



Introductory Flight Screening (IFS) Student Brief



- NETC-directed flying program for USN, USMC and USCG student pilots.
- Your first step in Navy Air training.
- Intended to screen both pre- and service-selected SNP (1395 designator) midshipmen and commissioned officers.
- This is NOT for you if you are “academically challenged” (behind the curve) or carrying a heavy (16 credit-hours or more) academic load. You are also not eligible if you have held or hold a FAA recreational or private pilot certificate or higher level rating. If you held or hold a FAA student pilot certificate we will need to see your card.
- Your unit Commanding Officer has the final word on your entry to IFS.

IFS Program Goals

- Achieve measurable improvements in student pilot quality and confidence through hands-on flight experience.
- Identify student pilots who lack either the motivation or aeronautical ability to succeed.
- Provide the Navy a better-prepared student with an increased appreciation of the challenges of flight training.
- Student safety is paramount.

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- IFS was developed to decrease flight-related attrition and drop-on-request rates in Primary stage pilot flight training.
- Developed as part of an enhanced screening program with new physical, psychomotor and ASTB tests. All are in review and/or testing with BuMed.
- The U S Air Force runs a similar program (IFT) for future pilots, they receive private pilot certificates before undergraduate training. The USN does NOT fund your private license.
- IFS goal is - to reduce flight-related attrition/DOR rates in primary flight training by introducing qualified candidates to the fundamentals of aviation. Students are exposed to the fundamentals of aviation during 25 hours of civilian flight instruction and about 35 hours of ground instruction. Students must complete IFS before starting Preflight Indoc (PI). Information given to you in this brief is also available on the IFS program office web-site at "<https://www.ifs.cnet.navy.mil>". After you read and understand all of this information you will be ready to begin.

Basic rules

- IFS, as all NavAir training, is voluntary.
- Professional, ethical and motivated midshipmen and officers.
 - Honest and honorable in civilian community.
 - On-time muster for all events.
- Set your goals and focus on your goals.
 1. Stay in contact with your supervisor.
 2. Use your instructors.
 3. Start your productive “team” (study group).
 4. Study hard (but take an occasional break).

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- Do NOT enter into agreement(s) or commit the USN to a personal interest or contract.
- “If you’re not 15 minutes early, you’re LATE.”
- Keep your goal (F18/P3/H60 whatever) firmly in mind and realize that being a flight student is NOT like being an aviator.
- Funding for travel will be administered by your command (NROTC).
- Voluntary = DOR, no one can force you into the cockpit! Part of this program is to determine your motivation and aeronautical adaptability, no shame in re-designation to another warfare specialty.

IFS entry requirements

- Designated Student Naval Pilot (SNP-1395) or chosen pre-service select midshipmen.
- No prior FAA recreational, pilot or higher-level certificate.
 - Student pilot card-holders require extra scrutiny.
- Met Naval Aviation Production Team screening:
 - Medical/NOMI “up chit”,
 - Anthro. clearance (you fit in a military aircraft) and
 - Passed the swim and PFA tests.
- Recommended by Commanding Officer.

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- You must be on the NETC / BuPers / or HQMC list (as applicable) for SNP designator or specifically chosen by cognizant authority pre-service select.
- NOMI physical and swim subject to modification. NROTC and USNA own the highest number of students who report to NASC for PI in Pensacola and are found ‘not physically qualified’ (NPQ) for aviation.
- If you have a FAA certificate speak up, the Program office will verify same on FAA data-base before your enrollment in IFS. There is no “top-off” related to IFS for those with the above experience level.
- All IFS students must have ww web access and an e-mail account.

Completion requirements (midshipmen)

- Solo before 15 flight hours and 60 days.
- Minimum of 3 (total) solo flights:
 - at least 2 solo hours and 1 solo cross country.
- Complete 25 flight hours in 100 days.
 - Regular leave is not normally granted.
 - 60 and 100 day time limits include date of enrollment received from Program Manager.

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Enroll at a FAA Part 141 school ONLY.

1. You must complete 24.0 to 25 hours of flight training
2. You must solo by 15 hours or 60 days from enrollment (the date the IFS Program office assigns).
3. You must complete a minimum of 3 solo flights (one as a solo cross country) for at least 2 hours of total solo time.
4. You must complete all IFS program requirements within 100 days of enrollment.
5. Generally, you should safely fly about 2 hours per week to stay on track for successful program completion.

If you have difficulty with ANY of the above goals speak with your flight instructor, the pilot schools' Chief Flight Instructor then your IFS Military Supervisor and (as last resort) the IFS Program office.

Completion requirements (commissioned officers)

- Solo before 15 flight hours and 36 days.
- Minimum of 3 (total) solo flights:
 - at least 2 solo hours and 1 solo cross country.
- Complete 25 flight hours in 60 days.
 - Regular leave is not normally granted.
 - 36 and 60 day time limits include date of enrollment received from Program Manager.

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Enroll at a FAA Part 141 school ONLY.

1. You must complete 24.0 to 25 hours of flight training
 2. You must solo by 15 hours or 36 days from enrollment (the date the IFS Program office assigns).
 3. You must complete a minimum of 3 solo flights (one as a solo cross country) for at least 2 hours of total solo time.
 4. You must complete all IFS program requirements within 60 days of enrollment.
 5. Generally, you should safely fly about 3 hours per week to stay on track for successful program completion.
- If you have difficulty with ANY of the above goals speak with your flight instructor, the pilot schools' Chief Flight Instructor then your IFS Military Supervisor and (as last resort) the IFS Program office.

IFS failure and DOR

- Failure to meet or complete IFS goals requires a Progress Review Board and will be cause for re-designation from SNP.
- Understand and sign DOR impact and procedures.
- DOR (drop-on-request or “I quit”) stops your training and the pilot school must refer you to your command for administration/re-designation.

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If a student fails to complete IFS (does not meet the flight hour requirements, exceeds time-to-train limits or voluntarily requests to drop from training (DOR), that student must receive a Progress Review Board to determine their suitability for Naval Aviation. Some students will be unable to continue with NAVAIR training (start PI) and instead will begin processing for a change of designator.

Selecting a pilot school

- After this brief, collect paperwork then locate and meet with the local Part 141 pilot school(s).
- Pilot school must meet below requirements:
 - Agree to and sign “Addendum to DD 1556-1”.
 - Complete the “Flight Training Price Quote”.
 - Provide a copy of their insurance papers.
- Do not start training until notified by the IFS Program Manager.
 - Your enrollment date is “Day One” for program goals.

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Once approved for the program, you can begin to looking for a pilot school.

There are certain requirements the school must meet to qualify for IFS, this information is in the information packet. Primarily they must be a Federal Aviation Regulation (FAR) Part 141 pilot school. Nearby Part 141 pilot schools are listed on the IFS web-site.

Additional assistance in selecting a school can be obtained from your IFS Military Supervisor or the IFS Program office.

Safety First

- IFS is classified as high-risk training.
- Pay close attention to the IFS Safety of Flight brief.
- Follow all pilot school safety procedures.
- Begin to learn and apply ORM:
 “www.safetycenter.navy.mil/orm/aviationorm”
- Report ANY mishap or incident immediately to your command and as soon as practicable to the NASC CDO at (850) 452-4142/2414.

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- Flying in light, general aviation aircraft is likely safer than the drive to and from the airport. Begin learning about ORM and pay close attention to ALL safety briefs/procedures.
- Briefer may outline ORM concepts while directing students to the SafCen web-site.
- Mishap/incident procedures per CNATRA IFS Instruction and unit direction. Military Supervisors provide students with Command phone numbers for both working and after-working hours.

Next to last words

- FAA Class III physical is required before flight.
- Affairs in order (insurance advisement).
- Routinely check your e-mail.

Program office e-mail is "IFS.NASC@cnet.navy.mil".

Phone: COMM 850 452-5556/3423/3441,

FAX 850 452-3424.

- Call the IFS Program office for assistance.
- Regularly up-date flight info on the web-site:

"<https://www.ifs.cnet.navy.mil/>"

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- You must get a Class III physical before your first flight, talk with your IFS Military Supervisor about procedures/payment.
- If you have problems or are uncomfortable with your CFI for any reason, notify the chief pilot of the school for resolution or reassignment. If still unable to solve the issue notify your IFS Military Supervisor and the IFS Program office to select a different pilot school (if one is available).
- Government transportation IS available (for USNA and Pensacola students).
- All this information is available on the IFS web site. The address is "<https://www.ifs.cnet.navy.mil/>".
- If after you leave you have questions, you can e-mail the IFS program office at: ifs@cnet.navy.mil.
- Or call us at: DSN 922-5556, Comm. (850) 452-5556/3441.
- Questions?

Safety First...

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Questions?

