



DEPARTMENT OF THE NAVY
COMMANDER NAVAL AIR FORCES
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COMNAVAIRFORINST 3500.2
N83L

JAN 22 2003

COMNAVAIRFOR INSTRUCTION 3500.2

Subj: POLICY CONCERNING REPLACEMENT PILOTS/NAVAL FLIGHT OFFICERS REPORTING TO DEPLOYED SQUADRONS

Ref: (a) COMNAVAIRPACINST 3740.2X/COMNAVAIRLANTINST 3740.12R
(b) NAVAIR 00-80T-104 (LSO NATOPS) of 15 Dec 01

1. Purpose. To issue Commander Naval Air Forces policy governing detachment and transfer of Category I/II Replacement Pilots (RPs) and Replacement Naval Flight Officers (RNFOs) from Fleet Replacement Squadrons (FRSs) to deployed squadrons.

2. Cancellation. COMNAVAIRPACINST 3500.54C/COMNAVAIRLANTINST 3500.54G

3. Discussion. The progression of RPs/RNFOs through the FRS syllabus is designed to place the RP/RNFO in his/her parent command as soon after the completion of training as feasible. However, special consideration must be given to the selection of aircrew reporting to a forward deployed or imminently deploying squadron. For the purposes of this instruction, an imminently deploying squadron is defined as one with a deployment date within 90 days. Category I/II aircrew reporting to these commands are defined as Priority A (PRI A) aircrew. Carrier Air Wing FIVE (CVW-5), as part of the Forward Deployed Naval Force (FDNF), is considered in a continually deployed status. Due to logistics of FDNF Field Carrier Landing Practice (FCLP) and frequency of at sea periods, RPs bound for CVW-5 should not report inside of 30 days before a scheduled deployment. To the maximum extent possible, carrier qualification should be an RPs final stage of training. CQ landing requirements for PRI A RPs are promulgated in reference (a).

4. Standards for Priority A Selection of Category I/II aircrew. All PRI A aircrew shall meet the following criteria:

a. A consistently improving trend of performance throughout the FRS syllabus.

b. No repeated below average performances during the FRS syllabus, to include repeated Signals of Difficult (SODs) in one phase, major or frequent "headwork" errors, or major breaches of flight discipline.

c. No psychological stress factors during the selection and assignment process (e.g., pending divorce, death in the family).

d. Additionally for RPs:

(1) Strong FCLP performance as demonstrated by consistently above average grades (compared to the last 100 graduates). Minimal opportunity for additional FCLPs in a deployed or imminently deploying squadron dictates that the RP have a high learning curve during FRS FCLP. CQ performance must be very strong with day/night boarding rates of at least 75 percent and day/night GPA in the top 50 percent of peers (compared to last 100 graduates). Additionally, RP must not have received any Signals of Difficulty (SODs) during the qualifying CQ Phase evolution.

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(2) RPs shall not report to an imminently deploying squadron within 60 days prior to a planned deployment date or before the squadron is established and operating in its Area of Responsibility (AOR). This precludes Category I pilots from reporting to squadrons prior to or during carrier Preparation for Overseas Movement (POM) and during initial transit.

(a) 10 day rule. If more than 10 days elapse from qualification to departing the Continental United States, the pilot shall receive at least one FCLP period prior to departure.

(b) 20 Day rule. If CQ or refresher landings are not anticipated within 20 days of the RP reporting to a deployed/deploying unit, the pilot shall complete at least two day and two night arrested landings prior to detaching from the FRS.

Down time involved with time zone transit outlined in OPNAVINST 3710 series shall be considered in total time en route for the "10 and 20 day rules", highlighted above.

5. Process for designation and placement of PRI A Category I/II Aircrew

a. The respective Type Wing Commander (TYCOM) LSO will contact the Bureau of Naval Personnel (PERS-43) quarterly to obtain the INCONUS PRI A requirements for the following quarter and the CVW-5 PRI A requirements for following two quarters. The respective TYCOM LSO will then coordinate with the Fleet Replacement Squadrons to properly fill PRI A requirements.

b. Prior to each FRS CQ for RPs and class completion for RNFOs, the FRS Commanding Officer shall consult with the FRS Training Officer, Operations Officer and all Phase Leaders to determine the necessity for and designation of PRI A aircrew. This shall include a training jacket review to ensure compliance with the guidelines of this instruction.

c. For RPs. The CQ Phase leader will designate pilots as PRI A candidates, ensuring compliance with the guidelines listed in references (a), (b) and paragraph (4) of this instruction. If a pilot not designated as a PRI A candidate demonstrates PRI A-level performance and gains recommendation from the Force LSO to fill a PRI A billet, additional PRI A required landings per reference (a) shall be obtained prior to the end of that CQ evolution. If the requisite number of Pri A landings are not achieved before the CQ detachment is complete, waivers may be requested in accordance with paragraph 6 below. Final Pri A designation shall be made by the COMNAVAIRPAC or COMNAVAIRLANT Force LSO.

d. The FRS Commanding Officer shall submit the name and phase grades of qualified PRI A designated aircrew to the Type Wing Commander. With his concurrence, PRI A aircrew names will then be released to PERS-43 for placement.

e. The FRS Commanding Officer shall provide to the Air Wing Commander and squadron Commanding Officer a quantitative and qualitative assessment of the prospective PRI A officer.

f. Upon aircrew completion, each FRS must closely coordinate with PERS-43 and the local Personnel Support Activity Detachment (PSD) to establish timely port calls for RPs/RNFOs in order to expedite the arrival date.

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g. Except in the case of emergencies, the RP/RNFO will not be granted leave following the completion of FRS training.

h. The RP/RNFO shall handcarry and submit the following to the gaining squadron commanding officer upon reporting:

- (1) Logbook
- (2) Naval Air Training and Operating Procedures Standardization (NATOPS) training jacket
- (3) Training summary sheet
- (4) FCLP/CQ summary report (pilots)

6. The PRI A guidelines established in this instruction are the result of years of experience in qualifying aircrew for safe and effective service in their first fleet squadron. Consequently, request for waiver to these rules are discouraged. Therefore, request waivers due to operational necessity only and with the concurrence of the receiving unit and the FRS commanding officer and Type Wing Commander. Forward requests for waivers to the requirements within this instruction to COMNAVAIRPAC (N83/N83L)/COMNAVAIRLANT (N83/N83H).

7. Action. FRS Commanding Officers will ensure the above guidelines are strictly observed for RP/RNFOs reporting to squadrons requiring PRI A aircrew.



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