification, or designation to be listed as a required event in the CQD table.

CERTIFICATIONS, QUALIFICA	TIONS, AND DESIGNATIONS (CQD) CREWMEMBER					
DESIGNATIONS						
CQD	EVENTS					
CC	6100					
CRM F/I	6100					
FCF	6200					
CCQ	6100,5100					
ANI	6100,6303					
NI	6100,6304					
NE	6100,6305					
	QUALIFICATIONS					
CQD	EVENTS					
APU Qualification	6105					
Engine Qualification	6106					
NATOPS Qualification	6000, 6001, 6100					

3.5 <u>SYLLABUS NOTES</u>

3.5.1 The guiding document for all Crew Chief training in all phases and stages of flight is Navy publication CFLSW 01-C40-01 dated June 2016. This document is a training outline standardization manual and contains blank ATFs. It is imperative that the Crew Chief undergoing training become familiar with this instruction. As of this manual's publication date, VMR-1 will use Navy ATFs to document training completion.

3.5.2 All events, to include simulators, shall begin with a comprehensive brief with emphasis on administrative procedures, ORM, mission performance standards and aircrew expectations.

3.5.3 All flights shall terminate with a comprehensive debrief with emphasis on aircrew performance utilizing all evaluation techniques available.
3.5.4 An ATF is required for any initial event completed by a basic or refresher Crew Chief, or as recommended by the squadron standardization board. If the CO has waived/deferred a syllabus sortie, the squadron training officer shall place a waiver/deferral letter in section 3 of the APR.

355	Event Conditions	Refer to the	following	table for require	d event conditions
2.2.~	by Event Conditions	S. Refer to the	5 IOHOWING	lable for require	a event contantions.

Code	Environmental Condition
D	Shall be conducted during day.
N*	Shall be conducted at night unaided.
(N*)	May be conducted day or night. If at night, shall be flown unaided.

3.5.6 Device matrix

DEVICE						
Symbol	Meaning					
А	Must be conducted in the Aircraft.					
A/S	Aircraft preferred/Simulator acceptable.					
S	Conducted in Simulator.					
S/A	Simulator preferred/Aircraft acceptable.					
G	Ground/academic training.					
GE	Non-Flight event requiring evaluation					

3.5.7 Program of Instruction Matrix

PROGRAM OF INSTRUCTION MATRIX				
Program of Instruction (POI)	Symbol	Description		
Basic	В	Initial MOS/Skill Training		
Refresher	R	DIFDEN to DIFOPS in same T/M/S		
Minin	М	All individuals who have attained CSP/MSP/CPP by initial POI assignment are re-		
Mamam		assigned to the M POI to maintain proficiency.		

3.5.8 Event Terms

	EVENT TERMS					
TERM	TERM DESCRIPTION					
Diaman	An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is					
Discuss	responsible for knowledge of procedures.					
	The description and performance of a particular maneuver/event by the instructor, observed by the					
Demonstrate	PUI/student. The PUI/student is responsible for knowledge of the procedures prior to the demonstration					
	of a required maneuver/student.					
	The instructor may demonstrate a procedure or maneuver to a student, or may coach the PUI through the					
Introduce	maneuver without demonstration. The PUI performs the procedures or maneuver with coaching as					
	necessary. The PUI is responsible for knowledge of the procedures.					
Deri	The performance of a maneuver or procedure by the PUI/student that may have been previously					
Practice	introduced in order to attain a specified level of performance.					
Review	Demonstrated proficiency of a maneuver by the PUI/student.					
	Any flight designed to evaluate aircrew standardization that does not fit another category such as					
Evaluate	NATOPS Evaluation.					

3.6 CORE INTRODUCTION PHASE

<u>Purpose</u>. The purpose of this phase is to instruct the C-40A Crew Chiefs in fundamentals and introduce mission elements.

General

Core introduction Crew Chief training for the C-40A is conducted by an approved command aircraft crew training (CACT) facility. The C-40A Syllabus Sponsor (VMR-1) is responsible for contract negotiations and syllabus content/changes. Recommendations for CACT changes shall be submitted to the Syllabus Sponsor.

As of this manual's publication date, two documents outline the C-40A Initial Syllabus and C-40A Recurrent Syllabus. It is the responsibility of VMR-1 and the student undergoing training to ensure that the current CACT syllabus is utilized for training.

The Pilot / Crew Chief Initial syllabus is "CTI/BMA C-40A Initial Syllabus" and has the following document number: N61340-16-R-1175. There is no date on this publication.

The Pilot / Crew Chief Recurrent syllabus is "C-40A Additional Syllabus" and has the following document number: N61340-16-R-1175. There is no date on this publication. Recurrent training is required for all pilots and crew chiefs within 18 months after initial syllabus completion.

All academic requirements for this phase of training are incorporated in the CACT course of instruction.

All events in the Core Introduction phase shall be evaluated and documented by a civilian instructor. The Syllabus Sponsor shall ensure standardization of civilian contracted instructors.

Event completion is predicated upon demonstrated proficiency. When an individual successfully accomplishes the requirements of an event per the performance standards, the individual should log completion of the event (enter the appropriate T&R code) in M-SHARP. When the event is entered into M-SHARP, the individual's proficiency date for that event is automatically updated to reflect the date the event was completed. When supervising individual events, unit instructors/leaders shall ensure that trainees demonstrate proficiency per T&R standards prior to logging successful event completion. Event performance standards may not be waived or modified.

CORE INTRODUCTION PHASE						
STAGE	PARAGRAPH	PAGE NUMBER				
CBT	3.7.1	3-6				
ACAD	3.7.2	3-7				
PTT	3.7.3	3-7				
I-SIM	3.7.4	3-7				
R-ACAD	3.7.6	3-8				
R-SIM	3.7.7	3-8				
FAM	3.7.8	3-9				
SYS	3.7.9	3-9				
PC	3.7.10	3-12				

For event evaluation documentation (ATF), the CACT evaluation sheets shall be used.

3.7 CORE INTRODUCTION STAGES

3.7.1 Computer Based Training (CBT)

Purpose. To develop proficiency in aircraft systems and terminology.

<u>General</u>. The CBT stage consists of multiple self-paced training events that are required prior to conducting introductory CACT training. Only one event shall be updated in M-SHARP, CBT-0001. This event shall be logged when all prerequisite CBT events have been completed.

<u>CBT-0001 40.0 * B G</u>

Goal. To introduce the CCUI to the C-40A aircraft training syllabus for the formation phase.

Requirements. Complete the required CBT events.

Instructor. Self-Paced

3.7.2 Initial Academics (I-ACAD)

Purpose. Introduce the CCUI to the systems of the C-40A.

<u>General</u>. The detailed description of the events and requirements conducted at the CACT facility can be found at the CTI/BMA C-40A Initial Syllabus document.

I-ACAD-0103 25.0 * B G

Goal. Complete Contract System Training requirements.

3.7.3 Part Task Trainer (PTT)

Purpose. Introduce the CCUI to the cockpit systems of the C-40A.

<u>General.</u> The PTT Stage of instruction can be found on pages 18-38 of CTI/BMA C-40A Initial Syllabus document. The Evaluation form can be found on pages 39 & 40 of CTI/BMA C-40A Initial Syllabus document. Event PTT-0104 will be logged in M-SHARP when all six sessions have been completed. The PTT instruction is broken down into six sessions detailed below:

PTT-0104 30.0 * B G

Goal. Conduct PTT sessions 1-6.

3.7.4 Initial Simulator (I-SIM)

Purpose. To develop proficiency in the C-40A simulator.

<u>General</u>. The Full Flight Simulator (FSS) training can be found on pages 41-62 of CTI/BMA C-40A Initial Syllabus document. The Evaluation form can be found on pages 63 & 64 of CTI/BMA C-40A Initial Syllabus document.

I-SIM-1201	4.0	*	В	(N*)	I	S	1
Goal. Complet	tion of FI	FS-1					
I-SIM-1202	4.0	*	В	(N*)	Ι	S	1
Goal. Complet	tion of Fl	FS-2					
I-SIM-1203	4.0	*	В	(N*)	I	S	1
Goal. Complet	tion of Fl	FS-3					
I-SIM-1204	4.0	*	В	(N*)	I	S	1
Goal. Complet	tion of Fl	FS-4					
I-SIM-1205	4.0	*	В	(N*)	I	S	1
Goal. Complet	tion of Fl	FS-5					
I-SIM-1206	4.0	*	В	(N*)	I	S	1

Goal. Completion of FFS-6

I-SIM-1207 4.0 * B (N*) Ι S 1 Goal. Completion of FFS-7 I-SIM-1208 4.0 * В (N*) Ĩ S 1 Goal. Completion of FFS-8 (LOFT) I-SIM-1209 4.0 545 **B**, **R**, **M** (N*) Ι S 1 Goal. Completion of FFS-9 3.7.5 Recurrent Academics (R-ACAD) Purpose. To review CACT academics. General. The detailed description of the events and requirements conducted at the CACT facility can be found on page 2 of the C-40A Additional Syllabus. Event ACAD-1306 will be logged in M-SHARP when all recurrent academics have been completed. * R-ACAD-1306 8.0 B.R G Goal. Complete Recurrent / Additional CACT Ground School / Academic package 3.7.6 Recurrent Simulator (R-SIM) Purpose. To demonstrate proficiency in the C-40A simulator. General. The Full Flight Simulator (FSS) training can be found on pages 3-15 of the C-40A Additional Syllabus document. * **R-SIM-1401** 4.0 B, R (N*) I S 1 Goal. Completion of FFS-1 R- SIM-1402 4.0 * B, R (N^*) Ι S 1 Goal. Completion of FFS-2 **R-SIM-1403** 4.0 * (N*) B, R I S 1 Goal. Completion of FFS-3 R-SIM-1404 4.0 B, R, M (N*) 545 Ι S 1 Goal. Completion of FFS-4 3.7.7 Academics (ACAD)

<u>Purpose</u>. Introduce the CCUI to the basic knowledge and principles needed to understand the equipment and duties of a C-40A Crew Chief.

<u>General</u>. The detailed description of the events and requirements can be found in the CFLSW 01-C40-0 Crew Chief Personnel Qualification Standard (PQS) document.

ACAD-1501 2.0 * B, R G

Goal. Complete Safety/Admin Fundamentals.

Performance Standard. CC PQS pages 10-11.

Instructor. Crew Chief Qualifier (CCQ), ANI, NI, NE

ACAD-1502 2.0 * B, R G							
Goal. Complete Aircraft Characteristics							
Performance Standard. CC PQS page 12.							
Instructor. CCQ, ANI, NI, NE							
ACAD-1503 2.0 * B, R G							
Goal. Complete RON/Servicing requirements							
Performance Standard. CC PQS page 13.							
Instructor. CCQ, ANI, NI, NE							
ACAD-1504 2.0 * B, R G							
Goal. Complete Plane Captain Fundamentals							
Performance Standard. CC PQS pages 14-16.							
Instructor. CCQ, ANI, NI, NE							
ACAD-1505 2.0 * B, R G							
Goal. Complete Passenger and Cargo							
Performance Standard. CC PQS pages 17-18.							
Instructor. LMQ, LMANI, LMNE							
3.7.8 FAMILIARIZATION							
Purpose. Introduce the CCUI to emergency equipment and normal in-flight duties.							
General. Description of the System Requirements can be found in Navy publication CFLSW 01-C40-01 dated June 2016.							
FAM-1601 2.0 * B, R G							
Goal. Demonstrate basic knowledge of the emergency equipment on the C-40 aircraft.							
Performance Standard. CC PQS pages 21-22.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. None							
FAM-1602 2.0 * B, R A (N*) 1							
Goal. Execute flight evolution 1.							
Performance Standard. CC PQS page 23.							
Instructor. ANI, NI, NE							
Prerequisite. 1501, 1601, 6005, Emergency Egress, CC Phase 1							
3.7.9 <u>SYSTEMS</u>							
Purpose. To provide an opportunity for the CCUI to demonstrate the required system knowledge of the C-40A.							
<u>General</u> . Description of the System Requirements can be found in Navy publication CFLSW 01-C40-01 (CC PQS) dated June 2016.							

<u>Admin Notes</u>. Normal and servicing procedures performed or discussed during this stage shall be documented and signed off in the corresponding section of the CC PQS.

<u>SYS-1701 2.0 * B.R G</u>							
Goal. Demonstrate a thorough understanding of the C-40A power plant system.							
Performance Standard. CC PQS pages 24-28.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. 1602							
<u>SYS-1702 2.0 * B, R (N*) A</u>	<u>1 C-40A</u>						
Goal. Execute Flight Evolution 2.							
Performance Standard. CC PQS page 29.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. 1701							
<u>SYS-1703 2.0 * B, R G</u>							
Goal. Demonstrate a thorough understanding of the C-40A auxiliary p	ower unit system.						
Performance Standard. CC PQS pages 30-32.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. 1702							
<u>SYS-1704 2.0 * B, R (N*) A</u>	<u>1 C-40A</u>						
Goal. Execute Flight Evolution 3.							
Performance Standard. CC PQS page 33.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. 1701,1702,1703							
<u>SYS-1705 2.0 * B.R G</u>							
Goal. Demonstrate a thorough understanding of the C-40A fire detect	ion/protection system.						
Performance Standard. CC PQS pages 34-36.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. 1704							
<u>SYS-1706 2.0 * B, R (N*) A</u>	1 C-40A						
Goal. Execute Flight Evolution 4.							
Performance Standard. CC PQS page 37.							
Instructor. CCQ, ANI, NI, NE							
Prerequisite. 1705							
SYS-1707 2.0 * B.R G							
Goal. Demonstrate a thorough understanding of the C-40A fuel system.							
Performance Standard. CC PQS pages 38-41.							

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1706 * 2.0 B, R G SYS-1708 Goal. Demonstrate a thorough understanding of the C-40A electrical system. Performance Standard. CC PQS pages 42-44. Instructor. CCQ, ANI, NI, NE Prerequisite. 1706 SYS-1709 2.0 * B.R (N*) 1 C-40A A Goal. Execute Flight Evolution 5. Performance Standard. CC PQS page 45. Instructor. CCQ, ANI, NI, NE Prerequisite. 1707,1708 2.0 * G SYS-1710 B.R Goal. Demonstrate a thorough understanding of the C-40A hydraulic systems. Performance Standard. CC PQS pages 46-48. Instructor. CCQ, ANI, NI, NE Prerequisite. 1709 SYS-1711 2.0 * B, R G Goal. Demonstrate a thorough understanding of the C-40A landing gear/brake systems. Performance Standard. CC PQS pages 49-52. Instructor. CCQ, ANI, NI, NE Prerequisite. 1709 2.0 * B, R G SYS-1712 Goal. Demonstrate a thorough understanding of the C-40A flight controls system. Performance Standard. CC PQS pages 53-56. Instructor. CCQ, ANI, NI, NE Prerequisite. 1709 * SYS-1713 2.0 B, R (N*) C-40A 1 A Goal. Execute Flight Evolution 6. Performance Standard. CC PQS page 57. Instructor. CCQ, ANI, NI, NE Prerequisite. 1710,1711,1712 * G 2.0 B.R SYS-1714

<u>Goal</u>. Demonstrate a thorough understanding of the C-40A air and anti-ice/rain systems. Performance Standard. CC PQS pages 58-61.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 7013

SYS-1715 2.0 * B, R G

Goal. Demonstrate a thorough understanding of the C-40A warning and display systems.

Performance Standard. CC PQS pages 62-64.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1713

SYS-1716 2.0 * B, R G

Goal. Demonstrate a thorough understanding of the C-40A communication system.

Performance Standard. CC PQS pages 65-67.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1713

SYS-1717 2.0 * B, R G

Goal. Demonstrate a thorough understanding of the C-40A navigation and auto flight systems.

Performance Standard. CC PQS pages 68-70.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1713

SYS-1718 2.0 * B, R G

<u>Goal</u>. Demonstrate a thorough understanding of the C-40A miscellaneous systems. Performance Standard. CC PQS pages 71-75.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1713

SYS-1719 2.0 * B, R (N*) A 1 C-40A

Goal. Execute Flight Evolution 7.

Performance Standard. CC PQS page 76.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1714-1718

SYS-1720 2.0 * B, R (N*) A 1 C-40A

Goal. Recommend the CCUI for a CC NATOPS evaluation.

Performance Standard. CC PQS page 77.

Instructor. CCQ, ANI, NI, NE

Prerequisite. 1709,1713,1719

3.7.10 PLANE CAPTAIN

<u>Purpose</u>. To develop proficiency and gain experience of normal flight and servicing procedures of the C-40 aircraft. <u>General</u>. Description of the requirements can be found in Navy publication CFLSW 01-C40-01 dated June 2016. <u>Admin Note</u>. PC-2104 prerequisites should be completed prior to starting the event but shall be completed prior to logging the even in M-SHARP.

PC-1800 5.0 * B.R (N*) GE 1(Static) C-40A Goal. Demonstrate required knowledge to execute a daily and turnaround inspection on the C-40 aircraft. Performance Standard. CC PQS page 81. Instructor. ANI, NI, NE Prerequisite. None. PC-1801 5.0 * B.R (N*) GE 1(Static) C-40A Goal. Demonstrate required knowledge to execute a tire and wheel inspection on the C-40 aircraft. Performance Standard. COMNAVAIRFORINST 4790.2, CC PQS page 84 Instructor. CCQ, ANI, NI, NE Prerequisite. None. * PC-1802 5.0 B.R (N*) GE 1(Static) C-40A Goal. Demonstrate required knowledge to execute proper use of ground support equipment (GSE) on the C-40 aircraft. Performance Standard. COMNAVAIRFORINST 4790.2, CC PQS page 84 Instructor. CCQ, ANI, NI, NE Prerequisite. None. (N*) PC-1803 10.0 * B, R GE 1(Static) C-40A Goal. Demonstrate required knowledge of normal procedures on the C-40 aircraft. Performance Standard. CC PQS pages 80-83. Instructor. CCQ, ANI, NI, NE Prerequisite. None. PC-2104 5.0 * B.R (N*) GE 1(Static) C-40A Goal. Demonstrate required knowledge to execute proper servicing procedures on the C-40 aircraft. Performance Standard. CC PQS pages 84-85. Instructor. CCQ, ANI, NI, NE Prerequisite. 1503,1707,1710,1718,1801,1802 3.8 CORE PHASE. There is no CORE Phase in this Chapter 3.9 CORE STAGES. There are no CORE Stages in this Chapter 3.10 MISSION PHASE ICOLONI DILLO

MISSION PHASE					
STAGE	PARAGRAPH	PAGE NUMBER			
OAS	3.11.1	3-14			
ALS	3.11.2	3-14			

3.11 MISSION STAGES

3.11.1 Operational Airlift Support (OAS)

OAS-3100	5.0	365	B, R, M	(N*)	A 1	C-40A
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Goal. Conduct an Operational Airlift Support (OAS) mission.

Requirements

Brief:

- Mission and crew coordination Flight planning Weather Fuel requirements Weight and balance Aircraft performance factors RON Passenger requirements Scheduling agency coordination <u>Emergency procedures</u>: Discuss rapid decompression Door open annunciation emergency procedures in flight
- Flight: Conduct an OAS mission

Performance Standard

Demonstrate satisfactory knowledge of aircraft systems Operating procedures and limitations

Instructor. CCQ, ANI, NI, NE

3.11.2 Air Logistics Support (ALS)

ALS-3200	5.0	365	B. R. M	(N*)	A 1	C-40A
	0.0	000				- · · · · · ·

Goal. Conduct an Air Logistics Support (ALS) mission.

Requirements

Brief:

Mission and crew coordination Flight planning Weather Fuel requirements Weight and balance Aircraft performance factors RON Scheduling agency coordination Cargo certification and handling Special cargo considerations Emergency procedures Cargo door operation

Flight: Conduct an ALS mission.

<u>Performance Standard</u>. Demonstrate satisfactory knowledge of aircraft operating procedures and limitations <u>Instructor</u>. CCQ, ANI, NI, NE

3.12 <u>CORE PLUS PHASE</u>. There is no CORE Plus Phase.

3.13 CORE PLUS STAGES. There are no CORE Plus Stages.

3.14 MISSION PLUS PHASE. There is no Mission Plus Phase.

3.15 MISSION PLUS STAGES. There are no Mission Plus Stages.

3.16 INSTRUCTOR PHASE

	INSTRUCTOR PHASE											
STAGE	PARAGRAPH	PAGE NUMBER										
CCQ	3.16.1	3-15										

3.16 INSTRUCTOR STAGES

Purpose. The purpose of this stage is to train and designate Crew Chief Qualifiers.

Admin Notes

(1) APRB recommendation is required prior to commencing this stage.

(2) Follow-on designations of Assistant NATOPS Instructor (ANI) and NATOPS Instructor (NI) are based upon experience in the aircraft, APRB recommendations, and the Commanding Officer VMR-1's approval.

3.16.1 Crew Chief Qualifier (CCQ)

CCQ-5100 1.0 * B, R GE

Goal. To become a crew chief qualifier in the C-40 aircraft.

Requirements

Discuss

Instructor preparation
Briefing trainee
Instructing trainee
Debriefing trainee
Completion of EATF
Instructor qualities
Appearance
Motivation and attitude
Voice, tone, and inflection
Grammar, vocabulary, and speech habits
Movements, gestures, and eye contact
Ability to establish instructor and trainee rapport
Encouraging trainee participation
Ability to answer trainee questions
Subject matter knowledge (publications and experience)
NATOPS adherence
Avoids non-standard terminology
Uses examples and analogies to enforce learning
Situational awareness

Performance Standard. See CC PQS

Instructor. ANI, NI, NE

Prerequisite. 6100

3.16 REQUIREMENTS, CERTIFICATIONS, DESIGNATIONS, AND QUALIFICATIONS (RCQD) PHASE

	CORE PHASE	
STAGE	PARAGRAPH	PAGE NUMBER
ACAD	3.17.1	3-16
RCQD	3.17.2	3-17
FCF	3.17.3	3-18
TRK	3.17.4	3-18

3.17 RCQD STAGES

3.17.1 Academics (ACAD)

ACAD-6000	4.0	365	B, R, M	GE	NATOPS Open Boo
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<u>Goal</u>. The open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the Crew Chief's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

ACAD-6001	2.0	365	B. R. M	GE NATOPS Closed Book
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<u>Goal</u>. The purpose of the closed book examination is to evaluate the Crew Chief's knowledge of normal/emergency procedures and aircraft limitations.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

Prerequisite. 6000

ACAD-6005 4.0 365	B, R, M	GE	CRM Class
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Goal. Conduct an annual class on crew resource management in the C-40 aircraft.

ACAD-6006	1.0	30	B, R, M	GE	MONTHLY EP
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Goal. Conduct a monthly exam on emergency procedures in the C-40 aircraft.

3.17.2 Requirements, Certifications, Qualifications, and Designations (RCQD)

Admin Notes. C-40A Maintenance Standards Course completion is required prior to NTPS-6100.

NTPS-6100	4.0	365	B, R, M	(N*)	Ι	A/S	1	C-40A
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<u>Goal</u>. Complete annual NATOPS flight evaluation. Conduct an objective evaluation of the Crew Chief's knowledge of mission planning, normal operating procedures (flight and ground), crew resource management, aircraft systems, performance criteria, emergency procedures, and debriefing. The focus is on normal and emergency procedures. Emphasis shall be placed on the aforementioned items with the addition of unit SOP, and administrative procedures. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the crew chief's efficiency in the execution of normal operating procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation.

Note: The annual CRM evaluation shall be completed in conjunction with this evaluation.

Requirement. Demonstrate comprehensive knowledge and understanding of NATOPS and unit SOP.

<u>Performance Standard</u>. Executes flight and ground operations safely IAW CNAF INST M3710.7, NATOPS and applicable manuals. Complies with unit SOP.

Prerequisite. 2020, PC Stage, 6000, 6001, 6105, 6106, 6200

Instructor. ANI, NI, NE

NTPS-6103 1.0 90 B, R, M (N*) I A/S 1 C-40A

Goal. Review emergency procedures in the C-40 aircraft.

Requirement. Perform emergency procedure in the C-40 aircraft to meet the quarterly EP requirement.

<u>Performance Standard</u>. Demonstrate knowledge of all aspects of the C-40 with respect to duties performed as CC. <u>Instructor</u>. ANI, NI, NE

PC-6104 2.0 180 B. R. M GE A (Static)	1	C-40A
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Goal. Become a C-40A plane captain.

Requirement. Perform plane captain duties and receive evaluation per applicable directives.

<u>Performance Standard</u>. Demonstrate knowledge of all aspects of plane captain procedures for the C-40 with respect to duties performed as CC.

Instructor. ANI, NI, NE

APU-6105 2.0 365 B, R, M GE A (Static) 1 C-40A

Goal. Become qualified on the APU for the C-40.

<u>Requirement</u>. Perform initial/annual APU qualification requirement and receive evaluation per applicable directives.

<u>Performance Standard</u>. Demonstrate knowledge of all aspects of the APU for the C-40 with respect to duties performed as CC. CC PQS pages 87-91

Instructor. ANI, NI, NE

Prerequisite. 2003, 2005

ENG-6106	4.0	365	B, R, M	GE	A (Static)	1	C-40A
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Goal. Become engine turn qualified on the C-40A.

<u>Requirement</u>. Perform initial/annual Engine turn qualification requirement and receive evaluation per applicable directives.

<u>Performance Standard</u>. Demonstrate knowledge of all aspects of the Engine turn procedure for the C-40 with respect to duties performed as CC. CC PQS pages 93-98

Instructor. ANI, NI, NE

Prerequisite. 1501,1502, 2001, 6105

3.17.3 Functional Check Flight (FCF)

Purpose. The purpose of this stage is to attain proficiency in FCFs.

FCF-6200 2.0 * B, R GE

Goal. Attain proficiency in FCFs.

Performance Standard. CC PQS pages 100-102

Instructor. CCQ, ANI, NI, NE

Prerequisite. 6106

2.17.4 Tracking Codes (TRK)

Purpose. Tracking Codes are utilized to assist in scheduling and to track crew chief progression.

TRK-6303 0.0 * B

Goal. Tracking code for assistant NATOPS instructor (ANI).

TRK-6304 0.0 * B

Goal. Tracking code for NATOPS Instructor (NI).

TRK-6305 0.0 * B

Goal. Tracking code for NATOPS evaluator (NE).

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INTRODUCTION TO SYSTEMS (SYS) WERE PLANT 1701 X X 2.0 G * 1602 CCQ_, IGHT EVOLUTION 2 1702 X X 2.0 G * 1701 CCQ_, IGHT EVOLUTION 2 1703 X 2.0 G * 1701 CCQ_, IGHT EVOLUTION 3 1704 X 2.0 G * 1701,1702,1703 CCQ_, IGHT EVOLUTION 3 1704 X 2.0 G * 1701,1702,1703 CCQ_, IGHT EVOLUTION 4 1706 X 2.0 G * 1704 CCQ_, IGHT EVOLUTION 4 1706 X 2.0 G * 1706 CCQ_, IGHT EVOLUTION 5 1709 X 2.0 G * 1707,1708 CCQ_, IGHT EVOLUTION 5 1709 X 2.0 G * 1709,1708 CCQ_, IGHT EVOLUTION 5 1709 X 2.0 G <td>FAM TOTAL</td> <td>The second</td> <td>P</td> <td>-</td> <td></td> <td>1</td> <td>2.0</td> <td>0</td> <td>0.0</td> <td>1</td> <td>2.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	FAM TOTAL	The second	P	-		1	2.0	0	0.0	1	2.0										
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AVIGATION AND ACTOFILIGHT 1/1/X X 2.0 G ************************************	JIMMUNICATIONS	1/10	A V		+		2.0						G	-	*	1712			+ +	CCQ,	
INCELLANEOUS 1/18 X Z.0 G * 1/15 CCQ, IGHT EVOLUTION 7 1719 X X 2.0 (N*) A * 1714-1718 CCQ, CRECOMMENDATION FLIGHT 1720 X X 2.0 (N*) A * 1709,1713,1719 CCQ,	AVIGATION AND AUTO FLIGHT	1/17	X	X	+	-	2.0		-	-			6		*	1/13				Q_,	
C RECOMMENDATION FLIGHT 1720 X X 2.0 (N*) A * 1/14-1/18 CCQ,4 C RECOMMENDATION FLIGHT 1720 X X 2.0 (N*) A * 1709,1713,1719 CCQ,4	ISCELLANEOUS	1/18	X	X	┢┼		2.0			-	2.0	(114)	0	-	*	1717 1719				000,	
COMMENDATION FLIGHT 1720 A A 230 (N*) A * 1709,1715,1719 CCQ, CVC TOTAL 13 26 0 0 00 7 140 140 * 1709,1715,1719 CCQ,	TRECOMMENDATION FLICHT	1719			$\left \right $	-				-	2.0	(N*)	A		*	1700 1712 1710				CCQ,	
		11/20	IX		Ч	12	76.0		0.0	7	14.0	(14+)	A	-		1/03,1/13,1/19				LLQ,	

	1	-211						C-40	A CR	REW CH	IIEF T&	RSYL	LABUS	S MAT	RIX				
		AT	TAIN DI's		A	CAD	5	SIM	FL	IGHT				K			And the second sec	7	
T&R DESCRIPTION	EVENT NUMBER	BASIC	REFRESHER	MAINTAIN	#	TIME	#	TIME	#	TIME	CONDITION	ТҮРЕ	# AIRCRAFT or SIM	PROFICIENC' INTERVAL	PREREQUISITE	NOTES	CHAINING	EVALUATIO	INST
										PLA	NE CA	PTAIN	(PC)						
AILY AND TURNAROUND	1800	X	X			5.0						GE		*			1	TT	AN
RE AND WHEEL	1801	X	X	X		5.0						GE		*					CCQ,
SE	1802	X	X	X	-	5.0						GE		*		OPNAV 4790/102			CCQ,
DRMAL PROCEDURES	1803	X	X			10.0			1			GE		*					CCQ,
RVICING PROCEDURES	1804	X	X			5.0						GE		*	1503,1707,1710, 1718,1801,1802				CCQ,
TOTAL			-		5	30.0	0	0.0	0	0.0		_							
			-	-	_				MI	SSION	TRAIN	NG (30	00 PH/	(SE)					
		-		_		_		_			0/	AS	-				1	-	
X	3100	X	X	X		_				5.0	(N*)	A	1	365		Passenger Flight	3200		CCQ,
TOTAL	San No. 11			-	()	0.0	0	0.0	1	5.0			-						
200	10000	Tw		1.11	-						A	LS		0.00			0100	1 1	0.00
TOTAL	3200	IX	X	X	0			0.0	1	5.0	(N*)	A	1	365		Cargo Flight	3100		CCQ,
IUIAL		-	-	-	01	0,0	U	0.0	COD	5.0		CONCESSION OF	1000 01	ARES				-	
		-			_		-	-	CUR	P PLU	DIDA	NING (-	2000 PT	TARE)					_
	and the second second			_					CI	EW CI	HEF OI	LALIE	FR (C	COL				_	
EW CHIEF OUAL IFIER	5100	Ix	X			1.0				Enci		GE		*	6100		1	TT	AN
IUT TOTAL	5100	14	1	-	1	1.0	0	0.0	0	0.0		GE						-	7 11 1
ior round			-	_		114		010	<u> </u>	AC	ADEMI	CS (AC	(AD)						
TOPS OPEN BOOK	6000	X	X	IX		4.0				1		GE		365					
ATOPS CLOSED BOOK	6001	x	X	x		1.5						GE		365	6000		6006		
RM CLASS	6005	x	x	x		4.0						GE		365					
ONTHLY EP EXAM	6006	x	x	x		1.0						GE		30					
ACAD TOTAL	-		1		4	10.5	0	0.0	0	0.0	0						A State of the second		
											RC	QD							
ATOPS CHECK	6100	x	x	x				-		4.0	(N*)	A/S		365	1720,1800-1804,6000, 6001, 6105,6106,6200	MX STANDARD COURSE REQUIRED FOR INITIAL	6104,6105,6106	I	AN
JARTERLY EP	6103	X	X	X						1.0		A/S		90				I	AN
ANE CAPTAIN QUAL/PERIODIC	6104	x	x	x		2.0						GE		180	6100	CSEC 5700 (PERIODIC)			AN
PU QUALIFICATION	6105	X	X	X		2.0						GE		365	1703,1705	OPNAV 4790/192			AN
IGINE QUALIFICATION	6106	X	X	X		4.0						GE		365	1501,1502,2001, 6105	OPNAV 4790/192			AN
RCOD TOTAL					3	8.0	0	0.0	4	5.0									

			C-40	A CRI	EW CH	IEF T&	RSYL	LABU	S MATH	RIX				
	ATTAIN POI's	ACAD	SIM	FLI	GHT				Х				z	
T&R DESCRIPTION	EVENT NUMBER BASIC REFRESHER MAINTAIN	# TIME	# TIME	#	TIME	CONDITION	TYPE	# AIRCRAFT or SIM	PROFICIENC INTERVAL	PREREQUISITE	NOTES	CHAINING	EVALUATIO	INST
				FUNC	TION	AL CHE	CK FL	IGHT	(FCF)					
CF	6200 X X	2.0			1		GE		*	6105,6106		-		CCQ,
FCF TOTAL		1 2.0	0 0.0	0	0.0					the second se				
					TRAC	KING C	CODES	(TRK)						
SSISTANT NATOPS I (ANI)	6303 X													
ATOPS INSTRUCTOR (NI)	6304 X													
ATOPS EVALUATOR (NE)	6305 X													
TRK TOTAL		0.0	0 0.0	0	0.0									

C-40A LOADMASTER

CHAPTER 4

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CHAPTER 4 – C-40A LOADMASTER SYLLABUS

4.0 <u>CREWMEMBER SYLLABUS T&R REQUIREMENTS</u>. This T&R syllabus is based on specific goals and performance standards designed to ensure individual proficiency in core, mission and core plus skills. The goal of this chapter is to develop individual and unit warfighting capabilities.

4.1 <u>TRAINING PROGRESSION MODEL</u>. Represents the recommended training progression for VMR-1 C-40A Loadmaster. This model represents minimum to maximum time-to-train and is normally expressed in months.



4.2 PROGRAMS OF INSTRUCTION (POI)

4.2.1 <u>General</u>. Represents the average POI time-to-train by phase. These tables reflect the average time-to-train in weeks for selected phases of training.

4.2.2 Basic (B) POI. The basic crewmember shall execute or fly the entire syllabus.

	BASIC POI								
WEEKS	COURSE	PERFORMING ACTIVITY							
85	Core Introduction Training	VMR-1							
2	Mission Training	VMR-1							

4.2.3 <u>Flying Refresher (R) POI</u>. The refresher shall execute or fly those events annotated with an R. Commanding Officers/OICs will review the qualifications, previous experience, currency, and demonstrated ability of refreshers with a view towards combining required flights.

REFRESHER POI								
WEEKS	COURSE	PERFORMING ACTIVITY						
52	Core Introduction Training	VMR-1						
2	Mission Training	VMR-1						

4.3 PROFICIENCY & CURRENCY

4.3.1 <u>Event Proficiency</u>. Event proficiency is defined as successful completion of the performance standard, as determined by the instructor or evaluator. Event completion is predicated upon demonstrated proficiency. Once completed, it is logged in M-SHARP by entering the appropriate event code. M-SHARP automatically updates the event proficiency date to reflect the completion date.

4.3.2 <u>Skill Proficiency</u>. Proficiency is a measure of achievement of a specific skill. To attain individual skill proficiency, an individual must be simultaneously proficient in all events for that skill. Individuals may be attaining proficiency in some skills while maintaining proficiency in others.

<u>Maintaining Skill Proficiency</u>. Once attained, skill proficiency is maintained by executing those events which have a proficiency period (maintain events). Proficiency periods establish the maximum time between event demonstration. Should proficiency be lost in any maintain event, for a specific skill, that skill proficiency is temporarily lost. Skill proficiency can be re-attained by again demonstrating proficiency in the event(s) that are not proficient. An individual shall complete delinquent events with a proficient instructor/crewman/flight lead as delineated by this manual.

Loss Of Individual Skill Proficiency. Should an individual lose proficiency in all maintain events in a skill, the individual will be assigned to the refresher POI for the skill. To regain skill proficiency, the individual must demonstrate proficiency in all R-events for the skill.

Loss of Unit Skill Proficiency. If an entire unit loses proficiency in an event, unit instructors shall regain proficiency by completing the event with an instructor from a like unit. If not feasible, the instructor shall regain proficiency by completing the event with another instructor. If a unit has only one instructor and cannot complete the event with an instructor from another unit, the instructor shall regain proficiency with another aircraft commander or as designated by the CO.

<u>Proficiency Status</u>. Proficiency is a "Yes/No" status by skill assigned to an individual. When an individual attains and maintains core skill proficiency (CSP), mission skill proficiency (MSP), core plus skill proficiency (CPSP), or mission plus skill proficiency (MPSP), the individual may count towards core model minimum requirements or the core model training standard.

4.3.3 <u>Currency</u>. Currency is a control measure used to provide an additional margin of safety based on exposure frequency to a particular skill set and applies to all MOSs that must comply with NATOPS and OPNAV requirements. It is a measure of time since the last event demanding that specific skill set. For example, currency determines minimum altitudes in rules of conduct based upon the most recent low altitude fly date. Specific currency requirements for aircrew individual type mission profiles can be found in Chapter 3 of the Aviation T&R Program Manual.

4.4 <u>CERTIFICATIONS. QUALIFICATIONS. AND DESIGNATION (CQD) TABLES</u>. The table below delineates T&R events required to be proficient or waived to attain CQD. Waiving of all required events leading to a CQD is not allowed. Each CQD requires a minimum of one of the following; a T&R event, stage, phase, skill, certification, qualification, or designation to be listed as a required event in the CQD table.

CERTIFICATIONS, QUALIFIC	ATIONS, AND DESIGNATIONS (CQD) CREWMEMBER						
	DESIGNATIONS						
CQD EVENTS							
2LM	6100						
LM	6101						
LMQ	5100						
ANI	6101,6303						
NI	6101,6304						
NE	6101,6305						
	QUALIFICATIONS						
CQD	EVENTS						
2LM NATOPS	6000,6001,6004,6100						
LM NATOPS	6000,6001,6004,6101						
CRM	6005,6100 or 6101						

4.5 SYLLABUS NOTES

4.5.1 The guiding document for all loadmaster training in all phases and stages of flight is Navy publication COMFLELOGSUPPWING INSTRUCTION 3500.7J dated 19 Aug 2020 and 17 and Naval Education and CFLSW C-40-LM-01-21 dated 20 Jan 2020. These documents provide a training outline and contain blank ATFs. It is imperative that the LMUI (Loadmaster Under Instruction) become familiar with these instructions.'s publication date, VMR-1 will use Navy ATFs to document training completion.

4.5.2 All events shall begin with a comprehensive brief with emphasis on administrative procedures, ORM, mission performance standards, and aircrew expectations.

4.5.3 All flights shall terminate with a comprehensive debrief with emphasis on aircrew performance, utilizing all evaluation techniques available.

4.5.4 An ATF/EATF is required for any initial event completed by a basic or refresher loadmaster, or as recommended by the squadron standardization board. If the CO has waived/deferred a syllabus sortie, the squadron training officer shall place a waiver/deferral letter in section 3 of the APR.

4.5.5 <u>Event Conditions</u>. Refer to the following table for required event conditions.

Code	Environmental Condition							
D	Shall be conducted during day.							
N*	Shall be conducted at night unaided.							
(N*)	May be conducted day or night. If at night, shall be flown unaided.							

4.5.7 Device matrix

	DEVICE							
Symbol	Meaning							
А	Must be conducted in the Aircraft.							
A/S	Aircraft preferred/Simulator acceptable.							
S	Conducted in Simulator.							
S/A	Simulator preferred/Aircraft acceptable.							
G	Ground/academic training.							
GE	Non-Flight event requiring evaluation.							

4.5.8 Program of Instruction Matrix

PROGRAM OF INSTRUCTION MATRIX							
Program of Instruction (POI)	Symbol	Description					
Basic	В	Initial MOS/Skill Training					
Refresher	R	DIFDEN to DIFOPS in same T/M/S					
Minte		All individuals who have attained CSP/MSP/CPP by initial POI assignment are re-					
Maintain	М	assigned to the M POI to maintain proficiency.					

4.5.9 Event Terms

	EVENT TERMS							
TERM	DESCRIPTION							
Diaman	An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Student is							
Discuss	responsible for knowledge of procedures.							
	The description and performance of a particular maneuver/event by the instructor, observed by the							
Demonstrate	PUI/student. The PUI/student is responsible for knowledge of the procedures prior to the demonstration							
	of a required maneuver/student.							
	The instructor may demonstrate a procedure or maneuver to a student, or may coach the PUI through the							
Introduce	maneuver without demonstration. The PUI performs the procedures or maneuver with coaching as							
	necessary. The PUI is responsible for knowledge of the procedures.							
Duration	The performance of a maneuver or procedure by the PUI/student that may have been previously							
Practice	introduced in order to attain a specified level of performance.							
Review	Demonstrated proficiency of a maneuver by the PUI/student.							
Felet	Any flight designed to evaluate aircrew standardization that does not fit another category such as							
Evaluate	NATOPS or Instrument check rides.							

4.6 CORE INTRODUCTION PHASE

<u>Purpose</u>. The purpose of this phase is to instruct the C-40A LMUI in fundamentals and introduce mission elements. At the completion of the Evolution 6 skill, the LMUI is eligible for the 2LM designation. At the completion of the Evolution 10 skill the LMUI is eligible for the LM designation.

General

Core introduction loadmaster training for the C-40A is conducted at VMR-1.

As of this manual's publication date, two documents outline the C-40A Loadmaster syllabus and training requirements: COMFLELOGSUPPWING INSTRUCTION 3500.7J dated 19 Aug 2020 and 17 and Naval Education and CFLSW C-40-LM-01-21 dated 20 Jan 2020.

Event completion is predicated upon demonstrated proficiency. When an individual successfully accomplishes the requirements of an event, per the performance standards, the individual should log completion of the event (enter the appropriate T&R code) in M-SHARP. When the event is entered into M-SHARP, the individual's proficiency date for that event is automatically updated to reflect the date the event was completed. When supervising individual events, unit instructors/leaders shall ensure that trainees demonstrate proficiency per T&R standards prior to logging successful event completion. Event performance standards may not be waived or modified.

For event evaluation documentation (ATFs), the Navy training forms in Wing Instruction 3500.7J shall be used.

	CORE INTRODUCTION PHASE								
STAGE	PARAGRAPH	PAGE NUMBER							
Evolution 1 (EV-1)	4.7.1	4-6							
Evolution 2 (EV-2)	4.7.2	4-7							
Evolution 3 (EV-3)	4.7.3	4-8							
Evolution 4 (EV-4)	4.7.4	4-10							
Evolution 5 (EV-5)	4.7.5	4-11							
Evolution 6 (EV-6)	4.7.6	4-12							
Evolution 7 (EV-7)	4.7.7	4-13							
Evolution 8 (EV-8)	4.7.8	4-14							
Evolution 9 (EV-9)	4.7.9	4-15							
Evolution 10 (EV-10)	4.7.10	4-16							

4.7 CORE INTRODUCTION STAGES

4.7.1 Evolution 1 (EV-1)

Purpose. To introduce the LMUI to the training requirements of the syllabus and trainee expectations.

General. These events shall be logged when all requirements have been completed.

ACAD-0100 1.0 * B G

Goal. To introduce the LMUI to the C-40A training syllabus requirements.

Requirements. See page 10 of LM PQS dated Jan 2020.

ACAD-0101 1.0 * B G

<u>Goal</u>. To introduce the LMUI to the administrative fundamentals.

Requirements. See page 11 of LM PQS dated Jan 2020.

ACAD-0102 5.0 * B

Goal. To introduce the LMUI to the safety fundamentals.

Requirements. See pages 12-16 of LM PQS dated Jan 2020.

Instructor. ANI/NI/NE

G

ACAD-0103 5.0 * B G

Goal. To introduce the LMUI to boldface emergency procedures.

Requirements. See pages 17 & 18 of LM PQS dated Jan 2020.

Instructor. ANI/NI/NE

ACAD-0104 1.0 * B G

Goal. To introduce the LMUI to the publications and references used to train aircrew in the C-40A.

Requirements. See page 19 of LM PQS dated Jan 2020.

Instructor. ANI/NI/NE

FAM-1100 2.0 * B (N*) A 1 C-40A

Goal. Introduce the LMUI to C-40A flight operations.

See page 20 of LM PQS dated Jan 2020.

Requirement

Discuss:

Conduct of the brief Read and Initial board ADB Pre-flight Components of Flight advisory Baggage loading Aircraft cleaning Post-flight Debrief

Instructor. ANI/NI/NE

Prerequisite. 0100,0101,0102,0103,0104

4.7.2 Evolution 2 (EV-2)

Purpose. To introduce the LMUI to ground (pre-flight, cabin checks, through, and post-flight) operations.

General. These events shall be logged when all requirements have been completed.

ACAD-0200 10.0 * B G

Goal. To introduce the LMUI to C-40A aircraft checks and safety requirements.

Requirements. See pages 21-33 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0201 5.0 * B G

<u>Goal</u>. To introduce the LMUI to C-40A mission documentation (passenger and cargo manifests, mess inventory, TAC reports, and HAZMAT declaration).

Requirements. See pages 21-33 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0202 5.0 * B G

<u>Goal</u>. To introduce the LMUI to C-40A ground evolutions (aircraft configurations for cargo, E & E, and passenger service units).

Requirements. See pages 35 & 36 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

FAM-1200 2.0 *

(N*) A 1

C-40A

Goal. Introduce the LMUI to Normal Procedures and memory items.

В

See pages 37 & 38 of LM PQS dated Jan 2020.

Requirement

Introduce: Pre-flight Before Taxi Before Takeoff Decent Before Landing After Landing Through flight Post Flight **Passenger Manifests Cargo Manifests** In-flight mess Inventory Customer Service Survey **TAC Reports HAZMAT** Declaration Configurations Compartments

Review:

Memory Items Fuselage Fire Rapid Decompression/Emergency Decent Crash Landing/Ditching on Takeoff Hazardous Material spills

CRM

Instructor. LMQ/ANI/NI/NE

Prerequisite. 0200,0201,0202

4.7.3 Evolution 3 (EV-3)

Purpose. To introduce the LMUI to passenger handling.

General. These events shall be logged when all requirements have been completed.

ACAD-0300 5.0 * B G

Goal. To introduce the LMUI to C-40A passenger operations.

Requirements. See pages 39-41 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0301 5.0 * B G

Goal. To introduce the LMUI to C-40A cargo operations.

Requirements. See pages 42 & 43 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0302	5.0	*	В		G		
Goal. To introdu	ice the LI	MUI to C	-40A First Aid requiremen	ts.			
Requirements. S	ee pages	44 – 47 (of LM PQS dated Jan 2020.				
Instructor. LMQ	ANI/NI/	/NE					
			_				
ACAD-0303	3.0	*	В		G		
Goal. To introdu	ice the LI	MUI to C	-40A communications.				
Requirements. S	ee pages	48 & 49	of LM PQS dated Jan 2020				
Instructor. LMQ	/ANI/NI/	'NE					
FAM-1300	6.0	*	В	(N*)	A	1	C-40A
Goal. Introduce	the LMU	I to passe	enger, cargo, and First Aid	operation	15.		
See pages 50 & 5	51 of LM	POS dat	ed Jan 2020.	-			
Requirement							
Introduc	ce:						
	Passeng	er Handl	ing				
	Cargo H	Iandling					
	Commu	nications	1				
	T IISt AK	Broken	bones				
		Control	bleeding				
		Heat str	oke				
		Shock					
		Fainting	s				
		Burns					
		AED					
Read th	rough PA	system:					
	Pre-Dep	arture B	ief				
	Through	n brief					
	Overwat	ter brief					
	Fasten s	eat belt					
	A/C lan	landing ded					
	VIP brie	ef					
	Deplani	ng for fu	el				
Review	1						
	Pre-fligh	ht					
	Post-flig	ght Thomas					
	Memory	/ Items	Fire				
		Ranid D	ecompression/Emergency]	Decent			
		Crash la	nding / Ditching on takeoff				
		Hazardo	ous Material spills				
	CRM						
Instructor. LMQ	/ANI/NI/	'nΕ					
Prerequisite. 030)0,0301,0	302,0303	3				

4.7.4 Evolution 4 (EV-4)

Purpose. To introduce the LMUI to ground evolutions (Doors / Slides / Airstairs). General. These events shall be logged when all requirements have been completed. ACAD-0400 10.0 * B G Goal. To introduce the LMUI to the C-40A doors, slides, and airstairs. Requirements. See pages 52-57 of LM PQS dated Jan 2020. Instructor. LMO/ANI/NI/NE * ACAD-0401 2.0 B G Goal. To introduce the LMUI to C-40A emergency procedures (non-boldface). Requirements. See pages 58 & 59 of LM PQS dated Jan 2020. Instructor. LMQ/ANI/NI/NE ACAD-0402 2.0 * G B Goal. To introduce the LMUI to C-40A emergency equipment. Requirements. See pages 60 - 62 of LM PQS dated Jan 2020. Instructor. LMQ 6.0 * B (N*) 1 C-40A FAM-1400 A Goal. Introduce the LMUI to Door/slides/airstair, emergency procedures, and emergency equipment. See pages 63 & 64 of LM PQS dated Jan 2020. Requirement Introduce: Door/slides/airstair **Emergency Procedures Emergency Equipment** Review: Pre-flight Passenger Handling Cargo Handling Communications Documentation Post-flight

Post-flight Memory Items Fuselage Fire Rapid Decompression/Emergency Decent Crash landing / Ditching on takeoff Hazardous Material spills

CRM

Instructor. LMQ/ANI/NI/NE

Prerequisite. 0400,0401,0402

4.7.5 Evolution 5 (EV-5) Purpose. To introduce the LMUI to lavatory, galley, and lighting systems. General. These events shall be logged when all requirements have been completed. ACAD-0500 5.0 * B G Goal. To introduce the LMUI to the C-40A lavatory system. Requirements. See pages 65-70 of LM PQS dated Jan 2020. Instructor. LMQ/ANI/NI/NE * 5.0 ACAD-0501 B G Goal. To introduce the LMUI to the C-40A galley system. Requirements. See pages 71 – 74 of LM PQS dated Jan 2020. Instructor. LMQ/ANI/NI/NE * ACAD-0502 5.0 В G Goal. To introduce the LMUI to C-40A lighting systems. Requirements. See pages 75 - 79 of LM PQS dated Jan 2020. Instructor. LMQ/ANI/NI/NE (N*) FAM-1500 6.0 * B A 1 C-40A Goal. Introduce the LMUI to the lavatory, galley, and lighting systems. See pages 80 & 81 of LM PQS dated Jan 2020. Requirement Introduce: Lavatory system Galley system Lighting system **Review:** Pre-flight Cabin checks Door/slides/airstair EPs **Emergency Equipment** Post-flight Passenger handling Cargo handling Memory Items **Fuselage** Fire Rapid Decompression/Emergency Decent Crash landing / Ditching on takeoff Hazardous Material spills CRM Instructor. LMO/ANI/NI/NE Prerequisite. 0500,0501,0502

4.7.6 Evolution 6 (EV-6)

<u>Purpose</u>. To introduce the LMUI to the C-40A fire suppression and oxygen systems. General. These events shall be logged when all requirements have been completed.

ACAD-0600 10.0 * B G

Goal. To introduce the LMUI to the C-40A fire suppression system.

Requirements. See pages 82 - 84 of LM PQS dated Jan 2020.

Instructor. LMQ

ACAD-0601 10.0 * B G

Goal. To introduce the LMUI to the C-40A oxygen system.

Requirements. See pages 85 & 86 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0602 5.0 * B G

Goal. Perform 2LMUI practical evolutions.

Requirements. See pages 89 & 90 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

FAM-1600 6.0 * B (N*) A 1 C-40A

Goal. Introduce the LMUI to passenger, cargo, and First Aid operations.

See pages 87 & 88 of LM PQS dated Jan 2020.

Requirement

Introduce:

Fire suppression Aircraft oxygen Review: Pre-flight Passenger handling Cargo handling Communications

Documentation

Post-flight Memory Items Fuselage Fire Rapid Decompression/Emergency Decent Crash landing / Ditching on takeoff Hazardous Material spills

CRM

Instructor. LMQ/ANI/NI/NE

Prerequisite. 0600,0601

Goal. Recommend the LMUI for a 2LM NATOPS evaluation.

See pages 91 & 92 of LM PQS dated Jan 2020.

Requirement

Review:

Safety fundamentals Publications Pre-flight Cabin checks Through flight Documentation Aircraft fundamentals Passenger handling Cargo handling First Aid Communications Doors/slides/airstairs Lavatory system Galley system Lighting system Fire suppression Aircraft Oxygen Post-flight Memory Items Fuselage Fire Rapid Decompression/Emergency Decent Crash landing / Ditching on takeoff Hazardous Material spills CRM

CIUM

Instructor. LMQ/ANI/NI/NE

Prerequisite. 0602, 1600

4.7.7 Evolution 7 (EV-7)

Purpose. To introduce the LMUI to the C-40A LM crew position safety fundamentals.

General. These events shall be logged when all requirements have been completed.

ACAD-0700 5.0 * B G

Goal. To introduce the LMUI to the duties and responsibilities of a C-40A LM..

Requirements. See page 97 LM PQS dated Jan 2020.

Instructor. ANI/NI/NE

ACAD-0701 5.0 * B G

Goal. To introduce the LMUI's to LM pre/through/post flight responsibilities and requirements.

Requirements. See pages 98 - 100 of LM PQS dated Jan 2020.

Instructor. ANI/NI/NE

FAM-1700 6.0 * B (N*) A 1 C-40A

Goal. Introduce the LMUI to LM specific normal procedures.

See page 101 of LM PQS dated Jan 2020.

Requirement

Introduce: Crew brief Gear checkout Pre-flight ATIS information OPT Completion Form F/Performance Data Through flight Inspection Baggage & Cargo handling Aircraft Cleaning Post-flight Crew debrief

Instructor. ANI/NI/NE

Prerequisite. 0700,0701

4.7.8 Evolution 8 (EV-8)

Purpose. To introduce the LMUI to the C-40A LM OPT basics.

General. These events shall be logged when all requirements have been completed.

G

ACAD-0800 5.0 * B

Goal. To introduce the the LMUI to OPT basics.

Requirements. See pages 102 & 103 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0801 5.0 * B G

Goal. To introduce the LMUI to OPT weight and balance calculations.

Requirements. See pages 104 & 105 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-0802 5.0 * B G

Goal. To introduce the LMUI to OPT performance calculations.

Requirements. See pages 106 - 108 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

FAM-1800 6.0 * B (N*) A 1 C-40A

Goal. Practice the LMUI's OPT knowledge.

See pages 109 & 110 of LM PQS dated Jan 2020.

Requirement

Practice: OPT Basics Weight and Balance (OPT) Performance (OPT)

Review:

Pre-flight Obtain ATIS Documentation Through Flight Post Flight Memory Items: Fuselage Fire Rapid Decompression Emergency Descent Crash Landing / Ditching on Takeoff Hazardous Material Spills CRM Skills

Instructor. LMQ/ANI/NI/NE

Prerequisite. 0800,0801,0802

4.7.9 Evolution 9 (EV-9)

Purpose. To introduce the LMUI to C-40A LM cargo loading procedures.

General. These events shall be logged when all requirements have been completed.

ACAD-0900 5.0 * B G

Goal. To introduce the LMUI to the C-40A LM cargo loading fundamentals, duties, and responsibilities.

Requirements. See pages 111 - 114 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

FAM-1900 6.0 * B (N*) A 1 C-40A

Goal. Practice LM cargo fundamentals and loading.

See pages 115 & 116 of LM PQS dated Jan 2020.

Requirement

Practice: Cargo fundamentals and loading Review: Pre-flight **OPT Basics Obtain ATIS** Weight and Balance (OPT) Performance (OPT) Documentation **Through Flight** Post Flight Memory Items: **Fuselage Fire** Rapid Decompression Emergency Descent Crash Landing / Ditching on Takeoff Hazardous Material Spills **CRM Skills**

Instructor. LMQ/ANI/NI/NE

Prerequisite. 0900

4.7.10 Evolution 10 (EV-10)

Purpose. To introduce the LMUI to the C-40A HAZMAT procedures.

General. These events shall be logged when all requirements have been completed.

Admin Notes. The C-40A Basic Loadmaster Course shall be completed before the LM recommendation flight, FAM-1902.

ACAD-1000 5.0 * B G

Goal. To introduce the LMUI to C-40A HAZMAT duties and responsibilities.

Requirements. See pages 117 & 118 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-1001 5.0 * B G

<u>Goal</u>. To introduce the LMUI to LM responsibilities with respect to Foreign Clearance Guide, Customs, and agriculture inspections.

Requirements. See pages 119 & 120 of LM PQS dated Jan 2020.

Instructor. LMQ/ANI/NI/NE

ACAD-1002 5.0 * B G

Goal. Perform LMUI practical evolutions.

Requirements. See pages 123 & 124 of LM PQS.

Instructor. LMQ/ANI/NI/NE

FAM-1901 6.0 * B (N*) A 1 C-40A

Goal. Practice HAZMAT, foreign clearance guide, customs, and agriculture procedures.

See pages 121 & 122 of LM PQS dated Jan 2020.

Requirement

Practice	:
	HAZMAT
	Foreign Clearance Guide
	Customs
	Agriculture
Review:	
	Pre-flight
	OPT Basics
	Obtain ATIS
	Weight and Balance (OPT)
	Performance (OPT)
	Documentation
	Through Flight
	Cargo Fundamentals
	Post Flight
	Memory Items:
	Fuselage Fire
	Rapid Decompression Emergency Descent
	Crash Landing / Ditching on Takeoff
	Hazardous Material Spills
	CRM Skills

C-40A

Instructor. LMQ/ANI/NI/NE

Prerequisite. 1000,1001

REC-1902 6.0 * B (N*) A 1

Goal. Recommend the LMUI for a LM NATOPS evaluation.

See pages 125 & 126 of LM PQS dated Jan 2020.

Requirement

Review:

Safety fundamentals Pre-flight Through Flight Documentation **OPT Basics** Weight and Balance (OPT) Performance (OPT) Cargo Fundamentals HAZMAT Foreign clearance guide Customs/agriculture First Aid Communications Doors/slides/airstair Lavatory system Galley system Lighting system Fire suppression Aircraft oxygen Post Flight Memory Items: **Fuselage Fire** Rapid Decompression Emergency Descent Crash Landing / Ditching on Takeoff Hazardous Material Spills **CRM Skills**

Instructor. LMQ/ANI/NI/NE

Prerequisite. 1002, 1901

4.8 <u>CORE PHASE</u>. There is no CORE Phase in this T&R.

4.9 CORE STAGES. There are no CORE Stages in this T&R

4.10 MISSION PHASE

MISSION PHASE			
STAGE	PARAGRAPH	PAGE NUMBER	
OSA	4.11.1	4-18	
ALS	4.11.2	4-18	

4.11 MISSION STAGES

4.11.1 Operational Airlift Support (OAS)

OAS-3100 2.0 365 B,R,M (N*) A 1 C-40A

Goal. Conduct an Operational Support Airlift (OSA) mission.

Requirements

Brief Mission and crew coordination Flight planning Weather Fuel requirements Weight and balance Aircraft performance factors RON Passenger requirements Emergency procedures Demonstrate use of cargo door Discuss rapid decompression Door open annunciation emergency procedures in flight

Flight: Conduct an OSA mission

Performance Standard. Demonstrate satisfactory knowledge of aircraft systems, operating procedures, and limitations

Instructor. LMQ/ANI/NI/NE

2.11.2 Air Logistics Support (ALS)

ALS-3200 2.0 180 B.R.M (N*) A 1 C-40A

Goal. Conduct an air logistics support (ALS) mission.

Requirements

Brief

Mission and crew coordination Flight planning Weather Fuel requirements Weight and balance Aircraft performance factors RON Scheduling agency (JOSAC) coordination Cargo certification and handling Special cargo considerations Emergency procedures

Flight: Conduct an ALS mission.

Performance Standard. Demonstrate satisfactory knowledge of aircraft operating procedures and limitations

Instructor. LMQ/ANI/NI/NE

- 4.12 <u>CORE PLUS PHASE</u>. There is no Core Plus Phase in this T&R.
- 4.13 <u>CORE PLUS STAGES</u>. There are no Core Plus Stages in this T&R.
- 4.14 <u>MISSION PLUS PHASE</u>. There is no Mission Plus Phase in this T&R.
4.15 MISSION PLUS STAGES. There are no Mission Plus Stages in this T&R.

4.16 INSTRUCTOR TRAINING PHASE

Purpose. The Instructor Phase consists of 2 events leading to the Loadmaster Qualifier (LMQ) Designation.

	INSTRUCTOR TRAINING PHASE													
STAGE	PARAGRAPH	PAGE NUMBER												
LMQ	4.17.1	4-19												

4.17 INSTRUCTOR TRAINING STAGE

Purpose. The purpose of this stage is to train and designate Loadmaster Qualifiers.

Admin Notes.

(1) APRB recommendation is required prior to commencing this stage.

(2) Follow-on designations of Assistant NATOPS Instructor (ANI) and NATOPS Instructor (NI) are based upon experience in the aircraft, APRB recommendations, and the Commanding Officer VMR-1's approval.

ACAD-5000 2.0 * B G

Goal. Discuss, introduce, and review instructor roles and standardization in the classroom.

Requirements.

Introduce Appearance Motivation and attitude Voice, tone, and inflection Grammar, vocabulary, and speech habits Movements, gestures, and eye contact Ability to maintain trainee attention Ability to answer trainee questions Subject matter knowledge Subject development Lesson objectives identified and taught Use of training aids

Performance Standard. Effective instructor qualities.

Instructor. ANI/NI/NE

Prerequisite. 6101

LMI-5100 2.0 * B G 1 C-40A

Goal. To become a loadmaster qualifier in the C-40 aircraft.

Requirements

<u>Discuss</u> Instructor preparation Briefing trainee Instructing trainee Debriefing trainee Completion of EATF Instructor qualities Appearance Motivation and attitude NAVMC 3500.130 Date

> Voice, tone, and inflection Grammar, vocabulary, and speech habits Movements, gestures, and eye contact Ability to establish instructor and trainee rapport Encouraging trainee participation Ability to answer trainee questions Subject matter knowledge (publications and experience) NATOPS adherence Avoids non-standard terminology Uses examples and analogies to enforce learning Situational awareness

Performance Standard. LM PQS, FAM, FAM QRH, ALM

Instructor. ANI/NI/NE

Prerequisite. 6101

4.18 REQUIREMENTS, CERTIFICATIONS, DESIGNATIONS, AND QUALIFICATIONS (RCQD) PHASE

	CORE PHASE												
STAGE	PARAGRAPH	PAGE NUMBER											
ACAD	4.19.1	4-20											
RCQD	4.19.2	4-21											
TRK	4.19.3	4-22											

4.19 <u>RCQD STAGES</u>

4.19.1 Academics (ACAD)

ACAD-6000	4.0	365	B,R,M	GE	NATOPS Open Book
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<u>Goal</u>. The open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the loadmaster's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

ACAD-6001	2.0	365	B,R,M	GE	NATOPS Closed Book
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<u>Goal</u>. The purpose of the closed book examination is to evaluate the LM's knowledge of normal/emergency procedures and aircraft limitations.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

Prerequisite. 6000

ACAD-6004 2.0 365 B.R.M GE NATOPS Oral

<u>Goal</u>. The oral examination shall consist of, but not be limited to the question bank. The instructor may draw upon their experience to ask questions of a direct and objective nature to evaluate the loadmaster's knowledge of normal/emergency procedures, aircraft limitations, and performance.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

Prerequisite. 6000,6001

ACAD-6005 2.0 365 B,R,M GE CRM Class

Goal. Introduce crew resource management.

ACAD-6006 1.0 30 B,R,M GE Monthly EP Examination

Goal. Successfully complete the C-40A monthly emergency procedures examination.

Requirement. Pass the monthly emergency procedures examination.

Performance Standard. Achieve a passing score on the monthly emergency procedures examination.

4.19.2 Requirements, Certifications, Qualifications, and Designations (RCQD)

NTPS-6100	4.0	365	B,R,M	(N*)	E	A	1	C-40A
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Goal. Complete annual NATOPS flight evaluation. Conduct an objective evaluation of the 2LM's knowledge of normal operating procedures (flight and ground), crew resource management, aircraft systems, emergency procedures, and debriefing. The focus is on normal and emergency procedures. Emphasis shall be placed on the aforementioned items with the addition of passenger safety and comfort and unit SOP. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the 2LM's efficiency in the execution of normal procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation.

Note. The annual CRM evaluation shall be conduction during this flight.

<u>Requirement</u>. Demonstrate comprehensive knowledge and understanding of NATOPS, unit SOP, and LM reference publications.

<u>Performance Standard</u>. Executes flight and ground operations safely IAW CNAF INST M3710.7, NATOPS and applicable manuals. Complies with unit SOP and LM reference publications.

Instructor. ANI/NI/NE

Prerequisite. 1601, 6000, 6001

NTPS-6101 4.0 365 B.R.M (N*) E A 1 C-40A

Goal. Complete annual NATOPS flight evaluation. Conduct an objective evaluation of the LM's knowledge of planning, normal operating procedures (flight and ground), crew resource management, aircraft systems, performance criteria, emergency procedures, and debriefing. The focus is on normal and emergency procedures. Emphasis shall be placed on the aforementioned items with the addition of cargo and passenger loading, weight and balance computation, unit SOP, and admin OPT procedures. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the LM's efficiency in the execution of normal procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation.

<u>Requirement</u>. Demonstrate comprehensive knowledge and understanding of NATOPS, unit SOP, and LM reference publications.

Note. The annual CRM evaluation shall be conduction during this flight.

<u>Performance Standard</u>. Executes flight and ground operations safely IAW CNAF INST M3710.7, NATOPS and applicable manuals. Complies with unit SOP and LM reference publications.

Instructor. ANI/NI/NE

Prerequisite. 1902, 6000, 6001

NTPS-6103 1.0 90 B,R,M (N*) E G 1 C-40A

Goal. Quarterly NATOPS static aircraft emergency procedures review.

<u>Requirement</u>. This review may be cover selected aircraft emergencies in a static aircraft. This event can be completed in conjunction with a flight. Demonstrate comprehensive knowledge and understanding of NATOPS emergencies.

Performance Standard. Executes the review in accordance with NATOPS.

4.19.3 Tracking Codes (TRK)

Purpose. Tracking Codes are utilized to assist in scheduling and to track loadmaster progression.

TRK-6303 0.0 * B

Goal. Tracking code for assistant NATOPS instructor (ANI).

TRK-6304 0.0 * B

Goal. Tracking code for NATOPS Instructor (NI).

TRK-6305 0.0 * B

Goal. Tracking code for NATOPS evaluator (NE).

DMASTER T&R SYLLABUS MATRIX

							C-40A	LOA	DMAST	FER T	&R S	SYLL	ABUS	MATRIX				
		PC	DI	1	CAD		SIM	FL	IGHT									
T&R DESCRIPTION	EVENT NUMBER	BASIC	REFRESHER	#	TIME	#	TIME	#	TIME	CONDITION	TYPE	# A/C or SIM	PROFICIENCY INTERVAL	PREREQUISITE	NOTES	CHAINING	EVALUATION	INSTRUCT
and the second se						-	CORF	INT	RODUC	TION	TRA	ININ	G (100)	PHASE)				
		_							EVO	LUTI	ON 1	(EV-	-1)					
TRO TO PQS	0100	X		1.000	1.0						G		*		page 10 Navy PQS			
MIN FUNDAMENTALS	0101	X			1.0						G		*		page 11 Navy PQS			
FETY FUNDAMENTALS	0102	X			5.0						G		*		pages 12-16 Navy PQS			ANI/NI/N
)LDFACE / EPs	0103	X			5.0						G		*		pages 17 & 18 Navy PQS			ANI/NI/N
BS / REFERENCES	0104	X			1.0						G		*		page 19 Navy PQS			ANI/NI/N
.M-1	1100	X							2.0	(N*)	A	1	*	0100-0104	page 20 Navy PQS			ANI/NI/N
EV-1 TOTAL				5	13.0	0	0.0	1	2.0									
								0	EVO	LUTI	ON 2	(EV-	-2)					
E/THROUGH/POST IGHT/CABIN CHECKS/	0200	x			10.0						G		*	1100	pages 21-33 Navy PQS			LMQ/ANI/N
CUMENTATION	0201	X			5.0						G		*	1100	page 34 Navy PQS			LMQ/ANI/N
RCRAFT FUNDAMENTALS	0202	X			5.0						G		*	1100	pages 35 & 36 Navy PQS			LMQ/ANI/N
M-2	1200	X							2.0	(N*)	A	1	×	0200-0202	pages 37 & 38 Navy PQS			LMQ/ANI/N
EV-2 TOTAL			100	3	20.0	0	0.0	1	2.0				-					
									EVO	LUTI	ON 3	(EV-	-3)					
SSENGER HANDLING	0300	X			5.0						G		*	1200	pages 39-41 Navy PQS			LMQ/ANI/N
RGO HANDLING	0301	X			5.0						G		*	1200	pages 42 & 43 Navy PQS			LMQ/ANI/N
RST AID	0302	X			5.0						G		*	1200	pages 44 - 47 Navy PQS			LMQ/ANI/N
MMUNICATIONS	0303	X			3.0						G		*	1200	pages 48 & 49 Navy PQS			LMQ/ANI/N
.M-3	1300	X							6.0	(N*)	A	1	*	0300-0303	pages 50 & 51 Navy PQS			LMQ/ANI/N
EV-3 TOTAL				4	18.0	0	0.0	1	6.0		10.2							
		2							EVO	LUTI	ON 4	(EV-	-4)					
ORS/SLIDES/AIRSTAIRS	0400	X			10.0						G		*	1300	pages 52 - 57 Navy PQS			LMQ/ANI/N
1ERGENCY PROCEDURES	0401	X			2.0		-				G		*	1300	pages 58 & 59 Navy PQS			LMQ/ANI/N
1ERGENCY EQUIPMENT	0402	X			7.0						G		*	1300	pages 60 - 62 Navy PQS			LMQ/ANI/N
.M-4	1400	X							6.0	(N*)	A	1	*	0400-0402	pages 63 & 64 Navy PQS			LMQ/ANI/N
EV-4 TOTAL				3	19.0	0	0.0	1	6.0				E.C.		and the second			

								C-40A	LOA	DMAST	TER T	&R S	SYLL	ABUS	MATRIX				
		P	109		A	CAD		SIM	FL	IGHT									
T&R DESCRIPTION	EVENT NUMBER	BASIC	REFRESHER	MAINTAIN	#	TIME	#	TIME	#	TIME	CONDITION	TYPE	# A/C or SIM	PROFICIENCY INTERVAL	PREREQUISITE	NOTES	CHAINING	EVALUATION	INSTRUCT
	CONTRACT OF STREET		1111				19			EVO	LUTH	ON 5	(FV.	-5)					
VATORY SYSTEM	0500	X				5.0	1	1		LIU		G		*	1400	pages 65 - 70 Navy POS		TT	LMO/ANI/N
LLEY SYSTEM	0501	X				5.0						G		*	1400	pages 71 - 74 Navy POS			LMO/ANI/N
<i>3HTING SYSTEM</i>	0502	X				5.0						G		*	1400	pages 75 - 79 Navy PQS			LMO/ANI/N
.M-5	1500	X					1			6.0	(N*)	A	1	*	0500-0502	pages 80 & 81 Navy PQS			LMQ/ANI/N
EV-5 TOTAL		-			3	15.0	0	0.0	1	6.0									
										EVO	LUTI	ON 6	(EV-	-6)					
RCRAFT FIRE SUPPRESSION	0600	X				10.0					1	G		*	1500	pages 82 - 84 Navy PQS		T	LMQ/ANI/N
RCRAFT OXYGEN SYSTEM	0601	X				10.0						G		*	1500	pages 85 & 86 Navy PQS			LMQ/ANI/N
M PRACTICALS	0602	X				5.0			-			G		*		pages 89 & 90 Navy PQS			LMQ/ANI/N
.M-6	1600	X					1			6.0	(N*)	A	1	*	0600,0601	pages 87 & 88 Navy PQS			LMQ/ANI/N
M RECOMMENDATION FLIGHT	1601	x								6.0	(N*)	A	1	*	0602, 1600	pages 91 & 92 Navy PQS			LMQ/ANI/N
EV-6 TOTAL					3	25.0	0	0.0	1	6.0			-						
										EVO	LUTI	ON 7	(EV-	-7)					
FETY FUNDAMENTALS	0700	X				5.0						G		*	6100	page 97 Navy PQS			ANI/NI/N
E/THROUGH/POST FLIGHT	0701	X			ito -	5.0						G		*	6100	pages 98 - 100 Navy PQS			ANI/NI/N
M-7	1700	X								6.0	(N*)	A	1	*	0700,0701	page 101 Navy PQS			ANI/NI/N
EV-7 TOTAL				-	2	10.0	0	0.0	1	6.0				-					
										EVO	LUTI	ON 8	(EV-	-8)					
TBASICS	0800	X			1	5.0						G		*	1600	pages 102 & 103 Navy PQS			LMQ/ANI/N
EIGHT AND BALANCE (OPT)	0801	X				5.0	-					G		*	1600	pages 104 & 105 Navy PQS			LMQ/ANI/N
RFORMANCE (OPT)	0802	X				5.0		-				G		*	1600	pages 106 -108 Navy PQS			LMQ/ANI/N
.M-8	1800	X							0	6.0	(N*)	A	1	*	0800-0802	pages 109 & 110 Navy PQS			LMQ/ANI/N
EV-8 TOTAL					3	15.0	0	0.0	1	6.0	1000								
		-	_				-	-		EVO	LUTI	ON 9	(EV-	-9)					
RGO FUNDAMENTALS	0900	X				10.0		-	-			G		*	1800	pages 111 - 114 Navy PQS			LMQ/ANI/N
M-9	1900	X			_		-	-		6.0	(N*)	A	1	*	0900	pages 115 & 116 Navy PQS			LMQ/ANI/N
EV-9 TOTAL					1	10.0	0	0.0	1	6.0									

								C-40A	LOA	DMAST	ER T	&R S	YLL	ABUS N	ATRIX				
		P	POI		A	CAD	S	SIM	FL	IGHT				~					
T&R DESCRIPTION	EVENT NUMBER	BASIC	REFRESHER	MAINTAIN	#	TIME	#	TIME	#	TIME	CONDITION	TYPE	# A/C or SIM	PROFICIENCY INTERVAL	PREREQUISITE	NOTES	CHAINING	EVALUATION	INSTRUCT
									-	EVOL	UTIO	N 10	(EV-	10)					
ZMAT	1000	Ix	T		r	5.0				LIVEL		G	121	*	1900	pages 117 & 118 Navy POS		TT	LMO/ANI/N
REIGN CLEARANCE GUIDE	1001	X	1			5.0						G		*	1900	pages 119 & 120 Navy POS			LMO/ANI/N
PRACTICALS	1002	X				5.0						G		*		pages 123 & 124 Navy POS			LMO/ANI/N
M-10	1901	X								6.0	(N*)	A	1	*	1000,1001	pages 121 & 122 Navy PQS			LMQ/ANI/N
RECOMMENDATION FLIGHT	1902	x								6.0	(N*)	A	1	*	1002, 1901	pages 125 & 126 Navy PQS			LMQ/ANI/N
EV-9 TOTAL				-	3	15.0	0	0.0	1	6.0							and the second		No. of the second
RECURRENT PHASE TOTAL					30	#####	0	0.0	10	52.0	34.0 T	lours	s of L	ostructio	m				
					-				CC	RE TR	AININ	iG (2	000 I	PHASE)					and the second
		10.00							MIS	SION T	RAIN	ING ((3000	PHASE					
		-	T					OP	ERA	FIONAL	AIRI	LIFT	SUP	PORT (OAS)				
X	3100	X	X	X			-		6	5,0	(N*)	A	1	365		Passenger Flight	-		LMQ/ANI/N
TOTAL	8.00				0	0,0	0	0.0	1	5.0		GUID	DOD					1	the second
RCO.	2200	Iv	V	l v					All	ELOGIS	IICS	SUP	POR	1 (ALS)		Correct Elight		TT	I MO(ANITAL
KGO	3200	IX	X	A	10	0.0	0	0.0	1	5.0	(N*)	A	1	180		Cargo Flight			LMQ/ANI/N
TOTAL		-				010		0.0	COPI	5.0	ED AD	UINC	Set0	IN DULAS	(F)			_	
				-	-				USTD	LCTOP	TRAI	IN IN	C (5)	OO PHA	SE)				
				-		-			LOA	DMAST	ER O	UAL	IFIF	R (LMC))			_	
STRUCTOR ROLES	5000	Ix	1			2.0		-				G		*	6101	APRB Recommendation		TT	ANI/NI/N
ADMASTER OUALIFIER	5100	X				2.0						G		*	6101	APRB Recommendation		+ +	ANI/NI/N
LMO TOTAL	1			-	1	4.0	0	0.0	0	0.0									
the second second second			RI	EQUI	REM	ENTS, C	ERT	FICATI	ONS.	QUALI	FICA	TION	IS, A	ND DES	IGNATIONS [RCQI); (6000 PHASE)			
										ACA	DEMI	CS (A	ACA	D)					
TOPS OPEN BOOK	6000	X	X	X		4.0						GE		365					
TOPS CLOSED BOOK	6001	X	X	X		2.0						GE		365	6000				
TOPS ORAL EXAM	6004	X	X	X		2.0	1					GE		365					
M CLASS	6005	X	X	X		2.0						GE	1	365					
ONTHLY EP EXAM	6006	X	X	X		1.0	1				_	GE		30					
ACAD TOTAL					5	11.0	0	0.0	0	0.0									
	(100	L W	1.97		-	10			_		RC	QD		245	1/01 /000 /001		(100	1 - 1	
ADMASTER	6100		X	X		4.0			-	4.0	(N*)	A		365	1001,6000,6001		6103		ANI/NI/N
ARTERLY EP	6103	X	X	X		1.0	-	~		4.0	(N*)	G	-	90	1902,0000,0001		0100,0103	T	ANI/NI/N ANI/NI/N
RCOD TOTAL	0105	1.11	1.4	1	4	13.0	0	0.0	3	9,0	(11)	0		70		1	and the second second		
		-				a second	-	0.0		2.0		-	-		the second s	and the second s			

	the state of the						I.I.L.	C-40A	LOA	DMAST	'ER '	r&R	SYL	LABU	IS M	ATRIX		1				
		PO	I		ЛСА	D	5	SIM	FL	IGHT				X							7	
T&R DESCRIPTION	EVENT NUMBER	BASIC	REFRESHER	MAINTAIN	# T	IME	#	TIME	#	TIME	CONDITION	TYPE # A/C or SIM	PROFICIENC	PROFICIENC INTERVAL	PREREQUISITE	SITE	NOTES	NOTES	CHAINING	EVALUATIO	INSTRUCT	
			-							TRACK	ING	CO	DES (TRK)								
SISTANT NATOPS I (ANI)	6303	X							100					1								
TOPS INSTRUCTOR (NI)	6304	X																				
TOPS EVALUATOR (NE)	6305	X						=														
TRK TOTAL				()	0.0	0	0.0	0	0.0											-dde	