

NMOTC

NSTI Course Catalog

NASTP

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NSTI Course Package Overview

The Naval Aviation Survival Training Program (NASTP) includes four specific types of aviation physiology and water survival training:

1. Initial training series
2. Specialized, supplemental and/or advanced continuation training initial series
3. Refresher continuation training for aircrew series
4. Adjunctive training that augments the basic refresher cycle of the NASTP and squadron aviation safety programs

The applicable sections of the OPNAVINST 3710.7 Chapter 8 are presented below. All references to paragraphs or appendices have been left in for your reference.

- Training Requirements ([attachment 1](#))
- Records - Flight personnel reporting for NASTP training at an Aviation Survival Training Center (ASTC) shall deliver their NATOPS Flight Personnel Training/Qualification Jacket with a current Aeromedical Clearance Notice (BUMED 6410/2) to the training site. The ASTC shall ensure that appropriate training entries are made and inserted into the NATOPS jacket. All training documentation forms are to be retained as a permanent part of the NATOPS jacket. Personnel completing required annual Adjunctive training shall have the training documented in their NATOPS jacket, other Adjunctive training may also be documented there. Previously, NASTP training was documented on OPNAV Form 3760/32F, documentation of training now consists of a qualification letter (Appendix E, E.6). For aircraft specific training (Aircrew Indoctrination NASTP Training, Aircrew Refresher NASTP Training, and Non-aircrew NASTP Training) the specific aircraft qualified for shall be listed. Use Appendix E sections E.1, E.2, and E.3 to determine training requirements. For detailed information on aircraft specific requirements contact the ASTC or NSTI.
- Physical Prerequisites for Participation in the NASTP ([attachment 2](#))
- Training Waivers/Qualification Extensions ([attachment 3](#))
- Coordination - Type Commanders, commanding officers, aerospace physiologists, flight surgeons, training and safety officers shall monitor the NASTP to ensure that the curricula support their requirements. NASTP curricula shall be submitted to COMNAVAIRFOR (N45) for approval. Curricula shall be developed by NSTI, the course curriculum model manager (CCMM) for all NASTP training, and

sent to COMNAVAIRFOR via BUMED (NASTP Training Agent). The curricula shall be developed with the technical advice of other naval activities as necessary. COMNAVAIRFOR approved curricula shall be distributed by NSTI for implementation. NASTP training shall be accomplished only through the NSTI ASTCs. NSTI shall, in coordination with BUMED (M341), evaluate and standardize all approved curricula, procedures, equipment and devices. NSTI is also responsible for the development/distribution/duplication of academic support materials for the NASTP curricula. Naval Operational Medicine Institute (NOMI) has the responsibility to ensure annual evaluations are conducted at each ASTC for NASTP safety, standardization, and quality assurance in accordance with guidance provided by CNO, COMNAVAIRFOR (N45) and BUMED. An additional annual inspection for NASTP training device Quality, Assurance and Revalidation (QA&R) is required. NSTI shall implement corrections as required.

- NASTP Overview ([attachment 4](#))
- Adjunctive Training ([attachment 5](#))
- Grading/Graded Elements ([attachment 6](#))
- Environmental Exposure - Flight personnel shall not participate in flight duties for 12 hours after completion of the following NASTP training or training devices: 9D5 or 9D6 (METS), CFET, MSDD, dynamic SEBD (or equivalent egress device) training, and/or low pressure chamber flights in excess of 30,000 feet. Personnel may fly as passengers in aircraft during this 12-hour period however; the cabin altitude shall not exceed 10,000 feet for personnel who have been exposed to a low pressure chamber flight in excess of 30,000 feet. The low pressure chamber exposure flight restrictions do not apply to personnel completing dynamic hypoxia training via a reduced oxygen breathing device (ROBD) in lieu of a low pressure chamber flight.

Training Requirements

The NASTP shall prepare personnel authorized to fly in naval aircraft by providing training in the areas of aeromedical aspects of flight, water survival skills, the proper use of Aviation Life Support Systems (ALSS), and other general personal mission enhancement and survival procedures. Requalification is required every 4 years unless otherwise specified. Expiration date shall be on the last day of the month in which training was originally completed. Specific expiration dates will be annotated on course completion letters/documents.

- a. Appropriate courses for aircrew and non-aircrew are specified in OPNAVINST 3710.7 series Chapter 8 and Appendix E. Unless otherwise noted, course substitution is not authorized.
- b. All U.S. Military services and foreign military aviators and aircrew flying in USN/USMC aircraft shall meet U.S. Navy quadrennial refresher training requirements prior to flight.
- c. The NASTP qualifications of personnel who do not fly in a crew position for a period of 18 consecutive months are considered expired; appropriate refresher training is required prior to the return to flight status.
- d. Personnel who transition to a different category aircraft or will be performing duties in a different class of aircraft may require additional training prior to flight in that new aircraft class in addition to their current qualification. If Aircrew Indoctrination NASTP Training has been completed, only the refresher course for the transition aircraft needs to be completed. The date of the first qualification will be used to calculate the expiration date of the new qualification. Modules in the new course that are identical to those in the first course do not need to be repeated. Consult either the CNO/COMNAVAIRFOR approved NASTP curricula or the Naval Survival Training Institute (NSTI) for specifics.
- e. Flight personnel being assigned to an OCONUS duty station shall complete applicable NASTP training prior to leaving CONUS. Commanding officers of detaching personnel shall ensure that requirements are met prior to detachment or ensure that the individual is scheduled for NASTP completion in route. Training must be completed to ensure that NASTP currency will not expire during assigned OCONUS tour.
- f. Personnel shall complete their training prior to commencement of a deployment if their qualifications will expire during that deployment or within 60 days of anticipated deployment completion.
- g. Aircrew in a DIFDEN status are not required to maintain currency in NASTP training. Personnel under DIFDEN waivers are required to be current in NASTP.
- h. Common elements of NASTP and USAF Original and Refresher Physiology training shall be recognized as meeting either service's requirements. Common elements are items B-F, R, T, U. Not recognized are aviation water survival items and aircraft/service specific training, such as ejection seat, parachute procedures, emergency egress and ALSS training. For designated aircrew trained in USAF Physiology and Water Survival (S-V86-A or S-V90-A), appropriate NASTP refresher curriculum less the common elements shall be completed prior to flight. For non-aircrew, the appropriate Aircrew Indoctrination NASTP Training course less the common events shall be completed prior to flight. USAF Officer Cadet Initial Training and USAF Passenger Training is not recognized as meeting any NASTP requirements. Common elements of NASTP and US Army Aviation Physiology training (elements B through E of Figure E-2) are recognized as meeting either service's requirements.
- i. For USAF-trained designated aviators and aircrew selected to fly in Category 1 aircraft, if Original USAF Physiology Training and USAF Water Survival course S-V86-A have been successfully completed, Aircrew Refresher NASTP Training for Class 1 Aircraft shall be required prior to flight duties in naval aircraft. If these courses have not been completed, the appropriate required training is Aircrew

Indoctrination NASTP Training for Class 1 Aircraft prior to flight. These NASTP training requirements are not waivable.

- j. For USAF-trained designated aviators and aircrew selected to fly in Category 2 aircraft, if Original USAF Physiology Training and USAF Water Survival course S-V90-A have been successfully completed, Aircrew Refresher NASTP Training for Class 2 Aircraft shall be required prior to flight duties in naval aircraft. If these courses have not been completed, the appropriate training is Aircrew Indoctrination NASTP Training for Class 2 Aircraft prior to flight. These NASTP training requirements are not waivable.
- k. For USAF-trained designated aviators and aircrew selected to fly in Category 3 aircraft, if Original USAF Physiology Training and USAF Water Survival courses S-V90-A and S-V84-A have been successfully completed, Aircrew Refresher NASTP Training for Class 3 Aircraft shall be required prior to flight duties in naval aircraft. If these courses have not been completed, the appropriate training is Aircrew Indoctrination NASTP Training for Class 3 Aircraft prior to flight. These NASTP training requirements are not waivable.
- l. For USAF-trained designated aviators and aircrew selected to fly in Category 4 aircraft, if Original USAF Physiology Training and USAF Water Survival course S-V90-A have been successfully completed, Aircrew Refresher NASTP Training for Class 4 Aircraft shall be required prior to flight duties in naval aircraft. If these courses have not been completed, the appropriate training is Aircrew Indoctrination NASTP Training for Class 4 Aircraft prior to flight. These NASTP training requirements are not waivable.
- m. Civilian contractor DOD flight operations are governed by this document, NAVAIRINST 3710.1 and must also comply with US Title Code, Office of Management and Budget (OMB), DOD, SECNAVINST and other OPNAV instructions concerning reimbursement to the Navy for training provided.
- n. DOD civilians are authorized training if duties require flight aboard USN/USMC, other U.S. Military, USCG, or NASA owned or DOD contracted aircraft (including pre-accepted DOD aircraft).
- o. Non-DOD civilians are authorized training if authorized flight aboard USN/USMC, other U.S. Military, USCG, or NASA owned aircraft or DOD contracted aircraft (including pre-accepted DOD aircraft) (reimbursement may be required).
- p. The Non-aircrew NASTP Training curricula shall indicate those elements specific to overwater flights. For orientation flights approved with aviation water survival training waived by the flight approving authority (i.e., flights are overland only), those elements identified as specific to overwater flights in the CNO/COMNAVAIRFOR approved curriculum are not required.
- q. The common elements of NASTP and Foreign military aviation physiology training shall be recognized as meeting either service's requirements per the STANAG 3114 Aeromedical Training of Flight Personnel and ASCC AIR STD 61/101/3 agreements. Common elements are items B-F, R, T and U. Not recognized are aviation water survival items and aircraft/service specific training, such as ejection seat, parachute procedures, emergency egress and ALSS training. For foreign-trained aircrew, appropriate NASTP curriculum (Aircrew Indoctrination NASTP Training) less the common elements shall be completed prior to flight. For non-aircrew (selected passengers or project specialists), appropriate NASTP curriculum (Non-aircrew NASTP Training) less the common elements listed above shall be completed prior to flight. This policy is in effect for the following countries: Australia, Belgium, Canada, Denmark, France, Germany, Greece, Italy, Netherlands, New Zealand, Norway, Portugal, Turkey, and United Kingdom. For all others, the applicable NASTP course shall be completed in its entirety.
- r. Completion of Canadian, German or United Kingdom Aviation Water Survival training is recognized as meeting Initial NASTP Aviation Water Survival training requirements. For designated Canadian, German and/or United Kingdom aircrew, if their aviation physiology and water survival training has been successfully completed in their native country, the applicable NASTP refresher curriculum (Aircrew Refresher NASTP Training) shall be completed prior to Navy flight duties. If initial aviation

physiology and water survival has not been completed, the aviator shall be enrolled in the appropriate Aircrew Indoctrination NASTP Training course.

Physical Prerequisites for Participation in the NASTP

- a. All prospective and designated flight personnel (including DoD civilians) on competent flight orders shall have and present a current BUMED 6410/2 prior to participation in any NASTP dynamic training. The documentation shall be signed by a naval FS, or aviation medical officer (AMO).
- b. Fleet Marine Force (FMF) Medical Officers, Diving Medical Officers (DMO) and Undersea Medical Officers (UMO) are authorized to provide medical clearance letters for personnel participating in basic/advanced water survival/underwater egress training (i.e., SEBD, Survival Swimming, Remedial Swim, Non-aircrew Underwater Emergency Egress, CBR In-water Egress & Survival, USMC Underwater Egress Familiarization).
- c. DMOs and UMOs are authorized to provide medical clearance letters for military personnel (e.g., Special Operations Forces (SOF)) participating in High Altitude Parachutist (HAP) Physiology or Advanced Underwater Egress Training and Survival Procedures.
- d. Enlisted Personnel (e.g., Independent Duty Corpsman (IDC) or other Hospital Corpsman (HM)) are not authorized to provide (or sign) medical clearance for FMF or other personnel with the following exception: IDC or HM may issue an aeromedical clearance after consultation with a credentialed flight surgeon or aeromedical provider. The record must include specific identifying information of the provider consulted as well as summarize the information discussed.
- e. Personnel participating in NASTP lectures only do not require medical clearance.
- f. Civilian contractors (pilots, aircrew, and non-aircrew) shall present a current FAA Medical Certificate and OPNAV 3710/18a form signed by a FAA Certified Aviation Medical Examiner or other qualified physician prior to participation in high-risk, dynamic NASTP training. If a current FAA Medical Certificate plus a completed 3710/18a is not utilized for participation in high-risk, dynamic NASTP training, the civilian contractor shall present a completed OPNAV 3710/18 form prior to participation in the training. Military flight surgeons shall have no responsibility for the endorsement of NASTP training (3710/18a) for civilian contractors.
- g. With regard to naval aviator and enlisted aircrew candidates entering initial training through either the CNATRA or USAF AETC pipeline, exceptions to paragraph 8.4.3.a are authorized as determined by NAVOPMEDINST as follow:
- h. For cases where NAMI has a completed flight physical but cannot issue an Aeromedical Clearance Notice pending administrative processing, NAMI may certify the candidate physically qualified to commence Initial training using NAVOPMEDINST 6120/2.
- i. Naval aviator candidates and enlisted aircrew candidates awaiting waiver approval for a physical defect may be transferred from NAVAVSCOLSCOM to further aviation pipeline training only upon recommendation from NAMI and NAVAVSCOLSCOM.
- j. Non-aircrew personnel, Federal Government agency personnel (except NASA) and civilian agency personnel shall have a BUMED 6410/2 or OPNAV 3710/18 for participation in the NASTP. The medical clearance is valid for 1 year. Where non-aircrew personnel may fly in U.S. Navy/U.S. Marine Corps aircraft on a recurring basis, their medical clearance should be adjusted to expire on the last day of their birth month.
- k. Appropriate medical clearances for other U.S. military, USCG or NASA personnel participating in the NASTP may be signed by those services' or agencies' medical officers, signifying that the individual is physically qualified for participation in *high-risk* NASTP training.
- l. Physical prerequisites for other personnel not identified above shall be determined on a case-by-case basis by COMNAVAIRFOR (N45) or CMC (ASM).

- m. The NASTP swimming ability prerequisite is U.S. Navy 3rd Class swimmer, U.S. Marine Corps CWS-1, or better. For U.S. Marine Corps assault troops participating in NASTP Module M5, U.S. Marine Corps CWS-3 (to include survival flotation instruction) or better is required. Officer and enlisted aircrew receiving pre-flight training at Naval Aviation Schools Command (NASC) shall pass the intermediate swim course (CIN C-050-0605) and CPR/Basic First Aid prior to enrolling in aircrew indoctrination NASTP training. Specific details of requirements to be followed are provided in the front matter of each CNO/COMNAVAIRFOR approved NASTP curriculum.

Training Waivers/Qualification Extensions

Personnel delinquent in the NASTP training requirements shall not be scheduled to fly unless a qualification extension has been granted by the appropriate aviation TYCOM or in accordance with this instruction as follows:

- a. Training waivers for required Aircrew and Non-aircrew Indoctrination NASTP Training shall be submitted to COMNAVAIRFOR (N45) or CMC (ASM) as appropriate. Waivers for individuals participating in orientation/indoctrination flights will be handled per paragraph 3.2. If a waiver is granted, the pilot in command shall ensure that the individual(s) are thoroughly briefed on installed life support systems (i.e., oxygen systems, parachutes, life vests, exposure suits), emergency egress systems (i.e., ejection seats, canopy jettison system), and ditching, crash landing and bailout procedures. NASTP requirements are waived for passengers in aircraft not equipped with ejection seats or personal oxygen systems used for primary life support.
- b. Training waivers and qualification extensions for Aircrew Refresher NASTP training shall be submitted to the appropriate aviation TYCOM.
- c. COMNAVAIRFOR or CMC may grant a waiver/qualification extension if the previously designated waiver authorities are not in the chain of command.
- d. COMNAVAIRFOR (N45) shall be an information addressee on all waiver/qualification extension requests.

NASTP Overview

The Naval Aviation Survival Training Program (NASTP) consists of two major elements:

Aviation Physiology Training; and Aviation Water Survival Training Program

AVIATION PHYSIOLOGY TRAINING: The purpose of this training is to familiarize designated and prospective flight crews with the physiological hazards associated with flight.

AVIATION WATER SURVIVAL TRAINING: The purpose of this training is to familiarize and develop confidence in designated and prospective flight crews with techniques and procedures proven successful in sea survival following ditching or bailout over water.

Curriculum Subject Matter Topics

- Aviation Physiology
- Human Factors
- Oxygen Equipment
- Low Pressure Chamber
- Sensory Physiology
- Night Vision
- Survival First Aid
- Aviation Life Support Equipment
- Egress
- Ejection Seats
- Water Survival
- Survival Swim Strokes
- Rescue Procedures
- Parachute Descent
- Supplemental Emergency Breathing Device (SEBD)
- Extended Sea Survival
- Underwater Egress

The Naval Aviation Survival Training Program (NASTP) includes four general categories of survival training courses.

1. Aircrew Indoctrination NASTP Training.
2. Aircrew Refresher NASTP Training.
3. Non-aircrew NASTP Training.
4. Non-aircraft Specific NASTP Training.

Generally for all training categories listed above, course completion letters will indicate which qualification was received and for which specific aircraft the qualification is valid.

Aircrew Indoctrination NASTP Training

Required initial training for all prospective active-duty USN and USMC aeronautically designated personnel and for USAF and USCG personnel in the Navy pipeline. Training is aircraft specific. Unless otherwise specified, all unique modules/versions must be completed by CNO/COMNAVAIRFOR approved curricula in order to qualify for a particular aircraft. In the situation of qualifying for multiple aircraft/classes of aircraft common identical modules do not need to be repeated. Aircraft/Class-specific requirements are detailed in the CNO/COMNAVAIRFOR approved curricula. NASTP Training is valid for 4 years.

- a. Aircrew Indoctrination NASTP Training for Class 1 aircraft. (Previously documented as N1/NP1 and N6 or N5/NP2 and N6).
- b. Aircrew Indoctrination NASTP Training for Class 2 aircraft. (Previously documented as N1/NP1 and N11 or N5/NP2 and N11).
- c. Aircrew Indoctrination NASTP Training for Class 3 aircraft. (Previously documented as N1/NP1 and N12 or N5/NP2 and N12).
- d. Aircrew Indoctrination NASTP Training for Class 4 aircraft. (Previously documented as N1/NP1 and N11 or N5/NP2 and N11).

Aircrew Refresher NASTP Training

Required refresher training for all aeronautically designated personnel. Prerequisite is completion of one of the Aircrew Indoctrination NASTP Training courses. Training requirements per paragraph 8.4.1 apply for USAF, other U.S. Military and foreign military. Training is aircraft specific per CNO/COMNAVAIRFOR approved curricula. Unless otherwise specified, all unique modules must be completed in accordance with CNO/COMNAVAIRFOR approved curricula in order to qualify for a particular aircraft. In the situation of qualifying for multiple aircraft/classes of aircraft, common modules do not need to be repeated. NASTP Training is valid for 4 years. Aircraft/Class-specific requirements are detailed in the CNO/COMNAVAIRFOR approved curricula.

- a. Aircrew Refresher NASTP Training for Class 1 aircraft. (Previously documented as R1/RP1).
- b. Aircrew Refresher NASTP Training for Class 2 aircraft. (Previously documented as R2/RP2).
- c. Aircrew Refresher NASTP Training for Class 3 aircraft. (Previously documented as R3/RP3).
- d. Aircrew Refresher NASTP Training for Class 4 aircraft. (Previously documented as R4/RP4).

Non-aircrew NASTP Training

Initial training for all non-aeronautically designated personnel who require aircraft-specific NASTP training prior to flight. Students include VIPs, Project Specialists, Selected Passengers, and Midshipmen. Training is aircraft specific in accordance with CNO/COMNAVAIRFOR approved curricula. Unless otherwise specified in this instruction, all unique modules must be completed in accordance with the CNO/COMNAVAIRFOR approved curricula in order to qualify for a particular aircraft. In the situation of qualifying for multiple aircraft/classes of aircraft, common modules do not need to be repeated. NASTP Training is valid for 4 years

for Selected Passengers and Project Specialists, valid for 180 days for Midshipmen, and valid for 90 days for VIP and orientation flights. Aircraft/Class-specific requirements are detailed in the CNO/COMNAVAIRFOR approved curricula. The specific aircraft qualification(s) shall be listed in the course completion letter. Upon expiration of the NASTP qualification, the course shall be repeated to retain/regain currency.

- a. Non-aircrew NASTP Training for Class 1 aircraft. (Previously documented as N3/NP3).
- b. Non-aircrew NASTP Training for Class 2 aircraft. (Previously documented as N4/NP4-Cat 2).
- c. Non-aircrew NASTP Training for Class 3 aircraft. (Previously documented as N4/NP4-Cat 3).
- d. Non-aircrew NASTP Training for Class 4 aircraft. (Previously documented as N4/NP4-Cat 4).

Non-aircraft Specific NASTP Training

Mission Specific required specialized, supplemental or continuation training for aircrew and non-aircrew personnel. Training elements required are specific in accordance with CNO/COMNAVAIRFOR approved curricula. The specific qualification(s) completed shall be listed in the course completion letter. Upon expiration of the NASTP qualification, if applicable, the course shall be repeated to retain/regain currency.

- a. CFET (previously documented as NP-5). Centrifuge-based Flight Environment Training (CFET). Required initial training for all tactical jet aircrew flying AV-8, EA-6, F-5, F-16, F/A-18, or F-35 aircraft prior to reporting for FRS training (ideally CFET training should be completed prior to reporting for the advanced strike syllabus). Documented dynamic centrifuge training completed as a student at NADC Warminster, Holloman AFB, or Brooks AFB is recognized as meeting CFET requirements. Designated aircrews flying the above-listed aircraft who have not received dynamic CFET training (NP5) shall complete this course within 18 months of the signature date of this instruction unless they are specifically waived of the requirement by COMNAVAIRFOR (N45) or CMC (ASM). Failure to meet this NASTP requirement within the timeline stated shall result in grounding until successful participation is completed or CFET is waived. CFET is required only once during an aviation career, but can be repeated upon written request by the aviator's parent command.
- b. HAP Physiology (Previously documented as NP6). High Altitude Parachutist (HAP) Physiology. Physiological training for military personnel (e.g., special operations forces (SOF)) conducting HAP operations.. The training is valid for 5 years and meets USAF/USA HAP Initial physiology training requirements. Upon expiration of qualification, this course is to be repeated in its entirety to maintain currency.
- c. Supplemental Emergency Breathing Device (SEBD) (previously documented as N8). Advanced underwater egress training for personnel authorized to use the SEBD, HABD, or similar underwater egress breathing devices. Prerequisites for training are per CNO/COMNAVAIRFOR approved curriculum guidance. Training is valid for 4 years. More frequent training may be given when requested in writing by the student's parent command.
- d. Survival Swimming (Previously documented as N8). Basic Aviation Water Survival Skills, Remedial and Adjunctive Training. Provides supplemental training in water survival skills and equipment usage and can be used for remediation in specific water survival training elements. Training available upon request or as required.
- e. Non-aircrew Underwater Emergency Egress (Previously documented as N9). Provides Underwater emergency egress training using training devices 9D5, 9D6, and/or other CNO/COMNAVAIRFOR approved underwater egress trainers for authorized personnel whose duty assignments necessitates frequent overwater helicopter or tilt rotor aircraft flights. Training is valid for 4 years. More frequent training may be provided when requested in writing by the student's parent command.

- f. CBR Ensemble In-water Egress and Survival (Previously documented as N10). Advanced water survival training for aircrew using CBR ensembles. Prerequisite training is successful completion of Aircrew Indoctrination NASTP Training for Class 1, 2, 3, or 4 aircraft and/or as stated in the CNO/COMNAVAIRFOR approved curriculum. Training is valid for 4 years. More frequent training may be provided when requested in writing by the student's parent command.
- g. USMC "Non-Aircrew" Personnel Underwater Egress Familiarization/Orientation Course (previously documented as N13). This course is authorized only for USMC non-aircrew personnel. The course is designed specifically to provide USMC Expeditionary Forces familiarization with underwater egress procedures from a multi-place underwater egress trainer. This course does not satisfy the module M prerequisite for Supplemental Emergency Breathing Device (SEBD) training, nor is it a substitute for Non-aircrew Underwater Emergency Egress course (listed above). Prerequisites are completion of CWS3 or higher and documentation of survival flotation training. This course is not valid for USN personnel performing FMF duties: these personnel must complete the Non-aircrew Underwater Emergency Egress course. No time limit is established for this course. Training may be provided whenever requested by the USMC student's parent command.
- h. Advanced Underwater Egress Training (Previously documented as N14). This course provides advanced training in underwater emergency egress (from various platforms) that is specific to the equipment worn or carried by personnel. Course prerequisites are available from the ASTC or NSTI. No time limit is established for this course. Training may be provided whenever requested by the student's parent command.
- i. Dynamic Hypoxia Training. This course is to provide didactic and dynamic training focusing on experiencing the symptoms of acute altitude-induced hypoxia and performing corrective actions via a low pressure chamber flight or Reduced Oxygen Breathing Device (ROBD). This course is intended to be used as supplemental or adjunctive aircrew training. If completed by designated aircrew within 90 days of attending Aircrew Refresher NASTP Training the dynamic hypoxia portion of the applicable curriculum does not need to be repeated (in this situation, the completion of the Dynamic Hypoxia Training course shall be used to calculate the ensuing Requalification intervals). No time limit is established for this course. Training may be provided whenever requested by the student or student's command.

Aircraft Classification

Class 1 Ejection Seat

- AV-8
- EA-6
- F/A-18
- F-16
- F-35
- F-5
- S-3
- T-2
- T-38
- T-45
- T-6

Class 2 Non-Ejection Seat, Parachute Equipped

- E-2
- C-130

- P-3
- T-34
- C-2

Class 3 Helicopters

- AH-1
- H-3
- H-46
- H-53
- H-60
- TH-57
- UH-1

Class 4 Pressurized (or Oxygen Available/Required), Non-Parachute Equipped

- C-12
- C-20
- C-21
- C-26
- C-35
- C-37
- C-40
- C-9
- E-4
- E-6B
- T-1
- T-39
- T-44
- V-22

Note: Aircraft not listed above shall be categorized and trained based on which class is most applicable.

Aeromedical Adjunctive Training Topic Guide

Level A - Required Annual Training

1. Aeromedical aspects of ejection and/or emergency ground egress (as applicable). NVD removal training shall be incorporated into initial and annual training for aviators, aircrew and project specialists flying with NVDs in ejection seat aircraft.
2. Sensory problems — Spatial disorientation/misorientation, visual illusions, visual scanning, situational awareness (including low level flight issues) and disorientation countermeasures (may be fulfilled during instrument ground school training and should be conducted by an aerospace physiologist, FS or aerospace physiology technician).
3. Laser/LEP.
4. Hypoxia Awareness Training (Class 1 Aircraft only) — Platform specific hypoxia awareness training to include signs, symptoms, types of hypoxia, and the situations which might cause them (training may be accomplished as lecture only or as part of NASTP Dynamic Hypoxia Awareness Training (uses a ROBD).
5. G-Tolerance Improvement Procedures (GTIP) — For tactical aircraft (TACAIR) pilots. This brief should cover anti-G straining maneuver (AGSM), push/pull, G-suit fit, hydration, nutrition, fatigue, and exercises that will promote increases in G tolerance.

Level B - Recommended Annual Mission Training (as applicable for aviators and aircrew)

1. Night vision/NVD (MAWTS-1 refresher curriculum).
2. CBRND.
3. Hypoxia awareness training (may include ROBD) for tilt-rotor and all fixed wing platforms less class 1.
4. Aircraft-installed pane-mounted first aid kit (as applicable).

Level C - Recommended Deployment Work-up Training

1. Circadian rhythms/long duration flights/fatigue.
2. Sustained operations/combat stress.
3. Survival/combat first aid - Self aid/buddy aid review to include aircraft/survival vest/raft first aid kit contents and proper use.
4. Land survival - Geographically specific emphasizing hypo/hyperthermia in jungle, mountain, desert and arctic environments (cold/hot weather climate briefs as required).
5. Water survival - Geographically specific emphasizing hypo/hyperthermia and use of cold weather gear if applicable.
6. Military Laser threat briefs (available from MAWTS-1).
7. Military communication devices and procedures (applicable survival radios, etc.).

Level D - Recommended Annual Safety Briefs

1. Human performance enhancement (e.g., stress management, fatigue management, fitness for health, etc.).

2. Situational awareness - Anomalies of attention/complacency, learning, memory improvement, temporal distortion.
3. Fitness enhancement - Exercise/cardiovascular fitness/strength training, proper nutrition, and weight management.
4. Nutrition, diet, and over-the-counter supplements.
5. Simulator sickness/motion.
6. Noise and vibration.
7. Aircraft mounted first aid kit contents/use a long with survival vest/raft first aid kit contents and proper use.
8. Aviation physiology (may include hypoxia awareness training) to include barometric physiological phenomena, decompression sickness, altitude threats.

Grading and Graded Elements

- a. With the exception of CFET, personnel who complete all modules of the required Aircrew Indoctrination NASTP Training, Non-aircrew NASTP Training, or any of the Non-aircraft Specific NASTP Training courses shall be classified as Qualified (Q). Personnel who do not successfully complete all modules of the course per CNO/COMNAVAIRFOR approved curricula requirements shall be classified as Unqualified (U).
- b. Aircrew Refresher NASTP Training shall be graded as follows:
 1. Qualified (Q). Individuals who successfully complete all aspects of required training shall be classified as Qualified.
 2. Conditionally Qualified (CQ) — Individuals who fail to successfully complete any one of the required modules (including lecture only modules), shall be classified as Conditionally Qualified. Failure to successfully complete the deficient module within 90 days will result in a grade of Unqualified (U) and the individual shall repeat the entire curriculum. Consecutive grades of CQ are not permitted within the current refresher cycle. Personnel designated as CQ may continue on flight status for this 90-day period. Qualification letters will indicate which module(s) was/were not successfully completed.
 3. Unqualified (U) or (UQ) — Individuals who fail to successfully complete two or more of the modules (including lecture only modules), or fail to qualify within 90 days after receiving a grade of CQ, shall be classified as Unqualified (U). Failure to successfully complete all deficient modules within 90 days will result in the individual repeating the entire curriculum. Personnel in a U status shall be grounded until they successfully achieve a grade of Q or CQ. Qualification letters will indicate which modules were not successfully completed.
 4. No Grade (NG) — If a refresher student begins NASTP training, but due to unforeseen circumstances is unable to complete the course, an entry in the record of NG shall be made. Those items not completed shall also be listed in the record. If any training element was attempted and failed, NG shall not be used, a grade of Unqualified (U) shall be entered. Personnel designated as NG may continue on flight status until their original qualification expires. Failure to complete training within 90 days will result in the individual repeating the entire curriculum. Qualification letters will indicate which modules were not successfully completed.
- c. Remediation and completion of training elements may take place at any NSTI ASTC. Upon successful completion of training, the ASTC providing remediation shall generate an updated qualification letter.
- d. CFET training is documented based on completion of specific CFET profiles. The qualification letter will document the completed profiles (A B C D E) and the aircraft trained for. Non-completed profiles will be listed (e.g., F/A-18, completed profiles A, B, C: non-completed profiles D, E.) Additional training is highly recommended for those who failed to complete all profiles. Grades of “Q”, “CQ”, “U”, and “NG” are not used for CFET training.
- e. Adjunctive Training is required in some cases and elective in others and is not graded. Squadron NATOPS or training officers shall ensure that the required specific annual training is documented with a completion date in the Individual’s NATOPS Training/Qualification jacket (Form 3760/32F).
- f. Inoperative Devices/Inclement Weather — Personnel participating in any Indoctrination or Initial NASTP Training courses must complete all modules of the appropriate curriculum to receive a grade of Qualified (Q). Students enrolled in these courses who are unable to complete a particular module because of an unplanned/unexpected training device malfunction or unavailability (not a CASREP or previously known or planned for repair) or due to inclement weather, may receive an overall grade of Q only if the training device requirement is specified as waiverable by COMNAVAIRFOR in either the approved curricula or in OPNAVINST 3710.7 series. Personnel participating in Aircrew Refresher NASTP Training who are unable to complete a particular module because of a training device

malfunction, unavailability, or due to inclement weather may receive a grade of Q if they successfully complete approved alternate training (when applicable per the CNO/COMNAVAIRFOR approved curricula) and meet all other requirements. Notation of the device training not received shall be made in the individual's qualification letter.