



DEPARTMENT OF THE NAVY

U.S. NAVAL SUPPORT ACTIVITY NAPLES ITALY PSC 817 BOX 1 FPO AE 09622-0001
U.S. NAVAL AIR STATION SIGONELLA ITALY PSC 812 BOX 1000 FPO AE 09627-0001

NAVSUPPACTNAPLESINST 3710.3F

NASSIGINST 3710.4J

N3

24 MAY 2022

U.S. NAVAL SUPPORT ACTIVITY NAPLES INSTRUCTION 3710.3F

U.S. NAVAL AIR STATION SIGONELLA INSTRUCTION 3710.4J

From: Commanding Officer, U.S. Naval Air Station Sigonella, Italy
Commanding Officer, U.S. Naval Support Activity Naples, Italy

Subj: C-26D PILOT AND AIRCREW FLIGHT TRAINING PROGRAM

Ref: (a) CNAF M-3710.7, NATOPS General Flight and Operating Instructions Manual
(b) NAVAIR A1-C26DA-NFM-000
(c) CNAF 1542.7E, Crew Resource Management Program
(d) NASSIGINST 3710.12N
(e) NAVSUPPACTNAPLESINST 3710.4G

Encl: (1) C-26D Transport Second Pilot Training Syllabus
(2) C-26D Transport Second Pilot Extended Training Syllabus
(3) C-26D Transport Plane Commander Training Syllabus
(4) C-26D Functional Check Flight Pilot Training Syllabus
(5) C-26D Instructor Pilot Training Syllabus
(6) C-26D Transport Aircrew Flight Training Syllabus
(7) C-26D Ground Training Syllabus
(8) Emergency Procedure Review Gradesheet
(9) C-26D Maneuver Description Guide

1. Purpose. To establish policy and procedures for flight training of C-26D pilots and aircrew. This instruction will be used as a fleet standard for all station C-26D aircraft units.

2. Cancellation. NAVSUPPACTNAPLESINST 3710.3E
NASSIGINST 3710.4H

3. Scope. This instruction provides additional guidance to enhance safety, standardization, quality of training and is not intended to contradict or supersede other governing directives. It consists of ground and flight training syllabi based upon the minimum requirements of references (a) through (e). This instruction applies to all C-26D pilots and aircrew.

4. Discussion. The mission of providing airlift logistic support requires the highest standard of professionalism and skill. References (a) and (b) establish the minimum requirements applicable to C-26D pilots and aircrew.

a. The Naval Air Training and Operating Procedures Standardization (NATOPS) versus Training Evaluation Standards. It is important to distinguish between NATOPS requirements and the training syllabi. NATOPS encompasses the skills necessary to fly the aircraft, execute procedures, and handle malfunctions. The pilot training syllabi reinforces those skills, building the requisite experience, situational awareness, and decision making to function as a C-26D co-pilot and aircraft commander. The transport aircrew syllabi reinforces NATOPS skills and familiarity with executing the role of C-26D loadmaster.

b. Upgraders are evaluated to the qualified standards established for the pilot NATOPS evaluation as detailed in chapter 30 of reference (b). Training sessions progress from the student observing an instructor demonstrate a task, to performing a task with the instructors' assistance, and finally, to performing the task correctly without any instructor assistance. Throughout the training syllabus, each graded item will have an associated Standard (STD). The student will be expected to be able to perform at the STD level at that particular stage of the training syllabus.

5. Responsibilities

a. Installation Commanding Officer (ICO). The ICO is responsible for the implementation and oversight of this instruction at their respective installations. The ICO is be responsible for approving designation letters, reviewing Aviation Standardization Board (ASB) minutes, and approving ASB recommendations.

b. Air Operations Officer. The Air Operations Officer is the overall flight training program manager and must ensure required flight and ground trainings are completed. The Air Operations Officer will serve as the senior member of the ASB. Each ICO must designate an Air Operations Officer in writing.

c. NATOPS Training Officer. The NATOPS Officer will implement the training program by providing ground and flight training syllabi for initial aircraft qualification and subsequent upgrades and act as the chairman of the ASB. The NATOPS Officer will schedule various pilots and aircrew to conduct monthly ground training. The NATOPS Officer will coordinate with the Schedules Officer to include training events on the daily flight schedule as required for upgrading and proficiency. The NATOPS Training Officer will closely monitor the performance of individual trainees.

d. Instructor Pilots (IP). IPs, designated in writing by the ICO, will provide flight instruction according to this instruction and references (a) through (d). An IP is required to be in the cockpit when conducting stalls, simulated ditches, Simulated Single Engine operations, no-flap landings and oxygen masks operations.

e. Instructor Under Training Instructor (IUT-I). IUT-I's, designated in writing by the ICO, will ensure training standardization across all C-26D units. One pilot per unit will maintain the IUT-I designation. It is recommended that the IUT-I have previous instructional experience and had received training in instructional techniques and procedures. The IUT-I will provide

dedicated training on specific instructional techniques required to teach and qualify IPs who will provide the necessary training to qualify upgrading pilots in the previous syllabi.

f. Transport Plane Commanders (TPC). TPCs are responsible for taking an active part in the training of T2Ps. In order to facilitate this TPCs will, as needed, create a training environment by having the co-pilot perform all or the majority of all cockpit duties without compromising safety. TPCs must make themselves available for ground training with Transport Second Pilots (T2P).

g. Transport Aircrew NATOPS Instructor. The TA NATOPS Instructor must be fully qualified per reference (a) and must maintain the training syllabus to qualify Transport Aircrew (TA). They must ensure monthly ground training is performed and be responsible for adherence to the aero medical, flight and survival requirements of references (a), (b), and (d).

h. ASB. The ASB must consist of all Unit Instructor Pilots, Instructor Aircrew and the Unit Air Operations Officer. ASB will meet quarterly to review and discuss procedural and standardization issues. The NATOPS Training Officer and Transport Aircrew NI must ensure that minutes are posted. This standardization meeting may be held in conjunction with regular ground training sessions.

i. Crew Resource Management Instructor (CRM-I). The CRM-I is responsible for conducting initial CRM ground training for all pilots and aircrew. In accordance with reference (c), the CRM-I may designate CRM-Fs whose designation must be in writing and approved by the ICO.

6. Requirements prior to first flight.

a. The following items must be completed prior to a pilot/aircrew's first flight:

(1) NATOPS Training Jacket Review by NATOPS Officer/Petty Officer

(a) Ensure Flight Safety International (FSI) completion certificate (pilot only)

(b) Admin up-chit

(c) Aviation Life Support Systems (ALSS) training is completed and properly logged

1. Aircrew must have **Class 2 or 4** aircraft water survival logged in their respective NATOPS jackets

2. Aircrew must have C-26 specific ALSS training logged in their respective NATOPS jackets

(2) Review read and initial board

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(3) Local course rules brief (per local airfield operations manual)

(4) Complete and log C-26D Initial Crew Resource Management (CRM) ground training by a CRM-I or a designated CRM-F

(5) Complete and log C-26D Emergency Egress Training by NATOPS Officer or designated pilot/aircrew instructor

7. Training Syllabus Description

a. Transport Aircrew (TA). The objective of the TA upgrade syllabus is to prepare Naval Aircrew to act in the capacity of a loadmaster, providing them with the experience and knowledge to operate in the highly dynamic mission setting of the C-26D. The Aircrew will become intimately familiar with the aircraft's systems, limitations, weight and balance, cargo and passenger handling, and Very Important People (VIP) transport. Completion of this syllabus, along with an intensive oral board, will adequately prepare the trainee for a NATOPS Evaluation Flight.

(1) To qualify as TA in the C-26D one of the following must be completed:

(a) Initial Naval Aircrew (NAC) Qualification. Syllabus completion plus an additional 15 missions (see NOTE) under the supervision of a qualified TA and 50 hours in model, or

(b) Previously qualified NAC (not C-26D). Syllabus completion plus an additional 5 missions (see NOTE) under the supervision of a qualified TA and 50 hours in model, or

(c) Previously qualified C-26D NAC. As determined by ASB, minimum of syllabus completion and STAN flight.

(NOTE: At TA's Instructor recommendation, overnight or multi-leg missions may be counted as multiple missions towards TA qualification; this recommendation requires Training Officer's concurrence.)

b. Transport Aircrew Instructor (TAI). The objective of the TAI syllabus is to prepare competent and proficient aircrew for the training and development of upgrading TAs.

(1) To qualify as TAI in the C-26D, the following criteria must be completed:

(a) TA Designation.

(b) Recommendation by ASB and approval by ICO.

(c) 250 hours in model (may be waived by ASB).

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(d) Completion of the following events with an ANI/ NI:

1. Ground training with NI and senior TAI.

a. This ground training must be held with the senior NATOPS Instructor Pilot and senior Transport Aircrew NATOPS Instructor. This training will consist of introduction to instructor principles and techniques when executing upgrading events. This includes, but is not limited to: effective questioning techniques, scenario presentations, syllabus event planning, student evaluation, and use of in-role personalities.

2. One TA FAM event, one Cargo/PAX event and a NATOPS Check as an IUT-I with, at a minimum, the Unit NI acting as an in-role upgrading TA.

3. Oral examination with the Model Manager TA NI

c. Transport Second Pilot (T2P). The objective of the T2P syllabus is to provide pilots with initial in-model flight experience necessary for qualification as co-pilot in the C-26D aircraft. Completion of this syllabus, along with ground training and exams, will adequately prepare a trainee for a NATOPS Evaluation Flight. Training standards are listed in enclosures (1) and (2). A T2P Extended (T2PE) Flight Syllabus is provided for pilots who have been out of the cockpit for an extended period of time or have minimal fixed-wing aircraft experience. This syllabus will include two extra daytime familiarization flights, one extra night familiarization flight, and one extra instrument familiarization flight.

(1) Enrollment into the T2PE syllabus will be determined by the following:

- (a) Less than 200 hours in a fixed wing aircraft (not including simulator time) or
- (b) Out of the cockpit for 30 months or more

(2) To qualify for T2P designation in the C-26D, each pilot must accomplish the following:

(a) Completion of appropriate T2P syllabus and minimum requirements set forth in references (a) and (b).

(NOTE: In order to enhance training for the C-26D mission sets, upgrading T2Ps may participate in line mission operations. For further guidance, see reference (b).)

d. Transport Plane Commander (TPC). The objective of the TPC syllabus is to evaluate the pilot's decision-making process and ability to maintain safety of flight in all situations. Emphasis is placed on mission scenarios provided by the IP during the brief, defensive posturing, in-flight decision-making and maintaining aircraft control in all phases of flight. To qualify for TPC designation in the C-26D, each pilot must accomplish the following:

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(1) T2P designation and have completed the requirements of paragraph 12.2.2.3 of reference (a):

(2) Recommendation of the ASB and approval by ICO

(3) Completion of TPC syllabus

(4) Meet the minimum requirements set forth in figure 5-1 of reference (b).

e. Functional Check Pilot (FCP). The objective of the FCP syllabus is to prepare the pilot to conduct required maintenance check flights and test the pilot's knowledge of aircraft systems and performance in a dynamic environment. Lack of available Functional Check Flights (FCFs) may necessitate training FCFs in order to meet the minimum requirements set forth in enclosure (4). Flights for FCP qualification do not require an IP and may be completed by a qualified FCP. To qualify for FCP designation in the C-26D, each pilot must accomplish the following:

(1) TPC designation.

(2) Recommendation of the ASB and approval by ICO.

(3) Completion of FCF syllabus.

(4) Meet the minimum requirements set forth in Figure 5-1 of reference (b).

f. Instructor Pilot (IP). The objective of the IP syllabus is to evaluate the pilot's ability to provide effective instruction during C-26D syllabus events while maintaining safety of flight. Only highly qualified and competent pilots will be selected for this position. To qualify for IP designation in the C-26D, each pilot must accomplish the following:

(1) FCP designation.

(2) Recommendation of the ASB and approval by ICO.

(3) Completion of IP syllabus.

(4) Meet the minimum requirements set forth in Figure 5-1 of reference (b).

g. NATOPS Instructor (NI). To qualify for a NI designation in the C-26D, each pilot or aircrew must be a designated Instructor Pilot (IP) or Instructor Aircrew (IA) or have completed the Instructor syllabus and completed an evaluation flight with the C-26D NATOPS Evaluator or the Unit NATOPS instructor along with satisfying the requirements of reference (b). This designation requires the recommendation of the C-26D NATOPS Evaluator and approval by the Model Manager.

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h. NATOPS Evaluator (NE). The NE designation must be held by an IP and TAI stationed at the unit of the Model Manager. To qualify for the NE designation in the C-26D, a NI designation must currently be held and approval must come from the Model Manager.

i. Remedial Training. Because each unit conducts initial C-26D training for pilots and aircrew assigned to their respective units, there may be instances in which an aircrew required additional training to qualify as a pilot or aircrew. If an upgrading pilot/aircrew is deemed not ready for the next syllabus event, the ASB must tailor additional training flights and additional ground training as necessary. This additional training must be coordinated with the NE and approved by the Model Manager.

j. Overdue or Lapsed NATOPS Qualification Procedures. All lapses in NATOPS qualifications must be reported to the ICO and Model Manager with training recommendations and NATOPS qualification status updates. In the event that a pilot or aircrew exceeds 12 months without an annual NATOPS evaluation, they will not perform flight duties until the following criteria are met:

(NOTE: This section pertains to individuals who previously attained a C-26D NATOPS qualification)

(1) 1-30 days lapsed: If all other currency requirements are met and member is in a medically up status, a NATOPS evaluation must be flown with the NI in order to satisfy re-evaluation requirements. If not met, any other currency requirements must be met prior to NATOPS evaluation.

(2) 31-45 days lapsed: Aircrew must fly AC-2 and AC-4 syllabus events prior to NATOPS evaluation flight, assuming all other currency requirements are met. Pilots must perform a warm-up event with an IP prior to completing a NATOPS evaluation with a NATOPS Instructor Pilot.

(3) 45-60 days lapsed: Aircrew must perform AC-2, AC-4, and a standardization check prior to NATOPS evaluation flight. Pilots must perform a warm-up event and standardization check prior to NATOPS evaluation. All events must be completed with an ANI/NI.

(4) >60 days lapsed: Remedial training must be coordinated with the NE and approved by the Model Manager with a signed letter delineating the required training to receive a NATOPS re-qualification.

k. Re-currency Training. In the event that a pilot or aircrew has not flown in greater than 30 days, the following criteria must be met prior to being assigned to missions:

(1) > 30 days: The pilot must conduct a warm up event with a qualified and current TPC prior to any scheduled missions. The aircrew must conduct a warm-up event with a qualified aircrew. This can be accomplished on any cargo mission or empty leg.

(2) > 60 days: The pilot and aircrew will take an open and closed book NATOPS test and conduct a warm-up event and standardization check with a respective positional instructor.

1. Grading Criteria and Completion Standards. Any syllabus flight in which two or more graded items are given a grade below STD (see below for definition) must be graded as a failure and requires a remediation flight. After student receives remediation on all criteria marked below STD, they must complete a re-fly event. This event should be completed within one week of the failed event (flight schedule permitting). Failed training events will result in a documented failure of the event, with remediation at the discretion of the ICO or appointed authority. Completion standards are as follows:

(1) Briefing Items – 100% of briefing items must be completed for event completion. Items are graded as satisfactory/unsatisfactory (SAT/UNSAT).

(2) Introductory Items (I) – 100% of introductory items must be completed for event completion. Student performs the task with instructor's assistance. This item is not graded.

(3) Demonstration Items (D) – 100% of demonstration items must be completed for event completion. Student observes the instructor demonstrate the task performance. This item is not graded.

(4) Required Graded Items (*) – Items required to be graded for completion of the event. 100% of these items are required to be completed for event completion.

(5) Optional Items – Items without an (I), (D), or (*) are optional; however, if flown, consideration should be given the STD grade during the current event and the qualification standards in chapter 30 of reference (b).

(6) Standard Grade (STD) – The minimum grade required on the individual graded item.

(7) Actual Grade (ACT) – The actual grade the student received on the individual graded item based on the numeric grading scale (defined below).

(8) The numerical grading scale of one through five must be used for all syllabus graded items. Definitions for the grading scale are as follows:

(a) 1 – Unable to perform task and requires instructor intervention. Instructor must demonstrate items assessed at to be at this grade level during the event.

(b) 2 – Performance is unsafe or lacks sufficient knowledge, skill, or ability. Deviations significantly disrupt performance. Corrections significantly lag deviations or aggravate the deviation.

(c) 3 – Performance is safe, but with limited proficiency. Deviations detract from performance. Corrections noticeably lag deviations and may not be appropriate.

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(d) 4 – Characteristic performance is safe and within acceptable limits. Deviations are brief, minor, and do not affect safety of flight. Corrections must be appropriate and timely.

(e) 5 – Performance is correct, efficient and skillful. Deviations are very minor. Corrections, if required, are initiated and are appropriate, smooth, and rapid.

(9) During the NATOPS phase of training, grading per chapter 30 of reference (b). Student's proficiency during the upgrading syllabi can be equated to the NATOPS evaluation by using the scale below:

- 5 = Not applicable to NATOPS evaluation
- 4 = Qualified
- 3 = Conditionally Qualified
- 2 = Unqualified
- 1 = Not applicable to NATOPS evaluation

(10) Recommended flight times are delineated at the bottom of each event grade sheet.

m. Ground Training. Pilots and aircrew must receive ground instruction during monthly training sessions. Enclosure (7) will ensure pilots and aircrew are familiar with the aircraft systems, aircraft operations, and the European operating environment. Each pilot and aircrew will be afforded opportunities to provide training in order to facilitate learning and various instructional techniques.

n. Currency/Proficiency. Minimum flight currency requirements are set forth in references (a), (b), and (d).

8. Records Management

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned per the records' disposition schedules located on the Department of the Navy Assistant for Administration, Directives and Records Management Division portal page at: <https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schedules/Forms/AllItems.aspx>.

b. For questions concerning the management of records related to this instruction or the records' disposition schedules, please contact the local records manager or the OPNAV Records Management Program (DNS-16).

9. Review and Effective Date. Per OPNAVINST 5215.17A, NASSIG (N3) and NAVSUPPACT Naples (N3) will review this instruction annually on the anniversary of its effective date to ensure applicability, currency, and consistency with Federal, Department of Defense, Secretary of the Navy, Navy policy, and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years unless revised or cancelled in the interim and will be reissued by the 10-year anniversary date if it still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.


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Releasability and distribution:

This instruction is cleared for public release and is available electronically only via:

NASSIG Instruction website:

<https://g2.cnic.navy.mil/NASSIGONELLAIT>

NAVSUPPACT Naples website:

https://www.cnic.navy.mil/regions/cnreurafcnt/installations/nsa_naples/about/departments/administration_n1/administrative_services/instructions.html

T2P COCKPIT FAM-0

Prerequisites: Flight Safety International Simulator Training

Event Goal: Introduce aircraft with exterior and interior pre-flight checks. Instructor walks T2P through pre-flight checklists and systems checks. Execute Engine Starts and Taxi Familiarization.

| Briefing Items | UNSAT | SAT | Execute Items | |
|-----------------------------------|-------|-----|--------------------------------|-----------------------|
| Checklist Procedures | | | (I)Exterior/Interior Preflight | Comp / Not Comp |
| W&B | | | (I)Preflight Checklists | Comp / Not Comp |
| Performance Data | | | (I)GPU Start | Comp / Not Comp |
| Flight Controls | | | (I)Taxi Familiarization | Comp / Not Comp |
| FMS-3000 | | | (I)Engine Shutdown | Comp / Not Comp |
| Pro Line 21 System | | | (I)Emergency Egress | Comp / Not Comp |
| Nose Wheel Steering | | | (I)Postflight Inspection | Comp / Not Comp |
| Flight Planning/Wx Brief | | | (I)CRM | Comp / Not Comp |
| Aircraft Publication Requirements | | | | |
| Instructor Comments | | | | Flight Time: 0 |

Items with an asterisk (I) are introductory items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

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T2P FAM-1

Prerequisites: T2P Cockpit Fam-0

Event Goal: Emphasis on high work and aircraft flight fundamentals. Introduction into visual approaches and landing pattern.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|---------------------------|-----------------|-----|-----------------------------------|-----------------|-----|
| Normal Procedures | | | (ID) Approach to Stall & Recovery | Comp / Not Comp | |
| Engine Limitations | | | (ID) Automation Demo | Comp / Not Comp | |
| Fire Extinguishing System | | | (ID) Touch and Go Procedures | Comp / Not Comp | |
| Flight Planning/Wx Brief | | | (ID) Landings (Any Flap Config)* | Comp / Not Comp | |
| VFR Tower Pattern | | | (I) Full Stop | Comp / Not Comp | |
| Stall Characteristics | | | Situational Awareness | 2 | |
| Execute Items | STD | ACT | Basic Airwork | 2 | |
| (I) GPU Start/Taxi* | 3 | | Post Flight Inspection | 2 | |
| (I) Takeoff & Climb | Comp / Not Comp | | CRM | 3 | |
| (I) VFR Turn Pattern* | Comp / Not Comp | | Emergencies | STD | ACT |
| (I) Slow Flight* | Comp / Not Comp | | None | | |
| (I) Level Speed Change* | Comp / Not Comp | | | | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

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T2P FAM-2

Prerequisites: T2P Fam-1

Event Goal: Introduction to both ground and in-flight emergencies. Continue high altitude work. Perform an instrument approach and emphasize tower pattern/touch & go procedures.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------|-----------------|-----|-----------------------------|-----------------|-----|
| Electrical System | | | (ID) SSE Waveoff* | Comp / Not Comp | |
| Fuel System | | | Landings (Any Flap Config)* | 2 | |
| Forced Landing/Ditch | | | Two-Engine Waveoff* | 2 | |
| CAWI System | | | Full Stop* | 2 | |
| Hot Weather Procedures | | | Situational Awareness | 2 | |
| | | | Basic Airwork | 2 | |
| Execute Items | STD | ACT | Post Flight Inspection* | 2 | |
| (I) Battery Start/Taxi* | Comp / Not Comp | | CRM | 3 | |
| Aborted Takeoff* | 3 | | Emergencies | STD | ACT |
| Takeoff & Climb* | 3 | | (I) Abnormal Start* | Comp / Not Comp | |
| (I) Engine Shutdown In Flight* | Comp / Not Comp | | Two-Engine Ditch* | 2 | |
| (I) Airstart* | Comp / Not Comp | | Electrical Syst Malfunction | Comp / Not Comp | |
| (I) SSE Waveoff at Altitude* | Comp / Not Comp | | Engine Failure After T/O | Comp / Not Comp | |
| Landing Pattern* | 2 | | Emergency Engine Shutdown | Comp / Not Comp | |
| (I) No-Flap Landing | Comp / Not Comp | | Emergency Descent* | 2 | |
| (I) SSE Touch and Go | Comp / Not Comp | | Engine Fire on the Ground* | 2 | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

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T2P INSTRUMENT FAM-1

Prerequisites: T2P Fam-2

Event Goal: Emphasis on FMS/Autopilot/Instrument Procedures during all phases of flight. A minimum of three instrument approaches should be performed and tower pattern if time permits. Recommended to be performed as an Out and In to enhance training.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------------|-----------------|-----|-----------------------------|-----------------|-----|
| EuroControl/APACS/Foreflight | | | Precision Approach * | 3 | |
| Bleed Air/Pressurization Syst | | | Non-Precision Approach* | 3 | |
| Flight Management System | | | Descent and Approach | 3 | |
| Deice/Anti-Ice Systems | | | Landings (Any Flap Config)* | 3 | |
| Pitot-Static System | | | Waveoff* | 3 | |
| Cold Weather Procedures | | | SSE Full Stop* | 2 | |
| Execute Items | STD | ACT | Situational Awareness | 2 | |
| (I) Start Malfunctions* | Comp / Not Comp | | Basic Airwork | 3 | |
| Engine Start/Taxi | 3 | | Post Flight Inspection | 3 | |
| Takeoff & Climb | 3 | | CRM | 3 | |
| Instrument Departure* | 3 | | Emergencies | STD | ACT |
| (R) En Route Procedures | 3 | | (I) Start Malfunctions* | Comp / Not Comp | |
| (ID) FMS Procedures | Comp / Not Comp | | Engine Fire In Flight* | 3 | |
| (ID) Automation Procedures | Comp / Not Comp | | Pressurization Malfunction* | 3 | |
| Holding Procedures* | 3 | | Smoke In Aircraft | Comp / Not Comp | |
| (ID) Instrument Approach Procedures* | Comp / Not Comp | | Anti-Ice System Malfunction | Comp / Not Comp | |
| (I) SSE Approach | Comp / Not Comp | | | | |

Instructor Comments:

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

T2P INSTRUMENT FAM-2

Prerequisites: T2P Fam-2

Event Goal: Student flies in the Right Seat. Emphasis on checklist management and FMS/Autopilot/Instrument Procedures during all phases of flight. At least one approach as PNF and PF. Tower Pattern if time permits. Recommended to be performed as an Out and In to enhance training. If event is executed at night, student shall not land from the right seat. PNF approaches and low approaches only are permitted in this case. Consideration should be given to minimum requirements for an instrument rating.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------|-------|-----|-----------------------------|-----------------|-----|
| Right Seat Differences | | | Precision Approach (SSE)* | 3 | |
| PNF Procedures | | | Non-Precision Approach* | 3 | |
| Checklist Management | | | Descent and Approach | 3 | |
| Flight Guidance Panel | | | (I) Right Seat Touch and Go | Comp / Not Comp | |
| Vertical Navigation | | | PNF Waveoff Procedures | 3 | |
| Stabilized Approach Criteria | | | Radio Procedures* | 3 | |
| Execute Items | STD | ACT | Execute Items Continued | STD | ACT |
| Engine Start/Taxi | 3 | | Situational Awareness | 3 | |
| PNF Procedures* | 2 | | Basic Airwork | 3 | |
| Instrument Departure* | 3 | | Post Flight Inspection* | 3 | |
| En Route Procedures | 3 | | CRM | 3 | |
| FMS Procedures* | 2 | | Emergencies | STD | ACT |
| Automation Procedures* | 3 | | Any EP | 3 | |
| Holding Procedures | 3 | | | | |
| PNF Approach Procedures* | 3 | | | | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

T2P NIGHT FAM-1

Prerequisites: T2P Fam-2

Event Goal: Student flies from the left seat. Emphasis on Aircraft Lighting Systems and operating in the night-time environment. Instrument Approaches and Pattern Work shall be performed. No SSE or No Flap landing permitted. Night currency qualification is required for completion of event.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------|-------|-----|------------------------------|-----|-----|
| Night Time Scan Pattern | | | Full Stop* | 3 | |
| Night Procedures | | | Two-Engine Waveoff* | 3 | |
| Cockpit Lighting | | | Shutdown | 3 | |
| Aircraft Lighting Systems | | | Situational Awareness | 3 | |
| Navigation Equipment | | | Basic Airwork | 3 | |
| Autopilot/Flight Director | | | Post Flight Inspection* | 3 | |
| Execute Items | STD | ACT | CRM | 3 | |
| Engine Start/Taxi | 3 | | Emergencies | STD | ACT |
| Takeoff & Climb | 3 | | Autopilot/AFCS Malfunction | 2 | |
| En Route Procedures | 3 | | Navigation Equipment Failure | 2 | |
| Automation Procedures | 3 | | Communications Malfunction | 3 | |
| Tower Pattern* | 3 | | Wing Overheat | 3 | |
| Landings (1/2 or Full Flap)* | 3 | | | | |
| Touch and Go Procedures* | 3 | | | | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

T2P FAM-3

Prerequisites: T2P Instrument Fam-2

Event Goal: Emphasis on preparation for NATOPS Check. Execute high work, as needed. More focus should be on approaches, landing pattern, and SSE. Instructor shall ensure NATOPS and Instrument Check requirements have been met.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------|-------|-----|------------------------------|-----|-----|
| Propeller System | | | SSE Waveoff* | 3 | |
| Oil System | | | SSE Pattern* | 3 | |
| Hydraulic System | | | No Flap Landing* | 3 | |
| Landing Gear | | | Landings (All Flap Configs)* | 3 | |
| Oxygen System | | | Touch and Go Procedures* | 3 | |
| Windshear Escape Procedures | | | SSE Full Stop* | 3 | |
| Execute Items | STD | ACT | Shutdown | 3 | |
| Start Malfunctions* | 3 | | Situational Awareness | 3 | |
| Engine Start/Taxi | 3 | | Basic Airwork | 3 | |
| Takeoff & Climb* | 3 | | Post Flight Inspection | 3 | |
| Tower Pattern* | 3 | | CRM | 3 | |
| FMS Procedures | 3 | | Emergencies | STD | ACT |
| SSE Ditch* | 3 | | Start Malfunctions* | 3 | |
| Instrument Approach Procedures | 3 | | Aborted Takeoff* | 3 | |
| Precision Approach | 3 | | Any EP* | 3 | |
| Non-Precision Approach | 3 | | | | |

Instructor Comments

Flight Time: 2.5

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for NATOPS Check: YES NO

24 MAY 2022

T2PE FAM-1**Prerequisites:** T2PE Cockpit Fam-0**Event Goal:** Emphasis on basic air work and aircraft flight fundamentals. Instructor demonstrate visual approach. Student full stop, if time permits.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|---------------------------------|-----------------|-----|-----------------------------------|-----------------|-----|
| Normal Procedures | | | (ID) Level Speed Change* | Comp / Not Comp | |
| Engine Limitations | | | (ID) Automation Demo* | Comp / Not Comp | |
| Flight Planning/Wx Brief | | | (ID) Approach to Stall & Recovery | Comp / Not Comp | |
| Instrument Departure Procedures | | | (ID) Full Stop | Comp / Not Comp | |
| Execute Items | STD | ACT | Situational Awareness | 2 | |
| GPU Start/Taxi* | 2 | | Basic Airwork | 2 | |
| (I) Takeoff & Climb | Comp / Not Comp | | (I) Post Flight Inspection* | Comp / Not Comp | |
| (ID) Turn Pattern* | Comp / Not Comp | | CRM | 2 | |
| (ID) Slow Flight* | Comp / Not Comp | | | | |

Instructor Comments**Flight Time: 1.5**

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

Enclosure (2)

24 MAY 2022

T2PE FAM-2

Prerequisites: T2PE Fam-1

Event Goal: Continued emphasis on basic air work and aircraft flight fundamentals. Student performs visual approach. Instructor demonstrates tower pattern. Student performs pattern work, as time permits.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|------------------------------------|-----------------|-------------|--------------------------------------|------------------|-----|
| Normal Procedures | | | (ID) Visual Approach | Comp / Not Comp | |
| Fuel System | | | (ID) Tower Pattern | Comp / Not Comp | |
| Touch and Go Procedures | | | (ID) Landings (1/2 Flap, Full Flap)* | Comp / Not Comp | |
| Single Engine Characteristics | | | (ID) Two Engine Waveoff* | Comp / Not Comp | |
| Execute Items | STD | ACT | Full Stop | 2 | |
| (ID) Battery Start/Taxi* | Comp / Not Comp | | Situational Awareness | 2 | |
| Takeoff & Climb* | 2 | | Basic Airwork | 2 | |
| Turn Pattern* | 2 | | Post Flight Inspection | 2 | |
| Slow Flight | 2 | | CRM | 2 | |
| (ID) Approach to Stall & Recovery* | Comp / Not Comp | Emergencies | | STD | ACT |
| (ID) SSE Waveoff at altitude* | Comp / Not Comp | | None | | |
| Instructor Comments | | | | Flight Time: 1.5 | |

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

T2PE FAM-3

Prerequisites: T2PE Fam-2

Event Goal: Emphasis on high work and aircraft flight fundamentals. Introduction into visual approaches and landing pattern, if time permits. Based on student progression and instructor's discretion, introduction of emergencies are permitted.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|-------------------------------|-------|-----|---------------------------------|-----------------|-----|
| Normal Procedures | | | (I) Touch and Go Procedures* | 2 | |
| Engine Limitations | | | Landings (1/2 Flap, Full Flap)* | 2 | |
| Fire Extiguishing System | | | Full Stop* | 2 | |
| Flight Planning/Wx Brief | | | Situational Awareness | 2 | |
| Touch and Go Procedures | | | Basic Airwork* | 2 | |
| Stall Characteristics | | | Post Flight Inspection* | 3 | |
| Execute Items | STD | ACT | CRM | 3 | |
| Engine Start/Taxi | 3 | | Emergencies | STD | ACT |
| Takeoff & Climb* | 3 | | (ID) Aborted Takeoff | Comp / Not Comp | |
| Turn Pattern | 3 | | (I) Preplanned Engine Shutdown | Comp / Not Comp | |
| Slow Flight | 3 | | (I) V1 Cut at Altitude | Comp / Not Comp | |
| Level Speed Change | 3 | | (ID) Ditch | Comp / Not Comp | |
| Approach to Stall & Recovery* | 2 | | | | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a * are required graded items
 Items with a (D) are demonstration items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

T2PE FAM-4

Prerequisites: T2PE Fam-3

Event Goal: Emphasis and focus is placed solely on the VFR Tower Pattern and landings. Tower pattern emergencies are at the discretion of the instructor, but are not required.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|---------------------------------|---------------|-----|--------------------------|---------------|-----|
| VFR Tower Pattern | | | (ID) SSE Waveoff | Comp/Not Comp | |
| Touch and Go Procedures | | | Two Engine Waveoff* | 3 | |
| No Flap Landings | | | Touch and Go Procedures* | 3 | |
| SSE Landings | | | Full Stop* | 3 | |
| Execute Items | STD | ACT | Situational Awareness | 3 | |
| Engine Start/Taxi | 3 | | Basic Airwork* | 3 | |
| Takeoff & Climb | 3 | | Post Flight Inspection* | 3 | |
| Tower Pattern* | 3 | | CRM | 3 | |
| Landings (1/2 Flap, Full Flap)* | 2 | | Emergencies | STD | ACT |
| No Flap Landing* | Comp/Not Comp | | Aborted Takeoff* | 3 | |
| (ID) SSE Landing | Comp/Not Comp | | (I) SSE Tower Pattern* | 2 | |

Instructor Comments

Flight Time: 1.5

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

24 MAY 2022

T2PE INSTRUMENT FAM-1

Prerequisites: T2PE Fam-4

Event Goal: Introduction to FMS/Autopilot/Instrument Procedures during all phases of flight. A minimum of three instrument approaches should be performed and tower pattern if time permits. If unable to achieve both non-precision and precision approaches, event can still be considered complete. Consideration should be given to minimum requirements for instrument rating.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|-------------------------------------|-----------------|-----|-------------------------------|-----------------|-----|
| EuroControl/APACS/Foreflight | | | Precision Approach* | 2 | |
| Flight Management System | | | Non-Precision Approach* | 2 | |
| Deice/Anti-Ice Systems | | | (I) Descent and Approach | Comp / Not Comp | |
| Pitot-Static System | | | Landings (1/2 and Full Flap)* | 3 | |
| Flight Guidance Panel | | | Missed Approach Procedures* | 2 | |
| | | | Situational Awareness | 3 | |
| Execute Items | STD | ACT | | | |
| (I) Start Malfunctions* | Comp / Not Comp | | Post Flight Inspection | 3 | |
| GPU Start/Taxi | 3 | | CRM | 3 | |
| Takeoff & Climb* | 3 | | Emergencies | STD | ACT |
| Instrument Departure* | 2 | | (I) Start Malfunctions* | Comp / Not Comp | |
| En Route Procedures* | 2 | | Engine Malfunctions | 3 | |
| (ID) FMS Procedures | Comp / Not Comp | | Engine Fire In Flight* | 3 | |
| (ID) Automation Procedures | Comp / Not Comp | | Anti-Ice System Malfunction* | 3 | |
| Holding Procedures* | 2 | | | | |
| (D) Instrument Approach Procedures* | Comp / Not Comp | | | | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a (D) are demonstration items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

24 MAY 2022

T2PE INSTRUMENT FAM-2

Prerequisites: T2PE Instrument Fam-1

Event Goal: Student flies in the Right Seat. Emphasis on FMS/Autopilot/Instrument Procedures during all phases of flight. A minimum of three instrument approaches should be performed and tower pattern, if time permits. If unable to achieve both non-precision and precision approaches, event can still be considered complete. Consideration should be given to minimum requirements for instrument rating. Student is not allowed to land from the right seat if event is completed at night. PNF approaches and low approaches only are allowed in this case.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------|-------|-----|-------------------------------|-----------------|-----|
| Right Seat Touch and Go | | | Precision Approach* | 3 | |
| PNF Procedures | | | Non-Precision Approach* | 3 | |
| Checklist Management | | | Descent and Approach | 3 | |
| Challenge - Response Method | | | (I) Right Seat Touch and Go* | Comp / Not Comp | |
| Stabilized Approach Criteria | | | (I) PNF Waveoff Procedures* | Comp / Not Comp | |
| Vertical Navigation | | | (I) Radio Procedures* | Comp / Not Comp | |
| Execute Items | STD | ACT | | STD | ACT |
| Engine Start/Taxi | 3 | | Situational Awareness | 3 | |
| PNF Procedures* | 2 | | Basic Airwork | 3 | |
| Instrument Departure* | 3 | | Post Flight Inspection* | 3 | |
| En Route Procedures* | 3 | | CRM | 3 | |
| FMS Procedures* | 2 | | Emergencies | STD | ACT |
| Automation Procedures* | 2 | | Autopilot/AFCS Malfunction* | 3 | |
| Holding Procedures* | 3 | | Navigation Equipment Failure* | 3 | |
| PNF Approach Procedures* | 3 | | Communications Malfunction | Comp / Not Comp | |
| | | | Wing Overheat* | 3 | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

24 MAY 2022

T2PE NIGHT FAM-1

Prerequisites: T2PE Fam-4

Event Goal: Student flies in left seat. Emphasis on Aircraft Lighting Systems and operating in the night-time environment. Instrument Approaches and Pattern Work shall be performed. No SSE permitted.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------|-------|-----|------------------------------|-----|-----|
| Night Time Scan Pattern | | | Tower Pattern* | 2 | |
| Night Procedures | | | Landings (1/2 or Full Flap)* | 2 | |
| Cockpit Lighting | | | Touch and Go Procedures* | 3 | |
| Aircraft Lighting Systems | | | Two-Engine Waveoff* | 3 | |
| Night Landing Considerations | | | Full Stop* | 3 | |
| Night Physiology | | | Shutdown | 3 | |
| Execute Items | STD | ACT | Situational Awareness | 3 | |
| Engine Start/Taxi | 3 | | Basic Airwork* | 3 | |
| Takeoff & Climb | 3 | | Post Flight Inspection* | 3 | |
| En Route Procedures | 3 | | CRM | 3 | |
| Automation Procedures | 3 | | Emergencies | STD | ACT |
| Instrument Approach | 3 | | Instructor's Discretion | 3 | |
| Published Missed Approach | 3 | | | | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

24 MAY 2022

T2PE NIGHT FAM-2

Prerequisites: T2PE Night Fam-1

Event Goal: **Student flies in the left seat.** Emphasis on Aircraft Lighting Systems and operating in the night-time environment. Instrument Approaches and Pattern Work shall be performed. No SSE or No Flap landings permitted. Night currency qualification is required for event completion.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|---------------------------|-------|-----|------------------------------|------------------|-----|
| Night Time Scan Pattern | | | Tower Pattern* | 3 | |
| Night Procedures | | | Landings (1/2 or Full Flap)* | 3 | |
| Navigation Equipment | | | Touch and Go Procedures* | 3 | |
| Autopilot/Flight Director | | | Full Stop* | 3 | |
| | | | Two-Engine Waveoff* | 3 | |
| | | | Shutdown | 3 | |
| Execute Items | STD | ACT | Situational Awareness | 3 | |
| Engine Start/Taxi | 3 | | Basic Airwork* | 3 | |
| Takeoff & Climb* | 3 | | Post Flight Inspection* | 3 | |
| En Route Procedures | 3 | | CRM | 3 | |
| Automation Procedures* | 3 | | Emergencies | STD | ACT |
| | | | Instructor's Discretion | 3 | |
| Instructor Comments | | | | Flight Time: 2.0 | |

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: **YES** **NO**

24 MAY 2022

T2PE FAM-5

Prerequisites: T2PE Fam-4

Event Goal: Introduction to both ground and flight emergencies. Continue high altitude work. Perform an instrument approach, if time permits, and emphasize tower pattern/touch & go procedures.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------|-----------------|-----|-----------------------------|-----|-----|
| Electrical System | | | SSE Waveoff* | 2 | |
| Fuel System | | | Landings (any flap config)* | 3 | |
| Forced Landing/Ditch | | | Two-Engine Waveoff | 3 | |
| CAWI System | | | Full Stop* | 3 | |
| Hot Weather Procedures | | | Situational Awareness | 3 | |
| | | | Basic Airwork | 3 | |
| Execute Items | STD | ACT | Post Flight Inspection | 3 | |
| Engine Start/Taxi | 3 | | CRM | 3 | |
| Aborted Takeoff* | 3 | | Emergencies | STD | ACT |
| Takeoff & Climb | 3 | | Abnormal Start* | 3 | |
| (I) Engine Shutdown In Flight* | Comp / Not Comp | | Two-Engine Ditch* | 3 | |
| (I) Airstart* | Comp / Not Comp | | Electrical Syst Malfunction | 3 | |
| SSE Waveoff at Altitude | 2 | | Engine Failure After T/O | 3 | |
| Tower Pattern* | 3 | | Emergency Engine Shutdown | 3 | |
| No-Flap Landing* | 3 | | Emergency Descent* | 3 | |
| SSE Touch and Go* | 3 | | Engine Fire on the Ground* | 3 | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

24 MAY 2022

T2PE FAM-6

Prerequisites: T2PE Fam-5

Event Goal: Emphasis on preparation for NATOPS Check. Execute high work, as needed. More focus should be on approaches, landing pattern, and SSE. Instructor shall ensure NATOPS and Instrument Check requirements have been met.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------|-------|-----|-------------------------|------------------|-----|
| Propeller System | | | Non-Precision Approach | 3 | |
| Oil System | | | SSE Waveoff * | 3 | |
| Landing Gear | | | SSE Pattern* | 3 | |
| Oxygen System | | | No Flap Landing | 3 | |
| Windshear Escape Procedures | | | SSE Full Stop* | 3 | |
| | | | Shutdown | 3 | |
| Execute Items | STD | ACT | Situational Awareness | 3 | |
| Start Malfunctions* | 3 | | Basic Airwork* | 3 | |
| Engine Start/Taxi | 3 | | Post Flight Inspection | 3 | |
| Takeoff & Climb | 3 | | CRM | STD | ACT |
| Tower Pattern* | 3 | | Emergencies | STD | ACT |
| FMS Procedures | 3 | | Start Malfunctions* | 3 | |
| SSE Ditch* | 3 | | Instructor's Discretion | 3 | |
| Instrument Approach Procedures | 3 | | | | |
| Precision Approach | 3 | | | | |
| Instructor Comments | | | | Flight Time: 2.5 | |

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for NATOPS Check: YES NO

24 MAY 2022

TPC FAM-1

Prerequisites: Qualified T2P

Event Goal: Introduction to the decision making process and defensive flying concepts. In-flight defensive flying should be introductory in nature with the instructor being "out of role". Debrief student throughout the event. Student flies in right seat. Mission scenarios should pertain to topics such as hot weather, cold weather, major/minor malfunctions in-flight or on ground, cargo/pax situations, etc...

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------------|-----------------|-----|------------------------------------|-----------------|-----|
| ORM Principals | | | (I) Single Pilot Waveoff * | Comp / Not Comp | |
| Defensive Flying/Posturing | | | No Flap Landing* | 3 | |
| RT Seat Normal Procedures | | | Quarter Flap Landing | 3 | |
| CRM Management | | | SSE Waveoff* | 3 | |
| CAWI Usage | | | SSE Landing* | 3 | |
| Mission Scenario | | | *Right Seat Full Stop | 3 | |
| Execute Items | STD | ACT | In-Flight Decision Making | 2 | |
| Engine Start/Taxi | 4 | | TPC Presence* | 2 | |
| (I) Preflight/Taxi Predicaments* | Comp / Not Comp | | Situational Awareness | 3 | |
| Takeoff & Climb | 4 | | Basic Airwork* | 3 | |
| (I) Takeoff & Climb Predicaments* | Comp / Not Comp | | Post Flight Inspection | 4 | |
| Tower Pattern* | 3 | | CRM | 3 | |
| (I) Tower Pattern Predicaments* | Comp / Not Comp | | Emergencies | STD | ACT |
| PNF Instrument Approach | 3 | | Engine Malfunction* | 3 | |
| (I) Instrument Approach Predicaments | Comp / Not Comp | | Wing Overheat | 3 | |
| Right Seat Landings* | 2 | | Emergency Descent* | 3 | |
| (I) Landing Predicaments* | Comp / Not Comp | | Ditch* | 3 | |

~~Instructor Comments~~

~~Flight Time: 20~~

Items with an (I) are introductory items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: YES NO

24 MAY 2022

TPC FAM-2

Prerequisites: TPC Fam-1

Event Goal: Continued evaluation of decision making process and defensive flying. Instructor will be "in-role" as an average T2P. Student is expected to maintain Safety of Flight. Student flies in right seat. Mission scenarios should pertain to topics such as hot weather, cold weather, major/minor malfunctions in-flight or on ground, cargo/pax situations, etc...

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|----------------------------------|-------|-----|----------------------------|-----|-----|
| T2P Common Errors | | | Single Pilot Waveoff * | 3 | |
| Crew Rest (CNAF 3710) | | | No Flap Landing* | 3 | |
| Single Engine Aerodynamics | | | SSE Waveoff* | 3 | |
| Mission Scenario | | | SSE Landing* | 3 | |
| | | | Right Seat Full Stop* | 3 | |
| Execute Items | STD | ACT | In-Flight Decision Making* | 3 | |
| Engine Start/Taxi | 4 | | TPC Presence* | 2 | |
| Preflight/Taxi Predicaments* | 3 | | Situational Awareness | 3 | |
| Takeoff & Climb | 4 | | Basic Airwork* | 3 | |
| Takeoff & Climb Predicaments* | 3 | | Post Flight Inspection | 4 | |
| Tower Pattern* | 3 | | CRM | 3 | |
| Tower Pattern Predicaments* | 3 | | Emergencies | STD | ACT |
| PNF Instrument Approach | 4 | | Start Malfunctions* | 3 | |
| Instrument Approach Predicaments | 3 | | Engine Fire In Flight* | 3 | |
| Right Seat Landings* | 3 | | Aircraft Evacuation* | 3 | |
| Landing Predicaments* | 3 | | Any EP | 3 | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: YES NO

TPC NIGHT FAM-1

24 MAY 2022

Prerequisites: TPC Fam-2

Event Goal: Continued evaluation of decision making process and defensive flying in the night time environment. Instructor will be "in-role" as an average T2P. Student is expected to maintain Safety of Flight. Student flies in right seat. Mission scenarios should pertain to topics such as hot weather, cold weather, major/minor malfunctions in-flight or on ground, cargo/pax situations, etc...

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|-----------------------------------|-----------------|-----|----------------------------------|-----|-----|
| Mission Scenario | | | Right Seat Landings* | 3 | |
| Night Time Illusions | | | Landing Predicaments* | 3 | |
| Airfield Lighting | | | PNF Waveoff* | 3 | |
| Hard Landing Inspection | | | In-Flight Decision Making* | 3 | |
| Execute Items | STD | ACT | TPC Presence* | 3 | |
| Engine Start/Taxi | 4 | | Situational Awareness | 3 | |
| Preflight/Taxi Predicaments* | 3 | | Basic Airwork* | 3 | |
| Takeoff & Climb Predicaments* | 3 | | Post Flight Inspection | 4 | |
| Enroute Decision Making* | 3 | | CRM | 3 | |
| (I) Descent Predicaments* | Comp / Not Comp | | Emergencies | STD | ACT |
| Tower Pattern | 3 | | Smoke in Aircraft* | 3 | |
| Tower Pattern Predicaments* | 3 | | Navigation/Display Malfunctions* | 3 | |
| PNF Instrument Approach | 4 | | Any EP | 3 | |
| Instrument Approach Predicaments* | 3 | | | | |

Instructor Comments

Flight Time: 2.0

Items with an (I) are introductory items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: YES NO

24 MAY 2022

TPC Line-1

Prerequisites: TPC Fam-2

Event Goal: Continued evaluation of decision making process and defensive flying. This event will be treated as mission, but will not be an actual mission. Instructor will be "in role" as a new T2P. The instructor will evaluate knowledge of the mission set and provide decision making scenarios through the flight. This event should be an Out and In or may be flown on an empty leg of a mission. Mission scenarios should pertain to topics such as hot weather, cold weather, major/minor malfunctions in-flight or on ground, cargo/pax situations, etc...

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------|-------|-----|----------------------------------|------------|------------|
| Extreme Weather Operation | | | PNF Instrument Approach* | 4 | |
| Cargo Limitations/Priority | | | Instrument Approach Predicaments | 3 | |
| RON Responsibilities | | | In-Flight Decision Making* | 3 | |
| Oxygen Requirements | | | TPC Presence * | 3 | |
| Mission Scenario | | | Situational Awareness | 3 | |
| Execute Items | STD | ACT | | | |
| Engine Start/Taxi | 4 | | Basic Airwork* | 3 | |
| Preflight/Taxi Predicaments* | 4 | | Post Flight Inspection* | 4 | |
| Takeoff & Climb Predicaments | 3 | | CRM | 4 | |
| Enroute Decision Making* | 3 | | Emergencies | STD | ACT |
| Descent Predicaments | 3 | | (R) Any EP | 3 | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: **YES** **NO**

TPC LINE-X

24 MAY 2022

Prerequisites: TPC Line Fam-1

Event Goal: Continued evaluation of decision making process and defensive flying. Instructor will not be "in role". The instructor will evaluate knowledge of the mission set and provide decision making scenarios through the flight. Due to possible pax on board, defensive flying will not involve maneuvers in critical phases of flight. Student flies in right seat. Mission scenarios should pertain to topics such as hot weather, cold weather, major/minor malfunctions in-flight or on ground, cargo/pax situations, etc...

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|-------------------------------|-------|-----|----------------------------------|------------------|-----|
| Aircraft Performance | | | PNF Instrument Approach* | 4 | |
| Fuel/Wx Minimums | | | Instrument Approach Predicaments | 3 | |
| NASSIG SOP | | | In-Flight Decision Making* | 3 | |
| SE Service Ceiling | | | TPC Presence* | 4 | |
| Execute Items | STD | ACT | Situational Awareness | 4 | |
| Engine Start/Taxi | 4 | | Basic Airwork* | 3 | |
| Preflight/Taxi Predicaments* | 4 | | Post Flight Inspection* | 4 | |
| Takeoff & Climb Predicaments* | 4 | | CRM | 4 | |
| Enroute Decision Making* | 3 | | Emergencies | STD | ACT |
| Descent Predicaments | 4 | | (R) Any EP | 3 | |
| Instructor Comments | | | | Flight Time: 2.0 | |

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for TPC Check: YES NO

TPC-X

24 MAY 2022

Prerequisites: TPC Line Fam-1

Event Goal: Continued evaluation of decision making process and defensive flying. Instructor will be "in-role" as a T2P. Student is expected to maintain Safety of Flight. This event may be flown in conjunction with an annual NATOPS Check, if required. Student flies in right seat.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|----------------------------------|-------|-----|----------------------------|-----|-----|
| Instructors Discretion | | | Single Pilot Waveoff* | 4 | |
| | | | No Flap Landing* | 4 | |
| | | | SSE Waveoff* | 4 | |
| | | | SSE Landing* | 4 | |
| | | | Right Seat Full Stop* | 4 | |
| Execute Items | STD | ACT | In-Flight Decision Making* | 4 | |
| Engine Start/Taxi | 4 | | TPC Presence * | 4 | |
| Preflight/Taxi Predicaments* | 4 | | Situational Awareness | 4 | |
| Takeoff & Climb | 4 | | Basic Airwork* | 3 | |
| Takeoff & Climb Predicaments* | 4 | | Post Flight Inspection | 4 | |
| Tower Pattern* | 4 | | CRM | 4 | |
| Tower Pattern Predicaments* | 4 | | Emergencies | STD | ACT |
| PNF Instrument Approach | 4 | | Any EP/Malfunction | 3 | |
| Instrument Approach Predicaments | 4 | | | | |
| Right Seat Landings* | 3 | | | | |
| Landing Predicaments* | 4 | | | | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for TPC Designation: **YES NO**

24 MAY 2022

C-26D FUNCTIONAL CHECK FLIGHT (FCF)
PILOT TRAINING SYLLABUS

PURPOSE. THIS SYLLABUS PREPARES ELIGIBLE TRANSPORT PLANE COMMANDERS FOR DESIGNATION AS FCF PILOTS. TO BE ELIGIBLE, AN AIRCRAFT COMMANDER MUST HAVE **50 AIRCRAFT COMMANDER HOURS IN MODEL AND BE NOMINATED BY THE OPERATIONS OFFICER.** ONCE COMPLETED, A CANDIDATE MUST BE DESIGNATED IN WRITING BY THE COMMANDING OFFICER PRIOR TO PERFORMING A FUNCTIONAL CHECK FLIGHT AS AIRCRAFT COMMANDER.

NAME: _____

| <u>1. GROUND TRAINING:</u> | <u>DATE</u> | <u>FCF PILOT</u> |
|---------------------------------|-------------|------------------|
| a. C-26D AFM | _____ | _____ |
| b. CNAF M-3710.7 | _____ | _____ |
| c. OPNAVINST 4790.2 (series) | _____ | _____ |
| d. NAVAIR A1-C26DA-NFM-00, Ch 4 | _____ | _____ |
| <u>2. FLIGHT TRAINING:</u> | | |
| a. COMPLETE FCF (RIGHT SEAT) | _____ | _____ |
| b. COMPLETE FCF (LEFT SEAT) | _____ | _____ |
| <u>3. OPEN BOOK EXAM:</u> | GRADE | _____ |

24 MAY 2022

IUT-1: Right Seat Demonstration Flight

Prerequisites: Recommendation by Standardization Board and approved by Operations Officer

Event Goal: IUT will fly from the right seat while handling all checklists, radio calls and flying duties. This event is designed to evaluate the IUT's ability to present and execute effective teaching points while maintaining safety of flight. The IUT-I will only intervene in flight duties if safety of flight becomes a concern. The IUT-I will only provide instructional feedback at the completion of the IUT's teaching point.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|----------------------------------|-------|-----|----------------------------------|------------------|-----|
| Single Pilot Operations | | | (I) Single Pilot Waveoff* | Comp / Not Comp | |
| Effective Questioning Techniques | | | SSE Waveoff* | 4 | |
| Syllabus Event Planning | | | SSE Landing* | 4 | |
| Time Management | | | Right Seat Full Stop* | 4 | |
| Demonstration Set-Up | | | (I) Instructor Presence* | Comp / Not Comp | |
| Execute Items | STD | ACT | (I) Teaching Point Presentation* | Comp / Not Comp | |
| GPU Start/Taxi | 4 | | (I) Questioning Techniques* | Comp / Not Comp | |
| Takeoff & Climb* | 4 | | Situational Awareness | 4 | |
| Turn Pattern* | 4 | | Basic Airwork | 4 | |
| Stall Series* | 4 | | Debriefing | 4 | |
| Engine Failure on T/O (At Alt)* | 4 | | CRM | 4 | |
| | | | Emergencies | STD | ACT |
| Ditch* | 4 | | Engine Failure After T/O* | 4 | |
| Visual Approach Procedures | 4 | | Emergency Descent* | 4 | |
| Tower Pattern* | 4 | | Ditch* | 4 | |
| Right Seat Landings* | 4 | | | | |
| Instructor Comments | | | | Flight Time: 2.0 | |

Items with an (I) are introductory items
 Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: **YES** **NO**

IUT-2

24 MAY 2022

Prerequisites: IUT-1

Event Goal: The IUT will fly from the right seat and provide instruction on a T2PE FAM-4 event. The IUT will be evaluated on event planning, meaningful event flow, questioning techniques, and by the quality of instruction provided. The IUT-I will be an average T2P making common T2P errors throughout the event. The IUT will be expected to provide meaningful instruction to the IUT-I.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|----------------------------------|-------|-----|---------------------------------|-----|-----|
| Technique vs. Procedure | | | Tower Pattern Instruction* | 3 | |
| Defensive Positioning | | | Simulated Emergency Set-Up* | 3 | |
| Automation Useage vs. Reliance | | | Emergency Procedure Evaluation* | 3 | |
| Use of Demonstrations | | | Instructor Presence | 3 | |
| Simulated Emergency Set-Up | | | Teaching Point Presentation* | 3 | |
| Syllabus Event Planning | | | Questioning Techniques* | 3 | |
| Execute Items | STD | ACT | Situational Awareness | 4 | |
| GPU Start/Taxi Instruction* | 3 | | Basic Airwork | 4 | |
| Takeoff & Climb Instruction* | 3 | | Debriefing* | 3 | |
| Enroute Instruction* | 3 | | CRM | 4 | |
| Instrument Approach Instruction* | 3 | | Emergencies | STD | ACT |
| Tower Pattern Demonstration* | 4 | | Hydraulic Malfunction* | 4 | |
| Right Seat Landings* | 4 | | Manual Gear Extension* | 4 | |
| Single Pilot Waveoff* | 4 | | Engine Fire In Flight* | 4 | |
| SSE Waveoff Demo* | 4 | | Wing Overheat | 4 | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: YES NO

IUT-3

24 MAY 2022

Prerequisites: IUT-2

Event Goal: The IUT will fly from the left seat and provide instruction on a TPC FAM-1 Syllabus event. The IUT will be evaluated on event planning, meaningful event flow, questioning techniques, and by the quality of instruction provided to an upgrading TPC. The IUT-I will be a below average T2P making common TPC upgrading errors throughout the event. The IUT will be expected to provide meaningful instruction to the IUT-I on defensive flying techniques, decision making scenarios and NATOPS standardization.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|--------------------------------|-------|-----|------------------------------|-----|-----|
| TPC Fam-1 Briefing Items | | | Defensive Flying Demo* | 3 | |
| Manuever Description Guide | | | Time Management | 3 | |
| Student Evaluation | | | Instructor Presence | 3 | |
| Instructor vs. Student Fatigue | | | Teaching Point Presentation* | 3 | |
| Actual Emergencies | | | Questioning Techniques* | 3 | |
| Syllabus Event Planning | | | Situational Awareness | 4 | |
| Execute Items | STD | ACT | Basic Airwork | 4 | |
| GPU Start/Taxi Instruction | 3 | | Debriefing* | 3 | |
| Takeoff & Climb Instruction* | 3 | | CRM | 4 | |
| *Tower Pattern Instruction | 3 | | Emergencies | STD | ACT |
| In Role Presence | 3 | | Smoke in the Aircraft* | 4 | |
| Predicament Presentation* | 3 | | | | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for next event: YES NO

IUT-4

24 MAY 2022

Prerequisites: IUT-3

Event Goal: The IUT will fly from the left seat and provide instruction on a T2PE RI-2 Syllabus event to include tower pattern work. The IUT will be evaluated on event planning, meaningful event flow, questioning techniques, and by the quality of instruction provided. The IUT-I will be a below average T2P making common T2P errors throughout the event. The IUT will be expected to provide meaningful instruction to the IUT-I.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------------|-------|-----|---------------------------------|-----|-----|
| Syllabus Event Briefs | | | Tower Pattern Instruction* | 4 | |
| Instructing Instruments | | | Simulated Emergency Set-Up* | 3 | |
| ORM for Syllabus Events | | | Time Management | 3 | |
| Negative Training | | | Instructor Presence | 3 | |
| Scenario Presentation | | | Teaching Point Presentation* | 3 | |
| Syllabus Event Planning | | | Questioning Techniques* | 3 | |
| Execute Items | STD | ACT | Situational Awareness | 4 | |
| GPU Start/Taxi Instruction* | 4 | | Basic Airwork | 4 | |
| Takeoff & Climb Instruction* | 4 | | Debriefing | 3 | |
| Enroute Instruction* | 3 | | CRM | 4 | |
| Enroute Emergency Presentation* | 3 | | Emergencies | STD | ACT |
| Descent Instruction/Planning* | 3 | | Autopilot Malfunctions* | 4 | |
| Precision Approach Instruction* | 3 | | Navigation Equip. Malfunctions* | 4 | |
| Non-Precision Approach Instruction | 3 | | Communication Malfunctions | 4 | |
| Published Missed Approach* | 4 | | | | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for IUT-X: YES NO

24 MAY 2022

IUT-X

Prerequisites: IUT-4

Event Goal: The IUT will fly from the right seat and provide instruction on a T2P FAM-3 event. The IUT will be evaluated on event briefing, event planning, meaningful event flow, questioning techniques, and by the quality of instruction provided. The IUT-I will be a below average T2P making common T2P errors throughout the event. The IUT will be expected to provide meaningful instruction to the IUT-I. This event shall be completed with a Pilot ANI or NI.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|------------------------------|-------|-----|------------------------------|-----|-----|
| T2P Fam-3 Briefing Items | | | Simulated Emergency Set-Up* | 4 | |
| | | | Time Management | 4 | |
| | | | Instructor Presence | 4 | |
| | | | Teaching Point Presentation* | 4 | |
| | | | Questioning Techniques* | 4 | |
| Execute Items | STD | ACT | Situational Awareness | 4 | |
| GPU Start/Taxi Instruction* | 4 | | Basic Airwork | 4 | |
| Takeoff & Climb Instruction* | 4 | | Debriefing* | 4 | |
| High Work Instruction* | 4 | | CRM | 4 | |
| Ditch Demo* | 4 | | Emergencies | STD | ACT |
| Tower Pattern Demonstration | 4 | | IUT-I Preference* | 4 | |
| Right Seat Landings | 4 | | | | |
| Single Pilot Waveoff Demo | 4 | | | | |
| SSE Waveoff Demo* | 4 | | | | |
| Tower Pattern Instruction* | 4 | | | | |

Instructor Comments

Flight Time: 2.0

Items with a * are required graded items

Student Name: _____

Instructor Name: _____

Recommended for Instructor: YES NO

24 MAY 2022

TA GROUND FAM

Prerequisites: N/A

Event Goal: Instructor introduces the aircraft, its systems, and performs cockpit and cabin familiarization with student. Instructor will brief and demonstrate all pre/post mission requirements.

Student shall have notes for all Briefing Items prior to brief.

| Briefing Items | UNSAT | SAT | Execute Items | |
|-------------------------|-------|-----|----------------------------------|-----------------|
| Mission Planning | | | (D) Exterior/Interior Preflight | Comp / Not Comp |
| Weight & Balance | | | (D) Pre-flight Checklists | Comp / Not Comp |
| Briefing Items | | | (D) Cabin Readiness | Comp / Not Comp |
| Maintenance Control | | | (D) Emergency Equipment Use | Comp / Not Comp |
| Aircraft Configurations | | | (D) Passenger Aids Use | Comp / Not Comp |
| Cargo/Pax Manifests | | | (D) Exterior/Interior Postflight | Comp / Not Comp |
| Aircraft Servicing | | | Emergency Egress* | Comp / Not Comp |
| Post-Flight Duties | | | *CRM | Comp / Not Comp |

Instructor Comments

Items with a (D) are demonstration items.
 Items with an * are required to be completed.

Military Bearing:

Date _____

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

24 MAY 2022

TA CARGO FAM

Prerequisites: TA Ground Fam, CRM Ground, Egress.

Event Goal: Introduce student to a cargo intensive mission. Thoroughly go over all pubs and instructions utilized for cargo and proper steps to ensure safe transport of all materials. Emphasize hazmat and cargo limits.

Student shall have notes for all Briefing Items prior to brief.

| Briefing Items | UNSAT | SAT | Execute Items | |
|---------------------------------|-----------------|-----|----------------------------------|-----------------|
| Applicable Cargo Pubs | | | (ID) Pre-Flight Procedures | Comp / Not Comp |
| Cargo Limitations | | | (D) Passenger Brief | Comp / Not Comp |
| Weight and Balance | | | (ID) In-Flight Duties | Comp / Not Comp |
| Base Ops/Load Planning | | | (I) Aircraft Servicing | Comp / Not Comp |
| Cargo Securing Devices | | | (D) Lineman Duties | Comp / Not Comp |
| Crew Day | | | (ID) Cargo Offloading | Comp / Not Comp |
| Execute Items | | | (ID) Post Flight/Secure Aircraft | Comp / Not Comp |
| (I) Mission Planning | Comp / Not Comp | | CRM | Comp / Not Comp |
| (I) Weight & Balance | Comp / Not Comp | | Emergencies | |
| (D) Aircrew Brief | Comp / Not Comp | | (D) Instructor's Discretion: | Comp / Not Comp |
| (I) Aircraft Discrepancy Binder | Comp / Not Comp | | EP's Performed: | |
| (ID) Cargo Loading | Comp / Not Comp | | | |

Instructor Comments

Items with a (D) are demonstration items.
 Items with an asterisk (I) are introductory items
 Items with a * are required completion items

Military Bearing:

| | |
|------------------------------------|------------------------|
| Date _____ | Student Name: _____ |
| | Instructor Name: _____ |
| Recommended for Next Event: YES NO | |

24 MAY 2022

TA PASSENGER FAM

Prerequisites: TA Ground Fam, CRM Ground, Egress.

Event Goal: Introduce student to a passenger intensive mission. Thoroughly go over all pubs and instructions utilized for passengers. Emphasize VIPs, W&B, and Aircraft Configurations.

Student shall have notes for all Briefing Items prior to brief.

| Briefing Items | UNSAT | SAT | Execute Items | |
|---------------------------------|-----------------|-----|----------------------------------|-----------------|
| Applicable Passenger Pubs | | | (ID) Pre-Flight Procedures | Comp / Not Comp |
| VIP Codes/Procedures | | | (D) Passenger Brief | Comp / Not Comp |
| Aircraft Configurations | | | (ID) In-Flight Duties | Comp / Not Comp |
| Base Ops/Load Planning | | | (I) Aircraft Servicing | Comp / Not Comp |
| Lavatory Services | | | (D) Lineman Duties | Comp / Not Comp |
| Passenger Brief/Comfort | | | (ID) Cargo Onloading/Offloading | Comp / Not Comp |
| Execute Items | | | (ID) Post Flight/Secure Aircraft | Comp / Not Comp |
| (I) Mission Planning | Comp / Not Comp | | CRM | Comp / Not Comp |
| (I) Weight & Balance | Comp / Not Comp | | Emergencies | |
| (D) Aircrew Brief | Comp / Not Comp | | (D) Instructor's Discretion: | Comp / Not Comp |
| (I) Aircraft Discrepancy Binder | Comp / Not Comp | | EP's Performed: | |
| (ID) Passenger Handling | Comp / Not Comp | | | |

Instructor Comments

Items with a (D) are demonstration items.
 Items with an asterisk (I) are introductory items
 Items with a * are required completion items

Military Bearing:

Date _____

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

TA CARGO

24 MAY 2022

Prerequisites: TA Cargo Fam

Event Goal: Assess student during a cargo intensive mission. Assess knowledge of all pubs and instructions utilized for cargo and ability to ensure safe transport of all materials. Student will be expected to lead all evolutions with some assistance from the Instructor.

Student shall have notes for all Briefing Items prior to brief.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|------------------------------|-------|-----|------------------------------|-----|-----|
| Applicable Cargo Pubs | | | Pre-Flight Procedures* | 3 | |
| Cargo Limits | | | Passenger Brief | 3 | |
| Weight and Balance | | | In-Flight Duties* | 3 | |
| Base Ops/Load Planning | | | Aircraft Servicing | 3 | |
| Cargo Securing Devices | | | Lineman Duties | 3 | |
| Crew Day | | | Cargo Offloading* | 3 | |
| Execute Items | STD | ACT | Post Flight/Secure Aircraft* | 3 | |
| Mission Planning* | 3 | | CRM | 3 | |
| Weight & Balance* | 3 | | Emergencies* | STD | ACT |
| Aircrew Brief* | 3 | | Cabin/Cargo Door Open Light | 3 | |
| Aircraft Discrepanct Binder* | 3 | | Cabin Smoke or Fire | 3 | |
| Cargo Loading* | 3 | | Ditch/Forced Landing | 3 | |

Instructor Comments

Items with a * are required completion items

Military Bearing:

Date _____

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

TA PASSENGER

24 MAY 2022

Prerequisites: TA Passenger Fam

Event Goal: Assess student during a passenger intensive mission. Assess knowledge of all pubs and instructions utilized for passenger transport. Emphasize VIPs, W&B, and Aircraft Configurations. Student will be expected to lead all evolutions with some assistance from the Instructor.

Student shall have notes for all Briefing Items prior to brief.

| Briefing Items | UNSAT | SAT | Execute Items | STD | ACT |
|------------------------------|-------|-----|------------------------------|-----|-----|
| Applicable Passenger Pubs | | | Pre-Flight Procedures* | 3 | |
| VIP Codes/Procedures | | | Passenger Brief* | 3 | |
| Aircraft Configurations | | | In-Flight Duties* | 3 | |
| Base Ops/Load Planning | | | Aircraft Servicing | 3 | |
| Lavatory Services | | | Lineman Duties | 3 | |
| Passenger Brief/Comfort | | | Cargo On/Offloading | 3 | |
| Execute Items | STD | ACT | Post Flight/Secure Aircraft* | 3 | |
| Mission Planning* | 3 | | CRM | 3 | |
| Weight & Balance* | 3 | | Emergencies* | STD | ACT |
| Aircrew Brief* | 3 | | Cracked Cabin Window | 3 | |
| Aircraft Discrepancy Binder* | 3 | | Loss Of Pressurization | 3 | |
| Passenger Handling/Loading* | 3 | | Engine Fire on Deck | 3 | |

Instructor Comments

Items with an * are required completion items

Military Bearing:

Date _____

Student Name: _____

Instructor Name: _____

Recommended for Next Event: YES NO

TA PRE-X

24 MAY 2022

Prerequisites: All previously graded flights. 50 Hours flight time in the C-26D.

Event Goal: Assess student's ability to run the entire mission on their own with little to no interruption or help from the Instructor. Student shall show thorough knowledge of all applicable instructions and publications and a strong understanding of CRM.

Student shall have notes for all Briefing Items prior to brief.

| Briefing Items | | | Execute Items | | STD | ACT |
|-----------------------------|-------|-----|---------------------------------|-----|-----|-----|
| Instructor Discretion | UNSAT | SAT | HAZMAT Handling | | 4 | |
| Notes: | | | Passenger Brief | | 4 | |
| | | | In-Flight Duties* | | 4 | |
| | | | Aircraft Servicing | | 4 | |
| | | | Lineman Duties | | 4 | |
| | | | Systems Knowledge* | | 4 | |
| | | | Aircraft Limitations Knowledge* | | 4 | |
| Execute Items | STD | ACT | Secure Aircraft* | | 4 | |
| Instruction/Pubs Knowledge* | 4 | | Post-Flight Procedures* | | 4 | |
| Mission Planning* | 4 | | CRM | | 4 | |
| Weight & Balance/LFR* | 4 | | Emergencies* | STD | ACT | |
| Aircrew Brief* | 4 | | All Memory Item EP's | 4 | | |
| Aircraft Discrepancy Binder | 4 | | Notes: | | | |
| Pre-flight Procedures* | 4 | | | | | |
| Passenger Handling | 4 | | | | | |
| Cargo Handling | 4 | | | | | |

Instructor Comments

Items with a * are required completion items.

Military Bearing:

Date _____

Student Name: _____

Instructor Name: _____

Recommended for NATOPS-X: YES NO

24 MAY 2022

TA NATOPS-X

Prerequisites: TA PRE-X. NASSIGINST 3710.4I requirements.

Event Goal: Evaluate NATOPS Standardization Procedures throughout all phases of flight.

| Briefing Items | | | Execute Items Continued | | | | |
|---|-----------------------|-----|-------------------------|-----------------------|----|------------------------|--|
| Instructor Discretion | UNSAT | SAT | Instructor Discretion | | | | |
| Notes: | | | UQ | CQ | Q | | |
| | Instructor Discretion | | | | | | |
| | | | UQ | CQ | Q | | |
| | Instructor Discretion | | | | | | |
| | | | UQ | CQ | Q | | |
| Execute Items | | | Instructor Discretion | | | | |
| Mission Planning* | UQ | CQ | Q | Instructor Discretion | | | |
| Weight and Balance* | UQ | CQ | Q | Instructor Discretion | | | |
| Logisitic Flight Record | UQ | CQ | Q | UQ | CQ | | |
| Aircrew Brief* | UQ | CQ | Q | Notes: | | | |
| Aircraft Discrepancy Binder* | UQ | CQ | Q | | | | |
| Aircrew Safety/Survival Equip* | UQ | CQ | Q | | | | |
| Pre-Flight Procedures* | UQ | CQ | Q | | | | |
| Passenger Handling | UQ | CQ | Q | | | | |
| VIP Handling | UQ | CQ | Q | | | | |
| Cargo Handling | UQ | CQ | Q | | | | |
| Hazmat Handling | UQ | CQ | Q | | | | |
| Passenger Brief | UQ | CQ | Q | | | Emergency Procedures* | |
| In-Flight Duties* | UQ | CQ | Q | | | Instructors Discretion | |
| Aircraft Servicing | UQ | CQ | Q | UQ / Q | | | |
| Lineman Duties* | UQ | CQ | Q | EP's Perfomed: | | | |
| Secure Aircraft* | UQ | CQ | Q | | | | |
| Post-Flight Procedures* | UQ | CQ | Q | | | | |
| CRM | UQ | CQ | Q | | | | |
| | | | | | | | |
| Instructor Comments | | | | | | | |
| Items with a * are required completion items. | | | | | | | |
| Date _____ | | | Student Name: _____ | | | | |
| | | | Instructor Name: _____ | | | | |
| Recommended for Transport Aircrew Designation: YES NO | | | | | | | |

24 MAY 2022

C-26D GROUND TRAINING SYLLABUS

| <u>TOPIC</u> | <u>DATE</u> | <u>INSTRUCTOR</u> |
|--|-------------|-------------------|
| Abnormal/Emergency Procedures | _____ | _____ |
| CNAF 3710.7/Normal Procedures/SOP | _____ | _____ |
| ORM/CRM/Safety/Force Protection | _____ | _____ |
| Instrument Procedures/FMS/AFCS/ Avionics | _____ | _____ |
| Cold Weather Ops/Anti-Ice/De-Ice System | _____ | _____ |
| Cargo/Passenger Loading/ Form F/ Weight and Balance/Yellow Sheets | _____ | _____ |
| Limitations/Performance Data | _____ | _____ |
| Aircraft Flight Characteristics/ Wind Shear | _____ | _____ |
| Hot Weather Procedures/ CAWI Operation | _____ | _____ |
| VFR Procedures and Course Rules | _____ | _____ |
| Master Warning System | _____ | _____ |
| GDSS/TERPS/BOC/EURO-Control/ Diplomatic Clearance/ CTF-63 | _____ | _____ |
| Flight Planning/ Acknowledgements | _____ | _____ |

24 MAY 2022

Emergency Procedure Review

Prerequisites: None

Event Goal: Emphasis on emergency procedures and NATOPS standardization. This event should be tailored towards pilots who have lapsed in currency or NATOPS qualification. Consideration should be given to the student's C-26D experience and currency when grading based on STD. Instructors shall execute all of the required items below.

| Briefing Items | UNSAT | SAT | Execute Items Continued | STD | ACT |
|----------------------------------|-------|-----|-------------------------|------------------|-----|
| Memory Items at Inst. Discretion | | | Non-Precision Approach | 3 | |
| Ch. 4 Limits at Inst. Discretion | | | SSE Waveoff* | 3 | |
| | | | SSE Pattern* | 3 | |
| | | | SSE Full Stop* | 3 | |
| | | | Shutdown | 3 | |
| | | | Situational Awareness | 3 | |
| Execute Items | STD | ACT | | | |
| | | | Basic Airwork | 3 | |
| Start Malfunctions | 3 | | Post Flight Inspection | 3 | |
| Engine Start/Taxi | 3 | | CRM | 3 | |
| Takeoff & Climb | 3 | | Emergencies | STD | ACT |
| Emergency Descent* | 3 | | Start Malfunctions | 3 | |
| Ditch (SSE or Two Engine)* | 3 | | Any EP | 3 | |
| Smoke in Aircraft* | 3 | | | | |
| Stall Series | 3 | | | | |
| VFR Tower Pattern* | 3 | | | | |
| Instructor Comments | | | | Flight Time: 2.0 | |

Items with a * are required completion items

Student Name: _____

Instructor Name: _____

Recommended for Re-Currency: YES NO

C-26 MANEUVER DESCRIPTION GUIDE



2022

24 MAY 2022

INTRODUCTION

The purpose of the C-26 Maneuver Description Guide (MDG) is to help pilots complete the TPC and T2P syllabus and attain their NATOPS qualification. While the NATOPS and the AFM contain aircraft operating procedures, the Maneuver Description Guide provides detailed description of each maneuver performed during the syllabus flights.

Techniques discussed in this guide are just that – TECHNIQUES.

The differentiation of “TECHNIQUE vs. NATOPS” is further emphasized through the use of the phrase “Action Items” instead of “Procedure”.

The MDG does not alleviate aircrew from becoming thoroughly familiar with NATOPS, AFM, and other applicable publications and procedures. The MDG is not a substitute for good sound judgment. For simplicity, the terms Instructor Pilot (IP), Pilot Flying (PF) and Pilot Not Flying (PNF) will be used throughout the text. This document represents the Navy C-26 community’s only Model Manager endorsed and approved Maneuver Description Guide.

General pilot tolerances unless otherwise specified:

- Airspeed +10/-5 KIAS
- Heading/Course ± 5 degrees
- Altitude ± 100 Feet

K. PICKARD JR.
Commanding Officer
U.S. Naval Air Station, Sigonella, Italy
/s/

J. W. STEWART
Commanding Officer
U.S. Naval Support Activity, Naples, Italy
/s/

24 MAY 2022

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ENGINE START

Action Items:

Follow ALL NATOPS checklists, warnings, notes, and cautions.

Prior to pressing the start button. Pilots need to visually confirm that the propeller blades are not feathered and on the start locks by ensuring a "flat" blade angle; the fuel caps are properly secured; and the propeller and engine areas fore and aft are cleared. The pilot will verbalize "**CHECKED ON THE RIGHT (OR LEFT)**"

The pilot on the left seat will call for the pilot in the right seat to verify that his hands are placed on the correct start button and ENGINE STOP AND FEATHER control before initiating the start. For example: "**CHECK ME RIGHT/LEFT**". After the other pilot confirms the correct position, verbalize "**CHECKED ON THE RIGHT/LEFT**".

Start sequence: When cleared for starts, the left seat pilot will verbalize the start sequence in this order: "**BUTTON PRESSED**". When starting the #2 engine, the right seat pilot will verify and announce "**ROTATION OUTSIDE**". Left seat pilot will then proceed by announcing "**ROTATION INDICATED. IGNITION, -FUEL FLOW- LIGHT OFF. ON THE STOP**". Start button is pressed, engine rotates, at 10% RPM ignition lights illuminate and fuel flow increases. At light off, EGT rises quickly, and the left seat pilot releases the start button to guard the stop button.

TAKEOFF/DEPARTURE BRIEF

Per NATOPS-000 chapter 7, prior to takeoff/departure, the PF will give a brief on takeoff data and emergency procedures. The takeoff/departure brief will include, but is not limited to, the following:

1. Left or Right Seat for takeoff
2. Bleed Air Setting
3. Takeoff Torque Setting
4. Abort Criteria
5. Departure Procedure (SID), as required
6. Plan for Emergency Return, if required

EXAMPLE BRIEF ONLY:

"This will be a **LEFT SEAT (or RIGHT SEAT), BLEEDS LOW (OR OFF), DRY (OR WET) takeoff. Engine torque setting is set at _____ %. Prior to V1 if there's a fire, red warning light, or malfunction that makes the aircraft unsafe for flight, call ABORT followed by a brief description of the malfunction. I (the PF) will abort in accordance with NATOPS. After V1, the takeoff will continue, unless in the Aircraft Commander's opinion the aircraft is incapable of flight.**"

The PF will also brief the departure clearance (SID), whether or not the aircraft is above max landing weight, and the emergency return in the event that the takeoff is continued after V1 with a malfunction.

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TAKEOFF

Action Items:

1. Complete the Before Takeoff checklist prior to entering the runway environment. Once "cleared for takeoff" or "line up and wait" the Line-Up checklist will be performed.
2. With the aircraft aligned for takeoff, Line-Up checklist complete and clearance for take-off received:
 - PF will hold the brakes, engage the NWS button and call "ON THE BUTTON, SPEEDS HIGH".
 - PNF will advance speed levers to HIGH and check NWS light is on
 - PF and PNF will verify proper indications for takeoff. For example: "97/97, SRL LIGHTS ARE OUT, SET T/O POWER".
 - SRL lights are out passing 80%,
 - RPM is stabilized between 96% and 97.5%.
 - Takeoff clearance has been received.

a. TAKEOFF (CAWI OFF):

PNF will call "SET TAKEOFF POWER"

While applying brakes, PF will increase power until torque passes through 30% and then releases the brakes.

This confirms that the props are not on the start locks

- PF will smoothly advance power levers towards approximately 80%. PNF will assist PF in setting takeoff torque as required.

NOTE

When the runway distance available exceeds the runway distance required power can be applied during the initial roll provided computed torque has been set by the time the runway distance remaining is equal to the computed runway length required for takeoff.

b. WET TAKEOFF (CAWI ON):

- While holding the brakes, PF will smoothly advance power to approximately 35% and call "CAWI ON".
 - Reaching 35% torque confirms that the props are not on the start locks
- PNF will engage CAWI switch and check for two lights (Green AWI Pump lights) and an increase in torque on both engines.
- PNF will call "SET TAKEOFF POWER"
- PF releases the brakes and maintains directional control and runway centerline alignment while smoothly advancing power levers toward approximately 80% (maximum 110%).

NOTE

It may not be possible to keep the aircraft from rolling with the brakes if performing a static wet takeoff

3. PNF will assist in setting takeoff power and call "TAKEOFF POWER SET"

- PNF: Passing 40 knots, will call "SPEEDS ALIVE". PF will and release NWS switch and then reply "OFF THE BUTTON".
- Passing 80 knots, PNF will check engine instruments and call "80 KNOTS, GOOD ENGINES"
- PF will reply "CHECKS" if the airspeed gauge crosschecks. PNF will check engine gauges for abnormalities.
- Passing V1, PNF will call "V1, ROTATE"

4. Once safely airborne with a positive rate of climb:

- PF will call "POSITIVE RATE – GEAR UP"
- PNF will confirm positive rate and call "GEAR SELECTED UP", and then "GEAR UP once PNF confirms gear is up and all gear lights are extinguished.

Throughout the maneuver, the PNF will assist the PF by monitoring the engine instruments and advising the PF of any abnormal condition. The PNF will also ensure that no limitations are exceeded and will assist in setting and maintaining power during takeoff.

PRACTICE ABORTED TAKEOFF

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- A takeoff will normally be aborted when any red warning light illuminates or other malfunctions occur considered critical during takeoff, prior to attaining V1 in the takeoff roll.
- Aborted takeoffs should be practiced during the upgrading syllabus, as well as executed on a NATOPS check ride, in order to familiarize the pilot with the dynamics of the procedure while also ensuring the pilot is able to recognize abort criteria.
- All aircrew onboard have the ability to call out an abort at any time by announcing "ABORT, ABORT, ABORT".
- Practice Aborted Takeoffs shall only be performed with an Instructor Pilot in the right or left seat.

INITIAL CLIMB

Action Items:

- After the landing gear is up and locked, PF will instruct PNF to select required navigation mode, FLC for initial altitude requirement, and proper climb speed for departure. For example: "Gear up, select NAV and FLC. Set speed at 160".
- Passing 500 feet AGL, PNF will call "500 feet". PF will call "Flaps UP, climb checklist".
- PNF will set flaps up, turn CAWI off, set bleed air switches as required, assist PF in setting max power for climb and then start the Climb checklist.

NOTE

If you've suffered an engine failure on takeoff, consideration should be given to keep bleed air switches in low or off (if CAWI takeoff was performed), this will allow for a 2% increase in torque.

NOTE

In order to efficiently utilize CAWI for takeoff/climb, the PF should maintain airspeed of V2 + 20 during the climb until reaching 500' AGL. At 500' AGL, the PNF should turn the CAWI switch off. This will cause an immediate decrease of approximately 35% torque. PF should adjust climb power as required.

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LEVEL SPEED CHANGE / SLOW FLIGHT

Goal: To demonstrate how changes in power settings and configuration affect aircraft control, and help develop instrument and VFR scan.

Standard: Maintain altitude, heading, and coordinated flight (± 100 feet, $\pm 5^\circ$ of heading and coordinated flight) through the use of power, flight controls, and trim inputs.

Action Items:

1. Prop Sync – TAKEOFF/LAND.
2. Speed Levers – HIGH.
3. Set speed to 220 KIAS and trim for level flight.
4. Smoothly retard power levers to $\frac{1}{4}$ inch forward of flight idle and trim.
5. PF will configure as follow:
 - Less than 215 KIAS call “SPEED CHECKS – $\frac{1}{4}$ FLAPS ”
 - Less than 180 KIAS call “SPEED CHECKS – $\frac{1}{2}$ FLAPS ”
 - Less than 175 KIAS call “SPEED CHECKS – GEAR DOWN – LANDING CHECKLIST”
 - Less than 165 KIAS call “FULL FLAPS ”

NOTE

PNF confirms speed prior to moving flaps or gear.

6. Landing Checklist – Complete.
7. Adjust power and trim as required to establish the aircraft at 140 KIAS.
8. Demonstrate hands-off trim and level flight at 140 KIAS. Once stable, slow to $V_{ref} + 20$ and trim.
9. Roll into 30° AoB turn for 90° of turn in each direction.
10. When directed, PF will smoothly add full power and call “MAX POWER – $\frac{1}{4}$ FLAPS” once accelerating call “GEAR UP”.
11. At $V_2 + 5$ the PF will call “FLAPS UP” and confirm that the aircraft is clean.
12. Accelerate to 180 KIAS and trim.
13. Demonstrate hands-off trim and level flight at 180 KIAS.

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VFR TURN PATTERN

Goal: Improve VFR scan by utilizing the horizon as an exterior attitude gyro while maintaining coordinated flight, target altitude, and airspeed in turns and reversals.

Standard: Apply smooth coordinated pitch, bank, and power to maintain the specified altitude within ± 100 feet, airspeed ± 10 knots, and bank angle within ± 5 degrees. Roll out of turn within ± 10 degrees on specified heading and stabilize airplane in straight and level flight.

Action Items:

1. Prop Sync – TAKEOFF/LAND.
2. Speed Levers – HIGH.
3. Airspeed – 180 KIAS.
4. Select a reference heading (mark with heading bug).
5. Roll into a 30° AoB turn for 90° of turn in each direction.
6. Roll into a 45° AoB turn for 180° of turn in each direction.
7. After completion of last turn, roll wings level on original heading.

NOTE

Lead the turns with rudder. Yaw changes with power corrections are more pronounced at slower airspeeds.

GO AROUND / WAVE-OFF AT ALTITUDE (TWO ENGINE AND SSE)

During all approaches and landings, either pilot should initiate a waveoff anytime a safe landing is not possible. This decision should be made as soon as possible during the approach and prior to the flare to provide enough safety margin for airspeed and altitude. Prior to conducting go-arounds in the approach/landing environment, practice go-arounds at higher altitude provide an opportunity for procedural practice in a safer environment where terrain or ground impact is not a factor. The following is a guideline for practice waveoffs at altitude:

Action Items:

1. Select altitude to act as the “simulated runway” above which the waveoff will be initiated
2. Establish aircraft altitude approximately 1,000’ above the “simulated runway” and utilize the heading bug for a reference
3. Establish the aircraft in the desired landing configuration at $V_{ref} + 20$
4. Begin normal landing descent profile utilizing power reduction and trim, maintaining appropriate airspeed control
5. At approximately 50’ above “simulated runway”, IP/AC will announce “WAVEOFF”
6. Execute appropriate waveoff procedures in accordance with NFM-000
7. Level off 1000’ above “simulated runway”

UNUSUAL ATTITUDES

Unusual attitude is flight involving an excessive combination of attitude and airspeed requiring a positive recovery technique. The goal of unusual attitude recovery is to recognize potentially dangerous unusual attitudes to prevent the aircraft from departing controlled flight, and to avoid overstressing the airframe. The following procedures are intended only as guidelines to affect a safe recovery from an unusual attitude. Sound judgment and headwork should prevail.

NOSE LOW UNUSUAL ATTITUDE:

1. Analyze and confirm situation: Determine attitude and performance by referencing the attitude indicator, airspeed indicator, altimeter, and VSI.
2. Disengage Autopilot.
3. Recover to level flight:
 - a. Level wings, if necessary.
 - b. Apply nose up control input.
 - c. Adjust power and configuration as necessary.

CAUTION

Avoid rolling pullouts. At high speed the aircraft must not be overstressed.
At low speeds the aircraft must not be stalled.

NOSE HIGH UNUSUAL ATTITUDE:

1. Analyze and confirm situation: Determine attitude and performance by referencing the attitude indicator, airspeed indicator, altimeter, and VSI.
2. Disengage Autopilot.
3. Apply nose down elevator, using following techniques as necessary.
 - a. Roll to obtain a nose down pitch
 - b. Reduce thrust
4. Complete recovery to level flight:
 - a. When nose approaches horizon, roll wings level
 - b. Check IAS, adjust thrust as necessary
 - c. Establish desired pitch attitude.

WARNING

Adding power will make the aircraft pitch nose up. Care should be taken to avoid stalling the aircraft.

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STALL CHECKLIST AND SPIN RECOVERY

(LACYPC)

- | | | |
|----|-----------------------------------|------------------------------------|
| 1. | LOOSE GEAR | STOWED |
| 2. | ALTITUDE | TO PERMIT RECOVERY BY 5000FT AGL |
| 3. | CLEARING TURNS | MINIMUM OF 180° (or two 90° turns) |
| 4. | YAW DAMPER/AUTOPILOT | OFF |
| 5. | PROPELLERS/PROP SYNC | HIGH RPM/TAKEOFF/LAND |
| 6. | STALL AND SPIN RECOVERY CHECKLIST | BRIEF (both recoveries) |

Stall Recovery

Perform the procedure IAW NATOPS-000 Chapter 11.

WARNING

Rapid power application during recovery may result in uneven engine acceleration with accompanying roll and yaw. With airspeed below V_{MCA} , this could result in the aircraft departing controlled flight

NOTE

Thrust application increases the airflow around the wing, assisting in stall recovery.

Spin Recovery

In the event of inadvertently entering a Spin, perform the procedure IAW NATOPS-000 Chapter 11.

WARNING

Per NFM-000, Intentional Spins are PROHIBITED.

WARNING

Do not pull out of the resulting dive too abruptly as this could cause excessive wing loads and possible secondary stall.

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STALL: CLEAN

Goal: For PF to recognize impending stall in clean configuration, smoothly recover, and continues to maintain heading with appropriate altitude.

Configuration: GEAR UP/FLAPS UP.

Action Items:

1. Stall Checklist – Complete.
2. Select a specific heading for reference (mark with heading bug).
3. The PF will retard the power levers to 10% torque, approximately ¼ inch forward of flight idle. This power lever position will avoid triggering the gear warning horn.
4. As the aircraft slows down, the PF will smoothly increase the pitch as necessary to maintain the assigned altitude and trim.
5. Stop pitch trim at 120 KIAS.
6. At first indication of stall or at IP's direction, perform Stall Recovery procedures.
7. The PNF will set maximum continuous power and call "POWER IS SET."
8. The PF will call "CHECK GEAR AND FLAPS UP."
9. The PNF will check and respond "GEAR AND FLAPS ARE UP."
10. The PF will recover at initial altitude and maintain 160 KIAS, maneuver complete.

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STALL: DIRTY

Goal: For PF to recognize stall in the landing configuration, smoothly recover, and continue to maintain heading with no excessive altitude loss for the given scenario.

Configuration: GEAR DOWN/FULL FLAPS.

Action Items:

1. Stall Checklist – Complete.
2. Select a specific heading for reference (mark with heading bug).
3. Complete landing checklist.
4. Airspeed – $V_{ref} + 20$. Reduce power to approximately 15%
5. As the aircraft slows, the PF will smoothly increase the pitch as necessary to maintain the assigned altitude and trim.
6. Stop trimming at 120 KIAS.
7. At first indication of stall or at IP's direction, perform Stall Recovery procedures.
8. The PF will set maximum power call "MAX POWER, ¼ FLAPS"
9. The PNF will assist in setting maximum continuous power and call "POWER IS SET, ¼ FLAPS".
10. With a positive rate of climb, the PF will call "POSITIVE RATE – GEAR UP."
11. The PNF will confirm positive rate and call "POSITIVE RATE – GEAR SELECTED UP."
12. At V_2+5 and clear of obstacles the PF will call "FLAPS UP".
13. The PNF will select flaps up, verify retraction, and call "FLAPS ARE UP".
14. The PF will recover at initial altitude and maintain 160 KIAS, maneuver complete.

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STALL: APPROACH TURN

Goal: For PF to recognize stall in dirty configuration, smoothly recover, roll wings level and maintain rollout heading with no excessive altitude loss for the given scenario.

Configuration: GEAR DOWN/FLAPS FULL.

Action Items:

1. Stall Checklist – Complete.
2. Select a specific heading for reference (mark with heading bug).
3. Landing Checklist – Complete.
4. Airspeed – $V_{ref} + 20$. Reduce power to approximately 15%.
5. As the aircraft slows the PF will smoothly increase the pitch as necessary to maintain the assigned altitude and trim
6. At 120 KIAS, the PF will stop trimming and smoothly roll into a 15° AoB turn.
7. At first indication of stall or at IP's direction, perform Stall Recovery procedures.
8. The PF will set maximum power call "MAX POWER, ¼ FLAPS"
9. The PNF will assist in setting maximum continuous power and call "POWER IS SET, ¼ FLAPS".
10. With a positive rate of climb, the PF will call "POSITIVE RATE – GEAR UP."
11. The PNF will confirm positive rate and call "POSITIVE RATE – GEAR SELECTED UP."
12. At V_2+5 and clear of obstacles the PF will call "FLAPS UP".
13. The PNF will select flaps up, verify retraction, and call "FLAPS ARE UP".
14. The PF will recover at initial altitude and maintain 160 KIAS, maneuver complete.

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STALL: AUTOPILOT ON

Goal: For PF to recognize stall with autopilot on. Recognize cues of aircraft slowing down in level flight with autopilot on, disengage the autopilot and smoothly recover.

Configuration: AUTOPILOT ON, GEAR AND FLAPS UP.

1. Stall Checklist – Complete.
2. IP will instruct PF to engage the autopilot, turn to a specific heading and descend to a specific altitude with power levers at 10% torque,

NOTE

As aircraft slows down, it will pitch nose up to maintain altitude and the pitch trim will continuously trim nose up (audible beeping).

3. At first indication of stall or at IP's direction, perform Stall Recovery procedures.

NOTE

Because autopilot has been constantly trimming, it may require greater than normal force to push the nose down to keep aircraft from entering a secondary stall. Use both hands, pitch trim and if required PNF assistance to maintain appropriate attitude without exacerbating stall condition. The autopilot will not automatically disengage.

4. The PF will recover at initial altitude and maintain 160 KIAS, maneuver complete.

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EMERGENCY DESCENT/DITCHING**Action Items:****NOTE**

Performing an Emergency Descent is situationally dependent for gear and flap extension. If the ability of gear retraction is in doubt such as fire that could damage hydraulic lines, recommend performing descent with gear and flaps UP to allow ditching. If the emergency requires reduced speed such as a cracked windshield or unsafe entrance door, gear and flaps DOWN is recommended.

The need to perform an "Emergency Descent" is normally associated with fire in flight, smoke in the aircraft or the loss of pressurization. The PNF should perform the initial steps of crew and passenger oxygen mask donning while the PF begins configuring the aircraft for the descent. Once the PNF has completed those steps, the controls should be transferred and the other pilot should don his oxygen mask. With the confusion of the emergency and the transfer of duties, it is imperative the procedure is backed up with the checklist.

Ditching:

1. Execute procedures in accordance with NATOPS.
2. At 1,000 feet prior to ditching altitude, slow rate of descent and airspeed.
3. Level off 300 feet prior to ditching altitude, configure flaps as required for ditching technique (use Level Speed Change techniques).
4. Approaching V_{ref} , set power for level flight, TRIM.
5. At $V_{ref} + 10$, rate of descent - 100 FPM.
6. Continue to ditching altitude.

NOTE

Recommend using $V_{ref} + 10$ for simulated ditching speed. For single engine minimum ditch speed should never be slower than $V_{mca} + 5$ knots (96 KIAS)

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TOUCH AND GO LANDINGS

When planning to perform touch and go landings, complete the appropriate checklist(s) (e.g., descent, before landing or single engine approach and landing checklist). On the approach brief portion of the descent checklist the following shall be covered:

- 1- Approach to be flown
Brief the approach IAW with NATOPS 000 par. 18.3.7
- 2- Touch and go procedures and duties
Brief the procedures and duties IAW NATOPS 000 par 7.6.1.1.1
 - a. FLAPS - ¼ (PNF)
 - b. TRIM – Check/set in green band (PNF)
 - c. PNF will call “GO”
 - d. Advance power to at least 80% torque ON BOTH ENGINES. (PF/PNF)
 - e. At or above Vref, call “ROTATE”.
- 3- Go-around/wave off procedures
Brief IAW NATOPS 000 par. 7.6.4

TOUCH AND GO BRIEF EXAMPLE

The following is an example touch and go brief provided by the PF:

“This will be a ½ Flaps touch and go. Once we have touchdown, reset flaps to ¼ and make sure trim is in the green. Once ready, call ‘GO’. I will increase the power levers to approximately 80%. Call rotate at no less than Vref.”

FLAP SELECTION CONSIDERATIONS FOR LANDINGS

The C-26D is can safely land in all flap configurations. Normally, full-stop landings are made with either ½ Flaps or Full Flaps settings. For any landing with less than FULL FLAPS, be sure to select the “FLAP OVRD” button on the Pilot Annunciator Panel to prevent nuisance EGPWS alerts on final. When choosing flaps for landing, the following considerations should be taken:

1. Full Flaps
 - a. Increases drag significantly from Flaps ½.
 - b. Full flaps should not be taken until landing is assured
 - c. A nose down tendency is much more perceptible than other flap settings
 - d. During the flare, airspeed will decrease more rapidly. Utilize power to prevent excessive airspeed decay
 - e. When strong winds are present, consideration should be given to using Flaps ½ instead of flaps full due to increased workload caused by drag
2. ½ Flaps
 - a. Provide a much more manageable workload in all wind conditions, while still providing enough drag to assist in braking distance.
 - b. ½ Flaps provides a slight nose-up attitude throughout the landing profile
 - c. When calculating landing distance, be sure to utilize proper corrections based out of the AFM.
 - d. When completing the landing checklist, on the challenge “FLAPS”, be sure to select the FLAP OVRD on the Pilot Annunciator Panel.
3. ¼ Flaps
 - a. Similar to Flaps ½ with only a slightly higher nose-up attitude throughout the landing profile and less drag on landing rollout.

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4. No Flaps
 - a. Significantly increased landing distance
 - b. A significantly higher nose-up attitude is required throughout the landing profile
 - c. Without flaps extended, emphasis needs to be on maintaining proper airspeed and never accepting being slow, especially in the flare.
 - d. The higher nose attitude and smaller amount of lift on the wings provides the opportunity to "miss-judge" the amount of flare required, possibly leading to a firmer landing. Very little flare is required, but rate of descent should be slowed just prior to touchdown by flaring or slight power addition.
 - e. The tendency for No-Flap landings is to "float" during the flare due to excessive airspeed. Caution needs to be taken to remain within safe landing criteria.
 - f. For a no-flap touch and go, flaps will need to be taken back to Flaps ¼ while on the runway.

NOTE

During SSE approaches, brief the items listed in the Single Engine Approach and Landing Checklist, specifically items listed underneath "Approach Brief" on NATOPS 000 par 16.2.1.1.

Single engine touch and go landings will be performed using both power levers after touchdown.

The touch and go landing brief needs to be performed only once by the PF, as long as no other pilot performs a touch and go. In the event that a different pilot will perform a touch and go, the procedures shall be briefed again by the PF.

Safety checks – Prior to landing, prior to descending below 500 FT AGL, PF and PNF will make sure that they are in the briefed landing configuration, and they have received clearance to land

All pilots shall be familiar with section 12.1.2 of NATOPS as it concerns to touch and go landings and simulated emergencies.

LANDINGS: FULL FLAPS or ½ FLAPS**Action Items:**

1. Maintain altitude on an appropriate downwind ground track, 3/4 to 1 mile abeam the runway. Adjust heading as necessary to compensate for crosswinds.
2. Fly the downwind leg at 160 KIAS at ¼ flaps, power as required (usually 30% torque / side).
3. Approaching the abeam point of intended landing, the PF will check speed and call "SPEED CHECKS – ½ FLAPS".
4. Approaching the 180, the PF will check speed and call "SPEEDS CHECKS, GEAR DOWN – LANDING CHECKLIST".
5. Complete LANDING Checklist.
6. Initiate the approach turn approximately 10-15 seconds past the approach end of the runway or as required by wind (ideally you want to have 15-18 seconds wings level on final).
7. Roll into a 22° to 25° AoB turn initially. Adjusting as necessary for crosswind conditions. Adjust power to establish a descent at 600-800 FPM to arrive at a proper 90° position. For 1,000 feet pattern altitude, a proper 90 will be approximately 660 ft. MSL; for 1,500 ft. 990 ft. MSL.
8. At the 90° position, altitude should be 2/3 of pattern altitude and airspeed no slower than Vref + 10.
9. When in a safe position and landing is assured, PF will call for Full Flaps, if required.

NOTE

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The initial part of the approach turn is almost exclusively an internal scan until the aircraft approaches the 90° position, where a look at the runway will help determine AoB corrections for line-up. Rate of descent must be monitored on the altimeter and controlled on the VSI. From the 45° position to final, the pilot should gradually transition outside so by final, the scan is glideslope reference, line-up, and airspeed.

10. Approaching 500 feet AGL, the PNF will review the PF complete by confirming the following safety checks:
 - a. Landing gear is down and locked
 - b. Landing checklist is complete
 - c. Clearance to land has been received
11. Plan to cross the threshold at $V_{ref} + 10$. Ensure the aircraft is trimmed properly and on correct airspeed.
12. Full flap landings especially have a significant nose down sight picture due to the extra lift and drag from the flaps fully deployed. Ensure to feed in power as required to maintain $V_{ref} + 10$, and continue to scan the touch down point / work long for lineup.
13. Crossing runway threshold and at appropriate elevation / glidepath, transitioning the aircraft through a gentle-round out, and flaring attitude is required. The aircraft lands smoothly at a trimmed up V_{ref} speed.
 - a. Note that ground effect spans $\frac{1}{2}$ wing distance. Extra lift during the round-out & flare comes naturally.
 - b. Higher than normal VSI, poor lineup, poor fuselage alignment, or if unable to land in the first third of the runway: WAVEOFF.
14. Allow the aircraft to settle into a gentle landing by holding aft elevator pressure and bringing the power to flight idle. Main landing gear should touchdown first, followed by slightly releasing elevator pressure to set the nose gear down.
15. When ready; execute touch & go procedures as briefed.

NOTE

Performing each step individually, on short runways, will increase aircraft roll and may not allow sufficient runway to complete touch-go. Adding power while simultaneously moving pitch trim by the PNF will reduce aircraft roll time and distance.

FAA-H-8083-3C states:

The round out is a slow, smooth transition from a normal approach attitude, gradually rounding out the flightpath to one that is parallel to and a few inches above the runway. When the airplane approaches 10 to 20 feet above the ground in a normal descent, the round out or flare is started. Back-elevator pressure is gradually applied to slowly increase the pitch attitude and AOA. The AOA is increased at a rate that allows the airplane to continue settling slowly as forward speed decreases.

This is a continuous process until the airplane touches down on the ground.

LANDINGS: $\frac{1}{4}$ FLAPS or NO FLAP

Action Items:

1. Fly slightly wider, deeper pattern.
2. Initially fly downwind leg at 160 KIAS.
3. Abeam midfield, check speed and set flaps as required.
4. Approaching the 180, check speed and call "GEAR DOWN – LANDING CHECKLIST".
5. Roll into a 20° AoB turn initially. Adjust as necessary for crosswind conditions.

NOTE

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The initial part of the approach turn is almost exclusively an internal scan until the aircraft reaches the 90° position, where a look at the runway will help determine AoB corrections for line-up. Rate of descent must be monitored on the altimeter and controlled on the VSI. From the 45° position to final, the pilot should gradually transition outside so by final, the scan is glideslope reference, line-up, and airspeed.

6. Approaching 500 feet AGL, the PNF will review the PF complete for landing.
7. Plan to cross the threshold at $V_{ref} + 10$.
8. Plan to touchdown at V_{ref} on the main gear in the first 1/3 of the runway.

NOTE

Performing each step individually, on short runways, will increase aircraft roll and may not allow sufficient runway to complete touch-go. Adding power while simultaneously moving pitch trim by the PNF will reduce aircraft roll time and distance.

SIMULATED SINGLE ENGINE STANDARDS:

GOAL: To determine that the aviator being evaluated:

1. Exhibits adequate knowledge of flight characteristics and controllability associated with single-engine flight.
2. Maintains positive aircraft control. Establishes no more than 5 degrees of bank into the operative engine, uses correct rudder inputs and properly trims for that condition.
3. Sets engine controls, reduces drag as necessary, correctly identifies and verifies the inoperative engine after the failure (or simulated failure).
4. Maintains the operative engine within acceptable operating limits.
5. Follows the appropriate checklist, and verifies the procedures for securing the inoperative engine.
6. Maintains desired altitude within ± 100 feet and desired heading ± 5 degrees of specified heading (SSE Wave-off - climb Vyse $+10/-5$ knots).

Specific Considerations:

After Takeoff: Treat engine failure/fire as an Engine Failure Takeoff Continued. Raise the landing gear.

On crosswind: Level wings to improve flying quality in the climb out. Clean up as required.

On downwind: Clean up as required if unable to maintain airspeed or altitude.

Approach Turn: Level wings, Set $\frac{1}{4}$ flaps and raise gear if required.

Short final: If the aircraft is under control and a safe landing can be executed, consider leaving aircraft configured as-is and continue approach. Otherwise execute wave-off/go-around procedures.

NOTE

Using 5° angle of bank into operating engine and displacing the slip and turn coordinator 1/2 to 1/3 towards the operating engine will reduce yawing motion and decrease V_{mca} . Angle of bank beyond 5° will decrease climb performance; and increase drag, and V_{mca} .

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SIMULATED SINGLE ENGINE FULL STOP LANDING

Action Items:

1. Maintain landing attitude until touchdown.
2. Gently lower nose wheel onto runway.
3. Maintain directional control with rudder.
4. **Bring both power levers to GROUND IDLE.** Use only the simulated working engine power lever for reverse.
5. Primarily utilize rudder to maintain runway centerline; if necessary differential braking may be applied.

CAUTION

Reverse thrust on the operating engine will cause a yawing moment toward the operating engine, which is proportional to the amount of reverse thrust applied. On wet or icy runways, it is possible to apply more asymmetrical reverse thrust than can be counteracted by opposite brake, rudder, and nose wheel steering.

NOTE

Leaving a power lever at flight idle will significantly increase landing rollout distance.

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INSTRUMENT APPROACH STANDARDS: Pilots shall familiarize themselves with the procedures in the C-26D NATOPS Flight Manual (NFM), chapter 18

1. Exhibits adequate knowledge of the instrument approach procedures with both engines operating, or with one engine inoperative.
2. Completes all appropriate checklists.
3. Maintains the desired altitude ± 100 feet, the desired airspeed within ± 5 knots, the desired heading within ± 5 degrees and accurately tracks radials, courses, and bearings.
4. Maintains stabilized final approach allowing no more than one-quarter scale deflection of either glide slope, localizer indications, or Course Deviation Indicator (CDI) and maintains the desired airspeed within ± 5 Knots.
5. Maintains the MDA, when reached on non-precision approaches within +50/ -0 feet to the Missed Approach Point.
6. A missed approach or transition to a landing shall be initiated in accordance with the procedures listed in the C-26D NFM, chapter 18.
6. Executes a normal landing from a straight-in or circling approach when instructed.

GO-AROUND / MISSED APPROACH PROCEDURE:

A proper instrument approach briefing and preparation is critical in the event a missed approach is necessary. During an instrument approach, if visual contact with the runway is not established upon reaching a missed approach point or a stabilized approach cannot be maintained, execute a missed approach and comply with the applicable missed approach instructions.

Action Items:

1. CAWI – AS REQUIRED
2. Power – MAXIMUM
3. Flaps – 1/4

NOTE

If maximum power is required, ensure speed levers are full forward. Nose attitude should initially be set to establish a climb (7 to 10 degrees nose up). Selecting and utilizing the Go-Around function of the flight director may be helpful. Adjust airspeed as appropriate. Electric trim may not be adequate to relieve the high longitudinal control forces associated with the landing transition.

4. Gear – UP (after positive rate established)
5. Flaps – UP ($V_2 + 5$ and clear of obstacles)
6. Airspeed – V_Y

Selecting Go-Around on the control wheel will disengage the autopilot and cycle the FMS to the missed approach segment. At 400 feet AGL, the PNF should select NAV mode on the FGP, set the missed approach altitude and verify the flight director is properly tracking the missed approach segment. If executing an instrument approach without utilizing the FMS, ensure the missed approach altitude is set on the FGP and the proper navigation source is tuned with the proper course set.

FULL STOP

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Action Items:

1. Plan to touchdown on first 1/3 of runway.
2. **Gently** lower the nose wheel onto the runway, and bring power levers smoothly into ground idle.
3. Maintain directional control with rudder and use partial reverse as required.
4. Once stabilized, with two BETA lights and below 90 KIAS, FULL REVERSE is now available.
 - a. Reduce airspeed by 1 knot for every degree above 90 Degrees Fahrenheit
5. PNF Calls "**BELOW 90, FULL REVERSE AVAILABLE**".
6. PF will place power levers in the full reverse position, as required.
7. Slow to taxi speed.
8. Bring the power levers out of FULL REVERSE (relax back pressure) and **center rudder** then engage the NWS.
9. The PF will call "**OUT OF REVERSE, SPEEDS LOW**".
10. The PNF will bring the speed levers to LOW.
11. Complete the AFTER LANDING Checklist once **CLEAR** of the runway.

CAUTION

Do not retard the speed levers to LOW RPM position until a normal taxi speed is reached and the PF is prepared for NWS activation through the right speed lever.

NOTE

If unable to maintain directional control in full reverse with rudder bring power levers to ground idle and use brakes to stop, taking care not to overheat the brakes. Use nose wheel steering as required to maintain centerline. Reapply reverse power as required.

DEFENSIVE POSITIONING / FLYING (TPC SYLLABUS)

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As a Transport Plane Commander, your ultimate responsibility is to maintain Safety of Flight. This concept cannot be understated. The C-26D community is comprised of pilots from all aviation communities and all phases of career progression. As a TPC, you are trusted and expected to be able to complete missions with any T2P safely and effectively.

Although the C-26D is not a systematically complex aircraft, a lack of situational awareness, crew resource management, and aircraft familiarity can result in unsafe situations. The C-26D TPC syllabus is designed to build confidence and competence in upgrading TPC's by exposing them to predicaments that will examine their situational awareness, systems knowledge, and aircraft commander presence. As stated above, SAFETY OF FLIGHT is a TPC's ultimate responsibility.

The following is a list of predicaments a TPC could expect to see during the upgrading syllabus. The intent of this list is not to be all inclusive, but to bring awareness to common errors that are made by all pilots.

PREFLIGHT/Engine Starts

- Performing systems checks incorrectly
- Failing to properly pre-flight the FMS
- Failing to time engine start cycle
- Placing hands on incorrect start button/feather-fuel shutoff valve
- Fails to release start button after engine light-off

MALFUNCTIONS ON THE GROUND

- Calling for the wrong checklist
- Rushing through checklist without ensuring each step is completed
- Continuing to taxi with a malfunction

TAXI

- Using too much power during taxi, necessitating excessive use of brakes
- Failing to straighten the nose wheel before coming to a stop
- Losing centerline control during FGP/FMS inputs
- Stopping in a turn
- Not using the Nose Wheel Steering Park button adequately
- Overcorrecting turns

TAKEOFF

- Over utilizing Nose Wheel Steering during the takeoff roll, resulting in oscillations
- Attempting to set takeoff power with the parking brake set
- Aggressively applying takeoff power, potentially resulting in an over torque/fuel bypass lights illuminating
- Excessive delay in setting takeoff power
- Removes hand from power lever too early (prior to V1)
- Fails to remove hand from power lever after V1
- Under/Over rotates
- Delays rotation after Vr
- Fails to use correct crosswind inputs

CLIMB

- Fails to maintain proper crosswind corrections during rotation
- Fails to release crosswind corrections once airborne

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- Attempts to follow incorrect flight director guidance on departures, such as turning the wrong direction or leveling off before initial altitude
- Calls for incorrect/inadequate flight director guidance
- Fails to call for Climb Checklist
- Ignores the sterile cockpit rule

EN ROUTE

- Lacks familiarity with automation
- Not running CRUISE checklist
- Incorrectly setting cruise power

DESCENT

- Lacks familiarity with automation, resulting in erroneous flight director guidance
- Overspeeds aircraft
- Fails to descend at appropriate rate to remain on descent profile, resulting in being above profile
- Provides inadequate instrument approach brief
- Briefs the incorrect approach for the runway in use
- Makes incorrect FMS inputs for the STAR or Instrument Approach
- Ignores the “minute-to-live” rule at lower altitudes
- Fails to appropriately set up Navigation Instruments for the STAR or Instrument Approach, resulting in last second corrections
- Fails to copy ATIS
- Not setting correct Vref Speeds for landing
- Incorrectly setting the minimums for the approach

APPROACH

- Fails to arm APP Mode at the appropriate time during the approach
- Overshoots the final approach course
- Mismanages aircraft speed during the approach, resulting in late configuration
- Fails to meet stabilized approach criteria
- Utilizes automation beyond minimums for the approach
- Forgets to select “TERR INHB” during a less than Full Flaps landing
- Fails to call for the Landing Checklist
- Does not correct for crosswinds when not flying with automation
- Poor altitude/airspeed control during level segments

LANDING

- Poor airspeed management, resulting in being slow or fast on final
- Places the power levers at idle too early, resulting in rapid airspeed deceleration
- Inadequate/incorrect crosswind corrections
- Flares to high, floats, and/or lands long
- Spots the deck/fails to flare
- Attempts to soften touchdown by using too much backpressure, resulting in excessive runway use and airspeed reduction
- Flares too late (scoops)
- Lands off of centerline
- Lands in a skid (into a crosswind)
- Immediately releases crosswind inputs upon touchdown
- Upon touchdown, hesitates to go into Ground Idle, or doesn't use enough Ground Idle to activate BETA Lights
- Attempts to use full reverse prior to 90 KIAS (or appropriate speed based on temperature)
- Utilize too much brakes instead of reverse
- Poor centerline control once in reverse

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- Fails to center-up rudder pedals before depressing the Nose Wheel Steering Button