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SECRETARY OF THE AIR FORCE**

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VOLUME 1**

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Flying Operations

C-17 AIRCREW TRAINING



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFD 11-4, *Aviation Service*. It establishes specific training requirements for qualification, mission qualification, continuation, and upgrade training for aircrew members operating C-17 aircraft. It applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating C-17 aircraft (**EXCEPTION:** Aeromedical Evacuation Crew Members (AECM) see AFI 11-2AE, Volume 1, *Flight Nurse and Aeromedical Evacuation Technician (AET) Aircrew Training and Education Program* (forthcoming). MAJCOMs, field operating agencies (FOA) and HQ USAF direct reporting units (DRU) may supplement this instruction. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through MAJCOM channels to HQ AMC/DOT, 402 Scott Drive, Unit 3A1, Scott AFB IL 62225-5302. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

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NOTE: This AFI converts MCI 10-202, Volume 7, 1 January 1997.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

This change incorporates interim change (IC) 2000-1 which makes changes recommended by major commands (MAJCOM) and numbered Air Forces (NAF). The OPR is changed to Captain Michael J. Lingor. Formation requirements for non-airdrop pilots are deleted. Loadmaster airland phase training requirements are clarified. Additional guidance for crediting events while performing instructor or evaluator duties is provided. Credit for NDB approaches flown in the simulator is permitted. MAJCOM/DO was added to the list of authorities that can approve the use of flying training hours for non-training requirements. Several other paragraph references have been corrected. See the last attachment of the publication, IC 2000-1, for the complete IC. A bar (|) indicates revisions from the previous edition.

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Chapter 1

GENERAL

1.1. Description. This instruction prescribes basic policy and guidance for training United States Air Force C-17 aircrews according to AFI 11-202, Volume 1, *Aircrew Training*.

1.2. Program Goals. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and conventional or nuclear war.

1.3. Waiver Authority.

1.3.1. Unless otherwise specified in this instruction, MAJCOM/DO is the waiver authority for specific aircrew training requirements in this instruction that are not governed by AFI 11-202, Volume 1.

1.3.2. Waiver approval authority for all formal school prerequisites specified in AFCAT 36-2223, *USAF Formal Schools*, is HQ AETC/DOF (**EXCEPTION:** Operations group commanders (OG/CC) may waive flying hour requirements). Senior Officer waiver approval authority is HQ AETC/DO with concurrence of gaining MAJCOM/DO. 19 AF/DO is waiver approval authority for all AETC flying training syllabi (**EXCEPTION:** Senior Officer syllabus waiver approval authority is HQ AETC/DO). Syllabus waiver requests will be in writing and include the rationale for the waiver. The requesting wing will maintain a permanent record of all approved waivers. Units should request waivers through their MAJCOM headquarters or through the NAF if specified in the MAJCOM supplement. Headquarters should submit waivers to HQ AETC/DOF with information copies to 19 AF/DO. Waivers must be submitted and approved prior to crewmembers arriving for formal training. Copies of all waivers should be hand-carried to the school. Refer to AFI 11-2AE, Volume 1, *Flight Nurse and Aeromedical Evacuation Technician (AET) Aircrew Training and Education Program* (forthcoming), for aeromedical evacuation crewmember (AECM) waivers.

1.3.3. If required for squadrons' designated mission, accomplish events waived at formal schools in-unit before assigning mission-ready (MR) status.

1.3.4. OG/CC or AFRC/ANG-equivalent may waive MAJCOM-directed ground or flying continuation training requirements for individuals assigned to their unit on a case-by case basis. See paragraph **4.7.** of this instruction.

1.3.4.1. All other waiver requests will be submitted IAW **Table 1.1.** Place copies of MAJCOM-approved waiver information in the individual's training folder or flight evaluation folder (FEF). The reporting requirement in this paragraph is exempt from licensing in accordance with of AFI 37-124, paragraph 2.11.12, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections.*

1.3.5. Waiver Format. Provide the following information on the referenced individual in a waiver request as outlined in **Table 1.1.** Number items as follows; those not utilized should be marked "N/A" ("not applicable"). Asterisked (*) items must be provided for all waivers; complete other items as appropriate.

1.3.5.1. * Name, grade, and Social Security number.

1.3.5.2. * Flying organization (assigned or attached).

- 1.3.5.3. * Present crew qualification including special qualifications.
- 1.3.5.4. * Total flying time and primary aircraft inventory (PAI) time (include instructor or evaluator time if applicable).
- 1.3.5.5. * Specific nature of waiver.
- 1.3.5.6. * Reason and valid justification for waiver.
- 1.3.5.7. Crew qualification to which person is qualifying or upgrading.
- 1.3.5.8. Previous attendance at any formal instructor course (include course identifier and graduation date).
- 1.3.5.9. Training start date.
- 1.3.5.10. Mandatory upgrade or qualification date.
- 1.3.5.11. Date event last accomplished and normal eligibility period.
- 1.3.5.12. Remarks, to include formal school courseware required.
- 1.3.5.13. * Requesting unit point of contact (include name, rank, telephone number, and functional address symbol).

Table 1.1. Unit Waivers to AFI 11-2C-17, Volume 1.

If waiver is requested by:	Send waiver request to:	Approval or disapproval will be sent to:	With information copies to:
Active-duty airlift wing	Thru OG training office to HQ AMC/DOA	OG training office	NAF training office and HQ AETC/DOF
97 AMW	Thru OG training office and 19 AF/DOM to HQ AETC/DOF	97 AMW	HQ AMC/DOA
AFRC Unit	Thru NAF/DOT to HQ AFRC/DOA	AFRC unit	NAF/DOT, HQ AETC/DOF, and HQ AMC/DOA
ANG Unit	ANG/XOOM	ANG unit	HQ AMC/DOA

NOTES:

- OG/CC may waive MAJCOM-directed ground and flying continuation training requirements in this regulation for individual crewmembers (see para 4.7.).
 - ANG/XOOM and HQ AFRC/DOA are waiver authorities, as appropriate, for the secondary method of training.
- 1.3.6. Aircrew members whose status is “duty not including flying” (DNIF) may log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon who signs the AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**, placing the crewmember DNIF should be consulted if the crewmember’s ability to complete training is in question.

1.3.7. Aircrew members performing extended alert duty (more than 72 hours) may accomplish any type of ground training, during normal duty hours, that does not degrade required response time or mission accomplishment.

1.4. Use of Flying Hours.

1.4.1. Each training mission must be structured to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training in any way and must comply with applicable Department of Defense (DoD) instructions. Any use of flying training hours to accomplish other than direct training requirements must be approved by the appropriate MAJCOM/DO or numbered Air Force commander (ANG/CF for Air National Guard). It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse. **NOTE:** The approval authority for off-station training flights is the wing commander. Commanders approving off-station trainers will forward a copy of the planned itinerary to the appropriate NAF/DO (ANG/CF for ANG), AMC/DOT, and the Tanker/Airlift Control Center (TACC)/XOOM.

1.4.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order, the OG/CC or AFRC/ANG equivalent may allow upgrade or special qualification training on operational missions. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty.

1.5. Responsibilities. AFI 11-202, Volume 1 outlines responsibilities for aircrew training.

1.5.1. MAJCOM Headquarters. HQ AMC, the lead command MAJCOM for the C-17 as specified in AFD 11-2, *Aircraft Rules and Procedures*, and AFD 10-9, *Lead Operating Command Weapon System Management*, is responsible for standardizing aircrew flying training requirements in coordination with other user MAJCOMs. HQ AMC is responsible for training course requirements, training tasks, and quota control in coordination with other headquarters as follows:

1.5.1.1. Courses. The AMC Director of Operations (DO), in coordination with other MAJCOMs, approves continuation training and local upgrade courses. AETC/DO is the approval authority for AETC Formal School courses. Send proposals for amending existing course prerequisites or deleting obsolete courses through the appropriate headquarters for approval. MAJCOMs will process the approved changes in coordination with the AFCAT 36-2223 office of primary responsibility (OPR).

1.5.1.2. Command curriculum review workshop (CCRW). HQ AMC/DOT will host a CCRW biennially, or more frequently as required. The CCRW reviews all training programs for currency, applicability, compliance and effectiveness. Attendees should include training representatives from HQ AMC/DOT/DOV/DOK/SG, Air Mobility Warfare Center (AMWC)/WCOX, ACC, AETC, AFRC, ANG, PACAF, USAFE, Air Force Special Operations Command (AFSOC), curriculum developers, formal schools, numbered Air Force (NAF) training and standardization offices, selected unit representatives, and aircrew training system (ATS) contractors.

1.5.1.3. Programmed Flying Training (PFT). HQ AMC/DOT determines the number of training quotas needed to meet operational requirements. HQ AETC/DOF determines the formal school capacity.

1.5.1.3.1. Units will send projected PFT requirements to their respective MAJCOM. MAJCOMs (including ANG and AFRC) will send projected PFT requirements to HQ AMC/DOT. HQ AMC/DOT will consolidate and forward requirements to HQ USAF for validation. Upon validation by HQ USAF, HQ AMC/DOT will allocate quotas. HQ AETC/DOF will publish PFT pamphlets.

1.5.1.4. Recall Procedures. Requests to recall students from a formal school must be sent from the student's MAJCOM to HQ AETC/DOF. HQ AETC/DOF will accomplish all necessary coordination with 97 AMW agencies. Emergency recall during non-duty hours may be coordinated directly with 97 OSS with notification to HQ AETC/DOF on the next duty day.

1.5.2. MAJCOMs will provide policy and guidance in order for units to develop their respective training programs. MAJCOM-unique training requirements will be forwarded by the MAJCOM to HQ AMC/DOT as necessary.

1.5.2.1. HQ AETC/DO is responsible for the formal school syllabus and is the approval authority for any changes. The syllabus will be designed to meet user requirements. All changes to the syllabus will be coordinated with user commands prior to implementation.

1.5.2.2. Supplements. MAJCOMs may supplement this instruction as outlined in AFI 11-202, Volume 1. MAJCOM supplements may be more but not less restrictive than this instruction. MAJCOMs are permitted to set requirements lower than those in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. Supplements must be approved by HQ AMC and Air Staff IAW AFD 11-2. Coordinate supplements through HQ AMC/DOT before publication and send two copies to HQ AMC/DOT and one copy to HQ USAF/XOOT after publication.

1.5.3. Operations Groups (OG). The OG will convene a training review panel (TRP). The OG will determine frequency, format and content of the meetings. The TRP should review staff and aircrew management actions necessary to complete the squadrons' flight and ground training programs.

1.5.3.1. The OG will establish procedures with the servicing military personnel flight (MPF) for individual counseling and personnel system updates for the active duty service commitment (ADSC) incurred (if applicable).

1.5.3.2. The OG, in coordination with the flying squadrons, will determine the functions and responsibilities of the operations support squadron (OSS) training flight. Appropriate OG or OSS training flight personnel may also perform any flight commander training functions stipulated in this volume.

1.5.3.3. Progress review (PR). If at any time during a trainee's flight instruction, (ATS ground instruction, see paragraph 6.6.), progress is considered unsatisfactory by the formal schoolhouse, the training squadron will notify the responsible unit training manager. On receiving documentation and recommendations from the formal schoolhouse, the responsible unit will convene a progress review to review the trainee's record and determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board.

1.5.4. Squadrons. Training management is generally at the squadron or detachment level, but the wing or OG commander is ultimately responsible for squadron training programs.

1.5.4.1. Squadron commanders (AFRC/ANG: appropriate Operations Supervisor) will ensure aircrew members complete training in a timely manner. Failure to reasonably progress mandates action for removal if appropriate.

1.5.4.2. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Unit commanders or appropriate AFRC/ANG Ops Supervisors may assign additional requirements based on individual crewmembers' experience and proficiency.

1.5.4.3. Review training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required to certify them as basic aircraft qualification (BAQ), basic mission capable (BMC), or MR.

1.5.5. Formal School, ATS Contractor: The C-17 ATS contractor is responsible for all academic and training device instruction at the formal school and all C-17 ATS sites. This responsibility includes developing, updating and publishing courseware and the formal school syllabus in accordance with the ATS contract. The syllabus will be reviewed annually and updated as required.

1.5.6. Formal School, Non-ATS: AFI 11-202, Volume 1 establishes requirements.

1.5.6.1. HQ AMC/DOT is the approval authority for AMC courses. HQ AETC/DO is the approval authority for all AETC-taught courses.

1.6. In-Unit Training Time Limitations. Comply with the time limitations in [Table 1.2](#). Aircrew members entered in an in-unit training program leading to qualification or requalification should be dedicated to that program on a full-time basis. In-unit training should begin no later than 45 days (90 days AFRC/ANG) after reporting or being attached to a new duty station or unit.

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit
Initial Qualification	90 days
Difference Qualification	90 days
Requalification	90 days
Mission Qualification	90 days
Instructor Upgrade	60 days

1.6.1. Units will notify MAJCOM/DOT (ANG/XOT for ANG units) through channels of crew members exceeding upgrade training time limits. (Use the waiver format shown in paragraph [1.3.5](#).) Squadron commanders may extend upgrade training time up to 60 days. Extensions in excess of 60 days require MAJCOM/DO approval (*not applicable to ANG/AFRC units*). An extension of training time letter, signed by the unit commander, will state the training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

1.7. Recurrency Training.

1.7.1. For loss of currency up to 6 months, an aircrew member must demonstrate proficiency with an instructor in all delinquent items.

1.7.2. Loss of currency exceeding 6 months. The individual is unqualified in the aircraft and must complete requalification as directed in paragraph [1.8](#).

1.8. Requalification Training. AFI 11-202, Volume 1 specifies requalification training limits and requirements. When completion of the requalification academic course is required but not practical, or quotas are not available, units will request a waiver from their parent MAJCOM.

1.9. Active Duty Service Commitment (ADSC). AFI 11-202, Volume 1 specifies ADSC requirements.

1.10. Training Management System (TMS). C-17 aircrew training records will be maintained by the training management system.

1.10.1. Responsibilities. The C-17 ATS contractor will develop, coordinate, and standardize all aircrew training records and forms with HQ AMC/DOT.

1.10.2. TMS Review:

1.10.2.1. Operations review. The squadron commander, operations officer, or a designated representative will review active training records quarterly and prior to a flight evaluation required to complete the training program (not applicable for formal school training). Operations review will be a separate entry in the TMS and should include comments on the student's progress. Active training records are those of crewmembers undergoing initial qualification, mission qualification, requalification, upgrade, special qualification, or commander-directed additional training.

1.10.2.2. Monthly review. Flight commanders, their designated representatives, or individuals specified in MAJCOM supplements to this instruction will review active training records monthly for continuity and student progression. Document this review and any recommendations in the TMS.

1.10.2.3. Training period review. Instructors will review training records prior to each training period (flight or simulator) in order to develop a training plan. After each period, instructors will document training in sufficient detail to accurately assess student performance and make recommendations for subsequent training. At the satisfactory completion of all required training, the instructor will make a recommendation for an inflight evaluation. Students will review training records after each training period.

1.10.3. History of Training:

1.10.3.1. Documentation Procedures. The flight evaluation folder (FEF) maintains basic source documents to provide a current history of each individual's flying qualification in accordance with AFI 11-2C-17 Volume 2, *C-17 Aircrew Evaluation Criteria*, and appropriate MAJCOM Supplement. Under the AF Form 942, **Record of Evaluation**, in section I of the FEF, include all certifications and special mission qualifications not annotated on AF Form 8, **Certification of Aircrew Qualification** (i.e. formation lead, touch-and-go certification, low-level air refueling (AR) etc.). Use AF Form 1381, **USAF Certification of Aircrew Training**. Do not replicate the AF Form 1381 for the purpose of adding a required entry.

1.10.3.2. The C-17 TMS will archive and maintain a permanent record of all C-17 training.

1.10.3.3. All other records may be returned to the individual. See AFMAN 37-139, *Records Disposition Schedule*, **Table 36-44**, rules 6 and 10 for additional information.

1.11. Evaluator and Instructor Usage. Use flight evaluators and instructors for any phase of training to capitalize on their expertise and experience.

1.12. Instructor Training and Supervision Requirements:

1.12.1. All instructors, with the exception of formal school instructors, should be MR (wing level and below).

1.12.2. The following personnel must be under the supervision of an instructor when performing aircrew duties (unless otherwise exempted in applicable volumes):

1.12.2.1. All noncurrent aircrew members (See paragraph 4.7. for exceptions).

1.12.2.2. All aircrew members in initial, upgrade or requalification flying training.

1.12.2.3. Flying training level (FTL) "E" and senior officers as defined in AFI 11-202, Volume 1, and paragraph 2.8. of this volume.

1.12.2.4. Any other personnel designated by the wing, OG, or squadron commanders.

1.12.3. For unqualified, non-current, and flying training level "E" crewmembers an instructor must be at a set of controls during critical phases of flight.

1.12.4. An instructor LM will be in the LM instructor seat during initial student training for airdrops and combat offloads.

1.13. Administration of AFI 11-2C-17, Volume 1. Units will establish requirements for AFI 11-2C-17 volumes through MAJCOM publications distribution channels in accordance with AFI 37-161, *Distribution Management*. MAJCOM supplements to AFI 11-2C-17 volumes will be distributed within each MAJCOM using requirements from respective basic volumes. Send two copies to HQ AMC/DOT and one copy to HQ USAF/XOOT.

Chapter 2

INITIAL QUALIFICATION TRAINING (PHASE I)

2.1. Description. Initial qualification training qualifies the aircrew member for basic aircrew duties in an assigned position for the C-17 without regard for the unit's operational mission. This chapter specifies minimum training requirements for initial qualification, requalification, and senior officer courses.

2.2. General Requirements. Unless otherwise indicated, the primary method of initial qualification is to attend and complete appropriate formal training course listed in AFCAT 36-2223. When attendance is not practical or quotas are not available, units will request waivers to conduct in-unit qualification training, using formal school courseware (see paragraph 1.3.).

2.3. Initial Qualification Training Prerequisites. Complete initial qualification prerequisites in accordance with AFI 11-202, Volume 1.

2.3.1. Aircraft Commander Airland (ACAL). ACAL candidates will fly two operational off-station missions, one of which will be an overseas mission, in the 90 days (**180 days for AFRC/ANG units**) prior to formal school start date. These will be with three pilots to allow the candidate to perform aircraft commander (AC) duties under supervision. OG/CC may waive the overseas requirement for previously qualified C-5, C-141, C-130, KC-10, and KC-135 ACs.

2.3.2. Copilot Airdrop (CPAD). Prior to formal school start date, CPAD candidates will observe an actual airdrop (AD) as third pilot. They will **not** occupy a primary crew position during any segment of the mission that ends in an actual or simulated AD. This prerequisite does not apply to previously qualified AD pilots.

2.4. Ground Training Requirements. Complete ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1.

2.5. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1.

2.5.1. Initial Category II Instrument Landing System (ILS) Qualification. All training requirements for Category II ILS certification are incorporated in initial qualification courses.

2.6. Conversion/Difference Qualification. When possible, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. The following conditions will apply to management of initial cadre aircrew qualification:

2.6.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. Converting units may request initial cadre waiver of PAI time requirement. Send waivers through channels and include the information specified in paragraph 1.3. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.6.1.1. Initial cadre will not be designated in a crew position higher than currently held, e.g. C-141 mission pilot (MP) to C-17 evaluator pilot (EP), unless previously qualified in the conversion aircraft.

2.6.1.2. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.7. Multiple Qualifications.

2.7.1. Crewmembers maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL “A” currency requirements in each aircraft (N/A for senior officers; see paragraph 2.8.).

2.8. Senior Officer Qualification Requirements. AFI 11-202, Volume 1 identifies senior officer qualification requirements.

2.8.1. Senior officers who maintain FTL “E” maintain BAQ status.

2.8.2. Flying NAF/CCs and OG/CCs must be fully certified flight examiners in their primary assigned aircraft. These individuals are not required to maintain instructor certification or mission ready status. To become an FE, NAF/CCs and OG/CCs must maintain a minimum of FTL “E” requirements and be FE qualified IAW AFI 11-2C17, Volume 2 (i.e., require a AF Form 8). This policy is based on the premise that these individuals already possess a strong history of experience, judgment, and superior airmanship to evaluate high standards of performance in the air. As a result, additional currency/proficiency requirements to maintain FE status are not required. Also, FE status for additional aircraft assigned to the unit is not required. NAF/CCs and OG/CCs maintaining FTL “E” require instructor supervision when at the controls of an aircraft. (**NOTE:** OG/CCs must attend either initial or requalification courses (as required) to qualify in their primary assigned aircraft. Use of senior officer course is not authorized.)

2.8.3. Senior officers who were previously qualified as C-17 AC or higher are not required to attend the initial qualification course unless unqualified more than 5 years.

2.9. Flight Surgeons. AFI 11-202, Volume 1 establishes flight surgeon initial qualification requirements.

2.10. Reports. The ATS has a post-training feedback system that elicits information and comments from students, supervisors, and evaluators in order to continually improve, update, and refine the ATS. Commanders and supervisors should promote use of this feedback system to its fullest extent.

2.11. Failure to Progress. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a PR. The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, action, e.g., a Flying Evaluation Board (FEB) to the individual’s unit commander. (**NOTE:** The ATS contractor will identify students who fail to progress IAW the applicable ATS contract as outlined in **Chapter 6**.)

2.11.1. Failure to Complete Training. If any crewmember fails to complete a formal course for reasons other than those described in 2.11, the formal school will send a recommendation to the individual’s unit on whether he or she should complete training in-unit, or return to the formal school to complete training.

Chapter 3

MISSION QUALIFICATION TRAINING (PHASE II)

3.1. Description. This chapter establishes minimum criteria and training requirements for airland qualification. Training missions outlined here establish basic items to be covered during mission qualification training. Except where specifically stated, squadrons may arrange mission sequence or sequence of items as necessary to use flying training hours effectively and accomplish the unit mission. All crewmembers will complete airland qualification (phase I) and mission qualification (phase II) prior to entering special mission qualification or upgrade training. When in-unit training is approved, trainees participating in unilateral training and joint airborne and air transportability training missions may be utilized in their respective crew positions provided the unqualified crew position is supervised by an instructor or flight examiner. (**NOTE:** Both pilots must be qualified when passengers are on board.)

3.2. Time Periods for Mission Qualification. Active duty crewmembers will complete mission qualification training within 90 days, or as specified in MAJCOM supplements.

Table 3.1. Mission Qualification Ground Training Requirements.

Event	Code
Aircraft Marshaling Training and Examination ^{2,3,5}	G002
Chemical Biological Warfare Defense Training ⁴	G010
Tactics	G060
Aircrew Intelligence	G070
Communications Procedures	G080
Anti-hijacking	G090
ISOPREP Review ^{4,6}	G120
Instrument Refresher Course (IRC)	G130
Hazardous Cargo	G182
Crew Resource Management (CRM) refresher	G230
Small Arms Training ⁶	G280
Aircrew Chemical Defense Training (ACDT) ⁴	LS04
Egress Training, Non-Ejection ^{1,6}	LS08
ACDTQT	P280
Flight Physical ^{1,6}	PP01
Physiological Training ^{1,6}	PP11
Initial Combat Survival Training	S-V80-A
Initial Water Survival Training	S-V90-A

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished.
2. Events may be accomplished at formal school or in-unit. Previously certified and qualified mission-ready crewmembers transferring between units or in a cross-flow program (between flying units) only need G002, G120 and any applicable events in which they have lost currency. In addition, cross-flow crewmembers require G060.
3. Pilot upgrade crewmembers only need G002 and other applicable events in which they are non-current.
4. Flight Surgeons only need G010, G120 and LS02.
5. G002 does not apply to IPSSs and communication systems operator (CSO).
6. AETC will complete these items prior to certification or qualification in AETC unit mission.

3.3. Ground Training Requirements. All academic ground training required for mission qualification will be completed prior to certification or qualification in the unit operational mission (not applicable for senior officers or staff officers maintaining BAQ).

3.3.1. Ground training accomplished during mission qualification establishes due dates for subsequent continuation training. Completion of S-V80-A, S-V90-A, and initial life support equipment training during formal school establishes the due date (based on date of first completed course) for recurring Combat Survival (LS02) and Water Survival (LS03) training. Completion of S-V80-A establishes the due date for recurring Law of Armed Conflict (G100) and Force Protection (G110) training.

3.4. Flying Training Requirements:

3.4.1. BAQ Aircrew members pursuing MR status will accomplish Training Level "D" (see paragraph 4.3.) continuation training requirements.

3.4.2. After arrival at duty station, crewmembers must receive a supervised duty familiarization or orientation flight and local flying area or associated hazards brief (not applicable for in-unit initial, requal, or upgrade training).

3.4.2.1. Newly qualified copilots will monitor their first direct delivery sortie from the ACM seat.

3.4.2.2. Aircraft commanders who do not receive KC-10 AR training to a proficient level at the formal school will be KC-10 certified by an instructor pilot within 45 days (90 days for AFRC/ANG units) after completion of Aircraft Commander Airland (ACAL) qualification training.

3.4.2.3. Newly qualified loadmasters' first personnel airdrop mission will be flown with another LM with personnel airdrop experience. **NOTE:** This does not apply to previously qualified C-5, C-130, and C-141 airdrop LMs.

Chapter 4

CONTINUATION TRAINING (PHASE III)

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain currency. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. C-17 aircrew members are assigned to either MR or BAQ status.

4.2.1. MR. For status of resources and training system, operational tasking, and deployments, a mission ready aircrew member is defined as one who is available, qualified, and certified in the squadron's mission (completed mission qualification training for applicable crew position).

4.2.2. BMC. A non-mission ready aircrew member assigned to MAJCOM headquarters, NAF, TACC, AMWC, tanker airlift control element (TALCE), AMOGs, formal schoolhouse, or direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit operational mission. The aircrew member may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 days. See note after paragraph 4.3.1.1.1. for training level requirement. AETC BMC crews are qualified to conduct all aspects of the AETC training mission. AETC instructors must be qualified in the training/unit mission prior to performing instructor duties.

4.2.3. BAQ. An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.4. Non-mission ready (NMR). An individual who is noncurrent or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission is an NMR crewmember.

4.2.4.1. If a crewmember is NMR for failure to complete required continuation training, OG/CC has two options:

4.2.4.1.1. Waive the required training in accordance with paragraph 4.7.1. or 4.7.2. The individual remains on MR status.

4.2.4.1.2. Place the crewmember in supervised status according to paragraph 4.2.4.2.

4.2.4.2. If the crewmember is NMR for failure to maintain currency per paragraph 4.7.1., place the crewmember in supervised status for that event (individual flies with an instructor of like specialty) until required training is accomplished. The crewmember cannot deploy until currency is regained (**EXCEPTION:** Noncurrent crewmembers may fly unsupervised on local, routine, and non-contingency missions according to Table 4.1. on which events in the delinquent category are not accomplished (OG/CC approval not required)).

4.2.4.2.1. Noncurrency in the applicable currency events of the ground and flying continuation training tables has the following consequences:

Table 4.1. Noncurrency Flying/Flight Continuation Training.

Noncurrent In	Result
Phase Training CBTs	Grounded *
Phase Training WST/LS Missions	Instructor supervision required
Airland events **	Instructor supervision required
ISOPREP Review	Restricted to CONUS-only missions
Tactical events (low-level, SAAF)	Restricted from tactical missions
Formation (incl. form. air refueling)	Restricted from formation missions
Airdrop	Restricted from airdrop missions ***
Overseas Sortie	Restricted from overseas missions

* Annual written examinations are incorporated in phase training computer-based training (CBT). Failure to complete required phase CBT results in annual written examinations being incomplete. Missed CBT must be completed prior to accomplishing any phase training for the current quarter.

** Minimum airland currency for pilots includes takeoff, instrument approach, precision approach, nonprecision approach, NDB approach, landing, night landing, and air refueling.

*** For loadmasters, the restriction applies only to the delinquent airdrop event. For example, LMs may perform container delivery system (CDS) or heavy equipment drops while non-current for personnel drops.

4.2.5. In addition to the above, MR, BMC, and BAQ crewmembers must have accomplished and/or maintained the requirements in AFI 11-202, Volume 1 for their respective status, as well as all events listed in the applicable ground and semiannual flying continuation tables.

4.3. Responsibilities:

4.3.1. Squadron Commander. The squadron commander or designated representative determines the training level (TL) of each assigned crewmember.

4.3.1.1. TL. Before each semiannual period, the squadron commander will assign each crewmember a TL. TL assignment is based on experience and aircraft proficiency. Airlift aircrew members may have a different TL for different flying qualifications, i.e. a crewmember may be an FTL "A" airland AC, but an FTL "C" AD Copilot (CP). Crewmembers may be assigned ground training levels that are more restrictive, but never less restrictive, than the requirements in paragraph 4.3.1.1.2. TL definitions follow:

4.3.1.1.1. Flying Training Levels (FTL):

4.3.1.1.1.1. FTL "A" - highly experienced crewmembers. This may include MR or NMR AMC headquarters and TACC personnel, AETC instructors, NAF personnel, AMWC instructors, wing, OG, and squadron commanders, operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. Squadron commanders have the discretion to assign highly experienced MR line crewmembers to this level. **NOTE:** NMR crewmembers assigned to MAJCOM headquarters, NAF, TACC, AMWC, TALCEs, AMOGs, combat crew training schools (CCTS), or a

direct reporting unit are categorized as BMC and assigned to FTL “A” and ground training level (GTL) “4”. In addition to GTL “4” requirements, these individuals must also accomplish annual CRM training requirements. These individuals may fly unsupervised on local training missions provided they are current and qualified. They require instructor supervision on all other missions. Since these crewmembers do not maintain MR status, they cannot log MP or mission loadmaster (ML) time but may log EP/evaluator loadmaster (EL), instructor pilot (IP)/instructor loadmaster (IL), or first pilot (MCF) time. If refresher simulator training requirements are not met, the individual must fly with an instructor of like specialty unless waived (see paragraph 4.7.).

4.3.1.1.1.2. FTL “B” - experienced, mission ready crewmembers.

4.3.1.1.1.3. FTL “C” - MR crewmembers. Copilots should be assigned to FTL “C.” If desired, squadron commanders may assign highly proficient copilots or first pilots to FTL “A” or “B”.

4.3.1.1.1.4. FTL “D” - Basic Aircraft Qualification crewmembers. Designated primarily for individuals pursuing MR status after initial qualification training.

4.3.1.1.1.5. FTL “E” - Basic Aircraft Qualification, non-instructor staff (may include senior officers, MAJCOM, NAF, and TACC individuals who are not maintaining MR or instructor status). FTL “E” requirements are insufficient for MR status. Crewmembers assigned to FTL “E” will fly with an instructor of like specialty at all times.

4.3.1.1.2. Ground Training Levels (GTL):

4.3.1.1.2.1. GTL “1” - highly experienced crewmembers with ten or more years of operational flying.

4.3.1.1.2.2. GTL “2” - experienced crewmembers with between five and ten years of operational flying.

4.3.1.1.2.3. GTL “3” - inexperienced crewmembers with less than five years of operational flying.

4.3.1.1.2.4. GTL “4” - NMR senior officers, staff officers, and those not required to maintain MR status.

4.3.1.1.3. Change of FTL or GTL. Once the semiannual period begins, personnel should not be moved to a level requiring fewer events (**EXCEPTION:** BAQ crewmembers may be placed in a different FTL any time after attaining MR status).

4.4. Training Events/Tables. Standardized AFORMS training event identifiers and descriptions are located in [Attachment 2](#). Unit defined events will be designated “X” events (i.e. X020).

4.4.1. Crediting Event Accomplishment:

4.4.1.1. In addition to events accomplished on training and operational missions, those flight events accomplished on a satisfactory qualification, mission qualification, specialized mission qualification, or requalification evaluation may be credited towards the individual’s currency requirements and to establish subsequent due dates.

4.4.1.2. Aircrew members who are unqualified in the aircraft due to an unsatisfactory flight evaluation will not log continuation training requirements for those events graded Q-3 until requalified.

4.4.1.3. Make-up training (ground or flying) is creditable towards the new training period (**EXCEPTION:** not applicable to phase training, see para 4.5.1.7.).

4.4.1.4. Pilots enrolled in the MCF, ACAL, or IAC courses are exempt from quarterly phase training simulator requirements (based on projected graduation dates). **NOTE:** Phase training CBT lessons must be completed.

4.4.1.5. Copilots and LMs will accomplish remaining events depending on the number of full months remaining in the quarter in which they graduated from initial school or upon completion of requalification training.

4.4.1.5.1. Two months remaining:

4.4.1.5.1.1. Copilots: One instrument simulator sortie (ISS), one direct delivery sortie (DDS) or tactical proficiency sortie (TPS), and one overseas sortie. **NOTE:** For AFRC/ANG units, OG/CC may waive the overseas requirement on a case-by-case basis.)

4.4.1.5.1.2. Loadmasters: One DDS.

4.4.1.5.2. One month remaining:

4.4.1.5.2.1. Copilots: One ISS and one DDS or TPS.

4.4.1.5.2.2. Loadmasters: No requirement.

4.4.1.6. Pilots who complete the MCF course may credit an ISS for the month in which they graduate.

4.4.1.7. Crewmembers enrolled in any other mission qualification course will complete all quarterly airland training requirements.

4.5. Currency for Aircrew Members.

4.5.1. Ground Continuation Training Events. Aircrew members will comply with requirements of **Table 4.2**. See **Attachment 2** for event descriptions.

4.5.1.1. Crewmembers attached to units (i.e. NAF, MAJCOM, AMWC, etc.) may accomplish ground training events at locations other than their units of attachment. Individuals are responsible for reporting accomplished training to their unit of attachment AFORMS office.

4.5.1.2. Flight Surgeons comply with requirements of **Table 4.3**.

4.5.1.3. Centralized Aircrew Training Record. All training events will be recorded in the Air Force Operations Resource Management System (AFORMS) database.

4.5.1.3.1. Training events conducted during block training or phase training may be consolidated under one entry.

4.5.1.3.2. Logging phase training (e.g. phase I, II, etc.) in AFORMS means both CBT and WST/LS portions are complete as appropriate.

4.5.1.3.3. Combined training events may have only one AFORMS entry.

Table 4.2. Ground Continuation Training Events.

Event	Code	GTL 1	GTL 2	GTL 3	GTL 4
Chem-biological warfare defense training ¹⁰	G010	B	B	B	
Tactics ¹⁰	G060	A	A	A	
Aircrew intelligence ¹⁰	G070	A	A	A	
Communications Procedures ¹⁰	G080	B	B	B	
Anti-hijacking	G090	B	B	B	
Laws of armed conflict ¹⁰	G100	A	A	A	
Protection from terrorism ¹⁰	G110	A	A	A	
ISOPREP review ¹⁰	G120	180	180	180	
Instrument refresher course ^{3,6}	G130	C	C	C	C
Hazardous cargo ¹⁰	G182	A	A	A	
Aircraft Servicing	G190	A	A	A	
CRM refresher ³	G230	A	A	A	A
CRM simulator ³	G240	A	A	A	A
Instrument Simulator Sortie ^{3,5}	G260	Q 6,7	Q 6,7	Q 6,7	
Airland phase training (G261 - G264) ¹¹		Q	Q	Q	Q
AR addendum training (ACs only) ⁹	G265	Q	Q	Q	
Airdrop phase training (G266 - G269)		Q 8	Q 8	Q 8	
Tactics simulator ³	G270	A	A	A	
Small arms training ¹⁰	G280	B	B	B	
Combat survival training (CST) ¹⁰	LS02	T	T	T	
Water Survival Training ¹⁰	LS03	T	T	T	
Aircrew chemical defense training ¹⁰	LS04	B	B	B	
Egress Training, Non-ejection ¹	LS08	T	T	B	B
ACDTQT ^{3,10}	P280	A	A	A	
Flight physical ¹	PP01	A	A	A	A
Physiological training ^{1, 4}	PP11	T	T	T	T4
Flight records review ²	RR01	A	A	A	A
<i>A--Annual</i>	<i>B--Biennial</i>	<i>C--Check Cycle</i>	<i>Q--Quarterly</i>	<i>T--Triennial</i>	

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished.
2. Not required to maintain mission ready status, but should be accomplished when due.
3. Accomplished concurrently with quarterly phase trainers.
4. Rated officers with greater than 25 years time in service only require physiological training every 5 years.
5. Not applicable to NAF, MAJCOM staff, 97 AMW, and Det 2/AMCAOS.
6. Applies to pilots only.
7. Copilots and First Pilots require two per quarter.
8. Loadmasters require one per semi-annual period.

9. If quarterly AR requirements met in aircraft, AR addendums may be used at crewmember discretion to accomplish non-standard and emergency procedures training, instrument work, etc.

10. Not required for BMC AETC crewmembers.

11. Phase training should be accomplished with an AC and CP. If an AC is not available, an MCF may be substituted.

4.5.1.3.4. All one-time events and events required on permanent change of station (PCS) will be input in the AFORMS database. However, they do not need to be maintained on the individual currency report.

4.5.1.4. MR Requirements. Events in **Table 4.2** must be completed prior to participating in an operational mission as a qualified crewmember. Local training missions may be flown before completing all items listed, provided physiological training, physical, egress training, and marshaling exam are accomplished.

4.5.1.5. Aircrew Chemical Defense Task Qualification Training (ACDTQT). If unable to accomplish ACDTQT tasks in the WST/LS, comply with the requirements in **Attachment 2**.

4.5.1.6. Aircraft Servicing. Each crewmember will perform at least one ground refueling each calendar year. Accomplish the entire checklist. Requirement can be satisfied on the aircraft, cargo compartment trainer) or appropriate maintenance training device.

4.5.1.7. Quarterly Phase Training Requirement. Individuals who do not complete the quarterly phase training requirement regain currency by completing the phase training missed. This completion will **not** be credited towards current quarter phase training requirement.

4.5.1.8. ISS. OG/CC may waive ISS requirement for previously qualified C-17 ACs and above who have been administratively downgraded or for C-17 pilots with more than 1000 PAA hours.

4.5.2. Flying Continuation Training Requirements. **Table 4.4** lists the standardized flying requirements. See **Attachment 2** for event descriptions.

4.5.2.1. Dual-Seat Qualification. Aircraft commanders and first pilots will be dual seat qualified, and may accomplish training events in either seat. (**EXCEPTION:** Non-IP aircraft commanders will accomplish air refueling from the left seat only unless under direct IP supervision). IPs may fly in either seat. Copilots may not fly in the left seat unless under direct IP supervision .

4.5.2.2. Aircrew Training Device (ATD) Credit for Training Events. All events in **Table 4.4** are intended to be accomplished in the aircraft. Simulator requirements were considered when developing **Table 4.4**. (**EXCEPTION:** NDB approaches flown in the simulator are creditable towards **Table 4.4** requirements).

4.5.2.3. Senior Officers and crewmembers maintaining Basic Aircraft Qualification. As a minimum, maintain FTL "E" requirements. This requirement also applies to additional aircraft an individual may be qualified in. In addition to always flying with an instructor of like specialty, FTL "E" senior pilots must be current in takeoffs, landings, and instrument approaches prior to carrying passengers.

4.5.2.3.1. These pilots may take annual qualification written open, closed, and instrument examinations by accomplishing the phase training CBT (CBT phase training not applicable for AETC) or from a unit standardization/evaluation developed and administered examination.

Table 4.3. Flight Surgeon Ground Continuation Training Events.

Event			Code	Frequency
Chemical-Biological Warfare defense training ²			G010	B
Anti-hijacking ²			G090	B
Laws of Armed Conflict ²			G100	A
Protection From Terrorism ²			G110	A
ISOPREP Review ³			G120	180
Combat Survival Training ²			LS02	T
Water Survival Training ²			LS03	T
Aircrew Chemical Defense Training ²			LS04	B
Egress Training, Non-ejection ¹			LS08	B
Flight Physical ¹			PP01	A
Physiological Training ¹			PP11	T
Written Exam			Q001	C
Flight Records Review			RR01	A
<i>A--Annual</i>	<i>B--Biennial</i>	<i>C--17 Months</i>	<i>SA--Semiannual</i>	<i>T--Triennial</i>

NOTES:

1. Mandatory grounding item.
2. Flight Surgeons without a mobility requirement do not need to accomplish this training.
3. G120 currency expires 180 days from date of accomplishment.

4.5.2.4. Continuation Training Flying. The appropriate MAJCOM provides flying time to each wing as training, test, and ferry hours or organizational and maintenance (O&M) hours. These hours, based on TL "C," are designed to provide all crew positions with sufficient hours to accomplish all training requirements.

4.5.2.5. Overseas sortie. OG/CC may substitute CONUS operational sorties for overseas when airlift requirements or crewmember availability are insufficient for overseas sortie accomplishment. This authority will not be delegated to lower levels. Consecutive CONUS sortie substitution is not permitted (not applicable to 97 AMW and Det 2/AMCAOS personnel).

4.5.2.6. Pilots who have completed the ACAL course, but have not been certified as an AC, must maintain aircraft commander airland currency (small austere airfield (SAAF) and air refueling) on operational or local missions under the supervision of an IP.

4.5.2.7. AD Proficiency and Currency Requirements. AC and CP may take credit concurrently for an AD, provided they are occupying their respective crew positions. LM may take credit after slowdown checklist is complete.

4.6. Proration of Training. AFI 11-202, Volume 1 outlines proration of training requirements for aircrew members not available for flying duties.

Table 4.4. C-17 Semiannual Continuation Flying Requirements.

Note	Event	Code	Pilot						First Pilot/Copilot					Loadmaster					
			A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D	CUR	
ALL:																			
	Proficiency Sortie	M 010																	60
1,6,7	Overseas sortie	M 030	4	4	4	4				4	4	4	4						365
10	Tactical Proficiency Sortie	M 050	Q	Q	Q	NA				Q	Q	Q	NA						
10	Low-level route	M 055	Q	Q	Q	NA				Q	Q	Q	NA						
8	ALZ Ground Operations	M 065														Q	Q	Q	NA
3	Takeoff	P 020	6	8	8	NA	6	M	8	8	8	NA	M						
3	Instrument approach	P 070	6	8	8	NA	6	M	8	8	8	NA	M						
	Precision approach	P 100	3	4	4	NA	2		4	4	4	NA							
	Nonprecision approach	P 110	3	4	4	NA			4	4	4	NA							
4	NDB approach	P 116	1	1	2	NA			2	2	2	NA							
3	Landing	P 190	6	8	8	NA	6	M	8	8	8	NA	M						
	Landing, night	P 192	2	2	2	NA		Q	1	1	1	NA							
	Landing, ALZ	P 197	2	2	2	NA		Q											
	Landing, Night ALZ	P 198	1	1	1	NA													
9	Touch-and-Go Landing	P 200						M											
6	HAVE QUICK Radio Operation	P 260	2	2	2	NA			2	2	2	NA							
6	Secure Radio Operation	P 270	2	2	2	NA			2	2	2	NA							
5	Receiver AR	R 010	Q	Q	Q	NA		M											
	Night Receiver AR	R 020	1	1	1	NA													
	Receiver AR, tanker autopilot off	R 050	Q	Q	Q	NA													
NON-AIRDROP ONLY:																			
10	Direct Delivery Sortie	M 060	Q	Q	Q	NA			Q	Q	Q	NA							
AIRDROP ONLY:																			
10	AD visual day wing	F 080	1	1	1	NA			1	1	1	NA							
10	AD visual night wing	F 100	1	1	1	NA			1	1	1	NA							
10	AD SKE lead	F 110	1	1	1	NA													
10	AD SKE wing	F 130	2	2	2	NA			2	2	2	NA							
10	AD multi-element SKE	F 135	1	1	1	NA			1	1	1	NA							
10	AD multi-element visual	F 136	1	1	1	NA			1	1	1	NA							

Note	Event	Code	Pilot						First Pilot/Copilot					Loadmaster				
			A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D	CUR
ALL:																		
10	AD Event	M 070	4	4	4	NA		Q	4	4	4	NA	Q					
2,10	Personnel	M 080	2	2	2	NA			2	2	2	NA		1	1	2	NA	
2,10	Heavy	M 090	2	2	2	NA			2	2	2	NA		2	2	2	NA	
2,10	CDS	M 100	2	2	2	NA			2	2	2	NA		1	1	2	NA	
	Formation Air Refueling	R 015	Q	Q	Q	NA												
<i>NA - Not Applicable</i>			Q - Quarterly						M - Monthly									

NOTES:

1. Instructor and evaluator pilots may credit 50 percent of semiannual M030 requirements when performing instructor or evaluator duties on overseas sorties (not applicable to AETC personnel).
2. Instructor and examiner loadmasters may credit 50 percent of semiannual airdrop requirements while instructing or evaluating.
3. Monthly currency requirements may be met in the simulator but are not creditable towards semiannual continuation training requirements.
4. Simulator accomplishments may be credited towards semiannual continuation training requirements.
5. C-17 WST is certified for 1 AR sortie per quarter. Remaining AR sortie requirements will be performed in the aircraft.
6. Not required for BMC AETC crewmembers.
7. Det 2/AMCAOS and 97 AMW pilots who maintain MR status must participate as primary crewmembers on one overseas sortie during each semiannual period. Alternating between 15 AF and 21 AF areas of responsibility is encouraged.
8. NAF and MAJCOM staff loadmasters require one sortie per semi-annual period.
9. Applies to touch-and-go certified aircraft commanders only.
10. Instructor and evaluator pilots may credit 50 percent of tactical requirements (for quarterly events, one per half) while instructing or evaluating.
 - 4.6.1. Use the following formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number but not less than 1 (e.g. 5.6 rounds to 5). Use **Table 4.5** to determine the number of months available. **EXCEPTION:** When an individual permanently changes station to a unit flying the same model aircraft and enters the same training level or lower, credit may be taken for training accomplished at the previous base. Prorate training requirements based on the time available (time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7 days after sign-in for CONUS and 14 days after sign-in for outside Continental United States (OCONUS). Subtract previous accomplishments from the prorated total to determine remaining requirements.
 - 4.6.2. Prorate requirements for individuals changing training levels.
 - 4.6.3. Quarterly aircraft and ground events will be accomplished based on the number of full months remaining in the quarter.

4.6.3.1. Two months remaining:

4.6.3.1.1. Pilots: One ISS (copilot or first pilot), one DDS, and one TPS

4.6.3.1.2. Loadmasters: One DDS

4.6.3.2. One month remaining:

4.6.3.2.1. Pilots: One DDS or TPS

4.6.3.2.2. Loadmasters: No requirement

Table 4.5. Individual Availability.

Days Available	Months Available
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
> 166	6

4.7. Failure to Complete Continuation Training Requirements. Declare individuals NMR if they fail to complete ground or semiannual flying continuation training requirements. **NOTE:** OG/CC may allow individuals to fly unsupervised on CONUS sorties after they have been declared NMR for failure to complete ground or flying continuation training requirements. The following guidance applies:

4.7.1. Flight Training. At the end of each training period, the squadron commander will review AFORMS products for those crewmembers who failed to accomplish all required flying training events (includes all events listed in the flying continuation training tables). The squadron commander will either direct training necessary for the individual to regain MR status or request OG/CC waiver. If the AFORMS review shows enough flying events were recently accomplished to ensure MR proficiency, OG/CC or equivalent may waive the requirements. The same flying training events will not be waived for two consecutive training periods. This waiver authority must be used judiciously. The intent is to ensure crewmembers receive the proper quantity of flying events to remain proficient and allow OG/CC to determine MR status and additional training requirements when those training quotas are not met. **EXCEPTION:** Events denoted with a specific period of time (monthly, quarterly, or maximum days between accomplishments) in the currency (CUR) column of [Table 4.4](#). will only be waived under extreme circumstances and only at the MAJCOM level.

4.7.1.1. Loss of Currency. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crewmembers are non-current the day after event currency expires; (i.e., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November). Regain currency based on the time elapsed since becoming non-current as described in paragraph [1.8](#).

4.7.1.1.1. Overseas Sortie. Aircraft commanders who are not current for an overseas sortie may fly in command on operational CONUS-only missions. Aircraft commanders may regain overseas currency under the supervision of a qualified aircraft commander or higher. Copilots can regain currency while being supervised by a current and qualified copilot or higher in the jumpseat. When a copilot or higher is not available to occupy the jumpseat, the noncurrent copilot must be supervised by an instructor or higher in the left seat. LMs may regain currency while flying with a qualified LM.

4.7.1.1.2. Air Refueling (AR). Aircraft commanders who are not current for air refueling may not fly in command until currency is regained. If noncurrent for less than 15 days, they may regain currency on operational AR missions under the supervision of a qualified AC or higher, if **no** passengers are carried and only after fuel required for mission completion is unloaded. **NOTE:** ACs who are AR noncurrent for 15 days or more must regain currency in the aircraft under the supervision of an IP or EP.

4.7.2. Ground Training. The OG/CC or equivalent may waive ground continuation training. This waiver authority must be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e., waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver (the training should be completed at the earliest opportunity). This waiver is allowed for unforeseen circumstances and only for events that will not degrade mission accomplishment.

4.7.3. Refer to AFI 11-202, Volume 1 for individuals transferring between aircraft or leaving active flying status. These provisions also apply to all simulator training.

4.8. Requirements Before PCS or TDY by Members on Active Flying Status. See AFI 11-202, Volume 1.

4.9. Requirements Before Removal from Active Flying. See AFI 11-202, Volume 1.

4.10. Requirements While in Inactive Flying Status. See AFI 11-202, Volume 1.

4.11. Retraining. AFI 11-202, Volume 1 specifies retraining restrictions before separation, retirement, or mandatory inactive flying status.

4.12. Aircrews Flying in Non-USAF Aircraft or with Non-USAF Units. See AFI 11-202, Volume 1.

4.13. Flight Surgeon Requirements. Flight surgeons will comply with the requirements in this volume and AFI 11-202, Volume 1.

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade.

5.2. First Pilot (MCF):

5.2.1. The first pilot program is part of a building block approach leading to aircraft commander upgrade. First pilot upgrade may begin on completion of one-half the total hours required for aircraft commander upgrade.

5.2.2. Training, as a minimum, will include taxi, take-off, and landings from the left seat. Emergency procedures will be trained to proficiency prior to the first pilot qualification evaluation. The evaluation will include normal left-seat procedures, to include taxi, take-off, approach, and landing. This evaluation can be combined with a composite qualification evaluation.

5.3. Aircraft Commander (AC):

5.3.1. General. The flying time prerequisites for upgrade are based on the first pilot having gained the knowledge and judgement required to effectively accomplish the unit's missions. Squadron commanders must ensure their continuation training programs emphasize these areas. Flying experience should include left seat time prior to entering formal school upgrade training. AC candidates must have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program. The following guidance applies:

5.3.1.1. Select upgrade candidates based on upgrade potential, retainability, and mission requirements.

5.3.1.2. Fill all available quotas before requesting in-unit upgrade.

5.3.1.3. Use the approved ATS courseware (or command-approved courseware for non-ATS).

5.3.1.4. Complete applicable ground and flying requirements of this volume.

5.3.2. In-Unit Upgrade. Formal school attendance is the primary method for AC qualification training. In-unit upgrade using courseware provided by the formal school is the secondary method. Submit waiver requests for in-unit upgrade according to [Table 1.1](#).

5.3.3. Graduates of the AC course will be designated NMR aircraft commanders. NMR aircraft commanders will accomplish aircraft commander continuation training requirements (training level assigned by squadron commander) and can serve as MCF or CP augmentees while non-mission ready. A review and certification board will validate MR status upon completion of mission qualification training and associated evaluation and certification.

5.3.4. AMC mobility enhancement crossflow program. Delays to mission AC upgrade are contrary to the intention of the crossflow program and will be avoided. C-17 crossflow selects will attend the Aircraft Commander Initial Qualification (ACIQ) course and be designated NMR aircraft commanders in accordance with paragraph [5.3.3](#).

5.4. Other Crew Positions. See appropriate sections of this chapter.

5.5. Aircrew Instructor Program: Course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.5.1. For instructor upgrade prerequisites, see **Chapter 6**.

5.5.2. For ground and flight training requirements, all initial instructor upgrade candidates will complete training on the principles of instruction at the appropriate formal school if available.

5.5.2.1. Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives.

5.5.2.2. Individuals who complete the applicable instructor course (e.g. IAC, ILM) are qualified instructors for all mission qualification events in which they maintain currency.

5.5.3. Individuals may, with a waiver or as specified in paragraph **5.5.4**, upgrade in-unit if formal school course slots are not available. Waivers will be reviewed on a case-by-case basis.

5.5.4. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any US Air Force aircraft may upgrade in-unit without completing the ATS IAC or ILM course. Unit commanders determine training required to complete upgrade. In-unit instructor upgrades require OG/CC approval. Approval will be documented and copy sent to HQ AMC/DOT.

5.5.5. Instructor Responsibilities:

5.5.5.1. Instructors are responsible to provide thorough preflight briefings and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.5.5.2. Instructors will review each trainee's training records, to include records of evaluations and progress indicators, prior to performing each training flight or session.

5.5.5.3. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency demonstrated before recommending trainee for evaluation or certifying the student as qualified in a tactic or mission. Instructors should further ensure training, operations sections, and the flight commander or designated representative are apprised of the trainee's status.

5.5.5.4. IPs must be fully aware they are in command of the aircraft on training flights and are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately take over the aircraft controls. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.5.5.5. Instructor aircrew members (other than pilot). Responsibility for safely executing duties of their position must be emphasized to each aircrew member. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately take

over those duties. The instructor should then explain and demonstrate the proper method of executing those duties.

5.6. Flight Examiner Certification: Flight examiner prerequisites are specified in [Chapter 6](#).

5.6.1. Flight Examiners. Squadron commanders will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiner must possess satisfactory knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications.

5.6.2. Flight examiner candidates will attend the ATS flight examiner course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified flight examiner in any AMC aircraft. In this case, flight examiner candidates should:

5.6.2.1. Observe qualified evaluators conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.6.2.2. Receive a briefing on command policies and interpretations of AFI 11-202, Volume 1, AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, AFI 11-2C-17, Volumes 1 and 2, and MAJCOM supplements.

5.6.3. Candidates with no prior flight examiner experience should observe an evaluation prior to certification.

5.7. Special Qualifications:

5.7.1. Aerial Delivery Training:

5.7.1.1. Aircraft Commander. Wing AD qualification will be via the aircraft commander airdrop (ACAD) Course. Besides flying proficiency, this course emphasizes crew coordination, mission preparation, and inter- and intra-cockpit crew resource management. It also emphasizes deputy element lead tasks. Lead AD qualification will be via squadron commander certification.

5.7.1.2. Copilot. AD qualification will be via Copilot Airdrop (CPAD) Course. This course emphasizes crew coordination, mission preparation, en route navigation, and copilot responsibilities. All copilots are lead-qualified upon graduation from CPAD course.

5.7.1.3. Loadmaster. AD qualification will be via LM Airdrop (LMAD) Course.

5.7.2. Special-Operations Low-Level (SOLL) II. **Reserved for future use.**

5.7.3. Primary Nuclear Airlift Force (PNAF) Upgrade. **Reserved for future use.**

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The C-17 ATS is civilian contractor-provided aircrew training system. The ATS contractor provides academic and simulator training. The Air Force conducts all flight training and administers all evaluations. The ATS contract guarantees trained students meet government standards.

6.2. Applicability. As defined in AFI 11-202, Volume 1.

6.2.1. Purpose. C-17 ATS is a system of academics, ATD sessions, and ground and flight training phases. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-17 pilots, loadmasters, and maintenance engine run technicians. The ATS contractor provides training courseware and all academic and ATD instruction. US Air Force provides all flight instruction.

6.2.2. Goal. ATS goal is to optimize aircrew training through the integrated use of academics, ATD, and C-17 aircraft. Performance requirements are established in the C-17 ATS statement of work and system specification (ATS contract). The ATS master task listing (MTL), standards of evaluation (SOE), objective media analysis report (OMAR), and media selection syllabus report (MSSR), as approved by HQ AMC/DOT, define C-17 course content, standards, and media selected for each task and objective, respectively.

6.2.3. Responsibilities:

6.2.3.1. ATS Contractor. Each ATS site will provide academic and ATD training for C-17 aircrew requalification, upgrade, senior staff, difference, and continuation training programs to meet course objectives.

6.2.3.2. HQ AMC/DOT.

6.2.3.2.1. Provide overall management authority for C-17 contract training.

6.2.3.2.2. Serve as OPR for AFI 11-2C-17, Volume 1.

6.2.3.2.3. Ensure that contractor-provided academic and ATD training complies with policies, guidelines, and directives established by AMC headquarters and the current training contract.

6.2.3.2.4. Ensure performance objectives for contractor-provided training are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.2.3.2.5. Act as AMC focal point for review of all recommended initiatives directed toward the C-17 training contract. This includes recommendations for changes submitted by contractor or other Air Force agencies.

6.2.3.2.6. Convene and co-chair C-17 ATS System Review Boards to periodically review the entire program for currency, applicability, and effectiveness. Publish meeting minutes, assign taskings to appropriate agencies, and monitor suspenses.

6.2.3.3. HQ AETC/DOF and HQ AFRC/DOTS:

6.2.3.3.1. Monitor all actions associated with the C-17 training program through close coordination with Det 2/AMCAOS, 97 OSS/DOU, and HQ AMC/DOT. Provide constructive reports and inputs concerning the training program as required.

6.2.3.3.2. Provide assistance and support to HQ AMC/DOT (program manager) and other appropriate agencies, as required, to support the overall C-17 training program.

6.2.3.4. HQ AETC/DOF (through Det 2/AMCAOS):

6.2.3.4.1. Ensure that contractor provided academic and ATD Altus Formal School Course training complies with policies, guidelines, and directives established by AETC headquarters and the current training contract.

6.2.3.4.2. Ensure Altus Formal School C-17 contractor aircrew training performance objectives are achieved by monitoring overall contractor performance and submitting quality assurance program documentation when required.

6.2.3.4.3. Act as AETC focal point for review of all recommended initiatives directed toward the C-17 training contract. This includes recommendations for changes submitted by contractor or other Air Force agencies.

6.2.3.4.4. Ensure instruction is of the highest quality through the review of crewmember critiques, evaluator feedback, CCTS feedback, and their own evaluations.

6.2.3.4.5. Review and evaluate task analysis, objective hierarchy, and contractor courses and training materials for accuracy, currency, and effectiveness.

6.2.3.5. Det 2/AMCAOS:

6.2.3.5.1. Conduct an annual SIMCERT on all ATD. SIMCERT is run on a two-cycle system and includes inventory inspection and quality assurance issues inspection for the contract.

6.2.3.5.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor when required.

6.2.3.5.3. Conduct annual contract compliance evaluations on all C-17 ATS sites and report to HQ AMC/DOT on the results.

6.2.3.5.4. Schedule subject matter experts for technical interchange meetings with the ATS contractor. Det 2 will also schedule crewmembers required by the contractor for courseware development in Individual Tryouts (ITO) and Small Group Tryouts (SGTO).

6.2.3.6. Air Force-Appointed ATS Project Officer (PO) and quality assurance representative (QAR). POs and QARs are primary focal points and liaisons between the Air Force and contractors at each ATS site. PO and QAR are the only Air Force personnel empowered to evaluate contractor compliance with the ATS contract. These individuals are the only unit-level officers who can direct the contractor to perform or stop work.

6.2.3.7. Wings and Groups:

6.2.3.7.1. Provide constructive reports and inputs concerning the C-17 training program as specified in **Chapter 1** of this regulation.

6.2.3.7.2. Provide assistance and support with subject matter expertise (SME) when requested by HQ AMC/DOT, Det 2 AMCAOS, or HQ AETC/DOF.

6.2.3.7.3. Review AFCAT 36-2223 and adhere to guidance and procedures concerning requesting, allocating, sub-allocating, and confirming attendance at scheduled formal training courses. Close coordination with the formal school quota manager (HQ AMC/DOTF) is imperative to ensure effective utilization of training slots and contractor resources.

6.3. Dedicated Training Time. As defined in AFI 11-202, Volume 1.

6.3.1. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. **EXCEPTION:** Supervisory personnel may continue their normal duties as time permits.

6.4. ATS Course Prerequisites. ATS course prerequisites are listed in [Table 6.1.](#) and 6.2. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable training guides.

Table 6.1. ATS Pilot Course Prerequisites.

From	To	Prerequisites	Tasks and Events Required Prior To Certification
Copilot Airland	First Pilot	50 percent of total hours required for upgrade to ACAL	Complete pilot training guide and MCF course. Qualification evaluation.
First Pilot	AC Airland	Total flying hours *—C-17 PAA 2000—200 ** 1600—300 1300—400	Complete pilot training guide and ACAL course. Qualification evaluation.
AC Airland	Instructor AC	200 hours after AC certification.	IAC course (not required for previous qual). Qualification evaluation.
Instructor AC	FEAC	Sq CC recommendation.	FEAC course.
CPAL	AD Copilot	CPAL qualified	CPAD course. Qualification evaluation.
AD Copilot	ACAD (Wing)	CPAD and ACAL qualified	ACAD course. Qualification evaluation.
ACAD (Wing)	ACAD (Lead)	ACAD qualified	Squadron certification.

NOTES:

* Simulator and UPT time are creditable toward total time. Prerequisite C-17 PAA flying hours must be met prior to entry into MCF, AC, and IAC upgrade training unless waived by OG/CC.

** 100 hours for previously qualified C-5, C-141, C-130, KC-10 or KC-135 ACs.

6.5. Lesson Objectives: Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards.

6.5.1. MTL and ESD Purpose. MTL and ESD were developed through joint contractor and Air Force effort, provide the basis for ATS courseware development, and are the evaluation criteria for validating C-17 aircrew member performance. Flight examiners and instructors who evaluate or train C-17

crewmembers will use criteria established in these documents to determine the ability of an individual to meet performance levels required to be mission-qualified.

6.5.1.1. The Air Force evaluation should be conducted to ESD standards in a timely manner, subsequent to the trainee's completion of the ground-based or flight training, to guarantee standards.

Table 6.2. ATS Loadmaster Course Prerequisites.

From	To	Prerequisites	Tasks and Events Required Prior To Certification
LM Airland	Instructor LM	Sq CC recommendation.	ILM course. Qualification evaluation
LM Airland	LM Airdrop	LMAL	LMAD course. Qualification evaluation.
Instructor LM	Examiner LM	Sq CC recommendation.	FELM course.

NOTE:

All enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew standardization and flight examiner).

6.5.2. ATS contractor provides opportunities for Air Force flight instructor to observe trainee progress in ATD. Likewise, ATS instructors may observe the trainee's aircraft flights. In some cases, ATS courseware may state these specific occurrences. Every reasonable effort should be made to ensure this type of interface continues at each main operating base (MOB).

6.5.3. Crew resource management (CRM) training. CRM trains aircrew members to cope with potential problems in human behavior affecting crew performance. Documented studies of aircraft accidents and additional data suggests most human behavior problems observed among aircrews could be grouped into six categories: communication, situational awareness, team leadership, mission analysis, decision-making process, and stress management.

6.5.3.1. CRM is presented on a recurring basis throughout the C-17 ATS. Introduction to CRM is presented during initial qualification training and is imbedded in recurring phase training.

6.6. Unsatisfactory Student Progress. If a student's training progress is unsatisfactory, the contractor will notify the government representative (wing training, operations officer, etc.). Following review of the student's record, the government representative will determine whether to continue or terminate training.

6.6.1. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures. ATS contractor and PO or QAR must receive prompt notification of failed flight evaluations culminating an ATS course. Local procedures must ensure notification is completed within 24 hours of failure for local evaluations and within 24 hours after return to home station for off-station evaluations. Remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the

nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged.

6.6.2.1. Remediation Scheduling:

6.6.2.1.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and ATS training manager will coordinate training start and completion dates.

6.6.2.1.2. The ATS contractor will contact the trainee's flight commander if a trainee is identified, during ATS contractor's instruction, to need remediation or additional training. (Formal school: ATS contractor will inform 97 OSS/DOT.) If ATS contractor determines no further amount of remediation or additional instruction will result in the individual attaining required MTL or SOE proficiency level, contractor will expeditiously inform trainee's flight commander and wing or group training office verbally and follow-up in writing. At minimum, the Air Force ATS PO or QAR will receive a courtesy copy of this documentation. Air Force will review ATS contractor documentation and recommendations regarding trainee performance. Air Force will determine whether or not to continue any further training for that trainee, using ATS instruction, or otherwise terminate all training.

6.7. Courseware Changes. Changes to ATS courseware, including MTL and SOE, may be proposed by any C-17 crewmember. Complete recommended change on ATS contractor's change proposal form and submit to the local PO or QAR. Change proposals will be sent through wing or group training and ATS PO and QAR offices to Det 2/AMCAOS at Altus AFB. Det 2/AMCAOS will coordinate with 619 TRSS/IDT, the ATS contractor, and the originator and will provide feedback to reflect action taken. Contract proposal forms are available from ATS contractor training manager at each site.

6.8. Scheduling:

6.8.1. General. Local procedures will be developed at each MOB for scheduling ATS trainees. MOB wing or group training offices will ensure procedures minimize schedule changes and turbulence.

6.8.2. Enrollment. Enrollment for all ATS courses (upgrade and continuation) will be accomplished through the MOB wing or group training office (appropriate AFRC/ANG chain of command for AFRC/ANG upgrades). Each active duty wing and group training office will establish procedures to accommodate AFRC unit training requirements. Names and other personal data required by ATS contractor will be passed to their scheduler not later than the time established by host wing or group training office.

6.8.3. Class Surging. The ATS is capable of handling a 5 percent surge in throughput within 30 days of Air Force notification, expanding an additional 10 percent within 90 days.

6.8.4. Class Size. Annual throughput for specific ATS courses is established in the ATS contract. The AETC PFT document reflects formal school throughput based on Air Force requirements and what is authorized by contract. If the contract throughput for any MOB (formal school or otherwise) will be exceeded, HQ AMC/DOT will coordinate those requirements through appropriate Air Force and ATS contractor channels. In conjunction with their PO or QAR office, wing or group training offices must monitor annual throughput (current or projected) according to their MOB ATS authorized throughput and notify HQ AMC/DOT of differences either above or below what is authorized in the contract.

6.8.4.1. The ATS contractor establishes class sizes for individual courses. Every attempt will be made by MOB wing or group training office to ensure all classes are filled before requesting secondary method. ATS may accommodate less than full classes on a case-by-case basis when class is needed to obtain MR status.

6.8.4.2. ATS training at alternate sites: the ATS contractor determines the required number of ATS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached active duty as well as designated AFRC and other units specified to be trained at that MOB. Trainee scheduling at a particular MOB should be kept within the units designated for that MOB. If a unit is unable to complete their requirements at a designated MOB, wing and group training offices must contact HQ AMC/DOT prior to receiving training at another MOB.

6.8.5. Cancellations. Deletions from the ATS schedule will vary at each training site because of training courses offered and the impact to scheduling. Continued cancellations will greatly impact the overall annual training plan, and the contractor may be unable to accommodate the original, planned throughput.

6.8.5.1. Cancellation procedures will be developed at each MOB between contractor and wing training.

6.8.5.2. Cancellation for Altus ATS formal school courses. According to AFCAT 36-2223, paragraphs 3.3.3.3 and 7.1, HQ AMC/DOTF and HQ AETC/DOT must be notified 45 days prior to formal school start date if a course allocation cancellation or no-fill is pending. This suspense should enable class quota to be reallocated. Altus formal school cancellations must be made not later than 30 days prior to class start date, due to the impact of scheduling changes on the PFT. **EXCEPTION:** Emergency leave: HQ AMC/DOTF will remove quotas and either reallocate or cancel affected quota or class.

6.8.5.2.1. Most formal school quotas are scheduled in even numbers due to simulator requirements. When an odd-numbered class occurs, one trainee in the affected class will receive academic training only. **EXCEPTION:** Emergency leave. The identified odd-numbered trainee will be required to return to formal school for ATD and flight phase at a later date unless the formal school ATS contractor agrees to accept the odd number or the unit provides a C-17 qualified fill-in for the ATD sessions.

6.8.5.2.2. Unit managers will make every attempt to prevent cancellations and assist in thwarting odd-numbered situations. Wing and group training offices will only coordinate odd-numbered situations through HQ AMC/DOT. **(AFRC/ANG personnel will coordinate with respective headquarters, which will in turn contact HQ AMC/DOT).** In cases where an odd-numbered class involves an active duty and AFRC/ANG member, the AFRC/ANG member has priority.

6.8.6. Wing Option Time. ATS contractor is required to provide 20 hours per month, per device, per site for Air Force use of training equipment. Use of this time for other than SIMCERT is at the discretion of the OG/CC, and the time must be coordinated through wing or group training office channels. Contractor will provide a minimum of an ATD operator during this option time.

6.8.7. ATS Course Pre-Work. ATS courses may require trainee preparation prior to class. This pre-work is considered an integral portion of the course and must be accomplished in order to receive course completion credit. Pre-work may consist of reviewing study references, quizzes, performance

data preparation, workbooks, etc. Required pre-work is described in the appropriate student training guide. When required, ATS contractor will ensure student training guides and workbooks are distributed to units in time for pre-work completion.

6.9. Administration:

6.9.1. ATS Feedback

6.9.1.1. Air Force-appointed ATS POs and QARs are primary focal points and the liaison agency between the Air Force and the ATS contractor. POs and QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the ACO/PCO's direction, and are accountable for these actions. Each wing or group commander will establish ATS PO and QAR positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. ATS POs and QARs must maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures.

6.9.1.2. Operational Evaluation. The ATS contractor is required to evaluate the ATS program and its graduates' on-the-job performance. The objective of this ongoing "operational evaluation" is to assure the ATS produces qualified graduates. The contractor's system will ensure a steady flow of information to maintain quality, effectiveness, and currency in the ATS. Revisions to the ATS will be based on this information.

6.9.1.3. Feedback includes inputs from graduates, flight commanders (or designated representatives), and evaluators. Analysis of actual performance (Air Force checkrides) and trainee critique data helps to determine if graduates' on-the-job performance meets MTL and established performance standards. The importance of this on-the-job performance feedback from graduates, flight commanders, and evaluators cannot be overemphasized. This data is vital to establishing a database to identify trends and support revisions to the ATS.

6.9.2. ATS Data Collection. Internal and external data will be collected, reported, and corrective actions taken according to approved operation evaluation plan.

6.10. Browsing. C-17 crewmembers and engine-run personnel are encouraged to browse any and all lessons existing within the ATS. This is particularly applicable to those personnel preparing to enter upgrade courses, subject to the following restrictions:

6.10.1. Browser time is on a space-available basis.

6.10.2. All browser requests will be coordinated with the ATS training supervisor.

6.10.3. Trainees are not to be scheduled to browse lessons for remediation. Remediation will be scheduled by coordinating with the ATS contractor. Browsing a lesson does not enable the trainee to take the end-of-lesson test. Trainees in remediation will be enrolled in lessons for review in order to take the end-of-lesson test and keep a permanent record of the remediation.

6.11. Aircraft Flights for Contract Training Instructors:

6.11.1. Contractor Personnel Flight Operations. The contractor shall identify, publish and update (as appropriate) to HQ AMC/DOT, a list of designated aircrew training instructors to fly aboard AMC

C-17 aircraft. Request for Simulator or Academic Contractor personnel to fly in Non-Crewmember status aboard AETC aircraft will be reviewed by the AETC OG/CC and approved by the Wing Commander. Contractor instructors (including site and training managers) are permitted to fly and accompany AMC aircrews on C-17 aircraft with HQ AMC/DO approval as (1) a designated additional crewmember (ACM) observer on a local training flight (Non-Crewmember Status for AETC), (2) observer in Mission Essential Ground Personnel (MEGP) passenger status, or (3) simulator certification pilot. DFARS 52.228-7001 *Ground and Flight Risk* applies.

6.11.2. ACM (Observer) or Non-Crewmember Status on Local Training Flights. The contractor shall coordinate with HQ AMC/DOT or AETC Wing/CC and mutually agree on the frequency of these flights. Contractor instructors shall be considered unqualified aircrew members and are authorized an ACM seat in the cockpit (if available) during any phase of flight. Emergency procedures and touch-and-go landings may be accomplished when the observer is on a local training flight. Contractor personnel in this status will not be allowed access to aircraft controls nor shall they occupy a primary crew position. The contractor shall prepare and maintain current written procedures (IAW AFR 55-22, *Contractor's Flight and Ground Operations*, volume 1, para. 3.1 and 3.3) applicable to the training requirements of observer crewmembers. Training requirements include, but are not limited to the following:

6.11.2.1. Personal and life support equipment, egress, and emergency procedures training.

6.11.2.2. Valid FAA Class III physical (AETC only).

6.11.3. Observer in MEGP Passenger Status. Designated contractor personnel may observe flight activities on operational cross-country and overwater missions. Except in rare cases, contractor personnel are required to remain with their home station departure aircrew. (**EXCEPTION:** Mission reroutes to sensitive or possible hostile areas, diplomatic restrictions, etc.). In such cases, contractor MEGP may join an aircraft mission enroute to home station or return at contractor expense. Contractor personnel in this status will not be allowed access to aircraft controls nor shall they occupy a primary crew position. HQ AMC/DO will approve transportation authorization for contractor instructors. These individuals will have in their possession a copy of the transportation authorization and will be listed as MEGP on the travel orders. MEGP approval does not fulfill the requirements of the Foreign Clearance Guide (FCG), nor constitute theater clearance.

6.11.4. Simulator Certification Pilot. One designated contractor pilot at each MOB is authorized to fly at the aircraft controls as crewmembers on local training flights under the direct supervision of an AMC instructor pilot. These simulator certification pilots may accomplish the following events: takeoff, precision approaches, non-precision approaches, circling approaches, missed approaches, full-stop landings, touch-and-go landings, simulated emergencies, and other standard maneuvers required to assess simulator versus aircraft handling characteristics. Purpose of the flights is to ensure the C-17 simulators remain at a level consistent with the aircraft and contract requirements of fidelity. These flights will be conducted on a quarterly basis or as mutually determined by the contractor and HQ AMC/DOT. Each simulator certification pilot must pre-fly a minimum of a one-hour simulator profile within 10 calendar days prior to the aircraft sortie. Simulator certification pilots are not required to maintain aircraft currency or qualification requirements but will comply with the physiological training requirements of AFR 55-22, para 5.4, and must possess a current FAA Class II physical.

6.11.5. Simulator Certification Loadmaster. One designated contractor loadmaster at each MOB is authorized to fly at the forward and aft loadmaster stations as a crewmember on local training flights under the direct supervision of an instructor/evaluator loadmaster. These simulator certification loadmasters may accomplish the following events: takeoff, cruise, descent, and landing; heavy equipment, CDS, and live personnel airdrops; combat offload, engine-running on/offload, and ground maneuvers to assess simulator versus aircraft handling characteristics. Purpose of the flights is to ensure the Loadmaster Station and Cargo Compartment Trainer remain at a level of fidelity consistent with the aircraft and contract requirements of fidelity. Simulator certification pilots are not required to maintain aircraft currency or qualification requirements.

6.11.6. Contractor Medical Examinations and Toxicological Testing. Contractor designated flight personnel are subject to medical examination and toxicological testing if involved in an aircraft mishap. Contractor personnel will also provide written statements and other information relating to the mishap as required by the mishap investigator. Contractor statements are protected under the privileged, limited use provisions of AFI 91-204, *Safety Investigations and Reports*. In no case will the USAF be charged or held liable for loss of productivity by contractor personnel due to mission diversions, delays, or cancellations.

6.11.7. Flight Authorization Orders and Flight Time Log. Contractor instructors flying as observer crewmembers on local flights shall be designated "ACM" in the crew position column of the Flight Authorization Order and log "XA" in the duty position column. On AETC aircraft, the wing commander will sign and publish transportation authorizations (Special Orders) for Non-Crewmembers prior to their participation in flight operations. Individuals in Non-Crewmember status will not log time on the AFTO 781. Simulator certification pilots flying at the controls on local flights shall be designated "XP" in the crew position column of the Flight Authorization Order and log unqualified aircraft commander in the duty position column.

6.12. C-17 ATS Facility Tours:

6.12.1. Wing training offices will coordinate all requests for C-17 ATS facility tours with the contractor as soon as possible, but in no case later than 24 hours prior to the planned event. This may require close coordination with public affairs and protocol. AF option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

6.12.2. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only.

6.13. Reports. Feedback is an important tool for ATS instructors. Formal school ATS contractors will devise and implement student feedback questionnaires.

6.13.1. 97 OSS/DOT will submit a CCTS graduate summary report (RCS: HAF-XOO (AR)9810)) to HQ AETC/ DO and HQ AMC/DOT not later than 30 working days after each class completion. Send copies to 19 AF/DOM, 15 AF/DOVT, and 21 AF/DOVT. Include the following in the report:

6.13.1.1. Class number, crew numbers, and previous aircraft flown, if different.

6.13.1.2. Total number of WST/cockpit systems simulator (CSS) missions, aircraft sorties, and flight time scheduled and flown in CCTS.

6.13.1.3. Analysis by crew position of inflight evaluation results including substandard activity or unqualified areas.

6.13.1.4. Training items waived and reasons for waiver.

NOTE:

This report is designated emergency status code C3. Continue reporting during emergency conditions, delayed precedence. Submit data requirements as prescribed, but they may be delayed to allow submission of higher precedence reports. Submit by non-electronic means if possible. Discontinue electronic reporting during MINIMIZE.

MARVIN R. ESMOND, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Executive Order 9497, *Numbering System for Federal Accounts Relating to Individual Persons*

U.S.C.37 301a, *Incentive Pay*

Public Law 92-204, *Appropriations Act for 1973*

Public Law 93-570, *Appropriations Act for 1974*

Public Law 93-294, *Aviation Career Incentive Act of 1974*

DoDD 7730.57, *Aviation Career Incentive Act of 1974*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2AE, Volume 1, *Flight Nurse and Aeromedical Evacuation Technician (AET) Aircrew Training and Education Program Training and Education Program* (forthcoming).

AFPD 11-4, *Aviation Service*

AFCAT 36-2223, USAF Formal Schools

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training*

AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]*

AFI 14-103, *Threat Recognition Training Program*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 31-210, *The Air Force Antiterrorism (AT) Program*

AFI 32-4001, *Disaster Preparedness Planning and Operation*

AFI 33-211, *Communications Security (COMSEC) User Requirements*

AFI 36-2209, *Communications Security (COMSEC) User Requirements*

AFI 36-2226, *Combat Arms Training and Maintenance [CATM] Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*

AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*, for guidance

AFI 37-161, *Distribution Management*

AFI 48-123, *Medical Examinations and Standards*

AFI 91-204, *Safety Investigations and Reports*

Abbreviations and Acronyms

A—Annual

AC—Aircraft Commander

ACAD—Aircraft Commander Airdrop

ACDT—Aircrew Chemical Defense Training

ACDTQT—Aircrew Chemical Defense Task Qualification Training

AD—Airdrop

AECM—Aeromedical Evacuation Crew Member

AECOT—Aeromedical Evacuation Contingency Operations Training

AET—Aeromedical Evacuation Technician

AFSA—Air Force Flight Standards Agency

AFORMS—Air Force Operations Resource Management System

AFRC—Air Force Reserve Command

AFSIR—Air Force Spectrum Interference Resolution

ALZ—Assault Landing Zone

AMWC—Air Mobility Warfare Center

ANG—Air National Guard

AR—Air Refueling

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

C—Cyclical (17-month qualification evaluation cycle)

CBT—Computer-Based Training

CCRW—Command Curriculum Review Workshop

CCTS—Combat Crew Training School

CDS—Container Delivery System

COMSEC—Communications security
CONUS—Continental United States
CP—Copilot
CRM—Crew Resource Management
CSO—Communication Systems Operator
CST—Combat Survival Training
CTA—Chemical Threat Area
CUR—Currency
DDS—Direct Delivery Sortie
DNIF—Duty Not Including Flying
DOC—Designed Operational Capability
DOT—Director of Training
EMCON—Emission Control
EP—Evaluator Pilot
ESD—Evaluator Standards Document
FE—Flight Examiner
FEF—Flight Evaluation Folder
FP—Basic qualified aircraft commander
FTL—Flying Training Level
GPS—Global Positioning System
GTL—Ground Training Level
IFF—SIF Identification, Friend or Foe, Selected Identification Features
IL—Instructor Loadmaster
IP—Instructor Pilot
IR—Infrared
IRC—Instrument Refresher Course
ISS—Instrument Simulator Sortie
L-BAND—Satellite communications frequency
LSE—Life Support Equipment
MCF—First pilot
MLS—Microwave Landing System
MOB—Main Operating Base

MOST—Mission-Oriented Simulator Training
MP—Mission Pilot (**not applicable for copilots or first pilots**)
MR—Mission Ready
MTL—Master Task Listing
NMR—Nonmission-ready
NVG—Night-Vision Goggles
OCONUS—Outside the 48 conterminous states of the United States
OG—Operations Group
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
P—Proficient
PAI—Primary Aircraft Inventory
PFT—Programmed Flying Training
PNAF—Primary Nuclear Airlift Force
PR—Progress Review
QAR—Quality Assurance Representative
SAAF—Small, austere airfield
SATCOM—Satellite communications
SG—Surgeon General
SIOP—Single-Integrated Operations Plan
SKE—Station-Keeping Equipment
SOAR—Special Operations Air Refueling
SOLL II—Special-Operations Low-Level II
TACC—Tanker Airlift Control Center (AMC)
TALCE—Tanker Airlift Control Element
TL—Training Level
TMS—Training Management System
TPS—Tactical Proficiency Sortie
TRP—Training Review Panel
TVT—Tactical Visual Flight Rules (VFR) training
WST—Weapon System Trainer

Terms

Academic training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aeromedical Evacuation Crew Member (AECM)—Qualified flight nurses, AE technicians, and unqualified student trainees performing AE duties under the direct supervision of a qualified instructor or flight examiner.

Aeromedical Evacuation Technician (AET)—An enlisted medical corps technician who has completed a recognized course of study in aerospace nursing and has current aeronautical orders in that Air Force specialty code (AFSC).

Aeromedical Readiness Missions (ARM)—Training missions using simulated patients to prepare AECMs for moving patients during wartime.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircraft systems refresher—Aircraft and crew position unique systems refresher courses.

AD loadmaster—Loadmaster on specific AD missions performing duties he or she is specifically qualified and certified to accomplish.

AD mission—Flight that involves the aerial delivery of personnel, supplies, or equipment from an aircraft. If multiple aircraft are involved in formation, lead and wing mission qualifications apply.

AD qualified crew—Required complement of crewmembers qualified to perform a specific AD mission.

Airland aircrew—Basic or augmented crew qualified to conduct an airland mission.

Airland loadmaster—Crewmember fully qualified to function as a loadmaster on airland missions.

Airland mission—A flight that involves the delivery of cargo or personnel between airfields.

AR mission—Flight that involves AR procedures as a tanker or receiver aircraft.

Aircrew Training Device (ATD)—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

Annual—Training required once every calendar year.

Basic aircraft qualified—Aircrew member who has successfully completed an inflight evaluation but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Charge Medical Technician (CMT)—A qualified AET who supervises other AETs in aircrew positions

on an AE mission.

Communication Systems Operator (CSO)—Crewmember fully qualified to perform all communication systems operator functions.

Communications security (COMSEC) aid—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-211, *Communications Security (COMSEC) User Requirements*.

Computer-Based training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation training—Ground and flight training events necessary to maintain mission-ready or basic qualification status.

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Crew Resource Management (CRM) training—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

Critical phases of flight—Take-off, AR, AD, approach to landing, landing, or any flight maneuver stipulated in 11-2C-17 series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

Currency event—Flying continuation training events with prescribed maximum interval-between-accomplishments shown in the CUR column.

Currency reference month—Month used to determine when an annual requirement is due. The reference month may be based on when the event was first accomplished, birth month (for physical), semiannual period, or other reference timeframe based on unit requirements.

Cycle—17-month cycle based on inflight evaluation completion date. IRC, open and closed book testing, and inflight evaluations are required 17 months after previous inflight evaluation. Testing and evaluation will be accomplished during the 6-month period that includes the qualification expiration month and the 5 preceding months. See AFI 11-202, Volume 2, AFI 11-2C-17 Volume 2, and appropriate MAJCOM supplement.

Difference qualification training (DQT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft or an aircraft that is a different series other than the one in which currently qualified.

Direct instructor supervision—Instructor of like specialty with immediate access to controls (for pilots, instructor will occupy either aircraft commander or copilot seat).

Event or task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization Item—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

First pilot (airlift aircraft only)—Experienced copilot qualified in both the left and right seats of an

aircraft.

Flight examiner or evaluator—A crewmember designated to administer evaluations IAW AFI 11-202 Volume 2.

Flight mechanic—Crewmember qualified to perform flight mechanic duties.

Flight nurse (FN)—A nurse corps officer who has completed a recognized course of study in aerospace nursing and has current aeronautical orders in that AFSC.

Flight surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Flying Training Level (FTL)—A standard assigned to crewmembers, by the squadron commander, directing flying continuation training requirements.

Formal school courseware—Training syllabi and all other materials used to conduct formal school courses (not necessarily at Altus AFB, Oklahoma).

Ground Training Level (GTL)—A standard assigned to crewmembers, based upon experience and squadron commander recommendation, directing ground continuation training requirements.

Inflight passenger service specialist—Crewmember qualified in inflight passenger service specialist duties.

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor IAW AFI 11-2C-17, Volume 2.

Instructor candidate—An aircrew member undergoing upgrade training to instructor.

Instructor supervision—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor must occupy one of the seats or stations, with immediate access to the controls.

Instrument simulator sortie—Simulator training focusing primarily on instrument procedures.

Lead airdrop crew—Airdrop crew certified to plan and lead AD formations.

Loadmaster—Crewmember fully qualified to perform loadmaster duties.

Main Operating Base—An active duty or AFRC/ANG training location.

Medical crew director—A qualified flight nurse who supervises patients and manages AECMs during aeromedical evacuation.

Mission accomplishment report—The AMC or MAJCOM-equivalent form for recording continuation training activity.

Mission Clinical Coordinator—A qualified AECM, in addition to the basic crew and instructors or examiners, who completes duties per AFI 11-2AE, Volume 1.

Mission-Oriented Simulator Training (MOST)—Part of a training program (e.g. crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission-ready (MR)—Aircrew member who is current, qualified, and certified in the unit's designated missions.

Mission Review Panel—Locally established panel to review previous day's flight and ground training accomplishment.

Monthly—Training required once every month.

Night—Defined as after official sunset until before official sunrise.

Nonmission-ready NMR—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit missions.

Off Station Training Flight—Any O&M-funded training mission which carries passengers or remains overnight (RONs) at a base other than home station.

Overseas Sortie (OCONUS Sortie)—A sortie that includes a take-off or landing outside the 48 conterminous states of the United States.

Part Task Trainer—A device used to practice a specific task such as cargo door operation, cargo loading training, or receiver AR.

Pipeline—An initial qualification trainee directed for training via the Air Force Personnel Center process.

Primary method—Training conducted normally at a location designated to train a course using a MAJCOM-approved syllabus.

Quarterly—3-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, or 1 October to 31 December.

Quarterly currency (phase) periods (C-17)—

Phase I—1 January through 31 March

Phase II—1 April through 30 June

Phase III—1 July through 30 September

Phase IV—1 October through 31 December

Refresher simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

Requalification training—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See [Chapter 1](#) for requalification training requirements.

Safety pilot—A pilot qualified to perform safety duties on special operations low level (SOLL) II crew.

Secondary method—Training conducted at a location not normally designated to train a specific MAJCOM approved syllabus, e.g., airdrop qualification course conducted at a line unit.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Significant training event—A training event directly contributing to qualification and upgrade, e.g., computer based training CBT lesson, weapon system trainer (WST), ground training, flight, etc.

Small austere airfield (SAAF)—For the purposes of training, a landing zone of 5,000 feet or less with a maximum width of 100 feet.

Special mission—Any mission requiring special qualification (AD, SOLL II, boat drop, PNAF, low-level AR, etc.).

Special-operations low-level (SOLL) II aircrew—An aircrew specially trained and capable of providing support to special forces or combat units committed to unconventional warfare.

Supervised training status.—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator. This status is a result of loss of currency or qualification, or due to less-than-qualified evaluation.

Tactical Visual Flight Rules (VFR) Training (TVT)—Weapons system-specific tactical maneuvers. Instruction includes ground training, simulator training, and (if approved by HQ AMC/DO) inflight training. Normal rectangular VFR overheads are not considered TVT maneuvers.

Training devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training Level (TL)—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

Training Management System (TMS)—C-17 training accomplishment tracking and management system.

Triennial.—Training required once every three calendar years.

Unit.—Unless otherwise specified in this volume, “unit” refers to squadron-level activity.

Upgrade Training.—Training to qualify an aircrew member in a higher crew position.

Weapon System Trainer (WST).—Device that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Aircrew members may operate individually or as a team.

Wing airdrop crew.—Airdrop crew qualified to assist in planning AD formation missions and fly as follower in a formation. Wing AD crews may be trained and certified in second (and subsequent) element lead procedures.

Attachment 2**AFORMS TRAINING EVENT IDENTIFIERS AND DESCRIPTIONS**

A2.1. Event Identifiers and Descriptions. Listed by function.

A2.2. Academic Training Identifiers.

- A001 Initial Qualification Academic Course.**
- A002 Aircraft Commander Upgrade Qualification Academic Course (ACA).**
- A003 Senior Staff Orientation Course.**
- A004 Senior Staff Qualification Course.**
- A010 Instructor Academic Training.**
- A016 Reserve Associate Program Orientation Indoctrination.**
- A017 Regulation/Directive Knowledge/Use.**
- A018 Aircraft Commander Responsibilities.**
- A034 Requalification Course.**
- A044 Instructor (CFIC) Pre-Attendance Workbook.**
- A052 Receiver Air Refueling Indoctrination.**
- A053 Receiver Air Refueling (Initial).**
- A060 Flight Examiners Course.**
- A100 TACC Orientation.**

A2.3. Formation (“F”) Training Events. Copilots and first pilots will log applicable events when performing copilot duties.

- F080 AD Visual Day Wing.** Credit in accordance with and dual log with M070.
- F100 AD Visual Night Wing.** Credit in accordance with and dual log with M070.
- F110 AD SKE Lead.** Credit in accordance with and dual log with M070.
- F130 AD SKE Wing.** Credit in accordance with and dual log with M070.
- F135 AD Multi-Element SKE.** Multi-element SKE airdrop mission comprised of at least two aircraft split into two elements. Mission will include takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery.
- F136 AD Multi-Element Visual.** Multi-element visual airdrop mission comprised of at least two aircraft split into two elements. Mission will include takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery.

A2.4. Ground (“G”) Training Events.

A2.4.1. Responsibilities:

A2.4.1.1. The wing commander will ensure ground training programs are supported by all agencies involved. Host and tenant units will develop agreements to provide required support for training.

A2.4.1.2. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses, but may delegate this responsibility to squadron OPRs. The OG or squadron OPR will:

A2.4.1.2.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

A2.4.1.2.2. Publish a ground training schedule (period determined by MAJCOMS) to include date, time, location, attending students and instructor for each course (ATS and non-ATS) scheduled. If a designated instructor for any course is not available, another academic instructor may teach the course. This substitute instructor must be approved either by the squadron commander or designated representative (non-ATS only) and must be given sufficient time to prepare. If either condition is not met, the course will be rescheduled.

A2.4.1.2.3. Utilize MAJCOM, ATS, or unit-developed products or syllabi for all courses as applicable. Local supplements to courseware are encouraged. Units will locally reproduce MAJCOM-provided courseware. Also, units will manage and administer computer-based training (CBT) programs and interactive courseware (ICW) products when made available.

A2.4.1.2.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Recommend to the commander changes to existing courses or additional academic training courses required, based on aircrew member feedback.

A2.4.1.2.5. Send recommendations for changes, additions, and deletions of courses through channels to the appropriate MAJCOM with an information copy to HQ AMC/DOT.

A2.4.1.3. Instructor Selection and Training. OG/CC will select course instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Instructors must complete either a formal school or a local training program before assuming instructor duties. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*. **NOTE:** An individual who instructs a class receives credit for that academic training requirement.

A2.4.1.4. Records and Documentation. Units should use AF Form 1522, **AFORMS Additional Training Accomplishment Input**, and AF Form 3526, **AFORMS OMR Event Accomplishment Report**, to record training accomplishments. Small arms training will be recorded on AF Form 522, **USAF Ground Weapons Training Data**. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. If additional forms are required, see AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*, for guidance.

A2.4.2. Ground Training Course Descriptions:

G002 Aircraft Marshaling Training and Examination.

Purpose. To ensure crewmembers understand proper marshaling procedures to prevent aircraft taxi incidents.

Description. Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a 20-question test.

OPR: MAJCOM: HQ AMC/DOT

Unit: Squadron

G003 Flightline Security and Drivers Examination.

Purpose. To ensure crewmembers understand proper flightline driving and security procedures. Aircrew members who are required to drive on the flightline must receive this course.

Description. Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also includes a briefing by the flightline constable covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

OPR: MAJCOM: HQ AMC/DOA/SFO

Unit: Chief, Airfield Management and Flightline Constable

G010 Chemical-Biological Warfare Defense (CWD) Training.

Purpose. To successfully survive and fight in a chemical or biological environment while wearing ground crew individual protective equipment.

Description. Lesson summary—academic and hands-on training on the ground crew protective equipment components (AFI 32-4001, *Disaster Preparedness Planning and Operations*). Units may combine this training with LS04 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered. Aircrew-specific procedures will be covered by Aircrew Life Support personnel. Qualified CE readiness personnel will instruct ground crew protective equipment.

OPR: MAJCOM: HQ AMC/CEO

Unit: Civil Engineering readiness flight

Curriculum development: HQ AFCESA/CEX, local Civil Engineering readiness flight

Instructor: Qualified disaster preparedness instructor

G050 Primary Nuclear Airlift Force (PNAF) Training.

G055 Emergency Nuclear Airlift Force (ENAF) Training.

G060 Tactics.

Purpose. To provide the crewmember with information necessary for the effective and successful completion of the unit's assigned employment mission.

Description. Course will include both specialized briefings and individual or aircrew study of all areas pertinent to completing the unit's assigned tasking. The lesson will be based on information in *Air Force Tactics, Techniques, and Procedures 3-1* and any documents pertinent to completing the unit's assigned mission. Staff specialists will be available during periods of aircrew self-study to assist in strengthening weak areas and answering questions. Each unit's

tactics training should be tailored to their mission. As a minimum, the course should cover the following as determined applicable to the unit mission by the squadron commander:

Unit Mission Brief:	Composite Force Structure:
Conventional employment	Operations theory
Tasking under regional OPLANS	Threat warning and information dissemination
Peacekeeping operations	Close control versus broadcast (bullseye) control
* COMSEC user requirements	High value airborne asset (HVAA) protection
Aircraft Systems:	Low level navigation and AR
Defensive Systems (DS)	Large formation operations
* Have Quick	Exercise and Conflict Lessons Learned:
* KY-58, SECURE VOICE, SATCOM	Unit lessons learned
Unit specific equipment (NVG, etc.)	MAJCOM and theater lessons learned
ATO and SPINS:	Threat System Description and Capabilities:
ATO breakout and use	Surface-to-air and air-to-air systems (including blue and gray threat)
SPINS usage	Threat employment doctrine
* AFKAI-1, <i>USAF Voice Call Sign List</i>	SAFE PASSAGE:
Use of code words, chattermarks	* IFF procedures and equipment operation
Aircraft Aerodynamics:	Friendly air defense systems
Energy Management	Authentication procedures
Fighter maneuvers against AMC aircraft	Airspace control and air defense measures
Tactical maneuvering against threat	Unit and theater specific SAFE PASSAGE procedures
Compare threat aircraft to AMC aircraft	* Flight Information Handbook Review
Defensive Maneuvering:	Tactical Deception:
Long range and radar missile defense	Basic principle and concepts
Short range IR and guns	AMC aircraft participation and involvement

* *May be credited towards G080, Communications Procedures*

OPR: MAJCOM: AMWC, HQ AMC/DOK/DOT/DOA/DOX/STSP

Unit: Tactics Branch, COMSEC responsible officer (CRO), wing, OG, and squadron-training personnel

Instructors: Tactics instructors and applicable wing staff agencies as required

Training Aids: As required (video--SAFE PASSAGE Procedures for Aircrews)

Additional Information. Written criterion tests (as required) may be given individually or as a crew effort.

G070 Aircrew Intelligence.

Purpose. To enhance crewmember understanding of the threat to unit assets and directly contribute to mission success and aircrew survival. Includes unit mission intelligence brief.

Training will be conducted by intelligence personnel in coordination with tactics officers, base judge advocate general and security forces, as appropriate, to meet aircrew training requirements. This 3-hour annual training requirement may be separated into two 1.5-hour sessions taught semiannually. Credit event on completion of all required training.

Description. See AFI 14-103, *Threat Recognition Training Program*, and MAJCOM supplements.

OPR: MAJCOM: HQ AMC/INF
 Unit: Intelligence officer, JA, SF
 Curriculum development: Units
 Instructor: Qualified intelligence instructor

Additional Information. “Laws of armed conflict” (LOAC) and “protection from terrorism” will be taught in conjunction with Aircrew Intelligence Training (requires scheduling additional time beyond 3 hours scheduled for AIT). Coordinate with the staff judge advocate for LOAC training and the security forces for protection from terrorism training. The unit intelligence officer may administer an aircrew intelligence-related test to determine if additional training is required.

G080 Communications Procedures.

Purpose. To ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements.

Description. This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Also included is the proper use, protection, disposition, and accountability of COMSEC aids (See AFI 33-211 and MAJCOM supplements). The following subjects will be covered (as applicable):

Authentication procedures	SIOP (as applicable)
IFF SIF codes and equipment operation	AFSIR
HAVE QUICK	Flight Information Handbook review
KY-58, SECURE VOICE Radio	L-BAND SATCOM
Other communications information pertinent to unit	COMSEC user requirements (See AF COMSEC Form 30, Comsec Responsible Officer and User Training Checklist)

OPR: MAJCOM: HQ AMC/DOT/DOA/DOX/STSP
 Unit: COMSEC responsible officer (CRO), wing, OG, and squadron training personnel, and ATS instructors (if included in ATS contract)

G090 Anti-Hijacking.

Purpose. To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

Description. This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]*, and a criterion test.

OPR: MAJCOM: HQ AMC/DOT
Unit: Squadron
Curriculum development: As required
Instructor: Unit designated instructor

Training Aids: AFI 13-207 and unit-developed criterion test

G100 Laws of Armed Conflict.

Purpose. To ensure crewmembers understand the LOAC.

Description. This training includes the principles and rules of the LOAC for aircrews to carry out their duties and responsibilities according to the Hague Convention IV 1907, 1949 Geneva Conventions, and status of forces agreements.

OPR: MAJCOM: HQ AMC/JAG
Unit: JA
Instructor: JA or intelligence officer

Training Aids: As required

Additional Information. Due to different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting the JA's scripted briefing.

G105 Explosive Ordinance Recognition (EOR) Training

G110 Protection From Terrorism.

Purpose. To provide detailed guidance for reporting and preventing terrorist activity.

Description. Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. See AFI 31-210, *The Air Force Antiterrorism (AT) Program*.

OPR: MAJCOM: HQ AMC/SFO
Unit: Security police squadron
Curriculum development: Units
Instructor: Flightline Constable Resource Protection NCO

G120 Isolated Personnel Report (ISOPREP) Review.

Purpose. To generate (if necessary), review, and ensure accuracy of aircrew member isolated personnel reports.

Description. Semiannual review of isolated personnel report (ISOPREP) card. See AFDD 34, *Combat Search and Rescue Operations*. Currency expires 180 days from event accomplishment.

OPR: MAJCOM: HQ AMC/IN

Unit: Intelligence officer

G130 Instrument Refresher Course.

Purpose. To ensure pilots and navigators possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

Description. Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. For those weapon systems that receive contractor-provided IRC on an annual basis, log IRC upon completion of the ATS course. However, the IRC test must be completed within the checkride eligibility period.

NOTE: *C-17 IRC tests are accomplished concurrently with quarterly phase trainers.*

The following topics will also be addressed where applicable to unit mission:

Controlled flight into terrain (CFIT) (applicable to all)

VFR flight rules, maneuvers, and procedures

Operations under the Global Air Traffic Management system:

Minimum Navigation Performance Specifications (MNPS) airspace and procedures

Reduced Vertical Separation Minimums (RVSM) airspace and procedures

Required Navigation Performance (RNP) airspace and procedures

OPR: MAJCOM: HQ AMC/DOT (AETC/DO for AETC units)

Unit: OG/CC, ATS contractor

Curriculum development: Air Force Flight Standards Agency (AFFSA)

Training Aids: USAF Core IRC available from HQ AFFSA at URL <http://www.aon.af.mil/affsa/irc.htm> fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from HQ AMC/DOT. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their IRC Roadshow.

G182 Hazardous Cargo. Procedures for identifying and handling hazardous cargo.

Purpose. To familiarize crewmembers with procedures and restrictions when carrying hazardous materials cargo.

Description. Complete MAJCOM or ATS contractor-provided instruction reviewing aircrew hazardous procedures and AFI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials*, then complete the 50-question open-book test. (AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*).

The syllabus includes:

Hazardous classification	Aircraft loading and passenger movement
Packaging	Tactical and contingency airlift
Marking and labeling	Aircrew responsibility
Certification	

OPR: MAJCOM: HQ AMC/DOT/DOJ

Unit: ATS contractor or squaron instructor

G190 Aircraft Servicing.

G200 Hot Refueling, SOLL II.

G230 Crew Resource Management (CRM) Refresher.

Purpose. Mission-specific CRM continuation training conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and the MAJCOM supplement. May be accomplished in conjunction with CRM simulator.

Description. Reinforces initial CRM training through an academic review of the common core subjects (according to AFI 11-290) with specific emphasis on an annual refresher topic.

OPR: MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. G230 must be accomplished before G240, CRM Simulator.

G231 Initial Crew Resource Management (CRM) Training.

Purpose. Aircraft and crew-specific CRM training conducted according to AFI 11-290 and the MAJCOM supplement.

Description. Introduces common core subjects according to AFI 11-290. If initial CRM is not accomplished at the formal school, it must be accomplished within 1 year of reporting to home station. Dual log with G230 for AFORMS tracking purposes.

OPR: MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. Completion of any CRM pre-work, if applicable, is required prior to attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. Dual log accomplishment of G231 with G230 for AFORMS tracking purposes.

G240 Crew Resource Management (CRM) Simulator.

Purpose. To provide hands-on application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario.

Description. CRM mission-oriented simulator training (MOST) conducted according to AFI 11-290 and the MAJCOM supplement.

OPR: MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. Should be accomplished in conjunction with G230, CRM Refresher. Optimal scheduling of G240 is not later than 5 days following completion of G230. For C-17, G230 and G240 are accomplished concurrently with quarterly phase training.

G260 Instrument Simulator Sortie.

Purpose. Simulator training focused on instrument procedures.

Description. The ISS focuses primarily on instrument procedures. It includes a review of boldface procedures, three instrument approaches (minimum), procedure turn or track (including entry), a no-HUD approach, windshear and crosswind approach and landing, missed approach, 3-engine approach and landing (CP and MCF) or nonstandard slat and flap approach and landing (MCF), and 3-engine missed approach (MCF only). Pilots will receive this training with a qualified ATS IP or US Air Force IP present in the device.

G261 C-17 Airland Refresher Simulator, Phase 1 (Jan - Mar)

G262 C-17 Airland Refresher Simulator, Phase 2 (Apr - Jun)

G263 C-17 Airland Refresher Simulator, Phase 3 (Jul - Sep)

G264 C-17 Airland Refresher Simulator, Phase 4 (Oct - Dec)

G265 C-17 AR Addendum Training. (ACs only)

G266 C-17 Airdrop Refresher Simulator, Phase 1 (Jan - Mar)

G267 C-17 Airdrop Refresher Simulator, Phase 2 (Apr - Jun)

G268 C-17 Airdrop Refresher Simulator, Phase 3 (Jul - Sep)

G269 C-17 Airdrop Refresher Simulator, Phase 4 (Oct - Dec)

G270 Tactics Simulator.

G280 Small Arms Training.

Purpose. To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

Description. Academics and firing range exercise; includes use of force and live fire or simulator training. Simulator training may not be used for initial qualification (AFI 36-2226, *Combat Arms Training and Maintenance [CATM] Program*, AFI 31-207, *Arming and Use of Force by Air Force Personnel*).

OPR: MAJCOM: HQ AMC/SFX

Unit: Security Forces Squadron (SFS)

Instructor: Qualified SFS combat arms instructor

Additional Information. Course will meet requirements of AFI 36-2226 and include use of force training from AFI 31-207.

G803 NVG Training and Qualification.

G904 C17 Ground Egress (AECM).

A2.5. Life Support (LS) Training Events. MAJCOMs may combine and/or supplement courses to tailor training to their needs. Refer to AFI 11-301, *Aircrew Life Support (ALS) Program*, for general instructions.

LS01 Local Area Survival:

Purpose. To familiarize aircrew members with local equipment and rescue procedures.

Description. One time event conducted prior to the first flight. Unit-specific equipment (i.e. different variants of the same airframe) and local rescue procedures that may be peculiar to your home station or local training area. See AFI 11-301 for course description.

OPR: MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Each unit is responsible for tailoring training to meet unit needs.

LS02 Combat Survival Training (CST). Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate life support equipment (LSE), employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

Purpose. To provide aircrews with the information necessary to survive in any peacetime or wartime environment.

Description. See AFI 11-301 and the MAJCOM supplement. This course includes in-depth instruction in physiological and psychological factors, personal protection, land navigation, combat recovery and signaling, survival medical training, Code of Conduct, and SAR communications. It also satisfies the requirements of AFI 36-2238, *Self-Aid and Buddy Care Training*.

OPR: MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Each unit is responsible for tailoring training to meet unit needs, according to AFI 36-2209, *Survival and Code of Conduct Training*. CST “hands-on” requirement may be met by classroom or field training at unit commander discretion based on unit mission. Course length will not exceed one training day. Units may schedule crewmembers to complete both CST and WST events in a single training day.

LS03 Water Survival Training. Academic and equipment training designed to provide aircrew members the opportunity to demonstrate their ability to use all weapon-system specific flotation devices and components available during an overwater emergency, employ water survival techniques, and practice rescue procedures (AFPD 11-3, *Life Support*, AFI 11-301).

Purpose. To provide aircrews with the information necessary for a water survival situation.

Description. See AFI 11-301 and MAJCOM supplement. The objective of this training is to emphasize survivor needs using water-related equipment, accessories, and procedures. It also includes emphasis on the use of passenger support equipment and proper care of passengers during a survival situation.

OPR: MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Each unit is responsible for tailoring training to meet unit needs. The “hands on” requirement may be met by classroom or pool training at unit commander discretion based on unit mission. Course length will not exceed six hours. Units may schedule crewmembers to complete both water survival training and CST in a single training day.

LS04 Aircrew Chemical Defense Training (ADCT). Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using the Aircrew Eye/Respiratory Protection System (AERPS) equipment, and Contamination Control Area procedures.

Purpose. Provide training to all aircrew members stationed in or subject to deployment or operations through a chemical threat area (CTA).

Description. See AFI 11-301 and MAJCOM supplements for complete course description. Includes in-depth instruction in donning the aircrew defense ensemble, post-bailout procedures, and decontamination and doffing. Units may combine this training with G010 (Chemical-Biological Warfare Training), provided both aircrew and ground ensembles are fully covered.

OPR: MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Donning, decontamination, and doffing of equipment during exercises fulfills training requirement.

LS06 Life Support Equipment (LSE).

Purpose. Provide training in the use of available life support equipment and the principles, procedures, and techniques needed to permit survival in varying climatic conditions and environmental regions. Ensure crewmembers are briefed on the limitations and safety issues related to LSE. This class is conducted as part of the flightline syllabus at CCTS for initial qualification students.

Description. See AFI 11-301 and the MAJCOM supplement. Includes academic and hands-on training in the location, preflight, and use of all life support equipment aboard unit aircraft or issued to unit aircrew members. Course contents should be included in LS02, LS03, and LS08 unless specified in the MAJCOM supplement.

OPR: MAJCOM: HQ AMC/DOTL

Unit: Aircrew Life Support

LS08 Egress Training, Non-Ejection.

Purpose. To ensure all crewmembers can explain ground and inflight egress procedures, are able to identify and document equipment discrepancies, can perform required egress procedures, and are able to identify, locate and utilize appropriate emergency equipment. Also, to ensure all crewmembers understand the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. The course should also address egress difficulties associated with the Aircrew Eye/Respiratory Protection System (AERPS) equipment and emergency contamination control when combined with LS05.

Description. See AFPD 11-3, AFI 11-301, AFOSH Standard 127-100, and applicable MAJCOM guidance. Evaluate the aircrew member's ability to demonstrate use of aircrew and passenger LSE and ground egress procedures. Practice egress scenario to enforce the importance of aircrew coordination actions required for emergency situations. Ensure crewmembers are aware of their responsibilities for conducting safety briefings according to AFI 11-202, Volume 3, *General Flight Rules*, and LSE documentation procedures.

OPR: MAJCOM: HQ AMC/DOTL
 Unit: Squadron and Aircrew Life Support
 Curriculum development: Unit
 Instructor: Squadron instructor assisted by life support technical expert.
 Fire department personnel for fire extinguisher training.

Training aids:

Actual in-the-aircraft performance of ground emergency egress procedures is desired.
 Fire extinguisher and fire bottle.

Additional Information:

Scheduling will coordinate with maintenance to ensure aircraft availability for training. Also, contact the fire department for extinguisher training.

An appropriate maintenance stand and safety equipment must be immediately below windows, hatches, and escape slides being used. A safety observer or instructor must be positioned on the maintenance stand to assist as necessary.

A2.6. Mission-Specific (M) Training Events :

M010 Proficiency Sortie. Applies to C-17 loadmasters only:

Loadmasters must accomplish a preflight or through-flight inspection and inflight duties. All training and crew qualification levels will accomplish at least one proficiency sortie in the basic crew position every 60 days.

M020 Unit Specific Training Sortie. Unit-defined sortie to accomplish mission-specific training events. The following is a suggested listing of events that can be used on a M020:

- Any individual training event (approaches, landings, ARs)
- Exercise training (RED FLAG, MAPLE FLAG)
- US Navy or Marine Corps drogue training
- Practice mobility training
- Special mission tasking
- Special operations tasking
- Tactical navigation training
- Corrective training or identified weaknesses

M030 Overseas Sortie. Sortie that includes take-off or landing outside the 48 conterminous states of the United States. Primary crew and crewmembers performing instructor or evaluator duty may log accomplishment of M030. This event does not apply to units that are permanently based overseas.

M040 PNAF Sortie. To credit a PNAF sortie, one onload or offload of nuclear weapons or components and a transfer of custody is required. Copilot may credit a sortie without performing the take-off or landing provided all other duties pertinent to the crew position are completed (**not applicable for AFRC/ANG**).

M050 Tactical Proficiency Sortie (TPS). Planned and flown under the supervision of an instructor pilot based on the experience level and needs of the pilots. Two pilots may credit the TPS concurrently. As a minimum, TPS will include:

A low-level route. Plan to fly unfamiliar routes, airspace scheduling and environmental approval permitting, at the appropriate altitude (day VMC, night VMC, or IMC) for conditions.

A tactical approach. ACs and higher perform pilot-flying duties (PF); CPs and MCFs perform pilot-not-flying (PNF) duties.

A landing at an Assault Landing Zone (ALZ).

For ACs and higher, an instrument approach and landing.

For MCFs and CPs, two approaches and landings. Weather permitting, fly both a visual and non-precision circling approach.

NOTE: Should the TPS be incomplete, credit on completing the last required maneuver on another sortie with an instructor.

M055 Low-Level Route. Day or night visual low-level route. May be logged in conjunction with a DDS or TPS.

M060 Direct Delivery Sortie. Structured mission-scenario sortie with a basic crew. As a minimum, the DDS will include:

A low-level route. Fly at the appropriate altitude (day VMC, night VMC, or IMC) for conditions.

Ingress and landing at an ALZ.

Ground maneuver the aircraft to an actual or simulated engines running onload, engines running off load, or combat offload. Include backing or star turn.

NOTE: Should the DDS be incomplete (weather, aircraft malfunction, etc.), credit the DDS on completing the last required maneuver on another sortie. Both pilots may credit the DDS concurrently.

M065 ALZ Ground Operations. Ground maneuver the aircraft to an actual engines running onload, engines running offload, or combat offload. Include backing or star turn.

M070 Air Drop Event:

AC and CP may take credit concurrently for an AD, provided they are occupying their respective crew positions. Pilots may credit an AD event if no-drop is made and the cause of the no-drop is not pilot-induced. All actual drops will be credited under the following criteria:

A circular error (CE) or adjusted CE will not exceed 300 yards or 270 meters for heavy equipment and personnel, and 225 yards or 203 meters for CDS. The following adjustments will be made:

For each 100 feet above the minimum drop altitudes specified for the type of load being dropped, add 20 yards or 18 meters to the allowable CE.

VFR wingmen will score drops in relation to an adjusted point of impact (PI), 50 yards or 45 meters right of the lead's drop for right wingmen, 50 yards or 45 meters left of the lead's drop for left wingmen and abeam the PI.

For night VFR ADs, add 50 yards or 45 meters to the allowable CE.

SKE wingmen will score their drops in relation to lead's drop or an adjusted PI when the drift correction setting for 2 degrees or less is set in the SKE secondary control panel. The adjusted PI will be abeam lead's drop, perpendicular to the drop-zone (DZ) axis, and offset as the following indicates, in yards and meters:

Degrees Drift	Right Wingman	Left Wingman
	0	0
2 right	55/49.5 left	125/112.5 right
1 right	75/67.5 left	110/99 right
0	100/90 right	100/90 left
1 left	75/67.5 right	110/99 left
2 left	55/49.5 right	125/112.5 left
>3 left	0	0

Loadmasters must accomplish actual heavy equipment, CDS, and personnel drops to satisfy requirements. The loadmaster may still credit the drop if a no-drop occurs after completion of the slowdown checklist provided the no-drop was **not** due to loadmaster error.

M080 AD—Personnel. Credit in accordance with M070 requirements and dual log with M070.

M090 AD—Heavy. Credit in accordance with M070 requirements and dual log with M070.

M100 AD—CDS. Credit in accordance with M070 requirements and dual log with M070.

A2.7. Navigation (N) Training Events:

A2.8. Crew and Individual Proficiency (P) Training Events:

P020 Takeoff. Initial takeoff or takeoff following a touch-and-go landing.

P070 Instrument Approach.

P100 Precision Approach.

P101 MLS Approach.

P110 Nonprecision Approach.

P116 NDB Approach.

P117 GPS Approach.

P190 Landing.

P192 Night Landing.

P197 Landing, SAAF. Ingress and landing at a small austere airfield. May be logged in conjunction with a DDS or TPS.

P198 Landing, Night SAAF. Night ingress and landing at a small austere airfield. May be logged in conjunction with a DDS or TPS.

P200 Touch-and-Go Landing.

Purpose. This provision permits units to benefit from additional training opportunities when deemed appropriate, but in no way establishes a requirement to conduct these events. It establishes a currency requirement for touch-and-go certified ACs. Loss of currency does not result in a loss of mission ready status. Dual log with P020, P190, and P192 as applicable.

Description: The squadron commander (Sq/CC) determines ground and in-flight touch-and-go certification training.

A single in-flight evaluation (AF Form 8 indicating qualified to accomplish touch-and-gos) will be accomplished prior to an AC accomplishing or supervising touch-and-gos. This evaluation may occur during initial qualification training. After successful evaluation, an AC is eligible to be certified by the Sq/CC.

Certification shall be in two phases: Phase I to accomplish touch-and-gos, and Phase II to supervise copilot touch-and-gos. Separate certifications are required for each phase.

Certified ACs will be evaluated on touch-and-go procedures for which they are certified on recurring evaluations.

When the training/evaluation/certification process is complete the Sq/CC will document the certification in the individual's FEF IAW AFI 11-2C-17, Volume 2.

Certified AC touch-and-go currency is monthly. Loss of currency does not result in a loss of mission ready status.

Additional Restrictions:

- (1) Minimum 200 hours since AC certification.
- (2) Weather minimums: 1,000-foot ceiling and 3 miles visibility.
- (3) No performance degrades (i.e., simulated engine out, no flap, etc.).
- (4) Maximum crosswind is 15 knots.
- (5) Designated training mission only.
- (6) Under AC supervision: first pilots may accomplish touch-and-gos in either seat, copilots may accomplish them in right seat only.

(7) Minimum runway length: 9,000 ft.

P260 HAVE QUICK Radio Procedures. Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. When practical, rendezvous and refueling should be accomplished utilizing the HAVE QUICK mode of operation. The TOD should be updated from a ground station master clock when possible.

P270 Secure Radio Operation. Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft.

P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT). An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation take-off or a night formation departure. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the equipment will be immediately removed.

The following aircrew CD items will be used:

Flying helmet (if applicable)

MBU-19/P hood and mask assembly

Filter pack with filters and CQU-7/P blower assembly with filter canisters and batteries

MXU-835 intercom assembly

Filter pack suspension straps

Glove set (cotton, butyl, Nomex“)

ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available. If accomplished in a simulator, ATS instructors will observe the exercise, no other supervision is required, and no restrictions apply on who and how many crewmembers may wear the gear.

If performed in the aircraft, only one pilot will be dressed out at any time.

Aircraft commanders will be supervised by an instructor pilot occupying the copilot seat. Copilots will be supervised by an instructor pilot or experienced aircraft commander (determined by the squadron commander) occupying the pilot seat. A safety observer crewmember will occupy the jump seat. Pilots will don the gear, review emergency procedures, and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing.

Loadmasters will, as a minimum, perform a combat offload and review emergency procedures under the supervision of another loadmaster.

Prior to being scheduled for this event, each aircrew member must have completed LS02.

P301 PNAF Loading.

P302 ENAF Loading.

P320 Supervision of Copilot Takeoffs, Landings, Touch-and-gos, and Receiver Air Refueling.

A2.9. Qualification and Certification (Q) Training Events:

Q001 Open-Book Qualification Examination.

Q002 Closed-Book Qualification Examination.

Q005 ATD Evaluation (Qualification and Upgrade).

Q006 Senior Staff Basic ATD Evaluation.

Q007 Senior Staff Basic Qualification Evaluation.

Q008 Instructor Evaluation.

Q011 Formation Lead Certification.

Q012 Airdrop Evaluation.

Q015 Special Missions and Operations Qualification.

Q016 Conventional/Mobility Certification.

Q018 Tactical Examinations (open and/or closed book).

Q019 Tactical Evaluation.

Q020 AR Evaluation.

Q034 SOLL II Evaluation.

Q041 Category II ILS Certification.

Q060 EMCON 3 Certification.

Q070 EMCON 4 Certification.

Q080 PNAF Evaluation.

Q090 Flight Publications Check.

Q100 OME Evaluation.

Q110 Personal Reliability Program.

Q120 AECM C17 Closed-Book Qualification Examination.

Q160 Instrument Refresher Course Examination.

Q170 Flight Evaluation Folder Review.

Q180 Cargo Check/Evaluation.

A2.10. Air Refueling (R) Training Events:

R010 Receiver AR. Aircraft commanders may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are defined as 5 minutes (tanker autopilot on) and 5 minutes (tanker autopilot off). Instructor and eval-

uator pilots should accomplish at least two sorties semiannually (ideally, one per quarter) while occupying the right seat. R010 may also be credited in the WST by accomplishing the following:

ACs may credit a receiver AR event (R010) by accomplishing 30 minutes of closures, a minimum sustained contact of 5 minutes or greater, or both.

AR instructors may credit an R010 by providing instruction on a minimum of two separate WST sessions.

R015 Receiver AR formation. 15 minutes of AR formation required (two or more receivers).

R020 Receiver AR (Night).

R050 Receiver AR, Tanker Autopilot Off. The tanker autopilot must be disengaged and AR contacts must be practiced.

A2.11. SOLL II (V) Training Events: V200 Sortie

V210 Airborne Radar-Directed Approach (required for pilots and navigators)

V220 Unfamiliar Routes (dual log with M120)

V230 Loading Exercise

V240 AD

V250 Hot Refueling

A2.12. Unit Defined ("X") Events. (See AFI 11-401 Flight Management and MAJCOM supplement.)

A2.13. Air Force Specified ("XX") Training Events. See AFI 11-202, Volume 2, and AFI 11-2C-17, Volume 2.

AA01 Qualification Check.

AA02 Qualification Check, Simulator.

AA11 Instrument Check.

AA12 Instrument Check, Simulator.

AA21 Combined Qualification and Instrument Check.

AA22 Combined Qualification and Instrument Check, Simulator.

PP01 Flight Physical.

Description. AFI 48-123 *Medical Examinations and Standards*. Examination expires on the last day of the birth month annually (example: if an individual's birth month is March, and a physical was accomplished 19 Jan 1995, the next physical is due not later than 31 Mar 1996.)

PP11 Physiological Training.

Description. (AFI 11-403 *Aerospace Physiological Training*). Currency expires 3 years after the last day of the month in which accomplished. (Example: if training was accomplished 19 Oct 1995, training is due not later than 31 Oct 1998.) Rated officers with greater than 25 years time in service only require physiological training every 5 years.

RR01 Flight Records Review.

Governed by AFI 11-401.

A2.14. Additional Event Identifiers. These identifiers will be used if units choose to track the associated events and items in AFORMS:

E010 Standards of Conduct Briefing.

E020 AMC Escort Training.

E030 Passport.

E035 Passport (2-year)

E040 Base Populace Briefing.

E050 Newcomer Substance Abuse Awareness Briefing.

E060 Newcomers Social Actions Briefing.

E070 Protection of the President.

E080 Report Counter Human Resources Intelligence Threat Briefing.

E090 Hostile Human Intelligence Threat Briefing.

E100 Security and Awareness Training.

C010 CWD Driver Operations.

C020 Mass Casualty Exercise.

C030 Mobility Briefing.

C040 Mobility Folder Review.

C050 Unit Disaster Training.

LE01 Helmet Inspection.

LE02 Oxygen Mask Inspection.

H010 Ergometer Testing.

H020 Dental Exam.

H030 Cholera.

H040 Flu Shot.

H050 Smallpox.

H060 Oral Polio.

H070 Tetanus.

H080 Yellow Fever.

H090 TB Tine.

H100 Meningococcola.

H110 Typhoid.

H120 Hepatitis A.

H130 Hepatitis B.

H140 Anthrax (Initial Series).

H141 Anthrax (Recurrent).

A2.15. Special Operations Air Refueling (SOAR) Events. S003 Parallel Converging Rendezvous.

S004 On Route Overtaking Rendezvous.

S022 SOAR Tanker Formation.

S036 SOAR Rendezvous.

S101 Inflight Communications Training.

S200 Night Vision Goggle Operation.

Attachment 3**AIRCREW TRAINING DOCUMENTATION**

A3.1. General Information . This attachment provides guidelines on proper training documentation. The training management system (TMS) performs training documentation functions for C-17 units.

A3.1.1. TMS will be used for AFCAT 36-2223 formal training (either at formal school or in-unit), mission qualification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A3.1.2. Squadrons will maintain TMS terminals for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her records at any time.

A3.1.3. The instructor or trainer will review TMS prior to all training periods. Those areas not previously accomplished or those in which crewmembers require additional training, will be noted for possible inclusion during the current training period.

A3.1.4. The commander or operations officer will review TMS at least once each calendar quarter and prior to an evaluation. Flight commanders or squadron training representatives will conduct a monthly review. This review will be a separate entry in the TMS and will include comments on weak areas and upgrade potential.

A3.1.5. Records of crewmembers, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered in TMS.

Attachment 4

OPR:C-17 ATS COURSES

A4.1. C-17 ATS Courseware Availability.

Course	Name	Altus	MOB
CPAL	Copilot Airland	P	S ¹
MCF	First Pilot	S ¹	P
ACAL	Aircraft Commander Airland	P	S ¹
IAC	Instructor Aircraft Commander	P	S ¹
FEAC	Flight Examiner Aircraft Commander	P	P
CPAD	Copilot Airdrop	P	S ¹
ACAD	Aircraft Commander Airdrop	P	S ¹
ACSO	Aircraft Commander Senior Officer	P	P
	Pilot Continuation Training	P	P
LMAL	Loadmaster Airland	P	S ¹
ILM	Instructor Loadmaster	P	S ¹
LMAD	Loadmaster Airdrop	P	S ¹
FELM	Flight Examiner Loadmaster	P	P
	LM Continuation Training	P	P
MER	Maintenance Engine-Run Qualification	P	P
	MER Continuation Training	P	P

P-Primary Method--Training conducted at a designated location using a MAJCOM approved syllabus, e.g. initial qualification courses conducted at Altus AFB, MCF courses conducted at a line unit.

S-Secondary Method--Training conducted at a location **not** normally designated to train a specific MAJCOM approved syllabus, e.g. airdrop qualification course conducted at a line unit.

NOTES:

1. Secondary method may incur additional cost to the government. Requests require 90 days for HQ AMC/DOT to coordinate.

Attachment 5

IC 2000-1 TO AFI 11-2C-17, VOLUME 1, C-17 AIRCREW TRAINING

SUMMARY OF REVISIONS

This change incorporates interim change (IC) 2000-1 which makes changes recommended by major commands (MAJCOM) and numbered Air Forces (NAF). The OPR is changed to Captain Michael J. Lingor. Formation requirements for non-airdrop pilots are deleted. Loadmaster airland phase training requirements are clarified. Additional guidance for crediting events while performing instructor or evaluator duties is provided. Credit for NDB approaches flown in the simulator is permitted. MAJCOM/DO was added to the list of authorities that can approve the use of flying training hours for non-training requirements. Several other paragraph references have been corrected. See the last attachment of the publication, IC 2000-1, for the complete IC. A bar (|) indicates revisions from the previous edition.

1.4.1. Each training mission must be structured to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training in any way and must comply with applicable Department of Defense (DoD) instructions. Any use of flying training hours to accomplish other than direct training requirements must be approved by the appropriate MAJCOM/DO or numbered Air Force commander (ANG/CF for Air National Guard). It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the perception of their misuse. **NOTE:** The approval authority for off-station training flights is the wing commander. Commanders approving off-station trainers will forward a copy of the planned itinerary to the appropriate NAF/DO (ANG/CF for ANG), AMC/DOT, and the Tanker/Airlift Control Center (TACC)/XOOM.

1.6.1. Units will notify MAJCOM/DOT (ANG/XOT for ANG units) through channels of crew members exceeding upgrade training time limits. (Use the waiver format shown in paragraph 1.3.5.) Squadron commanders may extend upgrade training time up to 60 days. Extensions in excess of 60 days require MAJCOM/DO approval (*not applicable to ANG/AFRC units*). An extension of training time letter, signed by the unit commander, will state the training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

1.7.2. Loss of currency exceeding 6 months. The individual is unqualified in the aircraft and must complete requalification as directed in paragraph 1.8.

2.2. General Requirements. Unless otherwise indicated, the primary method of initial qualification is to attend and complete appropriate formal training course listed in AFCAT 36-2223. When attendance is not practical or quotas are not available, units will request waivers to conduct in-unit qualification training, using formal school courseware (see paragraph 1.3.).

4.2.2. BMC. A non-mission ready aircrew member assigned to MAJCOM headquarters, NAF, TACC, AMWC, tanker airlift control element (TALCE), AMOGs, formal schoolhouse, or direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit operational mission. The aircrew member may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 days. See note after paragraph 4.3.1.1.1.1. for training level requirement. AETC BMC crews are qualified to conduct all aspects of the AETC training mission. AETC instructors must be qualified in the training/unit mission prior to performing instructor duties.

Table 4.2 Ground Continuation Training Events.

Event	Code	GTL 1	GTL 2	GTL 3	GTL 4
Chem-biological warfare defense training ¹⁰	G010	B	B	B	
Tactics ¹⁰	G060	A	A	A	
Aircrew intelligence ¹⁰	G070	A	A	A	
Communications Procedures ¹⁰	G080	B	B	B	
Anti-hijacking	G090	B	B	B	
Laws of armed conflict ¹⁰	G100	A	A	A	
Protection from terrorism ¹⁰	G110	A	A	A	
ISOPREP review ¹⁰	G120	180	180	180	
Instrument refresher course ^{3,6}	G130	C	C	C	C
Hazardous cargo ¹⁰	G182	A	A	A	
Aircraft Servicing	G190	A	A	A	
CRM refresher ³	G230	A	A	A	A
CRM simulator ³	G240	A	A	A	A
Instrument Simulator Sortie ^{3,5}	G260	Q 6,7	Q 6,7	Q 6,7	
Airland phase training (G261 - G264) ¹¹		Q	Q	Q	Q
AR addendum training (ACs only) ⁹	G265	Q	Q	Q	
Airdrop phase training (G266 - G269)		Q 8	Q 8	Q 8	
Tactics simulator ³	G270	A	A	A	
Small arms training ¹⁰	G280	B	B	B	
Combat survival training (CST) ¹⁰	LS02	T	T	T	
Water Survival Training ¹⁰	LS03	T	T	T	
Aircrew chemical defense training ¹⁰	LS04	B	B	B	
Egress Training, Non-ejection ¹	LS08	T	T	B	B
ACDTQT ^{3,10}	P280	A	A	A	
Flight physical ¹	PP01	A	A	A	A
Physiological training ^{1, 4}	PP11	T	T	T	T4
Flight records review ²	RR01	A	A	A	A
<i>A--Annual</i>	<i>B--Biennial</i>	<i>C--Check Cycle</i>	<i>Q--Quarterly</i>	<i>T--Triennial</i>	

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished.
2. Not required to maintain mission ready status, but should be accomplished when due.
3. Accomplished concurrently with quarterly phase trainers.
4. Rated officers with greater than 25 years time in service only require physiological training every 5 years.
5. Not applicable to NAF, MAJCOM staff, 97 AMW, and Det 2/AMCAOS.
6. Applies to pilots only.
7. Copilots and First Pilots require two per quarter.
8. Loadmasters require one per semi-annual period.
9. If quarterly AR requirements met in aircraft, AR addendums may be used at crewmember discretion to accomplish non-standard and emergency procedures training, instrument work, etc.
10. Not required for BMC AETC crewmembers.
11. Phase training should be accomplished with an AC and CP. If an AC is not available, an MCF may be substituted.

4.5.2.2. Aircrew Training Device (ATD) Credit for Training Events. All events in **Table 4.4.** are intended to be accomplished in the aircraft. Simulator requirements were considered when developing **Table 4.4.** (**EXCEPTION:** NDB approaches flown in the simulator are creditable towards **Table 4.4.** requirements).

4.7.1.1. Loss of Currency. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crewmembers are non-current the day after event currency expires; (i.e., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November). Regain currency based on the time elapsed since becoming non-current as described in paragraph **1.8.**

4.7.1.1.1. Overseas Sortie. Aircraft commanders who are not current for an overseas sortie may fly in command on operational CONUS-only missions. Aircraft commanders may regain overseas currency under the supervision of a qualified aircraft commander or higher. Copilots can regain currency while being supervised by a current and qualified copilot or higher in the jumpseat. When a copilot or higher is not available to occupy the jumpseat, the noncurrent copilot must be supervised by an instructor or higher in the left seat. LMs may regain currency while flying with a qualified LM.

Table 4.4 C-17 Semiannual Continuation Flying Requirements.

Note	Event	Code	Pilot					First Pilot/Copilot					Loadmaster				
			A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D

ALL:																	
	Proficiency Sortie	M 010													60		
1,6,7	Overseas sortie	M 030	4	4	4	4			4	4	4	4			365		
10	Tactical Proficiency Sortie	M 050	Q	Q	Q	NA			Q	Q	Q	NA					
10	Low-level route	M 055	Q	Q	Q	NA			Q	Q	Q	NA					
8	ALZ Ground Operations	M 065											Q	Q	Q	NA	
3	Takeoff	P 020	6	8	8	NA	6	M	8	8	8	NA	M				
3	Instrument approach	P 070	6	8	8	NA	6	M	8	8	8	NA	M				
	Precision approach	P 100	3	4	4	NA	2		4	4	4	NA					
	Nonprecision approach	P 110	3	4	4	NA			4	4	4	NA					
4	NDB approach	P 116	1	1	2	NA			2	2	2	NA					
3	Landing	P 190	6	8	8	NA	6	M	8	8	8	NA	M				
	Landing, night	P 192	2	2	2	NA		Q	1	1	1	NA					
	Landing, ALZ	P 197	2	2	2	NA		Q									
	Landing, Night ALZ	P 198	1	1	1	NA											
9	Touch-and-Go Landing	P 200						M									
6	HAVE QUICK Radio Operation	P 260	2	2	2	NA			2	2	2	NA					
6	Secure Radio Operation	P 270	2	2	2	NA			2	2	2	NA					
5	Receiver AR	R 010	Q	Q	Q	NA		M									
	Night Receiver AR	R 020	1	1	1	NA											
	Receiver AR, tanker autopilot off	R 050	Q	Q	Q	NA											
NON-AIRDROP ONLY:																	
10	Direct Delivery Sortie	M 060	Q	Q	Q	NA			Q	Q	Q	NA					
AIRDROP ONLY:																	
10	AD visual day wing	F 080	1	1	1	NA			1	1	1	NA					
10	AD visual night wing	F 100	1	1	1	NA			1	1	1	NA					
10	AD SKE lead	F 110	1	1	1	NA											
10	AD SKE wing	F 130	2	2	2	NA			2	2	2	NA					
10	AD multi-element SKE	F 135	1	1	1	NA			1	1	1	NA					
10	AD multi-element visual	F 136	1	1	1	NA			1	1	1	NA					
10	AD Event	M 070	4	4	4	NA		Q	4	4	4	NA	Q				
2,10	Personnel	M 080	2	2	2	NA			2	2	2	NA		1	1	2	NA
2,10	Heavy	M 090	2	2	2	NA			2	2	2	NA		2	2	2	NA
2,10	CDS	M 100	2	2	2	NA			2	2	2	NA		1	1	2	NA
	Formation Air Refueling	R 015	Q	Q	Q	NA											
NA - Not Applicable			Q - Quarterly						M - Monthly								

NOTES:

1. Instructor and evaluator pilots may credit 50 percent of semiannual M030 requirements when performing instructor or evaluator duties on overseas sorties (not applicable to AETC personnel).
2. Instructor and examiner loadmasters may credit 50 percent of semiannual airdrop requirements while instructing or evaluating.

3. Monthly currency requirements may be met in the simulator but are not creditable towards semiannual continuation training requirements.
4. Simulator accomplishments may be credited towards semiannual continuation training requirements.
5. C-17 WST is certified for 1 AR sortie per quarter. Remaining AR sortie requirements will be performed in the aircraft.
6. Not required for BMC AETC crewmembers.
7. Det 2/AMCAOS and 97 AMW pilots who maintain MR status must participate as primary crewmembers on one overseas sortie during each semiannual period. Alternating between 15 AF and 21 AF areas of responsibility is encouraged.
8. NAF and MAJCOM staff loadmasters require one sortie per semi-annual period.
9. Applies to touch-and-go certified aircraft commanders only.
10. Instructor and evaluator pilots may credit 50 percent of tactical requirements (for quarterly events, one per half) while instructing or evaluating.

5.3.4. AMC mobility enhancement crossflow program. Delays to mission AC upgrade are contrary to the intention of the crossflow program and will be avoided. C-17 crossflow selects will attend the Aircraft Commander Initial Qualification (ACIQ) course and be designated NMR aircraft commanders in accordance with paragraph [5.3.3](#).

5.5.3. Individuals may, with a waiver or as specified in paragraph [5.5.4](#), upgrade in-unit if formal school course slots are not available. Waivers will be reviewed on a case-by-case basis.

Attachment 1:

ALZ Assault Landing Zone

Off Station Training Flight Any O&M-funded training mission which carries passengers or remains overnight (RONs) at a base other than home station.

Requalification training Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See chapter 1 for requalification training requirements.

Attachment 2:

M050 Tactical Proficiency Sortie (TPS). Planned and flown under the supervision of an instructor pilot based on the experience level and needs of the pilots. Two pilots may credit the TPS concurrently. As a minimum, the TPS will include:

A low-level route. Plan to fly unfamiliar routes, airspace scheduling and environmental approval permitting, at the appropriate altitude (day VMC, night VMC, or IMC) for conditions.

A tactical approach. ACs and higher perform pilot-flying duties (PF); CPs and MCFs perform pilot-not-flying (PNF) duties.

A landing at an Assault Landing Zone (ALZ).

For ACs and higher, an instrument approach and landing.

For MCFs and CPs, two approaches and landings. Weather permitting, fly both a visual and nonprecision circling approach.

NOTE: Should the TPS be incomplete, credit on completing the last required maneuver on another sortie with an instructor.

M060 Direct Delivery Sortie. Structured mission-scenario sortie with a basic crew. As a minimum, the DDS will include:

A low-level route. Fly at the appropriate altitude (day VMC, night VMC, or IMC) for conditions.

Ingress and landing at an ALZ.

Ground maneuver the aircraft to an actual or simulated engines running onload, engines running offload, or combat offload. Include backing or star turn.

NOTE: Should the DDS be incomplete (weather, aircraft malfunction, etc.), credit the DDS on completing the last required maneuver on another sortie. Both pilots may credit the DDS concurrently.

M065 ALZ Ground Operations. Ground maneuver the aircraft to an actual engines running onload, engines running offload, or combat offload. Include backing or star turn.

R015 Receiver AR formation. 15 minutes of AR formation required (two or more receivers).