



DEPARTMENT OF THE NAVY
COMMANDER NAVAL AIR FORCE PACIFIC
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COMNAVAIRFORINST 1542.7A
N45

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COMNAVAIRFOR INSTRUCTION 1542.7A

From: Commander, Naval Air Forces

Subj: NAVY AND MARINE CORPS CREW RESOURCE MANAGEMENT PROGRAM

Ref: (a) OPNAVINST 3710.7 (series)
(b) MCO P3500.14 (NOTAL)
(c) OPNAVINST 1542.7D

Encl: (1) Definitions
(2) Naval Air Systems Command Field Activity CRM Guidelines
(3) CRM Training and Evaluation Record
(4) Table of CRM Curriculum Model Managers and Instructor Requirements

1. Purpose. To establish policies, responsibilities and procedures for administration of the Navy and Marine Corps Crew Resource Management (CRM) program per references (a) through (c). As such, this new instruction should be reviewed in its entirety to include all enclosures.

2. Cancellation. COMNAVAIRFORINST 1542.7

3. Background. In 1991, the Navy began a research and development effort that identified seven common behavioral skills that were related to aviation mishaps. In 1993 the Navy implemented an interim Aircrew Coordination Training (ACT) program, OPNAVINST 1542.7, designed to address these seven skills on a limited level and improve standardization. OPNAVINST 1542.7A, published in 1995, described initial Chief of Naval Operations (CNO) policy for implementation of the still developmental integrated ACT program. OPNAVINST 1542.7B, published in 1998, and the OPNAVINST 1542.7C, published in 2001, established annual ground training and annual flight evaluation requirements. OPNAVINST 1542.7D assigns responsibility for CRM Program Administration to Commander, Naval Air Forces.

4. Objective. Integrate CRM into all facets of flight operations, manned and unmanned to achieve optimal mission effectiveness. CRM incorporates the use of specifically defined behavioral skills into all Navy/Marine Corps aviation operations. Practicing CRM principles will improve mission effectiveness, minimize crew preventable errors, improve

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recovery from crew and external errors and serve to reduce mishaps that result from poor CRM and Time Critical ORM (TC ORM) practices.

5. Scope. The provisions of this instruction are applicable to all Naval Aviation activities operating both manned and unmanned aircraft.

6. Definitions. Enclosure (1) provides a list of terms used in this instruction.

7. Policy

a. Goal. The goal of CRM is to improve mission effectiveness by minimizing crew preventable errors, maximizing crew coordination and optimizing risk management. CRM shall be an integral part of every flight operation, and it is the responsibility of all aircrew members to evaluate ways in which lessons learned during CRM training can be incorporated into their flight operations to include: academics, simulators, flight training and actual missions. This instruction establishes minimum standards for each aircraft type/model/series (T/M/S) specific integrated CRM program, as outlined in enclosure (4).

b. CRM Qualification and Life Cycle Training Model. All Navy and Marine Corps aircrew members shall receive CRM training throughout their aviation careers. The CRM training continuum requires that:

(1) CRM introductory ground training shall be provided during Aviation Preflight Indoctrination (API). Initial CRM flight training shall be provided during Primary Flight training.

(2) Initial T/M/S specific CRM ground training shall be conducted in all CNATRA squadrons and at the Fleet Replacement Squadron (FRS) prior to the first flight and is required for all students, instructors under training and any NATOPS qualified aircrew members without documented initial T/M/S specific ground training as defined by reference (a). In circumstances where formal FRS or equivalent training is not available, initial CRM ground and/or flight training may be completed at the fleet squadron. The initial CRM training requirements apply to all Navy and Marine Corps T/M/S aircraft flown in training,

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testing/evaluation, or operational environments. Initial training is required for aircrew who were previously qualified in a T/M/S, but are returning from duties not involving flying or whose T/M/S NATOPS qualifications have expired.

(3) Annual T/M/S specific recurrency CRM ground training and flight evaluation is required while in a flying billet. The flight evaluation may be conducted concurrently with any operational or training flight or simulator, including NATOPS and instrument evaluations.

c. Initial T/M/S Specific Training. Initial CRM ground training and flight evaluation shall be completed by a designated CRMI or CRM Facilitator (CRMF) and shall include:

(1) Discussion of T/M/S specific aircraft historical data and causal factors of mishaps and Hazard Reports (HAZREPs) that correspond to aircrew members' missions and experience levels. Include any topics or community areas of concern that show recent trends of recurring CRM problems for aircraft and aircrew.

(2) CRM training and controls that focus on the application of the Seven Critical Skills.

(3) Discussion of T/M/S CRM barriers and challenges that impact mission effectiveness.

(4) Discussion of CRM integration with aircraft automation.

(5) A T/M/S specific case study or scenario.

d. Annual T/M/S Specific Recurrency Training. Annual CRM ground training and flight evaluation shall be completed by a designated CRMI or CRMF.

(1) Ground training shall be completed once per year and may be accomplished at any time during the year before the flight evaluation. This leeway is afforded in order to ease the scheduling and to yield the best possible training with a large portion of aircrew. The ground training is valid for 12 months from the last day of the month in which the training was conducted. CRMI/CRMFs conducting the training meet their own annual requirements. Ground training shall include:

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(a) Discussion of CRM principles and critical skills as they relate to the current and expected missions/operations of the squadron or unit.

(b) Any topics or community areas of concern that show recent trends of recurring problems for aircraft and aircrew. In particular, highlight, review and/or discuss any recent/relevant community SIRs/HAZREPS that have CRM casual factors and/or have significant CRM implications.

(c) An in-depth case study that highlights CRM trends and control measures for the specific T/M/S.

(d) An open and frank discussion on the current state of CRM within the community, to include: best practices, areas for improvement, suggested changes to this instruction and any other CRM ideas/topics to improve the program. Results shall be forwarded to the community CRM Program Manager for review/implementation and then to the CRM Instructional Model Manager (IMM).

(2) Renewal of CRM flight evaluation may be accomplished within 60 days preceding the expiration of the current qualification and is valid for 12 months from the last day of the month in which the current qualification expires. Otherwise, currency shall be valid for 12 months from the last day of the month in which the evaluation was flown. Aircrew shall be current in CRM ground training prior to the flight evaluation. When possible, the CRM flight evaluation should be conducted in a full-motion, high-fidelity simulator. The goal is to provide realistic flight scenarios coupled with environmental control to allow the crew to be thoroughly tested and stressed in a safe, yet realistic, environment. Simulation also allows high-quality feedback and debriefing via flight recording technology. A qualified CRMI or CRMF shall conduct the flight evaluation and provide feedback on the utilization of individual CRM skills.

e. Multiple T/M and T/M/S Aircraft Qualifications and Designations. CRM qualifications and designations are typically valid for a single T/M/S aircraft. However, individual community CRM Program Managers may only require T/M level CRM qualification at their discretion.

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(1) Qualification. Personnel who perform duties as an aircrew member in more than one T/M/S aircraft shall receive initial CRM training in each T/M/S aircraft. Full recurrency training shall be completed in at least one T/M/S aircraft and modified recurrency training consisting of a series specific case study or scenario for all other series aircraft.

(2) Designations. Commanding Officers of units with more than one T/M/S aircraft assigned may designate, with approval from each applicable T/M/S Curriculum Model Manager, a CRMI (or CRMF) qualified in one series as a CRMI (or CRMF) for ground training and flight evaluations in other series under their purview. This leeway is intended for aircraft series that share the same, or significantly similar mission sets (e.g. SH-60B to MH-60R, not F/A-18E/F to E/A-18G). Specific guidelines for Naval Air Systems Command (NAVAIRSYSCOM) field activities are provided in enclosure (2).

f. CRM Instructor Training. Basic CRM Instructor training shall be provided by the CRM Instructional Model Manager (IMM). The basic course requirements and template shall be set forth by the IMM. Successful completion of the CRM Instructor course is a prerequisite to designation as a CRM Community Program Manager (PM) or CRMI. T/M/S CRM Facilitator training must also be completed in order to be designated a CRMI in a specific T/M/S.

g. CRM Facilitator Training. CRM Facilitator (CRMF) training shall be provided by the T/M/S CRM Community Model Manager (CMM). The CMM may delegate this training to other CRMIs qualified in T/M/S. The basic course requirements shall be T/M/S specific and include:

(1) If the CRMF training is being administered with the intent of qualifying a CRMF, the training shall cover CRM history, Seven Critical Skills, CNAFINST 1542.7 (series), program administration, facilitation and evaluation techniques, workload management, teamwork and include a review of the community specific annual ground training brief. The prospective CRMF will conduct and grade a CRM flight evaluation under instruction. Additional topics may be included by the CMM. The CMM shall develop standardized training to qualify CRMFs based on the IMM curriculum.

(2) If the CRMF training is being administered with the intent of qualifying a CRMI (recent graduate of the CRM

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Instructor's course), the training shall cover program administration, community specific facilitation, evaluation techniques and include a review of the community specific annual ground training brief. The prospective CRMI will conduct and grade a CRM flight evaluation under instruction. Additional topics may be included by the CMM. The CMM shall develop standardized training to qualify Instructors based on the IMM curriculum.

(3) CRMF training shall be logged in the Naval Air Training and Operating Procedures Standardization (NATOPS) Flight Personnel Training/Qualification Jacket in Section III, part A (Schools and Courses). Designations are logged in the CRM Designations section of enclosure (3).

(4) CRMF qualification training must be received from a CRMI. Qualification training must be given every time the individual changes T/M/S or when their NATOPS qualification expires. If CRMF qualification expires, CRMF training needs to be completed again before re-designation as a CRMF. Short term NATOPS qualification expiration will not affect CRMF qualification, but the member may not act as a CRMF until the NATOPS qualification has been restored.

h. Flight Instructor CRM Training. FRS and TRACOM units shall incorporate formal CRM training into instructor indoctrination. Training shall be focused on instructing CRM principles in flight at the student learning level. It should also prepare the Instructor Under Training (IUT) for unique CRM challenges present in the training environment. IUTs should be briefed on cockpit/cabin dynamics, communication barriers and specific T/M/S characteristics that lead to CRM breakdowns among student/instructor crews. This requirement can be combined with initial ground training.

i. Civilian Aircrew Members/Instructors. All GS and Contract Civilians that fly as active aircrew members shall maintain the same qualifications as a uniformed aviator. Non-flying civilians that provide flight instruction to USN/USMC aviators are required to maintain the same ground CRM currencies as uniformed aviators, regardless of NATOPS qualification status. If they are providing CRM initial or recurrent ground training, they shall be a CRMI or CRMF.

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j. Unmanned Aircraft Systems (UAS). All UAS platforms shall conduct CRM training per this instruction, to include training for UAS Crewmembers (UASC), Air Vehicle Operators (AVO), Mission Payload Operators (MPO) and Ground Maintenance Vehicle Operators (GMVO).

k. Extension to Expiration Date. Commanding Officers may grant a written extension to the CRM expiration date for an aircrew member who would otherwise expire during deployment. The extension shall not exceed 90 days after return from deployment

l. Failure to Meet CRM Requirements. Personnel who fail to meet CRM requirements shall not serve as aircrew. Once CRM requirements are met, aircrew duties may be resumed.

m. Documentation Requirements. The CRM Training/Evaluation Record, enclosure (3), shall be used to document CRM courses, designations, ground training and extensions in the individual's NATOPS Flight Personnel Training/Qualification Jacket in Section II, Part C. All CRM designation letters and flight evaluations shall also be filed in the NATOPS Jacket. CRM flight evaluations shall be documented on an applicable T/M/S approved form (e.g. NATOPS/Instrument eval or grade sheet) with the following statement included in the write up; "Conducted CRM flight evaluation per CNAFINST 1542.7A." Specific comments that document CRM performance and classification or qualification should be included.

8. Responsibilities. Specific guidance and standard operating procedures should be developed at each level to ensure proper implementation of this program.

a. Commander, Naval Air Forces. Delegated responsibility for overall management of the CRM program.

b. Commander, Naval Air Forces NATOPS Officer (N455). Serve as CRM Program Administrator for the overall management of the CRM program and policy.

c. Deputy Commandant for Aviation (DC AVN). Serve as the USMC representative for the CRM program.

d. Naval School Of Aviation Safety CRM Program Officer

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(1) Serve as Program and Instructional Model Manager (IMM).

(2) Establish training program for CRM Instructors that incorporates the latest research and developments in CRM throughout the academic and commercial industries.

(3) As requested, dispatch a Mobile Training Team (MTT) to Fleet concentration areas to provide CRM Instructor training to Fleet units. Fleet units are responsible for any funding requirements.

(4) Perform annual assist visits to all Navy and Marine Corps CMMs, not to exceed an 18-month cycle. Ensure that the T/M/S CMM is in compliance with this instruction and assist in the further development of CRM initiatives. Develop, maintain and disseminate a standardized assist visit checklist.

(5) Ensure a flow of pertinent CRM-related issues to all CMMs. Collect, maintain and disseminate CRM program instructional materials. Make these resources available to all CMMs as a resource database for revision and update of CRM programs.

(6) Provide CRM training to aviation students (API, ASO, ASC) at Naval Aviation Schools Command.

e. Naval Safety Center CRM Program Officer

(1) Maintain a relevant CRM database of Safety Investigation Reports (SIRs) and HAZREPS.

(2) Disseminate aviation mishap investigation and hazard report data where CRM was cited as a causal factor in a mishap or was a critical factor in averting a mishap or hazard.

(3) Coordinate with the CRM IMM and Commander Naval Air Forces Pacific/Atlantic Safety (N45) in order to further advance Naval Aviation CRM.

f. CRM T/M/S CMM. Refer to enclosure (4).

(1) Designate in writing a CRM T/M/S Community PM. In order to maintain standardization, CMM should designate an assistant PM, who is a qualified T/M/S CRMI, at each geographic

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location under their cognizance (as applicable). The CMM may delegate any of the duties outlined below to the PM.

(2) Administer a standardized CRM training program for all units operating a common T/M/S aircraft. Ensure flow of pertinent CRM (and Time Critical ORM) -related issues to all units under their cognizance (i.e., lessons learned, CRM breakdowns, best practices and specific areas of concern for the T/M/S).

(3) Provide standardized CRM unit-level Instructor/Facilitator training to Fleet squadrons as well as other units under their cognizance. Establish minimum aviation experience requirements for Instructors, Unit Level Managers and Facilitators within their T/M/S. Establish currency requirements for Instructors/Facilitators regarding required ground training and flight evaluations conducted per year.

(4) Designate and maintain an adequate number of CRMIs to provide qualification of CRMFs and to perform T/M/S CMM functions. Submit annual instructor training requirements to the Controlling Custodian for budgeting and quota management for all units under their cognizance.

(5) Coordinate with T/M/S NATOPS Model Manager to integrate CRM behaviors in all NATOPS publications and revisions as practicable to include: minimizing errors, CRM, TC-ORM, cockpit interruptions and distractions, interfacing with automation, specific CRM related crew responsibilities and standardized CRM verbiage.

(6) Perform annual assist visits to all units under their cognizance, not to exceed an 18-month cycle. Ensure that the unit is in compliance with this instruction and assist in the further development of CRM initiatives. Develop, maintain and disseminate a standardized assist visit checklist. The assist visits may be conducted concurrently with NATOPS Unit Evaluations.

(7) Ensure the respective CRM curriculum is reviewed and updated, as necessary, to reflect current missions, aircraft configuration and integration of CRM behavioral skills. Forward proposed changes to the IMM for review.

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(8) Forward detailed copies of contractor-developed CRM materials to the IMM for review and concurrence.

(9) When a TRACOM air wing commander (CTW) is the CMM for multiple T/M/S, the CTW may designate in writing a PM for each T/M/S training aircraft. The T/M/S CMM is still responsible for CRM programs of all units utilizing their respective aircraft to include fleet squadrons, reserve squadrons/units, or any other command with their respective T/M/S aircraft in inventory.

(10) Maintain cognizance over the CRMIs, CRMFs and Unit Level Managers within the T/M/S.

g. Unit Level

(1) Designate in writing a CRM Unit Level Manager (ULM). ULMs shall be a qualified CRMF and should normally be the Unit NATOPS Instructor.

(2) Ensure an adequate number of designated CRMFs to properly administer ground training and flight evaluations.

(3) Administer the CRM program as directed by the T/M/S CMM and this instruction.

(4) Ensure flow of pertinent CRM related issues to the CRM CMM via the PM to include T/M/S lessons learned and documented CRM breakdowns and specific areas of concern for the T/M/S. Ensure appropriate material is briefed to all aircrew members.

h. Individual Naval Aircrew Members

(1) Ensure CRM is applied to all phases of flight planning, flight execution and debriefing.

(2) Ensure the ULM is informed of all CRM-related incidents involving the breakdown of CRM, as well as hazard mitigation that resulted from effective CRM practices. The goal is to learn from our mistakes and our positive CRM practices and behaviors that increase mission effectiveness and mitigate preventable aircrew errors.

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9. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per SECNAV M-5210.1C.

10. Forms and Reports. Enclosure (3) of this instruction shall be locally produced to document CRM qualification and be permanently maintained in the NATOPS Flight Personnel Training/Qualification Jacket Section II, Part C.

11. Change Recommendations. The effectiveness of the CRM program depends on the currency and accuracy of this instruction. Inputs from many sources are used to maintain the integrity of the program. Any user who notes a deficiency or an error is obligated to submit a change recommendation. The participation of the individual is essential if continuing improvements of the instruction is to succeed. Submit all recommended changes to:

School of Aviation Safety
Crew Resource Management
181 Chambers Ave Suite A
Pensacola Fl 32508-5271
DSN: 459-2088/5567
Commercial: (850) 452-2088/5567
Fax: (850) 452-2639
<https://www.netc.navy.mil/nascweb/crm/crm.htm>



D. H. BUSS

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DEFINITIONS

1. Aircrew Member. All aeronautically designated personnel serving in a crew position or performing a crew function on a naval aircraft. For the purpose of this instruction, all aeronautically designated medical personnel (i.e., flight surgeons, aerospace physiologist, etc.) are exempt from any annual CRM training requirements.
2. Crew Resource Management (CRM). The effective use of all available resources by individuals, crews and teams to safely and efficiently accomplish the mission or task. CRM also refers to identifying and managing the conditions that lead to error.
3. Crew Resource Management Critical Skills
 - a. Adaptability/Flexibility. The ability to alter a course of action based on new information, maintain constructive behavior under pressure and adapt to internal and external environmental changes. The success of a mission depends upon the crew's ability to alter behavior and dynamically manage crew resources to meet situational demands.
 - b. Assertiveness. One's willingness to actively participate, state and maintain a position, until convinced by the facts that other options are better.
 - c. Communication. The ability to clearly and accurately send and acknowledge information, instructions, or commands and provide useful feedback. Effective communication is vital to ensuring that all crewmembers understand aircraft and mission status.
 - d. Decision Making. The ability to choose a course of action using logical and sound judgment based on available information.
 - e. Leadership. The ability to direct and coordinate the activities of other crewmembers or wingmen and to encourage the crew to work together as a team.
 - f. Mission Analysis. The ability to develop short term, long term and contingency plans and to coordinate, allocate and monitor crew and aircraft resources. Effective planning leads to flight conduct that removes uncertainty, increases mission effectiveness and enhances safety.

Enclosure (1)

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g. Situational Awareness. The degree of accuracy by which one's perception of the current environment mirrors reality. Maintaining a high level of situational awareness will better prepare crews to respond to unexpected situations.

4. Time Critical ORM. Time Critical ORM is the level of risk management applied in the execution phase of training and operations to control hazards introduced by unexpected events and changes to the plan. TC-ORM is essentially the ORM link to the CRM seven critical skills (DAMCLAS) and becomes the execution tool for CRM. CRM is the foundational skill set that enables proper use of TC-ORM.

5. CRM Instructional Model Manager (IMM). Naval Safety Center's Naval School of Aviation Safety is designated as the Navy/Marine Corps CRM Instructional Model Manager.

6. CRM Instructor (CRMI). A NATOPS-qualified O-3/E-5 or above who has successfully completed both the Instructional Model Manager's CRM Instructor Course and the CMM's approved CRMF training and has been designated by the CMM. Civilians may be certified as a CRMI upon completion of the CRM Instructor Course and the T/M/S specific CRMF training. The CRMI qualification is a lifetime qualification; however, an individual must be approved by the CMM for the specific T/M/S aircraft before giving any training. A CRMI may conduct CRM ground training and CRM flight evaluations per this instruction and any T/M/S specific guidance and/or instructions.

7. CRM Integrated Syllabus. A T/M/S specific syllabus in which the CRM behavioral skills are integrated throughout academic, simulator and flight instruction using the instructional strategies of information, demonstration, practice, feedback and relevance.

8. CRM T/M/S Community Assistant Program Manager. A CRM instructor, O-3 or above, designated by the CMM, who performs administrative responsibilities for the CRM program and who is given written authority to act on behalf of the CMM and Program Manager in CRM-related matters.

9. CRM T/M/S Community Model Manager (CMM). The unit commander responsible for administering the CRM program for a specific aircraft model. The CMM usually is the FRS CO or CTW. Specific

Enclosure (1)

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CMM assignments are listed in enclosure (4). Any Navy or Marine Corps activity employing T/M/S aircraft in the training, testing/evaluation, or operational environment not listed in enclosure (4) shall comply with this instruction and act as T/M/S CMM for the specific aircraft.

10. CRM T/M/S Community Program Manager (PM). A CRM instructor, O-3 or above, designated by the CMM, who performs administrative responsibilities for the CRM program and who is given written authority to act on behalf of the CMM in CRM-related matters. The PM is responsible for the development and distribution of standardized briefing material. The T/M/S NATOPS Program Manager will normally serve as the CRM PM for that T/M/S.

11. CRM T/M/S Facilitator (CRMF). A NATOPS-qualified individual who has successfully completed the CRMF course provided by the T/M/S Community Model Manager. The Community Model Manager shall set forth minimum experience levels and prerequisites for Facilitators. The CRMF qualification is not a lifetime qualification, but is maintained as long as the aircrew member maintains their NATOPS qualification for the specific T/M/S aircraft. The CRMF shall be designated by the unit level commanding officer and is qualified to conduct CRM annual ground training and CRM flight evaluations per this instruction and any T/M/S specific guidance and/or instructions.

12. CRM Unit Level Manager (ULM). A Fleet ULM must be a NATOPS-qualified O-3 or above who has been designated a CRMI or CRMF. The ULM shall be designated in writing by the commanding officer. In situations where the CMM and ULM are not co-located, distance learning may be utilized as long as it meets requirements set forth by CMM. The ULM is responsible for the squadron or unit CRM program. The Unit NATOPS Instructor will normally serve as the CRM ULM.

13. Naval Aircraft. For the purpose of this instruction, any aircraft assigned to a U.S. Navy (USN), U.S. Navy Reserve (USNR), U.S. Marine Corps (USMC) and U.S. Marine Corps Reserve (USMCR) unit. This definition includes Unmanned Aerial Systems (UASs) and other flight vehicles remotely controlled by an operator, or team of operators.

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14. Naval Aviation Activity. Any squadron, unit or organization directly involved in the operation of Navy or Marine Corps aircraft.

Enclosure (1)

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1. Naval Air Systems Command Field Activity CRM Guidelines.

Due to the unique nature of the Naval Air Systems Command (NAVAIRSYSCOM) field activities with multiple service T/M/S aircraft, and the extensive CRM training involved in the test and evaluation mission, CRM requirements for these units are specified below.

a. For aircraft where FRS attendance is required for NATOPS qualification or performance of aircrew duties, initial integrated CRM will occur at the FRS.

b. All aircrew and unmanned aerial system (UAS) operators will complete a local introductory CRM course per this instruction.

c. Aircrew are considered CRM-qualified to perform aircrew duties following completion of the ground portion of the local introductory or refresher CRM course. The CRM flight evaluation is required for aircrew NATOPS positional qualification.

d. Aircrew who are NATOPS-qualified in more than one T/M/S aircraft shall receive full recurrency training in at least one T/M/S aircraft and modified recurrency training, consisting of a T/M/S specific case study or scenario, in all other T/M/S aircraft in which they are qualified.

e. CRM-qualified aircrew may perform aircrew duties in any T/M/S aircraft when not prohibited by other directives. The pilot-in-command shall ensure that aircrew not qualified in model are thoroughly briefed on CRM requirements.

f. Project specialists embarking in A/C where participation in EP's is required should receive refresher level CRM training prior to execution of airborne duties. Training responsibility will fall to Squadron/DET OIC. Training should be given by a NATOPS qualified CRMF.

g. CRMFs shall be trained by the applicable division CRM Instructor or be a graduate of a CRMF course provided by a CRM. These CRMFs may evaluate CRM for more than one T/M/S aircraft. They shall maintain close liaison with the various CRM Curriculum Model Managers for the T/M/S aircraft that they instruct.

h. The required minimum number of CRM Instructors shall be determined by T/M/S ULM's.

Enclosure (2)

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CRM Training/Evaluation Record

This form shall be permanently maintained in the NATOPS Flight Personnel Training/Qualification Jacket Section II, Part C.

CRM IMM Instructors Course

Date Completed: _____

CRM Designations

(List all CRM Designations Attained to include Instructor, ULM and Facilitator in this section)

T/M/S Aircraft	Designation / Date Completed	Unit

Ground Training

Annual CRM ground training expires the last day of the current month, plus one year.

Flight Evaluation

CRM renewal expires last day of the current month, plus one year and may be accomplished 60 days early.

T/M/S Aircraft	Unit	Initial/ Recurrency	Date Completed	T/M/S Aircraft	Unit	Date Completed	Expiration Date

Extensions

(List extensions to CRM ground training and/or flight evaluation for each T/M/S aircraft)

T/M/S Aircraft	Ground/Flight	Authority	Expiration Date

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TABLE OF T/M/S CRM CURRICULUM MODEL MANAGERS AND
INSTRUCTOR REQUIREMENTS

Specific T/M/S CRM Curriculum Model Managers and CRM Instructor requirements for each naval aircraft are listed below. In order to maximize CRM behaviors into NATOPS the CRM CMM shall be the NATOPS Model Manager to maximum extent possible. To facilitate an effective assignment of Model Managers, any changes or updates to this list will be resolved by CRM IMM as final authority. This table lists, for each type/model of naval aircraft, the corresponding Curriculum Model Manager command and the associated controlling custodian. The last column indicates both the minimum number and type of CRM Instructors that must be trained and designated at the Curriculum Model Manager Command. For platforms not listed below, the NATOPS Model Manager or equivalent will serve as the CRM MM.

AIRCRAFT	T/M/S CURRICULUM MODEL MANAGER COMMAND	CONTROLLING CUSTODIAN	MINIMUM NUMBER/ TYPE INSTRUCTOR*
AH-1	HMT-303	MCCDC	1P
AV-8B	VMAT-203	MCCDC	1P
C-2	VAW-120	COMNAVAIRLANT	1P, 1LM
C-9/C-20/C-40	COMFLELOGSUPP WING	COMNAVAIRFORES	1P, 1CC, 1LM
C/UC-12 (Navy)	NAF Atsugi	COMNAVAIRPAC	1P, 1NAC
C/UC-12 (USMC)	VMR(DET) Belle Chasse JRB	MCCDC	1P, 1NAC
UC-35	VMR(DET) Andrews	COMMARFORES	1P, 1NAC
C-26	NAS Sigonella	COMNAVAIRLANT	1P, 1NAC
C-130	COMFLELOGSUPP WING	COMNAVAIRFORES	1P, 1FE, 1LM
KC-130J	KC-130 ATU	MCCDC	1P, 1CM
KC-130T	VMGR- 452	MCCDC	1P, 1NV, 1FE, 1CM
E-2	VAW-120	COMNAVAIRPAC	1P, 1N
E-6	VQ-7	COMNAVAIRPAC	1P, 1FE, 1ACO, 1RO, 1IFT, 1ACS
EA-6B	VMAQT-129	MCCDC	1P, 1N
EA-18G	VAQ-129	COMNAVAIRPAC	1P, 1N
EP-3	VP-30	COMNAVAIRPAC	1P, 1N, 1FE, 1NAC, 1NAO
F-5 (USN/USMC)	VFC-13	COMNAVAIRFORES	1P
F-16	NSAWC	COMNAVAIRPAC	1P
F/A-18A-D	VFA-106	COMNAVAIRPAC (USN) / MCCDC (USMC)	1P, 1N

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F/A-18E-F	VFA-122	COMNAVAIRPAC	1P, 1N
F/A-18D (USMC)	VMFAT-101	MCCDC	1P, 1N
F-35B	VMFAT-501	MCCDC	1P
F-35C	VFA-101	COMNAVAIRPAC	1P
UH-1N/HH-1N	HMT-303	MCCDC	1P, 1NAC
CH-46E	HMM(T) -164	MCCDC	1P, 1NAC
CH-53D	MAG-24	MCCDC	1P, 1NAC
CH-53E	HMT-302	MCCDC	1P, 1NAC
MH-53E	AWSTS	MCCDC	1P, 1NAC
H-60B	HSM-40	COMNAVAIRLANT	1P, 1NAC
H-60F/H	HSC-3	COMNAVAIRPAC	1P, 1NAC
MH-60R	HSM-41	COMNAVAIRPAC	1P, 1NAC
MH-60S	HSC-3	COMNAVAIRPAC	1P, 1NAC
MV-22	VMMT-204	MCCDC	1P, 1NAC
P-3	VP-30	COMNAVAIRLANT	1P, 1N, 1FE, 1NAC
P-8	VP-30	COMNAVAIRLANT	1P, 1N, 1NAC
S-3	VX-30	COMNAVAIRPAC	1P, 1N
T-1	TRAWING 6	CNATRA	1P, 1N
T-6A	TRAWING 6	CNATRA	1P
T-6B	TRAWING 5	CNATRA	1P
T-34	TRAWING 4	CNATRA	1P
T-39	TRAWING 6	CNATRA	1P, 1N
T-44	TRAWING 4	CNATRA	1P
T-45	TRAWING 2	CNATRA	1P
UAS (M) RQ-7	VMU-1	MCCDC	1UAC, 1IP
UAS (M) RQ-21	VMU-2	MCCDC	1UAS, 1IP
UAS (N) MQ-8B/C	HSC-3	COMNAVAIRPAC	1MC, 1IP, 1EP
UAS (N) MQ-4C	VUP-19	COMNAVAIRLANT	TBD
VH-3/VH-60	HMX-1	COMMARFORLANT	1P, 1NAC

Legend:

P - Pilot

N - NFO

NV - Navigator

NAC - Naval Aircrewman

ACO - Airborne Comm Officer

FE - Flight Engineer

LM - Load Master

CC - Crew Chief

CM - Crew Master

IFT - In-Flight Technician

ACS - Airborne Comm Supervisor

RO - Reel Operator

MC - Mission Commander

IP - Internal Pilot

EP - External Pilot

PO - Payload Operator

NSGA - As Applicable

Enclosure (4)