

DEPARTMENT OF THE NAVY

COMMANDER, NAVAL AIR FORCE
UNITED STATES PACIFIC FLEET
BOX 357051
SAN DIEGO, CALIFORNIA 92135-7051

COMMANDER, NAVAL AIR FORCE
UNITED STATES ATLANTIC FLEET
1279 FRANKLIN STREET
NORFOLK, VIRGINIA 23511-2494

COMNAVAIRPACINST 1520.6P/
COMNAVAIRLANTINST 1520.3T
NAVAIRPAC N83L
NAVAIRLANT N83H

JUL 29 1996

COMNAVAIRPAC INSTRUCTION 1520.6P/COMNAVAIRLANT INSTRUCTION 1520.3T

Subj: LANDING SIGNAL OFFICERS (LSOs)

Ref: (a) LSO NATOPS Manual

Encl: (1) LSO Designations and Responsibilities
(2) LSO Nomination Form
(3) LSO Command Relationships and Responsibilities
(4) FRS Carrier Landing Performance Summary
(5) Fleet Carrier Landing Performance Summary
(6) LSO Training
(7) Landing Signal Officer Trainer (LSOT) Fleet Training Program

1. Purpose. To provide a document delineating policy and procedure for selection, training, designation and responsibilities of Naval Air Force, U.S. Pacific Fleet (NAVAIRPAC) and Naval Air Force, U.S. Atlantic Fleet (NAVAIRLANT) Landing Signal Officers (LSOs). Due to extensive revision, paragraph markings have been omitted. This instruction should be read in its entirety.

2. Cancellation. COMNAVAIRPACINST 1520.6N and COMNAVAIRLANTINST 1520.3S

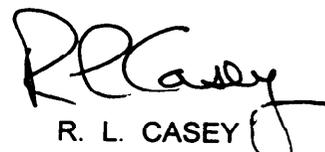
3. Background. Reference (a) provides all command levels and LSOs with a single source of technical information, standard operating procedure and policy guidance. This instruction amplifies reference (a) and is applicable to all commands and LSOs under the operational or administrative control of NAVAIRPAC/NAVAIRLANT.

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4. Discussion. The LSO is a key element in carrier aviation operations. The LSO's knowledge, expertise and performance directly affect combat readiness and carrier safety. Accordingly, the duties, responsibilities and limitations of the LSO must be fully understood by all elements of the command structure. The success of the LSO program depends primarily on the qualitative selection of outstanding aviation officers. To ensure the continuing quality of LSOs, it is necessary all cognizant personnel understand and support the provisions of reference (a) and this instruction.

5. Action. Enclosure (1) provides policy guidance concerning LSO designation and responsibilities. Enclosure (2) is a sample LSO nomination request. Enclosure (3) provides information with respect to command relationships, responsibilities and the LSO interface. Enclosure (4) is a sample Fleet Replacement Squadron (FRS) Carrier Landing Performance Summary. Enclosure (5) is a sample Fleet Carrier Landing Performance Summary. Enclosure (6) discusses the conduct of and procedures for LSO training including LSO cross-training. Enclosure (7) details air wing turnaround training usage of the LSO trainer (LSOT).


R. L. LEITZEL
Chief of Staff


R. L. CASEY
Chief of Staff

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LSO DESIGNATIONS AND RESPONSIBILITIES

1. General. All LSOs have responsibility for maintaining compliance with LSO Naval Air Training and Operating Procedures Standardization (NATOPS), Aircraft Carrier (CV) NATOPS, Aircraft Recovery Bulletins (ARBs) and this instruction to ensure the highest levels of professional knowledge are maintained by themselves and subordinate LSOs.

2. Designation and Responsibilities. In addition to that established by reference (a), the following amplifying guidance concerning LSO designation and responsibilities is provided:

a. Force LSO. The Force LSO, by virtue of his position, is operationally senior to all other LSOs within the Pacific/Atlantic Fleet, regardless of rank. The Force LSO shall be responsible for LSO policy guidance, operating procedures and standardization. Additionally, he shall monitor the selection, training, qualification and assignment of all LSOs within the Pacific/Atlantic Fleet to ensure the highest standards of LSO readiness and training are maintained.

b. Air Wing Staff LSO. Assignment to an air wing staff LSO billet is recognition of an LSO's experience, judgment and superior performance in subordinate positions. Nominations for assignment to a staff LSO billet shall be made to Commander, Naval Military Personnel Command (COMNAVMIIPERSCOM) by the Force LSO. Nominees shall normally be selected from among Fleet Replacement Squadron (FRS), Training Command (TRACOM) and LSO School LSOs who have achieved "Wing" and "Training" LSO designations. Responsibility for recommendation of "Staff" LSO designation rests solely with the Air Wing Commander. The primary responsibilities of the Air Wing Staff LSO include the safe and expeditious recovery of aircraft, the establishment and administration of an Air Wing LSO training program and ensuring aircrew readiness for shipboard operations within the air wing.

c. Fleet Replacement Squadron LSO (Training qualified LSO). Assignment to an FRS LSO billet is recognition of an individual's demonstrated ability to teach aircrew the techniques of carrier landings. FRS LSO billets shall be filled by "Wing" designated LSOs transferring from fleet squadrons to shore duty. Recommendation for designation as "Training" LSO shall be made by the senior FRS LSO to his Commanding Officer, who shall submit a request to COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H). Recommendation for designation as "Training" LSO shall only be made after observation of an individual's ability to instruct initial day/night carrier qualification and associated ground training over a period of not less than three FRS Carrier Qualification (CQ) cycles. The primary responsibilities of the FRS LSO include the conduct of initial day/night carrier qualification, replacement pilot training and training of subordinate LSOs within his command.

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d. Wing Qualified LSO. Wing certification shall be given after a squadron LSO has served as team leader under training for a period of time determined sufficient by the senior air wing LSO. The designation reflects his ability to control a majority of embarked aircraft day and night in all weather and deck conditions.

e. Squadron LSO. Assignment of individuals to squadron LSO billets is the responsibility of the squadron's Commanding Officer and should be closely monitored to ensure the minimums of reference (a) are maintained. When required or deemed appropriate, squadron Commanding Officers may nominate outstanding first tour, first cruise pilots who have not previously been identified as LSO trainees. Careful consideration should be given to the individual's motivation, ability to react under stress, ability to instill confidence and potential as an effective instructor. Only top aviators should be considered. Nominations for LSO training should be made to COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H) per reference (a), in the format of enclosure (2). The primary responsibilities of a squadron LSO include the training of squadron aircrew in carrier landing techniques and shipboard procedures, maintenance of LSO records and training of subordinate LSOs.

f. Periodic LSO Report. The quarterly LSO training matrix shall be submitted to COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H) per reference (a).

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LSO NOMINATION FORM

From: Commanding Officer, (LSO's Unit)
To: Commander, Naval Air Force, U.S. Pacific Fleet (N83L)/
Commander, Naval Air Force, U.S. Atlantic Fleet (N83H)

Subj: NOMINATION FOR LSO TRAINING

Ref: (a) LSO NATOPS Manual

1. Per reference (a), the following officer is nominated for LSO training:
 - a. Name/Rank/SSN/Designator/DOR
 - b. Date Reported/PRD (as shown on ODCR)
 - c. Total Flight Hours/Jet Hours
 - d. Total Carrier Landings Day/Night by Type Aircraft

(Commanding Officer's Signature)

FIRST ENDORSEMENT

From: Commander, Carrier Air Wing (Unit's Air Wing)
To: Commander, Naval Air Force, U.S. Pacific Fleet (N83L)/
Commander, Naval Air Force, U.S. Atlantic Fleet (N83H)

1. Forwarded, recommending approval.

(Air Wing Commander's Signature)

Copy to:
Service Record

Enclosure (2)

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LSO COMMAND RELATIONSHIPS AND RESPONSIBILITIES

1. General

a. The LSO, because of his direct involvement with carrier air operations, is in the position of being responsible to various levels of the command structure. The three primary areas of responsibility of all LSOs are:

- (1) The safe and expeditious recovery of aircraft while embarked
- (2) The training of pilots in his command
- (3) The training of LSOs

b. In all cases, the LSO is responsible to the Captain of the ship for the safe and expeditious recovery of aircraft. The LSO is charged with making recommendations concerning the conduct of embarked flight operations with respect to weather, wind, deck conditions, landing aid equipment deficiencies and pilot proficiency. Such recommendations shall be made to the Captain of the ship via the Air Boss.

c. The LSO is directly responsible to his immediate Unit Commander concerning the training and readiness of assigned pilots with respect to carrier landing operations. Any adverse trends should be immediately brought to the attention of the individual concerned and unit Commanding Officer.

2. Force LSO. The Force LSO is directly responsible to COMNAVAIRPAC/COMNAVAIRLANT for formulation of policy guidance, administration of LSO programs, monitoring of LSO status, LSO assignments and coordination of FRS CQ evolutions. During FRS CQ evolutions, the Force LSO has the final approval authority for qualification and disqualification of qualifying FRS pilots, and the Priority A selection of Category 1 FRS pilots. The Force LSOs shall ensure close liaison is maintained with all air wing staff LSOs, FRS LSOs, LSO School Officer in Charge, Chief of Naval Air Training (CNATRA) Staff LSO and the Bureau of Naval Personnel (BUPERS).

3. Air Wing Staff LSO

a. In addition to being responsible to the Commanding Officer of the ship for safe and expeditious recovery, and to his Air Wing Commander (CVW) for pilot training and readiness, air wing staff LSOs are responsible for air wing LSO standardization and training. In addition to the submission of required reports concerning LSO training and qualification, air wing staff LSOs are encouraged to maintain personal contact with the Force LSO.

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b. Air wing staff LSOs shall be accorded sufficient opportunity to maintain primary mission area and carrier landing proficiency in aircraft in which they are operationally current. Consistent with their other duties, air wing staff LSOs shall maintain proficiency at the same level of their squadron contemporaries.

c. Air wing staff LSOs, by their experience level and previous instructor tour, are the primary subject matter experts in the air wing in the training of pilots in the landing phase. Training does not end at the completion of the FRS syllabus. Air wing staff LSOs shall provide individual training to air wing pilots who desire or require such training. While deployed, air wing staff LSOs shall closely monitor pilot performance. Those pilots who are below the air wing average in either Grade Point Average (GPA) or Boarding Rate (BR) shall be closely monitored for staff LSO individual instruction. As a minimum, the senior staff LSO shall be responsible for the bottom 10% of the air wing's pilots. The staff LSOs shall meet with these pilots at least weekly during deployment for a thorough, documented trend analysis review of pilot performance. Additionally, staff LSOs shall publish to the air wing hours of availability for walk-in trend analysis to any air wing pilot who desires such training.

d. The senior staff LSO shall ensure their squadron and detachment LSOs utilize the Automated Performance Assessment and Readiness Training System (APARTS) software.

e. Upon notification by squadron LSOs, the senior staff LSO shall solicit the LSO School for previous landing performance diskette data (if applicable) and hard copies of Fleet Carrier Landing Performance Summary (enclosure (5)) and FRS Carrier Landing Performance Summary (enclosure (4)).

4. FRS LSO

a. FRS LSOs are responsible to the Commanding Officer of the ship for safe and expeditious aircraft recovery during carrier qualification evolutions and to their squadron Commanding Officer for replacement aircrew training.

b. Regardless of their other duties, FRS LSOs shall be afforded the opportunity to maintain flight proficiency in all phases commensurate with their flight instructor contemporaries. Additionally, since FRS LSOs are charged with responsibility for training replacement aircrews in carrier landing techniques, FRS LSOs require four day arrested landings every six months to maintain day carrier currency. Accordingly, COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H) shall coordinate proficiency carrier landings for FRS LSOs during fleet CQ periods.

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c. Upon successful student completion of fleet replacement syllabus, the FRS CQ Phase Head shall forward a copy of the FRS Carrier Landing Performance Summary to the Officer in Charge, U.S. Navy Landing Signal Officer School. The LSO School shall then file the hard copy and enter the aviator's name, Social Security Number and new squadron in the APARTS computer to commence the maintenance function.

5. Squadron LSO

a. Squadron LSOs, in addition to being responsible to the Commanding Officer of the ship for safe and expeditious aircraft recovery and to their squadron Commanding Officer for the carrier training and readiness of squadron pilots, are responsible to their cognizant Commander, Carrier Air Wing (COMCARAIRWING) staff LSO for the performance of their LSO duties. Squadron LSOs, regardless of rank, are operationally subordinate to their respective air wing staff LSOs, and as such shall adhere to their guidance.

b. Squadron LSOs are responsible to their squadron Commanding Officer for the preparation of their pilots for carrier operations. Squadron LSOs shall plan a Fleet Carrier Landing Proficiency (FCLP) lecture and simulator plan per reference (a) prior to any at-sea period commensurate with squadron pilot currency and proficiency. Per reference (a), and in the case when 60 days have elapsed since a pilot's last CV landing, the senior squadron LSO shall submit a memorandum to the appropriate staff/type LSO certifying day/night readiness of pilot(s) to include the number of FCLP periods (day/night) and number of carrier related simulators.

c. The senior squadron LSO is responsible for training of the squadron's pilots. The primary method of accomplishing this task is via timely trend analysis. Accordingly, the squadron LSO shall maintain a training folder on each pilot in his command. At a minimum, this folder shall contain:

- (1) A copy of FRS CQ phase performance
- (2) A copy of the most recent FCLP and simulator period
- (3) A page delineating lectures received and date
- (4) A page delineating trend analysis received with date, signatures of LSO and pilot, primary aircrew and trends discussed
- (5) An up-to-date record of all CV passes in trend analysis format

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d. Trend analysis shall be accomplished in a timely manner during deployment. Trend analysis shall be accomplished in person with the pilot and, as appropriate, with the primary aircrew with which the pilot is crewed. At a minimum, all squadron pilots shall be given a trend analysis at least monthly. Squadron pilots below the squadron or air wing average in GPA or BR shall receive trend analysis at least twice a month. The senior squadron LSO shall maintain close liaison with the staff LSOs and the squadron Commanding Officer regarding pilot performance and extra training required.

e. All seagoing, fixed wing aircraft squadrons shall utilize computer based APARTS software for command landing grades. Squadron LSOs shall maintain an individual 3.5" IBM formatted diskette for each aviator. The pilot's landing performance for his/her entire fleet tour shall be compiled on this diskette and delivered to the OIC, U.S. Navy LSO School with Fleet Carrier Landing Performance Summary, upon transfer.

f. Squadron LSOs shall notify their air wing staff LSO upon receipt of orders for an incoming pilot. This initial communication between the squadron and staff LSO shall commence the landing grade performance retrieval process.

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FRS CARRIER LANDING PERFORMANCE SUMMARY

Fleet Replacement Squadron: _____ Date: _____

Replacement Pilot: _____

Social Security Number: _____

RP Performance: Day GPA: _____
Day B/R: _____
Night GPA: _____
Night B/R: _____
Overall GPA: _____
Overall B/R: _____

Class Standing (within same category, i.e., CAT I, II, etc.) _____ of _____

Number of RPs Unsuccessful Qualification Attempts: Field _____
Ship _____

FRS CQ Average (last six months GPA and B/R): Day: _____
Night: _____
Overall: _____

CQ Phase Head Comments (Include discussion of potential for RP's success as a professional carrier aviator): _____

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LSO TRAINING

1. General. LSO training includes formal training and on-the-job training (OJT). LSO training includes LSO cross-training in other aircraft types. Although no established progression of LSO training can be formulated due to operational schedules, LSOs normally progress as directed by the senior air wing staff LSO.
2. Formal Ground Training. Formal ground training is conducted by LSO School as follows:
 - a. Initial Formal Ground Training (IFGT). IFGT encompasses basic indoctrination in LSO related publications, duties, responsibilities, equipment and procedures. All LSOs shall have attended LSO IFGT school prior to recommendation for "Wing" LSO designation. LSO IFGT school quotas for NAVAIRPAC/NAVAIRLANT units shall be promulgated by message quarterly. Quotas may be obtained from COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H). Quota confirmation shall be made by message approximately two weeks prior to the scheduled class convening date. IFGT completion is reported in the LSO training status report.
 - b. FRS/TRACOM Formal Ground Training (F/TFGT). LSOs selected for FRS/TRACOM instructor billets shall attend the LSO instructor training course prior to recommendation for "Training" LSO designation. The LSO instructor training course provides an in-depth view of the skills required to train initial student/replacement pilots during FCLP and CQ periods. Classes are scheduled quarterly; and quotas may be obtained from COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H).
3. Informal Ground Training. Informal ground training is conducted at the air wing level. Air wing staff LSOs shall develop and implement a ground training program for their air wing. Subject training is designed to enhance LSO expertise, and should be tailored to their air wing's individual situation (stage of pilot/LSO training, operational environment, etc.).
4. OJT. OJT shall be conducted under the supervision of an air wing staff LSO when embarked. Shore-based LSO OJT training may be conducted by the air wing staff LSO, FRS LSO or senior squadron LSO as appropriate.
5. LSO Cross-Training. LSO cross-training is designed to improve LSO understanding of aircraft handling and performance characteristics, primarily in the approach and landing phase. Exposure of LSOs to the flight characteristics of aircraft other than his own has a positive benefit on overall LSO expertise. LSO cross-training is fully supported and shall be

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vigorously pursued by COMNAVAIRPAC/COMNAVAIRLANT for LSOs meeting the criteria delineated below. It is not the purpose of LSO cross-training to train pilots in primary mission area performance, but merely to expose them to the basic aircraft dynamics in the landing configuration.

a. FRS. Shall develop, implement and when directed by COMNAVAIRPAC or COMNAVAIRLANT, administer instruction in basic aircraft systems, aircraft emergencies and appropriate simulator training leading to two flights (minimum). NATOPS qualification is desired but not required. Consistent with aircraft availability and weather, designated LSO cross-training should be completed in two to three weeks, to minimize Temporary Additional Duty (TAD) expenses and time away from parent command. Whenever feasible, the LSO cross-training program should be administered on an "individualized" FRS LSO-to-LSO basis.

b. Cross-Trainee. In order to expedite the training process, trainees should develop a basic understanding of aircraft systems and normal/emergency procedures through prior study of the appropriate aircraft NATOPS Manual. LSO cross-trainees should also obtain a current copy of the appropriate squadron Standard Operating Procedures (SOP) before reporting for LSO cross-training.

c. Air Wing Commanders. Shall ensure only squadron designated LSOs meeting the requirement of this instruction and having demonstrated above average aviation skills and judgment are nominated for LSO cross-training. Since FRS aircraft are necessarily dedicated to on board replacement training flights, air wings shall provide aircraft and Operating Target (OPTAR) as required by the appropriate FRS for LSO cross-training flights. Direct liaison is authorized.

d. LSO Cross-Training Requests. Prior to returning from deployment, Air Wing Commanders shall consolidate squadron requirements and submit the information formatted below in a request for LSO cross-training to COMNAVAIRPAC (N83L)/COMNAVAIRLANT (N83H), with copies to respective Functional Wing Commanders and the cognizant readiness squadrons. In order to maximize the benefits of the LSO cross-training, requests for LSO cross-training should be limited to those LSOs who have a minimum designation of squadron LSO and are career oriented.

(1) Name, rank, SSN and designator

(2) Flight hours and carrier landings by type aircraft for the preceding year

(3) Total flight hours, jet/prop

(4) Type aircraft cross-training and readiness squadron requested

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- (5) Primary/alternate date available for TAD to readiness squadron
- (6) Primary/alternate date required to be returned to parent command

Jet cross-training for pilots with no previous jet experience poses unique problems. Requests of this nature must necessarily be accommodated on a case-by-case basis.

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LANDING SIGNAL OFFICER TRAINER (LSOT) FLEET TRAINING PROGRAM

1. The utility of the LSOT is best realized as a procedural device for individual LSO and LSO team training, and as a practice platform for Manually Operated Visual Landing Aid System (MOVLAS) operation. Use of the LSOT shall aid Carrier Air Wing (CVW) LSOs in orienting new LSO trainees and honing the skills of team leaders. This shall allow CVW LSOs to devote less embarked time to basic procedural training and more time to critical training on aircraft control. As a result, air wings shall be able to begin shipboard workup operations with a cadre of LSOs who are procedurally proficient and fundamentally refreshed.

2. Air wings shall convene a training conference for all staff and squadron LSOs at least once during the turnaround cycle. Optimum scheduling of this training, focused upon use of the LSOT, is immediately prior to Tailored Ship Training Availability (TSTA). Agenda items include discussions and refresher training with the CVW LSOs and hands-on training in the LSOT. Duration of the LSOT Fleet Training Program is two days, allowing all participants time for classroom work, LSO team training and LSOT simulated recoveries.

3. As a prerequisite to the conference, squadron LSOs shall review LSO NATOPS, CV NATOPS, LSO Reference Manual and relevant Aircraft Recovery Bulletin (ARB) material under the guidance of their CVW LSOs. CVW LSOs shall select LSO team leaders, establish LSO teams and conduct a review of their air wing's LSO training instruction and LSO SOP.

4. The recommended two-day agenda for the LSOT Fleet Training Program is outlined below. Prior liaison by the CVW LSOs with the LSO School staff and COMNAVAIRPAC/COMNAVAIRLANT Force LSO is essential to tailor the air wing LSO training.

a. Day One (Morning)

(1) Arrival of all LSOs. Airlifts as required day prior.

(2) Seminar-1: Introduction/Training Overview. Training kickoff by Air Wing Commander (as available) and outline of program objectives.

Instructors: CVW LSOs, LSO School staff
COMNAVAIRPAC/COMNAVAIRLANT Force LSO

Time: 0930-1000 (0.5 hour)

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(3) Seminar-2: LSO Responsibilities, Platform Procedures, Waving Concepts, CVW LSO Platform Philosophy. Opportunity for CVW LSOs to impart their waving philosophies on squadron LSOs.

Instructors: CVW LSOs

Time: 1000-1130 (1.5 hour)

(4) Seminar-3A: LSO Platform/Equipment Orientation. For LSO trainees not having prior LSO School training or platform experience.

Instructors: CVW LSO #1

Time: 1130-1200 (0.5 hour)

(5) Seminar-3B: LSO Team Leader Training. Discussion of team leader responsibilities for new and prospective team leaders.

Instructors: CVW LSO #2

Time: 1130-1200 (0.5 hour)

b. Day One (Afternoon)

(1) Lunch/BOQ check-in

Time: 1200-1300 (1.0 hour)

LSOT periods are best suited for a rotation of four LSO teams. Team rotations occur approximately every one half to three-fourths hour, with four total rotations in a given two to three hour LSOT period. Rotations are summarized below:

	<u>Team 1</u>	<u>Team 2</u>	<u>Team 3</u>	<u>Team 4</u>
Rotation 1:	LSOT (1)	Observe	Break	Break
Rotation 2:	Debrief (1)	LSOT (2)	Observe	Break
Rotation 3:	Break	Debrief (2)	LSOT (1)	Observe
Rotation 4:	Observe	Break	Debrief (1)	LSOT (2)
Rotation 5:	Break	Break	Break	Debrief (2)

Note: (1): With CVW LSO #1

Note: (2): With CVW LSO #2

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LSO School staff instructors, trainer personnel or CVW LSOs operate the LSOT/console. CVW LSOs observe each recovery and debrief that team's performance during the period immediately following. For additional training, the CVW LSO may simulate being a squadron pilot and have the controlling LSO and team leader debrief passes to him. LSOT recoveries should include a mix of aircraft commensurate with the air wing's typical cyclic events.

(2) LSOT-1: Day, Case I Recovery. Review of basic platform procedures, recovery management, and LSO team coordination.

Instructors: CVW LSOs, LSO School staff

Time: 1300-1500 (2.0 hours)

(3) LSOT-2: Night/Case III Recovery. Basic Case III LSO procedures, good horizon, good weather.

Instructors: CVW LSOs, LSO School staff

Time: 1500-1700 (2.0 hours)

c. Day Two (Morning)

(1) Seminar-4: New LSO Developments, Landing Mishap Trends, Type Commander LSO Briefing. Opportunity to obtain latest information on LSO developments, analysis of recent landing mishaps/incidents and NAVAIRPAC/NAVAIRLANT LSO perspectives.

Instructors: CVW LSOs, LSO School staff
COMNAVAIRPAC/COMNAVAIRLANT Force LSO

Time: 0800-0900 (1.0 hour)

(2) LSOT-3: MOVLAS Recovery. MOVLAS practice under steady and pitching deck conditions.

Instructors: CVW LSOs, LSO School staff

Time: 0900-1130 (2.5 hours)

(3) Lunch

Time: 1130-1230 (1.0 hour)

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d. Day Two (Afternoon)

(1) Seminar-5: Adverse Recovery Conditions, Environmental Factors, Emergencies, Discussion of non-standard recoveries (e.g., missing cross deck pendant, mistrim, crosswinds, high/low winds, weather, pitching deck) and LSO procedures for recovery of emergency aircraft.

Instructors: CVW LSOs

Time: 1230-1300 (0.5 hour)

(2) LSOT-4: Night/Case III Recovery, Aircraft Emergencies. Waving with adverse recovery conditions, aircraft emergencies (ARB refresher training), night MOVLAS. Culminates in barricade scenario for CVW LSO.

Instructors: CVW LSOs, LSO School staff

Time: 1300-1600 (3.0 hours)

(3) Return to base. Airlifts depart.

5. The air wing LSOT training program is intended as a supplement to ongoing shipboard CVW LSO training of squadron LSOs. The two-day agenda (approximately 4-1/2 hours of classroom discussions and 9-1/2 hours of LSOT training) offers the opportunity for LSOs to reach a baseline level of individual and team procedural proficiency prior to the hectic routine of early shipboard work-up phases. Through this program, CVW LSOs shall be able to begin implementing their LSO training programs earlier than previously possible, while evaluating new LSO teams and team leaders in an instructional environment. The result shall be a higher level of overall preparedness for the air wing.