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***Flying Operations***

***C-21 AIRCREW TRAINING***

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFPD 11-4, *Aviation Service*. It establishes the aircrew training program for the C-21 aircraft. It applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating C-21 aircraft. It does not apply to Air Force Reserve Command units. Aeromedical Evacuation Crew Members (AECM) are covered by AFI 11-2AE, Volume 1, *Aeromedical Evacuation Aircrew Training*. References to MAJCOMs apply to the Air National Guard (ANG). MAJCOMs and field operating agencies (FOAs) may supplement this instruction according to AFPD 11-2 to address mission-unique requirements. In no case will the supplement be less restrictive than this basic document. Submit suggested improvements and supplements 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. This instruction contains references to the following field (subordinate level) publications which, until converted to departmental level publications, may be obtained from the respective MAJCOM publication office: AMCH 33-1, *Aircrew Communications Review* and AMCH 11-214, *Aircrew Hazardous Materials Handbook*.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, Incentive Pay; Public Law 92-204, Section 715, Appropriations Act for 1973; Public Laws 93-570, Appropriations Act for 1974; 93-294, Aviation Career Incentive Act of 1974; DoDD 7730.57, Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with changes 1 and 2, and Executive Order 9397.

***SUMMARY OF REVISIONS***

This change deletes the requirement to accomplish Authentication Procedures Training (AFORMS event ID P271) in [table 4.3](#).

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## Chapter 1

### GENERAL

**1.1. Program goals.** This instruction prescribes basic policy and guidance for training United States Air Force C-21 aircrews according to AFI 11-202, Volume 1.

1.1.1. Training Objective. 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, peace-keeping operations, contingencies, limited war, and general war operations.

1.1.2. Training in this volume is based on operational requirements in designed operational capability statements, formal school training requirements, and AFPD 10-9, *Lead Operating Command Weapons System Management*.

### 1.2. Waiver Authority.

1.2.1. 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.

1.2.2. Waiver approval authority for all formal school prerequisites specified in AFCAT 36-2223, *USAF Formal Schools*, is HQ AETC/DOF (*EXCEPTION: operations group commanders may waive flying hour requirements*). Senior officer course 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, to include the rationale for the waiver. A permanent record of all approved waivers will be maintained by the requesting wing. Units should request waivers through their MAJCOM headquarters according to [table 1.1](#). Headquarters should submit waivers to HQ AETC/DOF with information copies to 19 AF/DO. Waivers must be submitted and approved prior to crew members arriving for formal training. Copies of all waivers should be filed in the trainee's AF Form 4022, **Aircrew Training Folder**, and hand-carried to the school. Refer to AFI 11-2AE, Volume 1, for AECM waivers.

1.2.2.1. The MAJCOM training division is waiver authority for secondary method (in-unit) training. Submit waiver requests according to [table 1.1](#). Refer to [chapter 5](#) to determine applicability to specific upgrade training programs.

1.2.3. The formal school commandant may waive completion of specific formal school events. The gaining unit operations group commander (OG/CC) should be notified if a waived event is required for a squadron's designated mission. In this event, accomplish events waived at formal schools in-unit before assigning mission ready (MR) status.

1.2.4. The operations group commander or Air National Guard (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 [4.6](#) of this instruction).

1.2.4.1. The operations group commander will submit all other waiver requests applicable to this instruction through proper MAJCOM channels and send information copies to HQ AMC/DOT. Place copies of MAJCOM approved waiver information in the individual's permanent training folder or in the flight evaluation folder (FEF) if specified in the MAJCOM supplement (**for**

**PACAF and USAFE, waivers will be filed in AF Form 4022).** The reporting requirement in this paragraph is exempt from licensing in accordance with paragraph 2.11.12 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. Units will submit waiver requests according to **table 1.1**. All waivers must be submitted and approved prior to aircrew members beginning formal training.

**1.2.5. Waiver Format.** Include information outlined in **figure 1.1** for all waiver requests. Provide the waiver request by memorandum or by message if directed by the MAJCOM. *NOTE:* Group waiver criteria must be coordinated with MAJCOMs on a case-by-case basis.

**Figure 1.1. Sample Waiver Request.**

*NOTE:* Items should be ordered as below; those not utilized should be marked “N/A” (“not applicable”). Asterisked (\*) items must be provided for all waivers; other items as appropriate. Recommend 12 point font for facsimile transmission. MEMORANDUM FOR (Waiver Authority or Routing) FROM: (Requester) SUBJECT: Waiver Request – (Individual), (Type of Waiver) 1. \*Name, grade, and Social Security number. 2. \*Flying organization (assigned or attached). 3. \*Present crew qualification including special qualifications. 4. \*Total flying time and primary aircraft inventory (PAI) time (include instructor or examiner time if applicable). 5. \*Specific nature of waiver. 6. \*Reason and valid justification for waiver. 7. Crew qualification to which person is qualifying or upgrading. 8. Previous attendance at any formal instructor course (include course identifier and graduation date). 9. Training start date. 10. Mandatory upgrade or qualification date. 11. Date event last accomplished and normal eligibility period. 12. Remarks, to include formal school courseware required. 13. \*Requesting unit point of contact (include name, rank, telephone number, and functional address symbol). (Signature of Requester) (Title)

**Table 1.1. Unit Waivers to AFI 11-2C-21, Volume 1 (MAJCOM or Higher Approval).**

<b>If waiver is requested by:</b>	<b>Send waiver request to:</b>	<b>Approval or disapproval will be sent to:</b>	<b>With information copies to:</b>
<b>Active Duty AMC AW</b>	OG or AG training office to HQ AMC/DOTA	OG training office	Numbered AF (NAF) Training Office
<b>310 AS</b>	24 OG to SOUTHCOM A3	OG	HQ AMC/DOTA
<b>USAFE AW</b>	OG training office through NAF/DO to MAJCOM/DO	OG training office via NAF	
<b>PACAF AW</b>	OG training office to MAJCOM/DOT	OG training office	NAF Training Office
<b>45 AS</b>	OG training office to HQ AETC/DOF	OG training office	HQ AMC/DOTA
<b>ANG Unit</b>	ANG/DOOM	ANG Unit	HQ AMC/DOTA

**NOTES:**

1. For formal training waiver requests, to include the secondary method, units will submit requests through above MAJCOM channels. MAJCOMs will coordinate with HQ AMC/ DOTA to arrange courseware delivery to the unit for secondary method training.
2. References to OGs may be applied to AG and WG level training offices.
3. For formal training waiver requests, units will submit requests through above MAJCOM channels. MAJCOMs will in turn submit requests to HQ AETC/DOF for approval.

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. Consult the flight surgeon (FS) who signs the AF Form 1042, **Medical Recommendations for Flying or Special Operational Duty**, if the aircrew member's ability to complete training is in question.

**1.3. Use of Flying Hours.**

1.3.1. Each training mission must be structured to achieve maximum 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) directives or guidance. Any use of flying training hours to accomplish other than direct training requirements must be approved by the appropriate numbered Air Force commander (ANG/CF for ANG). It is essential that all personnel at all levels prevent the Each training mission must be structured to achieve maximum training. Any by-product airlift opportunity resulting misuse of air mobility resources as well as the perception of their misuse. The approval authority for Off-Station Training (OST) flights is the wing commander.

1.3.1.1. DoD Directive 4500.43, *Operational Support Airlift (OSA)*, is the controlling authority for all missions that carry passengers on Continental United States (CONUS) OSA missions, to include training missions.

1.3.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the operations group commander or ANG equivalent may allow upgrade or special qualification training on operational missions. Commanders will ensure the training will not impact mission effectiveness and the aircrew member receiving training is under the supervision of an instructor of like specialty.

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

1.4.1. AMC and AETC Headquarters. As lead command MAJCOM for the C-21 as specified in AFD 10-9, AMC is responsible for standardizing aircrew flying training requirements in coordination with other user MAJCOMs. HQ AETC is responsible for training course requirements, training tasks, and quota control in coordination with other headquarters as follows:

1.4.1.1. 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).

1.4.1.2. C-21 Formal Course Review. HQ AMC/DOT will host a biennial (or more frequently as required) Command Curriculum Review Workshop (CCRW) to review C-21 specific and general training programs. 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.

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

1.4.1.3.1. HQ AMC will send a message requesting inputs to the PFT to all MAJCOMs and AMC units (normally 60 to 90 days prior to the scheduled PFT conference). Units will send projected PFT requirements to their respective MAJCOM. MAJCOMs (including ANG) will send projected PFT requirements to HQ AMC/DOT. HQ AMC/DOT will consolidate and forward requirements for HQ USAF for validation. Upon validation by HQ USAF, HQ AETC/DOF will allocate quotas to the MAJCOMs and publish PFT pamphlets.

1.4.2. Other MAJCOMs. 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.

1.4.2.1. 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.

1.4.2.2. Supplements. MAJCOMs may supplement this instruction as outlined in AFPD 11-2. 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. HQ AMC and Air Staff must approve supplements according to AFPD 11-2. Coordinate supplements through HQ AMC/DOT and Air Staff before publication, and send two copies to HQ AMC/DOT and one copy to HQ USAF/XOOT after publication.

1.4.3. Operations Groups. The operations group will convene a training review panel (TRP). The operations group 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.

1.4.3.1. The operations group 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). Refer to AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specialized Period of Time Contracts (SPTC)*, and AFCAT 36-2223, *USAF Formal Schools*.

1.4.3.2. The operations group, in coordination with the flying squadrons, will determine the functions and responsibilities of the operations support squadron (OSS) training flight. Any flight commander training functions stipulated in this instruction may also be performed by appropriate OG or OSS training flight personnel.

1.4.3.3. Progress Review (PR). If at any time during a trainee's flight instruction, (ATS ground instruction, see paragraph 6.5.), 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.

1.4.4. Squadrons. As a general rule, training management is at the squadron, detachment, or numbered airlift flight level. However, the wing or operations group commander is ultimately responsible for squadron training programs, depending on level where the training office resides.

1.4.4.1. Squadron Commanders (ANG: appropriate Operations Supervisor) will ensure aircrew members complete training in a timely manner (see paragraph 1.5.). Failure to reasonably progress mandates action for removal.

1.4.4.1.1. Ensure formal school post-graduate questionnaires are accomplished and returned to the formal schools within 90 days of unit arrival. A copy of the questionnaire will be retained by the gaining squadron for one year after completion of formal school training.

1.4.4.1.2. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Unit commanders or appropriate ANG Operations supervisors may assign additional requirements based on individual aircrew member's experience and proficiency.

1.4.4.1.3. 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 Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR). Assign training levels and levels of supervision to other aircrew members, unless specifically directed by this instruction, to assigned and attached aircrew members as appropriate. Refer to **chapter 4** of this instruction for further guidance.

1.4.4.1.4. Orient mission training scenarios to conditions anticipated in the unit mission. Apply operational risk management (ORM) when developing, planning, and executing training missions.

1.4.4.1.5. Review qualifications and monitor training requirements for FS.

1.4.4.1.6. Coordinate with the wing and/or group in developing training programs.

1.4.4.1.7. Operations Officers and Flight Commanders (ANG: Appropriate Operations Supervisor) will review open training folders according to Attachment 3, paragraph **a3.3.**

1.4.4.2. Instructor Responsibilities.

1.4.4.2.1. Instructor pilots 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 will 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.

1.4.4.2.2. Instructors are responsible for providing thorough ground training, preflight/post-flight briefings and critiques. Instructors will comply with requirements of ground training or mission outlines, as appropriate, for the type mission being flown.

1.4.4.2.3. Instructors will review each trainee's training records (training guide [TG] or AF Form 4022), and FEF if applicable, prior to each training flight or session.

1.4.4.2.4. Instructors will ensure all required training items are completed and signed according to **attachment 3** of this instruction. Instructors should further ensure the chief of training, flight commander or designated representative, are apprised of the trainee's status.

1.4.5. Formal School-ATS Contractor. The C-21 Aircrew Training System (ATS) contractor is responsible for academic and simulator in accordance with the simulator contract. The syllabus will be reviewed annually and updated as required according to contractual agreement.

1.4.6. Formal School-Non-ATS. AFI 11-202, Volume 1 establishes requirements. The MAJCOM training division is approval authority for MAJCOM taught courseware. Coordinate with HQ AMC/ DOTA to incorporate MAJCOM developed courseware into the AFCAT 36-2223 and the ATS when applicable. Units should refer to AFI 36-2201, *Developing, Managing, and Conducting Training*, AFPAM 36-2211, *Guide for Management of Air Force Training Systems*, and AFMAN 36-2234, *Instruction System Development*, when building AFCAT 36-2223 courses.

1.4.6.1. The formal school (45 AS) will act as the focal point for proposed formal school syllabus change requests.

1.4.7. Intercommand Transfer of Aircrews and Foreign Exchange Officers. The gaining organization should consider pre-transfer training to determine the appropriate training phase for placement of newly assigned aircrew members.

1.4.7.1. Consider aircrew personnel qualified throughout the force in the C-21A (AMC, USAFE, PACAF, ANG, and FOAs) when used for the same mission. Complete differences training for a change in aircraft series. For intercommand transfers and exchange officers, instructor training and qualifications may be accepted at the discretion of the gaining unit commander. These personnel must be transferring to the same weapons system. Intertheater and intercommand transfers require theater indoctrination training.

1.4.7.2. Foreign exchange officers should arrive at the duty station with a current physical and qualified in the C-21 and the altitude chamber. Mission qualification training should also have been completed. Exchange officers arriving from the formal school will complete local proficiency flying, tactical orientation and the following ground training events: Life support equipment; aeromedical rigging; Initial crew resource management (CRM); marshaling exam; tactics; and theater indoctrination. Those who arrive "qualified" from their country will complete the instrument refresher course (IRC), instrument written test, simulator refresher qualification, open and closed-book examinations, composite evaluation, difference training, and local proficiency and tactical flying orientation. They will also complete an altitude chamber and physical if proper documentation cannot be produced.

**1.5. In-Unit Training Time Limitations.** Aircrew members entered in an in-unit training program leading to qualification or re-qualification should be dedicated to that program on a full-time basis. In-unit training should begin no later than 45 days (90 days ANG) after reporting or being attached to a new duty

station or unit. MAJCOM waiver is required for in-unit training that begins prior to reporting date (see [table 1.2.](#) for specific time limitations).

1.5.1. Training time starts with the first significant training event (a training event directly contributing to qualification and upgrade: computer-based training (CBT) lesson, ground training, flight, etc.), or 45 days after being attached or assigned to the unit after completion of the formal school, whichever occurs first (or as specified in MAJCOM supplement). Training time limits for in-unit qualification/requalification, local orientation/theater indoctrination, difference training may run concurrently.

1.5.2. Units will notify the MAJCOM training division (ANG/DOO for ANG units) through channels when aircrew members exceed training time limits. (Use the waiver format shown in section 1.2.) 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 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.

**Table 1.2. In-Unit Training Time Limitations.**

<b>Training</b>	<b>Limit</b>	<b>Limit ANG</b>
Initial Qualification	120 days	240 days
Difference	60 days	120 days
Requalification	90 days	180 days
Mission	90 days	180 days
Instructor	60 days	120 days
Local orientation/theater indoctrination	45 days	90 days

### **1.6. Recurrency Training.**

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

1.6.2. For loss of currency exceeding 6 months, the aircrew member is unqualified in the aircraft and must complete requalification as directed in [paragraph 1.7.](#)

**1.7. Requalification Training.** AFI 11-202, Volume 1 specifies requalification training limits and requirements. The secondary method of requalification is applicable if the formal course is required but not practical, or quotas are not available. Units will request waivers according to [paragraph 1.2.](#) An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months, and must meet the requalification requirements (except flight surgeons) as follows:

1.7.1. Unqualified up to 2 Years. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a flight evaluation.

1.7.2. Unqualified 2 to 5 Years. Complete appropriate AFCAT 36-2223 requalification academic course, in-unit or formal school flying training, and a flight evaluation. When the requalification academic course is not practical or quotas are not available, units will request waivers to conduct in-unit training using formal school courseware.

1.7.3. Unqualified Over 5 Years. Complete the appropriate AFCAT 36-2223 formal initial qualification course.

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

**1.9. AF Form 4022, Aircrew Training Folder, Management.** Refer to [attachment 3](#).

**1.10. Examiner and Instructor Usage.** Units may use flight examiners as instructors for qualification and upgrade training programs as required. However, if an examiner is used as a primary instructor to train an individual during a training program, the same examiner should not administer the evaluation that completes the training program.

**1.11. Instructor Training and Supervision Requirements.**

1.11.1. All instructors with the exception of formal school instructors should be MR in the unit's designed mission for which they will be providing instruction (wing-level and below).

1.11.2. The following personnel must be under the direct supervision of an instructor when performing aircrew duties:

1.11.2.1. All noncurrent aircrew members.

1.11.2.2. All aircrew members in initial, upgrade, special mission qualification training, or requalification flying training. Upgrade students are not precluded from flying without an instructor when performing duties not related to the upgrade, unless otherwise restricted in this paragraph.

1.11.2.3. Flight training level (FTL) E crewmembers and senior officers as defined in AFI 11-202, Volume 1, and paragraph [2.7](#) of this instruction. FTL E requirements are insufficient for MR status.

1.11.2.4. Any other personnel designated by the wing, operations group, or squadron commanders.

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

**1.12. Administration of AFI 11-2C-21 Volumes.** Units will establish requirements for AFI 11-2C-21 volumes through MAJCOM publications distribution channels in accordance with AFI 37-161, *Distribution Management*. MAJCOM supplements to AFI 11-2C-21 volumes will be distributed within each MAJCOM using requirements from respective basic volumes. Send two copies to HQ AMC/DOT, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (PHASE I)

**2.1. General Requirements.** AFI 11-202, Volume 1 defines initial qualification training. Unless otherwise indicated, the primary method of initial qualification is to attend and complete appropriate formal training courses 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 1.2.).

2.1.1. Aircrew qualification. On completion of qualification training, aircrew members will be classified as BAQ. After qualification, aircrew members must comply with mission qualification and continuation training requirements in **chapter 3** and **chapter 4**. Aircrew members must meet experience level requirements in **table 5.1**. The MAJCOM/DO/XO (ANG/DOO) is the approval authority to conduct in-unit initial qualification.

2.1.2. Time limits. Training time limitations for active duty qualification training completion is 120 days (240 for ANG) after first flight (see **table 1.2**). Approval authority to extend training period is operations group commander. The training start date for dual-qualifying aircrew members will be the date of the first training flight. File approved time extension waivers according to paragraph 1.2. In-unit training should begin no later than 45 days after reporting to a new duty station or unit.

2.1.3. In-unit training (secondary method) is authorized for requalification (unqualified up to 2 years) and aircraft commander (AC) upgrade without a waiver. Use approved formal school courseware (See AFCAT 36-2223).

2.1.4. Scheduling requirements for training.

2.1.4.1. 2 AF/DO (AETC) executes Air Force Training Management System course control for all C-21 courses. HQ AFPC/DPMROM allocates C-21 initial qualification course quotas. AETC will:

2.1.4.1.1. AETC will manage commercial contract simulator quotas and schedule students for contracted ground school, simulator training, and flight training. They will also maintain a copy of the monthly training roster, and specify the number of contract classes that have been obligated and used.

2.1.4.1.2. HQ AMC/DOT determines the number of initial quotas required for the fiscal year. Send these quotas through channels to HQ AMC/DOT so course schedules may be determined. HQ AMC/DOT will provide a list of initial quotas to the 45 AS. *NOTE:* 45 AS/DOT will maintain a record of training rosters and temporary duty (TDY) orders and prepare and dispatch AF Form 1256, **Certificate of Training**, for graduates.

2.1.4.2. Units will provide class start dates to attendees no later than 30 days prior to class start. In the event of cancellation, the unit will provide canceled attendee's name and name of replacement through channels to HQ AFPC/DPRM.

2.1.4.3. Gaining units will issue applicable publications to attendees prior to start of training.

2.1.4.4. Schedule attached aircrew members for training through their flying unit. Do not request a training quota until request for attachment is approved by host MAJCOM. Each aircrew mem-

ber scheduled for training will provide an endorsement letter signed by his or her supervisor certifying the individual is available for the required TDY and there is no known pending change (permanent change of station, rated position identifier code, etc.) that would preclude his or her retention in a flying position for at least 2 years after course completion.

**2.2. Initial Qualification Training Prerequisites.** Complete initial qualification prerequisites in accordance with AFI 11-202, Volume 1. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in AFCAT 36-2223. All personnel maintaining flying status will meet the requirements for physiological training and the flight physical prior to flying (see event identifiers in [attachment 3](#)).

**2.3. Ground Training Requirements for Aircrew Members.** Complete ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1. The secondary method is only approved for requalification (unqualified less than 5 years). Obtain waivers, if required according to paragraph [1.7.](#), and complete the following:

2.3.1. Academic Training. Accomplish all academic training requirements as directed in applicable courseware.

2.3.2. Written Examinations/ATS End-of-Course Examinations. Satisfy requirements of AFI 11-2C-21, Volume 2, *C-21 Aircrew Evaluation Criteria*, and MAJCOM guidance.

2.3.3. Egress and Life Support Training (LS08). Must be completed before the first flight. Accomplish initial egress training on a C-21 aircraft.

2.3.4. Applicable ground training (i.e., simulators, aircraft systems, etc.) accomplished at the formal school establishes due dates for subsequent continuation training. If the date of accomplishment is unknown, use the date on the AF Form 8, Certificate of Aircrew Qualification, generated at the formal school.

**2.4. Flying Training Requirements for Aircrew Members.** Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1. Pilots must be current in the instrument refresher course and the instrument written examination before their initial qualification flight evaluation. Approved secondary method training for requalification must be accomplished according to applicable formal school courseware and the following guidance:

2.4.1. Flying training lessons should be completed in order; however, if mission scheduling or student progress dictates otherwise, the unit commander or designated training supervisor may change the order.

2.4.2. There should be a minimum time lapse between training missions and every effort should be made to complete qualification training requirements within the prescribed time period.

**2.5. Difference/Conversion Training.**

2.5.1. Difference Training. C-21 units should apply differences qualification training (DQT) for major modifications (e.g., Global Air Traffic Management (GATM)-compliant avionics, flight management computer (FMC) differences) as directed by MAJCOMs. Difference training may be applied to NC-21A-C-21A transfers. For fleet-wide modifications, apply initial cadre criteria in paragraph [2.5.2](#). HQ AMC, in coordination with other MAJCOMs will provide guidance and overprinted AF

Forms 4024, **Training Accomplishment Report**. Overprinting will be done in accordance with AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*.

2.5.2. Conversion Training. Conversion applies to units converting from another Mission Design Series (MDS) to the C-21A. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion using qualified personnel from other units if possible. Converting units may request initial cadre waiver of PAI time requirement. Send waivers through MAJCOM channels and include the information specified in **figure 1.1**. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.5.2.1. Initial cadre will not be designated in a crew position higher than currently held (e.g., T-43 mission pilot [MP] to C-21 examiner pilot [EP]) unless previously qualified in the conversion aircraft.

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

## 2.6. Multiple Qualifications.

2.6.1. Aircrew members 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 **2.7**).

**2.7. Senior Officer Qualification Requirements.** AFI 11-202, Volume 1 identifies senior officer qualification requirements. Senior officers, unless already qualified, will complete the appropriate senior officer qualification course (A004) and must fly with an instructor. These senior officers will maintain training level E continuation training requirements. *EXCEPTION: General officers in commander billets (MR or BMC), NAF commanders, wing commanders and operations group commanders are eligible to fly without an instructor only in their primary assigned aircraft. These personnel must complete or have completed initial qualification in their primary assigned aircraft.* Those senior officers who were previously qualified in their primary assigned aircraft through an initial qualification course may complete requalification training, in accordance with paragraph **1.7**. Senior officers flying unsupervised must meet the above requirements, be current and qualified in the weapons system and maintain training level A continuation training requirements, including simulator requirements. Senior officer courses do not lead to unsupervised qualification in any weapon system. All pilots in dual controlled aircraft must comply with AFI 11-202, Volume 1, requirements (including formal senior officers course, checkride, and AF Form 8) before flying with passengers.

2.7.1. Senior officers who maintain FTL E maintain BAQ requirements and fly with an instructor.

2.7.2. Flying NAF/CCs and OG/CCs must be fully qualified flight examiners (FE) in their primary assigned aircraft. These individuals do not require nor do they have to maintain instructor status. Also, flight examiner status for additional aircraft assigned to the unit is not required. To become a flight examiner, NAF/CCs and OG/CCs must maintain a minimum of FTL E requirements and be flight examiner certified according to AFI 11-2C-21, Volume 2. Although designated as flight examiners, NAF/CCs and OG/CCs maintaining training level (TL) 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; the use of the senior officer course is not authorized.

2.7.3. Senior officers who were previously qualified as C-21 flight pilot/mission pilot (FP/MP) or higher are not required to attend the initial qualification course unless unqualified more than 5 years (see paragraphs 1.7.).

2.7.4. Wing-level and below. They will accomplish qualification training and maintain BAQ requirements. These individuals are to be trained and certified within the first 180 days of their assignment. Refer to AFI 11-202, Volume 1, and the MAJCOM supplement.

2.7.5. Flying unit commanders and flying unit operations officers will accomplish qualification and mission qualification and will maintain basic and mission currency requirements.

2.7.6. Above wing-level. Incumbents of O-6 flying positions above wing-level will complete the qualification course and will at least maintain flying training level "E" currency requirements. The senior officer course fulfills qualification requirements. If qualification is attained by the senior officer course, the incumbent will fly with an instructor pilot.

2.7.7. General/flag officers flying in commander billets may fly without an instructor pilot in their primary assigned aircraft, if they are current and qualified (BMC or MR) according to AFI 11-202, Volume 1 and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. Other general/flag officers and those commanders maintaining basic aircraft qualification or less must fly with instructor pilots. General/flag officers must complete the ATS senior officer qualification simulator training. Flying training may be completed at the flying training unit (FTU) or by the secondary method (without waiver according to paragraph 1.2.).

**2.8. Flight Surgeons.** AFI 11-202, Volume 1 establishes flight surgeon initial qualification requirements. Flight Surgeons will complete written qualification examination pertaining to their primary assigned aircraft administered by standardization-evaluation (stan/eval), accomplish aircraft life support equipment training (LS06), and complete one-time CRM training (G231). They must also be thoroughly briefed on emergency exits and egress procedures (LS08) prior to flying on any aircraft, and be current in physiological training and have a current flight physical. Comply with [table 3.1](#).

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

**2.10. Failure to Complete Training.** If any aircrew member fails to complete a formal course, the formal school will send a recommendation to the individual's unit on whether he or she should complete the secondary method (which requires a waiver), be eliminated, or return to the formal school for training.

2.10.1. Requests to recall a student from a formal school course must be sent from the student's MAJCOM. HQ AETC/DOF will accomplish all necessary coordination with appropriate agencies. Emergency recall during non-duty hours may be coordinated directly with the FTU with notification to MAJCOM on next duty day.

### Chapter 3

#### MISSION QUALIFICATION TRAINING (PHASE II)

**3.1. Time Periods for Mission Qualification.** Aircrew members will complete mission qualification training within 90 days (180 days for ANG) of starting training (see [table 1.2.](#)) or as established in the MAJCOM supplement. Individuals unable to complete mission qualification within these limits may continue training. Squadron commanders may add requirements based upon evaluation of individual proficiency, experience, and judgment.

3.1.1. Units will notify their MAJCOM (AMC/DOTA, AETC/DOF, PACAF/DOT, USAFE/DOT, or ANG/DOO) through channels when aircrew members exceed training time limits (use the format in paragraph [1.2.](#)). Squadron commanders may extend training time up to 60 days. Extensions in excess of 60 days require MAJCOM approval (not applicable to ANG). An extension-of-training-time letter, signed by the squadron commander, will state the problem and corrective action being accomplished.

3.1.2. Prior Qualified Pilots (PQPs) will be entered into aircraft commander mission qualification training no later than 90 days upon arrival at the unit (must meet prerequisites in [table 5.1.](#)).

**Table 3.1. Mission Qualification Ground Training Requirements.**

Notes	Event	Code
1, 2	Aircraft Marshaling Training and Examination	G002
4	Chemical Biological Warfare Training	G010
	Tactics	G060
	Aircrew Intelligence	G070
	Communications Procedures	G080
	Anti-hijack	G090
4	ISOPREP Review	G120
	IRC	G130
	Hazardous Cargo Training	G182
	CRM	G231
	Small Arms Training	G280
4,6	Aircrew Chemical Defense Training	LS04
3	Ground Egress, Non-ejection	LS08
5	Flight Physical	PP01
5	Physiological Training	PP11
	Initial Combat Survival Training	S-V80-A
	Initial Water Survival Training	S-V90-A

**NOTES:**

1. Events may be accomplished at formal school or in-unit. Previously certified and qualified mission-ready aircrew members transferring between units only need G002, G120 and any applicable events in which they have lost currency.
2. Pilot upgrade aircrew members only need G002 and other applicable events in which they are non-current.
3. All aircrew members. LS08 includes LS05 Aircrew Chemical Defense Ensemble (ACDE), for Aircrew Eye/Respiratory Protection System (AERPS) equipped units.
4. Flight Surgeons only need G010, G120, G230 and LS08 for MR. 45 AS Flight Surgeons are exempt from these items. G231 (CRM) is a one-time event for flight surgeons.
5. All aircrew members. See training event descriptions in A2 for additional requirements.
6. Not applicable for aircrews in units not equipped to perform P280AERPS or similar gear): USAFE, PACAF, AETC.

**3.2. 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).

3.2.1. 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 Protection from Terrorism (G110) training.

**3.3. Flying Training Requirements.**

3.3.1. BAQ aircrew members pursuing MR status will accomplish Training Level "D" (see paragraph [4.2.1.](#)) continuation training requirements.

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

3.3.3. Aircrew members must complete the following flying training requirements prior to being certified mission-ready; MAJCOMs may add additional guidance to meet MAJCOM requirements:

3.3.3.1. Local or unit orientation training flight (with an instructor).

3.3.3.2. Mission observation flight.

3.3.3.3. Operational mission (with an instructor).

3.3.3.4. Aircrew Chemical defense task qualification training (ACDTQT) (P280) when units are appropriately equipped. N/A for AETC aircrew members and flight surgeons.

**3.4. Theater Indoctrination (TI).** Theater indoctrination will be conducted according to AFI 11-202, Volume 1, and the MAJCOM supplement. As a minimum, training should include a thorough review of theater unique instrument requirements and procedures, use of non-DoD instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures, and host nation agreements. Squadron commanders or ANG Ops Supervisors are responsible for the accomplishment of this training for all assigned and attached aircrew members and will design a program to meet requirements unique to unit operations. Completion of TI training does not require attainment of MR status.

3.4.1. USAFE: All USAFE aircrews will complete TI ground training prior to flight training. TI flight training may be combined with initial mission qualification training (MQT) sorties, but must be the first sortie flown in theater. Supervision will be an instructor pilot (IP).

3.4.1.1. Ground Training. The wing/group will develop the TI ground training program. The unit may develop procedures specific to their mission and location, however the following blocks of instruction will be covered as a minimum:

3.4.1.1.1. Instrument training: a thorough review of theater unique instrument requirements and procedures to include but not limited to: nav aids, European air traffic control, Flight Information Publications/Foreign Clearance Guide study, non-DoD approach procedures (e.g., Jeppesen), required instrumentation for specific approaches, local publications and regulations, flight planning, European weather phenomena (emphasis on local conditions), spatial disorientation, and theater buffer zone procedures.

3.4.1.1.2. Video presentations: Jeppesen approach charts.

3.4.1.1.3. Basic airmanship review: visual illusions, command special interest items, USAFE local area exercise procedures.

3.4.1.2. Flight Training. The wing/group developed TI program will consist of a minimum of one sortie emphasizing European flying environment, ATC procedures, basic airmanship and local orientation. Individual TI events may be accomplished during MQT, however, all TI events will be complete prior to MR or theater certification. Aircrews will demonstrate proficiency in the following events: route abort (when applicable); all instrument procedures including each type of instrument approach procedure the aircraft is capable of flying; operational mission or unit specific mission training requirements.

## Chapter 4

### CONTINUATION TRAINING (PHASE III)

**4.1. Aircrew Status.** C-21 aircrew are assigned to either mission ready (MR), basic mission capable (BMC), or BAQ status. The continuation training program provides aircrew members with the volume, frequency, and mix of training necessary to perform unit missions. Accomplishing the minimum number of required events only ensures currency. Individual proficiency may require a greater number of events. Unit commanders will ensure all aircrew members receive sufficient event intensive training to maintain proficiency.

4.1.1. Mission Ready (MR). A mission-ready aircrew member is defined as one who is available, qualified, and certified in the squadron's mission(s) for the Status of Resources and Training System (SORTS), operational tasking, and deployments (completed mission qualification training for applicable crew position).

4.1.1.1. Aircrew members must be current in all ground and flying events, except special mission qualification events that will not adversely impact the unit's wartime mission.

4.1.2. Basic Mission Capable (BMC). A Non-Mission Ready aircrew member assigned to MAJCOM headquarters, NAF, Tanker Airlift Control Center (TACC), AMWC, Tanker Airlift Control Elements (TALCE), Air Mobility Operations Groups (AMOG), formal schoolhouse, or direct reporting unit who has satisfactorily completed mission qualification training, 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 4.2.1.1. for training level requirement. Formal school instructors must be qualified in unit training mission prior to performing instructor duties.

4.1.2.1. BMC formal school aircrew members are fully qualified to accomplish all aspects of their unit's training mission. AETC aircrew members must comply with MR requirements to fly TACC or Joint Operational Support Airlift Center (JOSAC) directed operational missions.

4.1.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed training and is qualified to perform aircrew duties in the unit aircraft. The member must at least perform at the minimum frequency necessary to meet the most recent sortie and flight standards in this chapter.

4.1.4. 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 a nonmission ready (NMR) aircrew member.

4.1.4.1. If the aircrew member is NMR for failure to maintain currency per paragraph 4.6.1.1., place the aircrew member in supervised status for that event (individual flies with an instructor of like specialty) until required training is accomplished. Loss of currency prohibits an individual from flying outside of the CONUS or accomplishing unsupervised inflight duties in the noncurrent event(s). For example, if the individual is noncurrent for an event such as small arms training, the individual may fly unsupervised on CONUS sorties which are not scheduled for and do not require aircrew arming. MAJCOMs outside of the CONUS may allow individuals to fly local and

routine missions (as defined by the OG/CC), and noncontingency overseas sorties in their respective theater.

4.1.4.2. If an aircrew member is NMR for failure to complete required continuation training, the operations group commander has two options:

4.1.4.2.1. Waive the required training in accordance with paragraph 4.6.1. or 4.6.2. The individual is then a MR aircrew member.

4.1.4.2.2. Place the aircrew member in supervised status (individual flies with an instructor of like specialty) until required training is accomplished. The operations group commander may allow individuals to fly unsupervised on CONUS sorties if loss of MR status was for failure to complete ground/flying continuation training. MAJCOMs outside of the CONUS may allow individuals to fly local and routine missions (as defined by the OG/CC), and noncontingency overseas sorties in their respective theater.

**4.2. Training Levels (TL).** Before each semiannual period, the squadron commander or designated representative determines the training level (TL) of each assigned aircrew member, and will ensure that individuals receive training to successfully perform unit missions and maintain individual proficiency. Aircrew members may be assigned TL levels that are more restrictive, but never less restrictive than the requirements under this paragraph. TL definitions follow:

4.2.1. Flying Training Levels (FTL).

4.2.1.1. FTL "A" - highly experienced aircrew members. This may include MR or NMR MAJCOM headquarters (HQ) and TACC personnel; AETC instructors; NAF personnel; AMWC instructors; wing, operations group, 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 aircrew members to this level. **NOTE:** NMR staff instructors/examiners assigned to MAJCOM HQ, a NAF, or a direct reporting unit may be assigned to FTL "A" and ground training level (GTL) "4." In addition to GTL "4" requirements, these individuals must also accomplish refresher simulator 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 aircrew members do not maintain MR status, they cannot log MP time (may log EP, IP, or FP time, as qualified). If refresher simulator training requirements are not met, the individual must fly with an instructor of like specialty unless waived (see paragraph 4.6.).

4.2.1.2. FTL "B" - experienced, mission ready aircrew members.

4.2.1.3. FTL "C" - MR aircrew members. Copilots should be assigned to FTL "C." If desired, squadron commanders may assign highly proficient copilots or first pilots to FTLs "A" or "B."

4.2.1.4. FTL "D" - basic aircraft qualified aircrew members. Designated primarily for basic aircraft qualified aircrew members who are pursuing MR status.

4.2.1.5. FTL "E" - basic aircraft qualified, non-instructor staff (may include senior officers, MAJCOM, NAF, and TACC individuals who are not maintaining MR or instructor status). FTL E requirements are sufficient for BAQ and BMC status, but are insufficient for MR status. Aircrew members assigned to FTL E will fly with an instructor of like specialty at all times.

4.2.2. Ground Training Levels (GTL).

4.2.2.1. GTL "1" - highly experienced aircrew members with ten years or greater of operational flying in their rated specialty (e.g., pilot, not necessarily C-21 pilot).

4.2.2.2. GTL "2" - experienced aircrew members with five years or greater but less than ten years of operational flying in their rated specialty.

4.2.2.3. GTL "3" - inexperienced aircrew members with less than five years of operational flying in their rated specialty.

4.2.2.4. GTL "4" - NMR senior officers and staff officers.

4.2.3. Change of FTL or GTL. Once the semiannual period begins, personnel should not be moved to a level requiring fewer events. *EXCEPTION: Basic aircraft qualified aircrew members may be placed in a different FTL any time after attaining MR status.*

4.2.4. Established TLs do not preclude the squadron commander from scheduling an individual for additional training.

**4.3. Training Events/Tables.** Standardized AFORMS training event identifiers and descriptions are located in [attachment 3](#)). Unit defined events will be designated "X" events (i.e., X020).

4.3.1. Crediting Event Accomplishment. 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 establish a subsequent due date.

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

4.3.1.2. Make-up training (ground or flying) is creditable towards the new training period.

4.3.1.3. Simulator Credit for Training Events. Aircrew members may credit events accomplished in the simulator unless otherwise specified by the respective event description in [attachment 3](#) or [table 4.3](#). Simulator events may be credited for currency events in [table 4.3](#), but will not be used to regain currency. Instructor upgrade simulator training may not be credited for annual refresher simulator.

4.3.1.4. Instructor Training Requirements and Responsibilities. Instructors and flight examiners may credit 50% of their requirements while instructing or evaluating. *EXCEPTION: Instructor and flight examiner pilots may not credit any takeoffs or landings flown by another pilot.*

**4.4. Currency for Aircrew Members.**

4.4.1. Ground Continuation Training Events. Aircrew members will comply with requirements of [table 4.1](#). (Flight Surgeons see [table 4.2](#)). See [attachment 2](#) for course descriptions. Additional (optional) training events are in [table 4.5](#).

**Table 4.1. Ground Continuation Training Requirements.**

<i>Notes</i>	<b>Event</b>	<b>Code</b>	<b>GTL 1</b>	<b>GTL 2</b>	<b>GTL 3</b>	<b>GTL 4</b>
5	Chem-biological warfare defense training	G010	B	B	B	
5	Tactics	G060	A	A	A	
	Aircrew intelligence	G070	A	A	A	
	Communications procedures	G080	A	A	A	
	Anti-hijack	G090	B	B	B	
	Laws of armed conflict	G100	A	A	A	
5	Protection from terrorism	G110	T	B	A	
5, 6	ISOPREP review	G120	180d	180d	180d	
	Instrument refresher course	G130	C	C	C	C
5	Hazardous cargo training	G182	A	A	A	
	CRM refresher	G230	A	A	A	A
4	CRM simulator	G240	A	A	A	A
	Refresher simulator	G250	A	A	A	A
5, 7, 8	Small arms training	G280	B	B	B	
5	Combat survival training, high threat	LS02	T	T	T	
5	Water Survival Training	LS03	T	T	T	
5, 11	Aircrew chemical defense training	LS04	B	B	B	
1, 9	Ground Egress training, non-ejection	LS08	T	T	T	B
1, 8	Flight physical	PP01	A	A	A	A
1, 8, 10	Physiological training	PP11	T	T	T	T
2, 8	Flight records review	RR01	A	A	A	A

*A-Annual, B-Biennial, C-Check Cycle, SA-Semiannual, T-Triennial*

**NOTES:**

1. Mandatory grounding item on expiration date; individual will not fly until required event is accomplished.
2. Not required to maintain mission ready status, although should be accomplished when due.
3. CRM simulator training is accomplished during the mission-oriented simulator training (MOST) in refresher simulator (G250).
4. Not required for AETC.
5. G120 currency expires 180 days from last accomplishment.

6. G280 currency expires two years from date of accomplishment.
7. See event description in [attachment 2](#) for additional information on currency requirements.
8. LS08 includes LS05 (ACDE) for MR aircrew members.
9. USAFE: personnel required to accomplish every 4 years. If 3 years exceeded, person must accomplish within 90 days of PCS to CONUS.
10. Not applicable for aircrews in units not equipped to perform P280 (AERPS or similar gear): PACAF, USAFE and AETC.
  - 4.4.1.1. Aircrew members 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.
  - 4.4.1.2. Centralized aircrew training record. All training events will be recorded in the AFORMS database (event identifiers are listed in Attachment 2). Combined training events may have only one AFORMS entry. All one-time events will be entered into the AFORMS database. These events need not be maintained on individual currency reports.
  - 4.4.1.3. Mission ready (MR) requirements must be completed prior to participating in an operational mission as a qualified aircrew member. Local training missions may be flown before completing all MR items, provided the individual has a current flight physical, and has completed physiological, initial ground egress, marshaling, and life support training.
  - 4.4.1.4. Units will use the appropriate AFI 11-202, Volume 1, paragraph [4.3.1](#). forms as source documents to record all accomplished training and to update the Air Force Operations Resource Management System (AFORMS) database. The host operations systems manager (HOSM) will provide event numbers to identify each training requirement and establish local procedures to ensure frequent data input to AFORMS.

**Table 4.2. Flight Surgeon Ground Continuation Training Requirements.**

<i>Notes</i>	<b>Event</b>	<b>Code</b>	<b>Frequency</b>
2	Chemical-biological defense training	G010	B
1	Aircraft ground egress training	LS08	B
2	Anti-hijack	G090	B
2	Laws of armed conflict	G100	A
2	Protection from terrorism	G110	A
3	ISOPREP review	G120	180d
2, 6	Aircrew chemical defense training	LS04	B
2	Combat survival	LS02	T
2	Water survival	LS03	T
1, 4	Flight physical	PP01	A
1, 4, 5	Physiological training	PP11	T
	Written Exam	Q001	C

Notes	Event	Code	Frequency
	Flight records review	RR01	A

A-Annual, B-Biennial, C-Check Cycle, SA-Semiannual, T-Triennial

**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. See event description in [attachment 2](#) for additional information on currency requirements.
5. USAFE: personnel required to accomplish every 4 years. If 3 years exceeded, person must accomplish within 90 days of PCS to CONUS.
6. Not applicable for aircrews in units not equipped with AERPS or similar gear.

4.4.1.5. The following will be emphasized in continuation training courses:

- 4.4.1.5.1. Crew resource management (CRM) and MOST.
- 4.4.1.5.2. Systems knowledge and operating procedures.
- 4.4.1.5.3. Normal, emergency, and instrument flight procedures.
- 4.4.1.5.4. Operational Risk Management (ORM).

4.4.2. Flying Continuation Training Events. [table 4.3](#) lists the standardized flying requirements for all pilots. See [attachment 2](#) for event descriptions. Additional training events are in [table 4.5](#).

4.4.2.1. Dual-Seat Qualification. Aircraft commanders and flight pilots (FPs) will be dual-seat qualified, and may accomplish training events in either seat. Copilots may not fly in the left seat unless under direct IP supervision and in FP upgrade. Prior to occupying the left seat on missions with passengers/patients, copilots must have completed an FP evaluation. IPs may fly in either seat.

4.4.2.2. Senior officers and staff aircrew members maintaining basic aircraft qualification will, 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.

4.4.2.3. Currency Credit Permitted for Evaluation. Credit individual flying requirements for each item satisfactorily completed on a recurring instrument, qualification, or mission evaluation.

**Table 4.3. Semiannual Continuation Flying Requirements.**

Event	Notes	Pilot (MP/FP)							Copilot (MC/FC)				
		Code	A	B	C	D	E	CUR	A	B	C	D	CUR
Local Proficiency sortie		M010	2	2	2	2			4	4	5	6	
Takeoff		P020	12	18	24	30	6	M	12	18	24	30	M

Event	Notes	Pilot (MP/FP)							Copilot (MC/FC)					
		Code	A	B	C	D	E	CUR	A	B	C	D	CUR	
Spiral-up departure	1	P053	A	A	A	A								
Instrument approach		P070	15	20	26	32	6	<i>M</i>	15	20	26	32	<i>M</i>	
Instrument approach (coupled)		P080	1	1	1	1	1		1	1	1	1		
Instrument approach (manual)		P090	4	5	6	7			4	5	6	7		
Precision approach		P100	6	6	8	10	2		6	6	8	10		
Nonprecision approach		P110	6	6	8	10			6	6	8	10		
NDB Approach	6	P116	2	2	2	2			2	2	2	2		
GPS Approach	7	P117	1	1	1	1			1	1	1	1		
Circling		P130	2	2	2	2			2	2	2	2		
Visual traffic pattern		P140	2	2	2	2			2	2	2	2		
Missed approach		P150	2	3	3	3			2	3	3	3		
Approach and GA (sim eng-out)	4	P170	2	3	3	3								
Approach and landing (sim eng-out)	4	P180	2	2	2	2								
Overhead Approach		P061	A	A	A	A								
Random Steep Approach	1, 6	P064	A	A	A	A								
Curvilinear Approach	1, 6	P065	A	A	A	A								
Landing		P190	12	18	24	30	6	<i>M</i>	12	18	24	30	<i>M</i>	
Landing night	5, 6	P192	2	2	2	2		<i>Q</i>	2	2	2	2	<i>Q</i>	
HAVE QUICK Radio Procedures	2	P260	2	2	2	2			2	2	2	2		
SECURE RADIO Operations	2	P270	2	2	2	2			2	2	2	2		
ACDTQT	2	P280	A	A	A	A			A	A	A	A		

*M*-Monthly, *Q*-Quarterly, *A*-Annually, *B*-Biennially

#### NOTES:

1. Requirement is for aircraft commanders. Authorized for flight pilots(FP) and FP upgrades under the supervision of an instructor.
2. Units with appropriately equipped aircraft.
3. Perform in conjunction with G080 when practicable.
4. Only FPs (and pilots in FP upgrade) or higher qualified pilots will perform simulated engine-out maneuvers.
5. Currency may be 180 days as determined in MAJCOM supplement.
6. For USAFE, night landing currency is 180 days; NDB, curvilinear and random steep arrivals have a 120 day currency.
7. Requirement determined by MAJCOM/DO.

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

4.5.1. 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 4.4](#) 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 the continental United States (OCONUS). Subtract previous accomplishments from the prorated total to determine remaining requirements.

## 4.5.2. Prorate requirements for individuals changing training levels.

**Table 4.4. 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

**4.6. Failure to Complete Continuation Training Requirements.** Declare individuals NMR if they fail to complete ground or semiannual flying continuation training requirements. *NOTE:* The operations group commander 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 (see paragraph 4.1.4.1.). Formal school aircrew members should defer to paragraph 4.1.2.1. The following guidance applies:

4.6.1. Flight Training. At the end of the semiannual training period, the squadron commander will review AFORMS products for those aircrew members who failed to accomplish all required semiannual 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 an operations group commander waiver. If the AFORMS review shows enough flying events were recently accomplished to ensure MR proficiency, the operations group commander 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 aircrew members receive the proper quantity of flying events to remain proficient and allow the operations group commander to determine MR status and additional training requirements when those training quotas are not met. *EXCEPTION: Flight currency will only be waived under extreme circumstances and only at the MAJCOM level.* Flight currency is associated with those events denoted in the flying continuation training tables by a specific period of time (monthly, quarterly, semiannual, or annual) within which an event must be accomplished (listed in the currency (CUR) column).

4.6.1.1. 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. Aircrew members are non-current the day after event currency expires; (i.e., an aircrew member who 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 1.6. Aircrew members will demonstrate proficiency with an instructor for loss of currency up to six months. Loss of currency in excess of six months will result in requalification to regain currency.

4.6.1.2. **Loss of Qualification.** An aircrew member is unqualified on either loss of currency exceeding 6 months or expiration of his or her qualification evaluation, whichever occurs first. See graph 1.7. for requalification requirements.

4.6.2. **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 aircrew member's experience and proficiency level (i.e., waivers will not be based on an aircrew member's availability). The operations group commander 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. Requirements Before PCS or TDY by Members on Active Flying Status.** AFI 11-202, Volume 1, specifies requirements before PCS or TDY.

**4.8. Requirements Before Removal from Active Flying.** AFI 11-202, Volume 1, specifies requirements before removal from active flying.

**4.9. Requirements While in Inactive Flying Status.** AFI 11-202, Volume 1, specifies requirements while in inactive flying status.

**4.10. Retraining.** AFI 11-202, Volume 1, specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

**4.11. Aircrews Flying With Other Than US Air Force Units.** AFI 11-202, Volume 1, addresses individuals flying in this status.

**4.12. Flight Surgeon Requirements.** Flight surgeons will comply with the flying requirements in AFI 11-202, Volume 1.

**Table 4.5. Additional Training Events.**

Event	Code	Requirement (see appendix 1)
Airport Qualification Program	G290	Prior to missions into selected airports (see ASRR)
Unit Specific Training Sortie	M020	Unit defined continuation training
Theater Indoctrination	M060	Established by MAJCOM
Overseas Sortie	M030	Wings will determine requirement
Tactical Proficiency Sortie	M050	Wings will determine requirement
Threat Scenario Sortie	M110	Wings will determine requirement

**NOTE:** Refer to AFI 11-2C-21, Volume 2, for evaluation requirements. See [attachment 2](#) of this instruction for additional event identifiers.

## Chapter 5

### UPGRADE TRAINING

**5.1. Prerequisites.** This chapter identifies general prerequisites and training requirements for upgrade. Minimum requirements for upgrade are in [table 5.1](#). Minimum flying hour requirements must be attained prior to entry into upgrade training. The OG commander or ANG equivalent is the waiver authority for all personnel who do not meet minimum flying hour requirements. With the operations group commander's or ANG equivalent's approval, upgrade and special qualification training requirements may be completed during operational missions under the supervision of an instructor. Comply with restrictions in AFI 11-2C-21, Volume 2, AFI 11-2C-21, Volume 3, *C-21 Operations Procedures*, MAJCOM directives, and applicable OPORDs. **NOTE:** For requalification requirements of previously-qualified aircrew members, requalification will be on a proficiency basis. Previous MPs or above should be requalified as MPs unless otherwise directed by the OG/CC.

#### 5.2. Aircraft Commander (AC).

5.2.1. General. Flying time prerequisites required for upgrade are based on a copilot or first pilot having gained knowledge and judgment required to effectively accomplish unit missions. Unit commanders must ensure 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. Additionally, the following guidance applies:

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

5.2.1.2. Use the approved AFCAT 36-2223 courseware.

5.2.1.3. Complete applicable ground and flying requirements in this instruction.

5.2.2. In-Unit Upgrade is the primary method for AC qualification training in the C-21. Use courseware provided by the formal school and MAJCOM and comply with [table 5.1](#).

5.2.3. Graduates of an aircraft commander course will be designated NMR aircraft commanders (flight pilot) until completion of an en route evaluation according to AFI 11-2C-21, Volume 2. NMR aircraft commanders will accomplish aircraft commander continuation training requirements (training level assigned by squadron commander) and can serve as a copilot augmentee while non-mission ready (must be current and qualified). MR status, on completion of mission qualification training and associated evaluation and certification, will be validated by a certification board. There is no flying-hour requirement for MR status.

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

5.3.1. Instructor upgrade prerequisites. See [table 5.1](#).

5.3.1.1. For ground and flight training requirements, all initial instructor upgrade candidates will complete training on the principles of instruction through an instructor preparatory course (IPC) at the formal school (see paragraph 5.3.4. for in-unit upgrades).

5.3.1.2. Each unit should give IP candidates at least three right-seat familiarization training flights prior to formal school. Complete pre-upgrade events listed in a MAJCOM approved training guide if available.

5.3.1.3. Individuals may upgrade using the secondary method if formal school course slots are not available. Aircrew members previously qualified as Air Force aircraft instructors do not need a waiver for the secondary method, nor do they need to repeat the IPC if completed under another weapon system. Aircrew members who were previously qualified as C-21 instructors are exempt from the instructor upgrade flying time prerequisites in table 5.1. All instructor candidates will complete ATS instructor simulator training when using the secondary method (waiver authority is the MAJCOM training division).

### 5.3.2. Instructor Ground Training.

5.3.2.1. An instructor must be thoroughly familiar with aircraft systems and equipment, normal and emergency operating procedures, prohibited maneuvers, and aircraft performance under all conditions of flight. Instructor candidates will demonstrate knowledge by organizing and conducting ground briefings on a cross-section of subjects from applicable directives. Briefings may be conducted as part of the existing continuation training or flying safety program, but the briefing must be critiqued by a same crew position instructor for content, organization, and delivery.

5.3.2.2. The instructor candidate will receive training on training documentation described in Attachment 3.

5.3.2.3. Instructor written examinations. AFI 11-2C-21, Volume 2, defines this requirement. Scenario-driven instructor questions are incorporated into the instructor qualification open-book examination.

5.3.2.4. Instructor/Examiner CRM. Initial instructor CRM should be included in formal and in-unit upgrade. Units develop course material locally for in-unit upgrades.

### 5.3.3. Flying Training.

5.3.3.1. IPs must be fully aware that they are in-command of the aircraft on training flights and are responsible at all times for conduct of the flight and safety of the aircraft. If at any time during the flight the judgment or proficiency of a student at the controls raises a question in the instructor's mind as to the student's ability to complete a prescribed maneuver safely, the instructor will take over the controls of the aircraft immediately. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft.

5.3.3.2. IP candidates may occupy either seat during training. Emphasis will be on right-seat proficiency, maneuver techniques, practice instruction, practical emergency situation set-up, and operating aircraft systems. A minimum of one touch and go landing should be accomplished in the left seat, emphasizing the differences in cockpit layout and aircrew duties that affect left seat instructing.

5.3.3.3. An initial instructor flight evaluation is required.

5.3.3.4. Instructor proficiency guidelines. In the first quarter, following upgrade, emphasis should be placed on flying the newly certified IP in the local pattern to reinforce upgrade training and to gain experience in the local flying environment.

5.3.3.5. Instructor Preparatory Course (IPC). All instructor candidates must have attended an IPC at a formal Air Force school or at the unit level.

5.3.3.6. AETC formal school instructors will complete the FTU Faculty Instructor Upgrade Program.

5.3.4. Unit level IPC. Wings may conduct IPC for instructor candidates at the squadron level. Each squadron IPC program will be approved by the appropriate OSS/OST and an information copy will be forwarded to MAJCOM/DOT. Each IPC program will have a primary instructor appointed by the applicable squadron commander to be responsible for course content, scheduling, records, and training of new IPC instructors. IPC staff may be of any size but should be limited to only enough to accomplish unit requirements.

5.3.4.1. IPC Guidance. Unit level IPCs will be conducted according to a plan submitted to and approved by the appropriate OSS/OST. Primary instructors will maintain course content and update when necessary. A record of course attendees will be maintained for at least 2 calendar years. An AF Form 1256 will be issued to each graduate and signed by the primary instructor. Unit level IPC guidance in addition to that provided by the formal school and the ATS is encouraged.

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

**5.4. Flight Examiner Qualifications.** Squadron commanders will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiner must possess satisfactory knowledge of MAJCOM training and evaluation policies and procedures and the ability to administer an evaluation according to AFI 11-2C-21, Volume 2.

5.4.1. Flight examiner candidates will complete a flight examiner certification course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified flight examiner in any AMC aircraft. Upgrade will include, but is not limited to the following:

5.4.1.1. Observation of qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.4.1.2. Examiner candidates should receive a briefing on command policies and interpretations of AFI 11-2C-21, Volume 2, AFI 11-202, Volume 2, and MAJCOM supplements.

5.4.1.3. Flying training. In conjunction with the observation in this paragraph, the examiner candidate should also observe the inflight portion of evaluations.

**5.5. Special Qualifications.**

5.5.1. Functional Check Flight (FCF) pilot. FCF requirements are listed in AFI 11-2C-21, Volume 3. FCF pilots will be selected from highly qualified instructors (preferably examiners). The candidate will complete a review of applicable technical orders (TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks* and checklists), the current Contract Logistics System

(CLS) contract, and complete a written examination. The candidate will fly as copilot on a minimum of one FCF prior to unit commander certification.

**Table 5.1. Upgrade Prerequisite Summary.**

From	To	Prerequisites	Tasks and Events Required
UC or UP	MC, and FP <sup>1</sup>	Appropriate student AFSC	Complete <b>chapter 2</b> and <b>chapter 3</b> rqmts.
MC, FP	MP <sup>1, 3</sup>	Appropriate MC, MCF, FP AFSC Unit CC recommendation <b>Flying hours:</b> Total / PAA 500 / 200 or 800 / 100	Complete <b>chapter 5</b> rqmts
MP	IP <sup>2, 3</sup>	Appropriate MP AFSC 100-hours PAA after MP certification Unit CC recommendation Complete <b>chapter 5</b> rqmts.	Complete <b>chapter 5</b> rqmts
IP	EP	Appropriate IP AFSC Unit CC recommendation	Complete <b>chapter 5</b> rqmts.

UC – unqualified copilot; UP – unqualified aircraft commander

**NOTES:**

1. Any previous operational fixed wing pilot with a total of 500 military flight hours or any previous MP or higher will normally receive FP training and evaluation during qualification training. Total primary aircraft authorized (PAA) hour requirements must be met prior to aircraft commander certification as mission-ready pilot (MP). Candidates will complete an En Route evaluation.
2. All flying-hour requirements must be attained prior to entry into an IP upgrade program. Simulator time and upgrade training student time is creditable toward total time. Only primary and secondary time is creditable towards PAA time. 100 hours PAA does not apply to IP requalifications for those previously qualified as C-21 IPs (when less than five years unqualified).
3. Unit DOT chief must ensure AF Form 63, **Officer Active Duty Service Commitment (ADSC) Counseling Statement**, is signed prior to beginning upgrade training according to AFI 36-2107.

## Chapter 6

### AIRCREW TRAINING SYSTEM (ATS)

**6.1. Applicability.** As defined in AFI 11-202, Volume 1. This chapter applies to all aircrew members attending formal schools using ATS courseware. Normally, the ATS contractor provides academic and simulator training and the Air Force conducts all flight training and evaluations. The guidance in this chapter is for all mobility MDSs and will have varying degrees of applicability for C-9, C-20, C-21, and Special Air Missions (SAM) aircrew training programs. Contact HQ AMC/DOFA for guidance on specific MDS contractor-provided training (AETC/DOFA for C-21s). *NOTE: The current simulator contract governs Air Force-contractor relationships and obligations and may only be modified by the contracting officer. Units will not levy additional requirements on contractors. Contact the MAJCOM training office with recommended changes to the aircrew training program.*

**6.2. Dedicated Training Time.** As defined in AFI 11-202, Volume 1. It is imperative that students complete their 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.*

**6.3. ATS Course Prerequisites.** 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. Consult the course summary document and AFCAT 36-2223 to determine student entry level for each course.

#### **6.4. Lesson Objectives.**

6.4.1. Lesson Objective Development. All objectives must meet requirements of Instructional Systems Development (ISD) process as defined in AFH 36-2235, *Information for Designers of Instructional Systems*.

6.4.2. Lesson Objective Description. These are subject to changes in the contract.

6.4.3. Lesson Objective Use. Instructors and examiners use lesson objectives as a reference document to establish training and evaluation standards. Submit recommended changes through MAJCOM channels.

6.4.4. Course Material. All student guides, training guides, line development guides, etc., will be provided by the ATS contractor. Local procedures will be developed by unit training offices to ensure that students bring the current version of the course material to the start of each class.

##### 6.4.4.1. Crew Resource Management (CRM) Training:

6.4.4.1.1. CRM Development. CRM trains aircrew members to cope with potential problems in human behavior affecting aircrew 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.

6.4.4.1.2. CRM Program. CRM is presented on a recurring basis throughout the ATS. Introduction to CRM is presented during initial qualification training and is imbedded in recurring phase training.

## **6.5. Unsatisfactory Student Progress.**

6.5.1. 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.

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

6.5.3. Remediation Procedures. The contractor and contracting officer must receive prompt notification of unsatisfactory performance following a contracted course. Local procedures must ensure that notification is completed within 24 hours of failure to complete a course and within 48 hours after return to home station for OCONUS units. Remediation subsequent to a failed course completion may be the 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 contracted instructor's supervisor is encouraged.

**6.6. Courseware Changes.** Submit courseware changes through appropriate MAJCOM channels, with information copies to HQ AMC/DOT. The reporting requirement in this paragraph is exempt from licensing in accordance with paragraph 2.11.12 of AFI 37-124.

6.6.1. Master Task List (MTL) and Evaluation Standards Document (ESD).

6.6.1.1. MTL/ESD Purpose. The MTL/ESD were developed (are required) to provide the basis for courseware development. The MTL/ESD have been/will be approved by HQ AMC/DOT and is the evaluation criteria for validating an aircrew member's performance. Flight examiners and instructors who evaluate or train aircrew members will use the MTL/ESD to determine the ability of an individual to meet the performance levels required to be mission qualified.

6.6.1.2. MTL/ESD Use. The MTL/ESD will be used by flight examiners and instructors in the training and evaluation of aircrew members. Distribution of the MTL/ESD is sufficient to ensure that each squadron has reference copies for each crew position. Recommended changes will be submitted through Air Force channels using an approved quality assurance change proposal (QACP) process. Changes to the MTL/ESD frequently result in changes to associated courseware.

**6.7. Contractor Personnel Flight Operations.** The contractor shall identify, publish and update (as appropriate) to the MAJCOM training division a list of designated aircrew training instructors to fly aboard MAJCOM aircraft. Request for simulator or academic contractor personnel to fly, in non-aircrew member status, aboard AETC aircraft will be reviewed by the AETC Operations Group Commander and approved by the wing commander. Contractor instructors (including site and training managers) are permitted to fly and accompany AMC aircrews on aircraft with HQ AMC/DO approval as (1) a designated additional crew member (ACM) observer on a local training flight (Non-Aircrew member Status for AETC), or (2) observer in Mission Essential Ground Personnel (MEGP) passenger status. DFARS 52.228-7001 Ground and Flight Risk applies.

6.7.1. ACM (Observer) or Non-Aircrew Member 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 (jump seat) 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 (according to AFI 13-201, *US Air Force Airspace Management*) applicable to the training requirements of observer aircrew members. Training requirements include, but are not limited to the following:

6.7.1.1. Personal and life support equipment training.

6.7.1.2. Egress training.

6.7.1.3. Emergency procedures training.

6.7.1.4. Valid FAA Class III physical (AETC).

6.7.2. Observer in MEGP Passenger Status. Designated contractor personnel may observe AMC 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 reroute to sensitive or possible hostile areas, diplomatic restrictions, etc. In such cases, contractor MEGP may join an AMC 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.

6.7.3. 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.

6.7.4. Flight Authorization Orders and Flight Time Log. AMC contractor instructors flying as observer aircrew members 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-aircrew members prior to their participation in flight operations. Individuals in non-aircrew member status will not log time on the AFTO Form 781, **AFORM Aircrew/Mission Flight Data Document**.

MARVIN R. ESMOND, Lieutenant General, USAF  
DCS/Air and Space Operations

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

Executive Order 9397

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

Public Law 92-204, Section 715, *Appropriations Act for 1973*

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

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

DoDD 4500.43, *Operational Support Airlift (OSA)*

DoDD 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*, February 5, 1976, with changes 1-3

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFI 11-2AE, Volume 1, *Aeromedical Evacuation Aircrew Training*

AFI 11-2C-21, Volume 2, *C-21 Aircrew Evaluation Criteria* (forthcoming)

AFI 11-2C-21, Volume 3, *C-21 Operations Procedures* (forthcoming)

AFI 11-202, Volume 1, *Aircrew Training* (forthcoming)

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFI 13-201, *Air Force Airspace Management*

AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specified Period of Time Contracts (SPTC)*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFPAM 36-2211, *Guide for Management of Air Force Training Systems*

AFCAT 36-2223, *USAF Formal Schools*

AFMAN 36-2234, *Instruction System Development*

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*

AFI 37-161, *Distribution Management*

AFI 91-204, *Safety Investigations and Reports*

AMCH 11-214, *Aircrew Hazardous Materials Handbook*

AMCH 33-1, *Aircrew Communications Handbook*

*Abbreviations and Acronyms*

**A**—Annual

**AC**—Aircraft commander

**ACDE**—Aircrew Chemical Defense Ensemble

**ACDT**—Aircrew chemical defense training

**ACDTQT**—Aircrew chemical defense task qualification training

**AECM**—Aeromedical evacuation crew member

**AERPS**—Aircrew Eye/Respiratory Protection System

**AET**—Aeromedical evacuation technician

**AFAIS**—Air Force Advanced Instrument School

**AFFSA**—Air Force Flight Standards Agency

**AFORMS**—Air Force Operations Resource Management System

**AMWC**—Air Mobility Warfare Center

**ANGRC**—Air National Guard Readiness Center

**AQP**—Airport qualification program

**ARC**—Air Reserve component

**ATD**—Aircrew training device

**ATS**—Aircrew training system

**ATSO**—Ability to Survive and Operate

**BAI**—Back-up aircraft inventory

**BAQ**—Basic aircraft qualified (logs FP or FC for AFORMS)

**C**—Cyclical (17-month qualification evaluation cycle, according to AFI 11-2C-21, Volume 2)

**CBT**—Computer-based training

**CCRW**—Command curriculum review workshop

**COMSEC**—Communications security

**CONUS**—Continental United States

**CP**—Copilot

**CPT**—Cockpit procedures trainer

**CRAF**—Civil Reserve Air Fleet

**CRM**—Crew resource management

**CSD**—Course summary document

**CST**—Combat survival training

**CTA**—Chemical threat area  
**CUR**—Currency  
**DNIF**—Duty not including flying  
**DOC**—Designed operational capability  
**DOT**—Director of Training  
**DQT**—Difference qualification training  
**EP**—Examiner pilot  
**ERCC**—Engine-running crew change  
**ERD**—Evaluation reference date  
**ERO**—Engine-running onload or offload  
**ESD**—Evaluator standards document  
**FBO**—Fixed base operator  
**FC**—Basic qualified copilot  
**FEF**—Flight evaluation folder  
**FH**—Flight nurse  
**FMC**—Flight management computer (e.g., Universal® Navigation System UNS)  
**FP**—Flight pilot, basic aircraft qualified in the left seat (non-MR aircraft commander)  
**FTL**—Flying Training Level  
**FTU**—Flying Training Unit  
**GATM**—Global Air Traffic Management  
**GTL**—Ground Training Level  
**HOSM**—Host operations systems management  
**HQ**—Headquarters  
**IBT**—Instructor-Based Training  
**ICAO**—International Civil Aviation Organization  
**IFF/SIF**—Identification, Friend or Foe, Selected Identification Features  
**IP**—Instructor pilot  
**IQT**—Initial qualification training  
**IR**—Infrared  
**IRC**—Instrument Refresher Course  
**ISD**—Instructional systems development  
**ISOPREP**—Isolated personnel report

**JOSAC**—Joint Operational Support Airlift Center

**L—BAND**-Satellite communications frequency

**LSE**—Life support equipment

**MC**—Mission copilot

**MCD**—Medical crew director

**MCF**—First pilot

**MDS**—Mission Design Series (e.g., C-21A vice NC-21A)

**MOB**—Main operating base

**MOST**—Mission-oriented simulator training

**MP**—Mission pilot (not applicable for copilots or first pilots)

**MQT**—Mission qualification training

**MR**—Mission ready

**MRP**—Mishap Review Panel

**MTL**—Master task list

**MWS**—Major Weapons System

**NMR**—Nonmission-ready

**NAF**—Numbered Air Force

**NVG**—Night-vision goggles

**OCONUS**—Outside the continental United States

**OG**—Operations group

**ONP**—Overwater Navigation Procedures

**OPORD**—Operations order

**OPR**—Office of primary responsibility

**P**—Proficient

**PAA**—Primary aircraft authorized

**PAI**—Primary aircraft inventory

**PDO**—Publications distribution office

**PFT**—Programmed flying training

**QAR**—Quality Assurance Representative

**SATCOM**—Satellite communications

**SG**—Surgeon general

**SIOP**—Single-integrated operations plan

**SORTS**—Status of Resources and Training System

**STAN/EVAL**—Standardization and evaluation

**TAAD**—Tactical arrival and departure

**TACC**—Tanker/Airlift Control Center (USAF)

**TALCE**—Tanker airlift control element

**TEQ**—Training Effectiveness Questionnaire

**TERPS**—Terminal instrument procedures

**TG**—Training guide

**TL**—Training level

**TOSM**—Tenant Operations Systems Management

**TRP**—Training review panel

**TTF**—Tanker task force

**UC**—Unqualified copilot

**UE**—Unit-equipped

**UMD**—Unit manning document

**UP**—Unqualified aircraft commander

**UTA**—Unit training assembly

**UTC**—Unit tasking code

**WST**—Water survival training

### *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 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.

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

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

**Air Reserve Component (ARC)**—ANG and AFRC units and aircrews, both associate and unit-equipped.

**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 aircrew members. Civilian contractors conduct most academic and ATD training: Air Force conducts all flight training.

**Annual**—Training required once every calendar year.

**Basic Aircraft Qualified (BAQ)**—Aircrew member who has successfully completed an inflight qualification 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 crew positions on an AE mission.

**Communication Systems Operator (CSO)**—Aircrew member 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, approach to landing, landing, or any flight maneuver stipulated in AFI 11-2C-21 series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified aircrew members.

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

**Cycle**—17-month cycle based on inflight evaluation completion date. Instrument refresher course (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-21, Volume 2, and the 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.

**Flight examiner or evaluator**—An aircrew member designated to administer evaluations according to AFI 11-2C-21, Volume 2.

**Flight nurse (FH)**—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 aircrew members, by the squadron commander, directing flying continuation training requirements.

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

**Instructor**—Aircrew member trained, qualified, and certified by the squadron commander as an instructor according to AFI 11-2C-21, 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.

**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 mission(s).

**Monthly**—Training required once every calendar 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 training mission which remains over night (RON) at, or carries cargo or passengers to, 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.

**Quarterly**—3-month periods defined as 1 January to 31 March, 1 April to 30 June, and 1 July to 30 September, or 1 October to 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 2](#) for requalification training requirements.

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

**Special mission**—Any mission requiring special qualification (AD, low-level, FCF etc.).

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

**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 aircrew members, by the squadron commander, directing continuation training requirements.

**Triennial**—Training required once every three calendar years.

**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.

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

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

**A2.2. Academic Training Identifiers**

<b>A001</b>	<b>Initial Qualification Academic Course</b>
<b>A002</b>	<b>Aircraft Commander Upgrade Qualification Academic Course (ACA)</b>
<b>A003</b>	<b>Senior Staff Orientation Course</b>
<b>A004</b>	<b>Senior Staff Qualification Course</b>
<b>A010</b>	<b>Instructor Academic Training</b>
<b>A017</b>	<b>Regulation/Directive Knowledge/Use</b>
<b>A034</b>	<b>Requalification Course</b>
<b>A060</b>	<b>Flight Examiners Course</b>
<b>A100</b>	<b>TACC Orientation</b>

**A2.3. Not Used.**

**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. .The operations group commander is responsible for establishing and maintaining the academic training program for non-ATS courses. The operations group commander may delegate this responsibility to squadron OPRs. The operations group 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 syllabus 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 appropriate channels to appropriate MAJCOM with an information copy to HQ AMC/DOT.

A2.4.1.3. Instructor Selection and Training. The operations group commander 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 AFM 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. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. Small arms training will be recorded on AF Form 522, **USAF Ground Weapons Training Data**.

A2.4.2. Ground Training (not including life support) Course Descriptions.

### **G002 Aircraft Marshaling Training and Examination**

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

**OPR:** 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. Ground crew protective equipment will be instructed by qualified CE readiness personnel.

**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

### **G033 Unit Alert Procedures**

### **G060 Tactics**

**Purpose.** To provide the aircrew member 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:

*\*May be applied toward G080, Communications Procedures*

**Table A2.1. Tactical Training Events.**

<b>Unit Mission Brief:</b>	<b>Composite Force Structure:</b>
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
<b>Aircraft Systems:</b>	Low level navigation
*Have Quick	Large formation operations
*KY-58, Secure Voice radio, L-Band satellite communications (SATCOM)	<b>Exercise and Conflict Lessons Learned:</b>
Unit specific equipment (night-vision goggles [NVG], etc.)	Unit, MAJCOM, and theater lessons learned
ADS overview (unit-specific)	<b>Threat System Description and Capabilities:</b>
<b>ATO and SPINS:</b>	Surface-to-air and air-to-air systems
ATO breakout and use	Threat employment doctrine
SPIN usage	<b>SAFE PASSAGE:</b>
*AFKAI-1, <i>USAF Voice Call Sign List</i>	*IFF codes, procedures and equipment operation
Use of code words, chattermarks	Friendly air defense systems
<b>Aircraft Aerodynamics:</b>	Authentication procedures
Energy Management	Airspace control and air defense measures
Fighter maneuvers against AMC aircraft	Unit and theater specific SAFE PASSAGE procedures
Tactical maneuvering against threat	AMCH 33-1, <i>Aircrew Communications Review</i>
Compare threat aircraft to AMC aircraft	*Flight information handbook review
<b>Defensive Maneuvering:</b>	<b>Tactical Deception:</b>
Long range and radar missile defense	Basic principles and concepts
Short range infrared (IR) and guns	Mobility aircraft participation and involvement

**OPR:**

MAJCOM: AMWC, HQ AMC/DOT

Unit: Tactics Branch

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 an aircrew effort.

**G070 Aircrew Intelligence**

**Purpose.** To enhance aircrew 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 the MAJCOM supplement.*

**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" (PFT) may 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 PFT 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 aircrew members 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. Course may be combined with G060, Tactics. The following subjects will be covered (as applicable):

**Table A2.2. Communications Training Events.**

Authentication procedures	L-Band SATCOM
IFF SIF procedures and equipment operation	AFKAI-1, <i>USAF Voice Call Sign List</i>
HAVE QUICK	Flight Information Handbook review
KY-58, Secure Voice radio	COMSEC user requirements

**OPR:**

MAJCOM: HQ AMC/DOT/DOA/DOX/STSP

Unit:

COMSEC responsible officer (CRO),

Wing, operations group, and squadron training personnel

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 aircrew members 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:**

.5HQ AMC/JAM

Unit: JA

Instructor: JA or intelligence officer

**Training aids:** As required

**Additional Information.** Due to the 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 Training****G110 Protection From Terrorism (Force Protection)****OPR:**

MAJCOM: HQ AMC/SFO

Unit: Security Forces Squadron

Curriculum development: Units

Instructor: Flightline Constable Resource Protection NCO

**G120 ISOPREP Review**

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

**Description.** Semiannual review of isolated personnel report (ISOPREP) card (AFDD 34, *Combat Search and Rescue Operations*).

**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.

**OPR:**

MAJCOM: HQ AMC/DOT

Unit: Operations group commander

Curriculum development: Air Force Flight Standards Agency (AFFSA).

**Training Aids:** USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements (URL <http://www.aon.af.mil/affsa/irc.htm>). 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.

**G180 Cargo and Passenger Handling Procedures.**

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

**Purpose.** To familiarize aircrew members with procedures and restrictions when requested or tasked to carrying hazardous materials.

**Description.** Complete MAJCOM provided instruction reviewing aircrew hazardous materials procedures and AFI 11-204, then complete the 50-question open-book test (AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*; AFI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials*, and AMCH 11-214, *Aircrew Hazardous Materials Handbook*). 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: squadron instructor

**Training aids:** AMCH 11-214, *Aircrew Hazardous Materials Handbook*

**G183 Floor Loading****G184 Palletized Cargo Loading****G190 Aircraft Servicing****G210 Alert Start Procedures****G230 Crew Resource Management (CRM) Refresher**

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

**Description.** Reinforces initial CRM training through an academic review of the AMC common core subjects (according to AFI 11-290 and the MAJCOM Supplement) 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, *Cockpit/ Crew Resource Management Program*, and the MAJCOM Supplement.

**Description.** Introduces 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.

**G232 Instructor/Examiner CRM****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.

**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.

**G250 Refresher Simulator**

**Purpose.** Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission specific training requirements and crew resource management. Course will include MOST training to complete G240 requirements.

**Description.** Defined in the current simulator contract.

**G280 Small Arms Training**

**Purpose.** To train aircrew members 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, live fire, or firearms simulator training required every two years; simulator training may not be used for initial training (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 includes use of force training from AFI 31-207.

**G290 Airport Qualification Program (AQP)**

**Purpose.** Aircrews are required, for global operations, to familiarize themselves with world-wide destination airfields. Although this familiarization should normally be accomplished prior to every mission, the squadron commander will determine the need and currency requirement for logging G290 prior to departure.

**Description.** Familiarization includes applicable review of: FLIP documents, Airfield Suitability and Restrictions Report (ASRR), AQP video tapes (24 audiovisual documentaries of 168 select worldwide airports), DoD Foreign Clearance Guide, and notices to airmen. A review of the Theater Indoctrination Program is also included when applicable for deployment or as directed by unit commanders. The commander, operations officer, or their designee's signature on the flight orders signifies the aircrew has accomplished all required pre-departure training. Refer to AFI 11-2C-21, Volume 3, for pre-departure instructions.

**OPR:**

MAJCOM: HQ AMC/DOT

Unit: Squadron or airfield management (reference material and video tapes)

Instructor: Self paced

**G300 Hydroplaning**

**G310 Weather Avoidance Radar**

**G804 Ground Communications Training**

**G920 ERO Mission**

**G930 Contingency Configuration/Loading/Floor Loading**

**G940 CPR**

**G950 Hands on Unit Medical Equipment**

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

**LS01 Local Area Survival.** One time event conducted prior to the first flight at home-station to familiarize aircrew members with local equipment and rescue procedures.

**LS02 High-Threat Combat Survival Training (CST).** Academic and field training designed for aircrew members whose duties require them to fly over or deploy to enemy territory. CST provides the aircrew member an opportunity to demonstrate their ability to operate life support equipment (LSE), employ survival/evasion techniques, and 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. This course satisfies self-aid and buddy-care 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 aircrew members to complete both CST and WST events in a single training day.

**L S03 Water Survival Training.**

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

**Description.** See AFI 11-301 and MAJCOM supplement. Training for each crew member with all weapons system specific flotation devices and components available during overwater emergency (AFPD 11-3, AFI 11-301). Academic and equipment training designed to provide aircrew members the opportunity to demonstrate their ability to use weapon system specific flotation devices and LSE components available during an over water emergency. Also, demonstrate ability to employ water survival techniques and rescue procedures. The objective of this training is to emphasize survivor needs using water related equipment, accessories, and procedures. Additionally, this training will include emphasis on the use of appropriate passenger support equipment and the 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. WST “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 aircrew members to complete both WST and CST in a single training day.

**LS04 Aircrew Chemical Defense Training (ACDT).** Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using either the first-generation ACDE or 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.

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

**OPR:**

MAJCOM: HQ AMC/DOTL

Unit: Aircrew Life Support

**LS05 Egress Training with ACDE.** The course should also address egress difficulties associated with the Aircrew Eye/Respiratory Protection System (AERPS) equipment and emergency contamination control (combined with LS08).

**LS06 Life Support Equipment (LSE).**

**Purpose.** To provide academic and equipment training in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger LSE carried aboard unit aircraft or issued to crew members. Ensure crew members are briefed on the limitations and safety issues related to LSE.

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

**OPR:**

MAJCOM: HQ AMC/DOTL

Unit: Aircrew Life Support

**LS08 Egress Training, Non-ejection**

**Purpose.** To ensure all crew members 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 crew members 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 AFD 11-3, *Life Support*, AFI 11-301, *Life Support Program*, 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 crew members are aware of their responsibilities for conducting safety briefings according to AFI 11-202 Vol. 3, *General Flight Rules*, and LSE documentation procedures.

**OPR:**

MAJCOM: HQ AMC/DOTL

Unit: Squadron

Curriculum development: Unit

**Training aids:**

Actual performance of ground emergency egress procedures at the aircraft is desired.

Fire extinguisher and fire bottle.

Instructor: Squadron instructor assisted by life support technical expert. Fire department personnel for fire extinguisher training.

Aircrew Eye/Respiratory Protection System (AERPS) equipment (if unit-equipped).

**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 and hatches being used.

**LS11 Low-Threat Combat Survival Training.** An academic and equipment training program designed for aircrews whose duties do not require them to fly over near enemy territory (i.e., staff positions, training units instructors, etc.). Aircrews will demonstrate their ability to use LSE and explain survival techniques and rescue procedures.

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

**M001 Sortie**

**M010 Local Proficiency Sortie.** The following requirements are listed by crew position:

Must be accomplished with an IP (formal school instructors are exempt from the IP requirement). IPs should accomplish their M010 requirements with another IP on board the aircraft. IPs and MPs may complete an LPS over a series of flights, if accomplished in a training quarter. Once the exercise commences, it should not be disrupted for any other type of training. 1.5 hours should be scheduled for this event. As a minimum, a pilot proficiency sortie will consist of the following:

Review of boldface emergency procedures

Three instrument approaches

Missed approach

VFR traffic pattern (weather permitting)

Review of a specific (squadron determined) aircraft system

In addition, the following should be accomplished when available:

Holding pattern or procedure turn (to include entry)

Circling approach

Simulated engine-out landing (weather permitting, not applicable to copilots unless in FP upgrade)

Simulated engine-out go-around or missed approach (weather permitting, not applicable to copilots unless in FP upgrade)

Partial flap landing

If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph. Instructors should tailor each M010 to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations and instrument procedures.

**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)

Exercise training

Special mission tasking

Special operations tasking

Tactical navigation training

Composite exercises

Corrective training or identified weaknesses

**M025 Supplemental Training Mission**

**M030 Overseas Sortie.** Sortie that includes take-off or landing outside the 48 conterminous states of the United States. Primary crew and aircrew members performing instructor or examiner duty may log

accomplishment of M030. This event requirement is determined by the operations group commander and does not apply to units that are permanently based overseas.

### **M060 Theater Indoctrination**

**M110 Threat Scenario Sortie.** This event requirement is determined by the operations group commander. To credit a threat scenario sortie, a comprehensive threat package must be developed with wing intelligence and tactics assistance. Aircrew members must plot threats, assess threat impact, and plan routes or tactics that will be employed to safely complete the mission tasking. Tactics used may include (as applicable), but are not limited to, the following: actual or simulated tactical air force or ground support, SAFE PASSAGE, Air Force spectrum interference resolution (AFSIR), and HAVE QUICK and SECURE VOICE radio procedures. Accomplish an evasion plan of action (EPA).

### **M260 Deployment Mission Planning**

### **M261 Airlift Deployment Operations**

**A2.7. Crew and Individual Proficiency (P) Training Events (Refer to procedures in AFI 11-2C-21, Volume 3, and AFM 11-217, *Instrument Procedures*.)**

<b>P015</b>	<b>Instrument Departure</b>
<b>P020</b>	<b>Takeoff.</b> Initial takeoff or takeoff following a touch-and-go landing.
<b>P025</b>	<b>Takeoff and Departure</b>
<b>P040</b>	<b>Simulated Engine Failure, Takeoff Continued.</b> V <sub>1</sub> engine failure; simulator only.
<b>P053</b>	<b>Spiral-up Departure.</b> May be accomplished in the simulator.
<b>P061</b>	<b>Overhead Approach</b>
<b>P064</b>	<b>Random Steep Approach.</b> May be accomplished in the simulator.
<b>P065</b>	<b>Curvilinear Approach.</b> May be accomplished in the simulator.
<b>P070</b>	<b>Instrument Approach</b>
<b>P071</b>	<b>Holding.</b> Entry and at least one turn past the holding fix.
<b>P072</b>	<b>Penetration (Published)</b>
<b>P073</b>	<b>Enroute Descent/Penetration</b>
<b>P074</b>	<b>Approach/Landing, Full Stop</b>
<b>P080</b>	<b>Instrument Approach (Auto or Coupled)</b>
<b>P090</b>	<b>Instrument Approach (Manual)</b>
<b>P100</b>	<b>Precision Approach</b>
<b>P101</b>	<b>ILS Approach</b>
<b>P102</b>	<b>ILS (Gyro Mode)</b>
<b>P103</b>	<b>PAR Approach</b>
<b>P110</b>	<b>Nonprecision Approach</b>
<b>P111</b>	<b>VOR/TACAN Procedures</b>

- P112 **TACAN/VOR/Localizer Approach**
- P113 **ASR Approach**
- P114 **RMI Only Approach (ADF/VOR)**
- P115 **Backcourse LOC**
- P116 **NDB Approach**
- P117 **GPS Approach**
- P118 **FMS Approach**
- P130 **Circling**
- P140 **Visual Traffic Pattern**
- P150 **Missed Approach (Auto)**
- P160 **Missed Approach (Manual)**
- P170 **Approach and Go-Around (Simulated Engine-Out)**
- P180 **Approach and Landing (Simulated Engine-Out)**
- P183 **Aborted Takeoff**
- P184 **Simulated Single-Engine Operation**
- P185 **Simulated Second Engine Fails on Final Approach**
- P190 **Landing**
- P191 **Landing, Full Stop, Reverse Thrust**
- P192 **Night Landing**
- P260 **HAVE QUICK Radio Procedures (for equipped units).** 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. The TOD should be updated from a ground station master clock when possible.
- P270 **Secure Radio Operation (for equipped units).** Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft.
- P271 **Authentication Procedures.** Training consists of demonstrating proper challenge and reply authentication procedures using the TRIAD authenticator. Units will determine how best to accomplish the training (e.g., authenticate a transmission with command post, between aircraft, etc.)
- P280 **Aircrew Chemical Defense Task Qualification Training (ACDTQT) (for equipped units)**  
An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. The purpose of the exercise is to enable aircrew members 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 aircrew member actions during the exercise. If an aircrew member experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or aircrew member believes it is unsafe to continue, the equipment will be immediately removed.

The following aircrew CD items will be used: AERPS gear and Glove set cotton, butyl, Nomex". ACDTQT should be accomplished in a simulator with visual displays, provided a properly configured simulator 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 aircrew members may wear the gear.

The pilot will be supervised by an instructor pilot occupying the other seat and only one pilot may wear the gear at one time. A safety aircrew member will occupy the jump seat. Pilots will don the gear and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing.

Prior to this event, each aircrew member must have completed LS04 and LS08, including LS05 criteria.

- P300 Cargo Loading**
- P322 Weight And Balance**

#### **A2.8. Qualification and Certification (Q) Training Events.**

- Q001 Open-Book Qualification Examination**
- Q002 Closed-Book Qualification Examination**
- Q007 Senior Staff Basic Qualification Evaluation**
- Q008 Instructor Evaluation**
- Q014 Difference Certification**
- Q015 Special Missions and Operations Qualification**
- Q090 Flight Publications Check**
- Q100 En Route Evaluation**
- Q160 Instrument Refresher Course Examination**
- Q170 Flight Evaluation Folder Review**

#### **A2.9. Unit Defined ("X") Events. (See AFI 11-401, MAJCOM supplement).**

#### **A2.10. Air Force Specified ("XX") Training Events.**

- 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.** AFI 48-123, *Medical Examinations and Standards*. Currency expires on the last day of the birth month. The flight physical is an annual requirement, but may not coincide with the calendar year cycle.

**PP11 Physiological Training**

**Description.** AFI 11-403, *Aerospace Physiological Training*. Currency expires 3 years after the last day of the month in which accomplished e.g., 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 physiologic training every 5 years (altitude chamber flight not required).

**RR01 Flight Records Review**

**A2.11. Additional Event Identifiers.** These identifiers will be used if units choose to track the associated events and items in AFORMS:

<b>E010</b>	<b>Standards of Conduct Briefing</b>
<b>E020</b>	<b>AMC Escort Training</b>
<b>E030</b>	<b>Passport</b>
<b>E040</b>	<b>Base Populace Briefing</b>
<b>E050</b>	<b>Newcomer Substance Abuse Awareness Briefing</b>
<b>E060</b>	<b>Newcomers Social Actions Briefing</b>
<b>E070</b>	<b>Protection of the President</b>
<b>E080</b>	<b>Report Counter Human Resources Intelligence Threat Briefing</b>
<b>E090</b>	<b>Hostile Human Intelligence Threat Briefing</b>
<b>E100</b>	<b>Security and Awareness Training</b>
<b>C010</b>	<b>CWD Driver Operations</b>
<b>C020</b>	<b>Mass Casualty Exercise</b>
<b>C030</b>	<b>Mobility Briefing</b>
<b>C040</b>	<b>Mobility Folder Review</b>
<b>C050</b>	<b>Unit Disaster Training</b>
<b>H010</b>	<b>Ergometer Testing</b>
<b>H020</b>	<b>Dental Exam</b>
<b>H030</b>	<b>Cholera</b>
<b>H040</b>	<b>Flu Shot</b>
<b>H050</b>	<b>Smallpox</b>
<b>H060</b>	<b>Oral Polio</b>
<b>H070</b>	<b>Tetanus</b>
<b>H080</b>	<b>Yellow Fever</b>
<b>H090</b>	<b>TB Tine</b>

<b>H100</b>	<b>Meningococcola</b>
<b>H110</b>	<b>Typhoid</b>
<b>H120</b>	<b>Hepatitis A</b>
<b>H130</b>	<b>Hepatitis B</b>
<b>H140</b>	<b>Anthrax (initial series)</b>
<b>H141</b>	<b>Anthrax (recurrent)</b>

### Attachment 3

#### AIRCREW TRAINING DOCUMENTATION

**A3.1. General Information.** This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, **Aircrew Training Folder**, AF Form 4023, **Aircrew Training Progress Report**, AF Form 4024, **Training Accomplishment Report**, and AF Form 4025, **Summary and Close-out Report**, and aircrew training guides (TG).

A3.1.1. Initiate a training folder, AF Form 4022, 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.

A3.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023 or the training guide. Use the existing training folder for end-of-course evaluations that result in additional training.

A3.1.1.2. At the unit commander's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; e.g., a previous instructor in the MDS upgrading to AC may have his or her mission upgrade combined with instructor upgrade in the same folder.

A3.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023.

A3.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A3.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those in which aircrew members require additional training, will be noted for possible inclusion during the current training period. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023 or in the training guide.

A3.1.5. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's flight evaluation folder (FEF) or in a permanent training folder, as specified in MAJCOM supplement (PACAF and USAFE: after one year, training offices will retain the AF Form 4025 in the aircrew members training folder (AF Form 4022). Refer to AFMAN 37-139, *Records Disposition Schedule*, for further guidance. Squadrons will retain all AF Forms 4022 contents for 1 year, then return them to the aircrew member. Do not insert AF Forms 4022, 4023, or 4024 or training guides into FEFs.

A3.1.6. If training guides are not used, AF Forms 4023, 4024, and 4025 may be used for ATS and formal school courses.

A3.1.7. Units may overprint versions of AF Forms 4022, 4023, 4024, and/or 4025 in accordance with AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program - Developing and Processing Forms*. Unit overprints must be approved by appropriate MAJCOM (for AMC and AMC-gained AFRC and ANG units, HQ AMC/DOT is the approval authority).

A3.1.8. For purposes of training documentation, classroom only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or artificial training device.

**A3.2. Instructions for AF Form 4022.** The folder is constructed of cardstock and the inside covers are designed for documenting training. AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be centered and attached to folder fasteners. Training guides will be placed inside the folder. AF Forms 4022, 4023, 4024, and 4025 are available through the Air Force Distribution System in accordance with AFI 37-161, *Distribution Management*. *NOTE: Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.*

A3.2.1. Trainee Information (cover). Provides trainee and course information.

A3.2.1.1. Name and grade. Self-explanatory.

A3.2.1.2. Crew position. Self-explanatory (For aircrew members in an upgrade program, enter the crew position to which they are upgrading).

A3.2.1.3. Unit of assignment. Self-explanatory.

A3.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g., FCF. For other types of training, enter a descriptive identifier.

A3.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A3.2.1.6. Course number: Enter only the AFCAT 36-2223 formal course number (otherwise, leave blank).

A3.2.2. Ground Training Summary (inside left). This section provides a chronological record of ground training events. Record non-flying training events. Entries are required for CTD, SIM, OFT, PTT, CPT, WST, GT. Entries are required for in-unit academic instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Units will not record academic training on the AF Form 4022 summary (even though it appears on the Form 4022 as a training period designator).

A3.2.2.1. Date. Self-explanatory.

A3.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "CPT-1," "WST-2," "GT-3," etc., or specific course identifier.

A3.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A3.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g., aircraft commander (AC), and instructor pilot (IP).

A3.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A3.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A3.2.4. Written Evaluations. If applicable and desired, record data for the inflight evaluation required to complete the training program.

A3.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A3.2.4.2. Type. Enter the AFI 11-2C-21, Volume 2, description or other appropriate identifier.

A3.2.4.3. Grade. Enter according to AFI 11-2C-21, Volume 2.

A3.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A3.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A3.2.5.2. Type evaluation. Enter AFI 11-2C-21, Volume 2, evaluation description or other appropriate identifier.

A3.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A3.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. *NOTE: Flight commanders or supervisors will accomplish reviews during formal training courses. Squadron commanders or operations officers are required to accomplish reviews prior to flight evaluations.*

A3.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A3.2.5.6. Examiner. Self-explanatory.

A3.2.5.7. Grade. Enter according to AFI 11-2C-21, Volume 2.

A3.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A3.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 95.

A3.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc.

A3.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A3.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A3.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A3.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A3.2.7. Performance and Knowledge Standards. For use with AF Form 4024, see paragraph [a3.4.11](#).

A3.2.8. Grading Codes. For use with AF Form 4024, see paragraph [a3.4.8](#).

**A3.3. Instructions for the AF Form 4023, Aircrew Training Progress Report.** This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 in order with the most recent flight on top. *NOTE: AF Form 4023 or a training guide may be used to record training. ATS and formal school courses may use AF Form 4023 at their discretion.*

A3.3.1. Training Period and Date (Item 1). Training period is either ground, simulator, or flight (e.g., AT-1, GT-1, SIM-3, S-4, etc.). Also, annotate the date the training occurred.

A3.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time (not applicable for AETC). Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A3.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A3.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of the following block of form and continue remarks.

A3.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A3.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the students records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A3.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A3.3.6. Students Block (Item 11). Students will print and sign their name.

A3.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AF Form 4023 entries.

A3.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

**A3.4. Instructions for the AF Form 4024, Aircrew Training Accomplishment Report.** This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Use separate AF Forms 4024 for simulator and flight training. Maintain AF Forms 4024 on the right side of AF Form 4022. *NOTE: AF Form 4024 or a training guide may be used to record training. ATS and formal school courses may use AF Form 4024 at their discretion.*

A3.4.1. Name. Self-explanatory.

A3.4.2. Crew Position. Self-explanatory.

A3.4.3. Course or Phase of Training. Enter the AFCAT 36-2223 formal course identifier, e.g., C5P. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A3.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A3.4.5. Date.

A3.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A3.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A3.4.8. Grade. Enter a "B", "F," "P," "S," or "U" as appropriate.

A3.4.8.1. "1"—Item must be accomplished once by the aircrew member, but does not require proficiency.

A3.4.8.2. "B"—Briefing item only.

A3.4.8.3. "F"—Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A3.4.8.4. "P"—Proficient; aircrew member has achieved the required proficiency level.

A3.4.8.5. "S"—Satisfactory; aircrew member has not achieved the required proficiency level but progress is satisfactory.

A3.4.8.6. "U"—Unsatisfactory; aircrew member was previously proficient, but has regressed or progress is unsatisfactory.

**NOTE:** Once a crew member has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF Form 4023.

A3.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A3.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A3.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in the AFI 11-2MDS-specific volume. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). *EXCEPTION: One-time events required for familiarization and not listed in the MTL and ESD or specific AFI 11-MDS volume will not have performance and knowledge standard assigned.* Performance and knowledge standards are listed in [table a3.1](#).

**Table A3.1. Event and Task Standards.**

<b>Event and Task Performance Standard</b>		
<b>Code</b>	<b>Performance is:</b>	<b>Definition:</b>
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.
<b>Event and Task Knowledge Standard</b>		
<b>Code</b>	<b>Knowledge of:</b>	<b>Definition:</b>
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

**A3.5. Instructions for the AF Form 4025, Aircrew Summary and Close-Out Report.**

A3.5.1. For each formal training program, a summary and close-out report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A3.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on this form do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF Form 4023s, 4024s, or training guides as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the squadron commander's signature is optional. **USAFE: after one year, training offices will retain the AF form 4025 in the aircrew member's training folder (AF Form 4022) and all other records may be returned to the individual.**

**A3.6. Aircrew Training Guides** . If available, use aircrew training guides (TG) for training programs.

A3.6.1. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201. Coordinate TG development through appropriate MAJCOM with an information copy sent to HQ AMC/DOT.

A3.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew-members prior to their entering any phase of qualification training. These TGs will be inserted in AF Form 4022.

A3.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022 and maintained in accordance with paragraph **a3.1.5**.

A3.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A3.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action.

A3.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (AC for copilots) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A3.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This TG insert will be placed in the AF Form 4022 and used to document completion of additional training.

A3.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with paragraph **a3.5**. Maintain completed TG and associated AF Form 4025 in a training folder according to paragraph **a3.1.5**.

A3.6.3.6. Do not maintain the training guide in the flight evaluation folder.

**A3.6.4. Review Procedures.**

A3.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals.

A3.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A3.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer

block of the training progress record, and enter "quarterly review" in the training period identifier block.

A3.6.4.4. .Records of crew members 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 on the student's training progress record.

A3.6.5. .Disposition of TGs.

A3.6.5.1. .Place completed TGs in AF Form 4022 and maintain according to paragraph **a3.1.5**.

A3.6.5.2. .Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.

## Attachment 4

## IC 99-1 TO AFI 11-2C-21, VOLUME 1, C-21 AIRCREW TRAINING

**SUMMARY OF REVISIONS**

This change deletes the requirement to accomplish Authentication Procedures Training (AFORMS event ID P271) in [table 4.3](#).

**Table 4.3. Semiannual Continuation Flying Requirements.**

Event	Notes	Pilot (MP/FP)							Copilot (MC/FC)				
		Code	A	B	C	D	E	CUR	A	B	C	D	CUR
Local Proficiency sortie		M010	2	2	2	2			4	4	5	6	
Takeoff		P020	12	18	24	30	6	M	12	18	24	30	M
Spiral-up departure	1	P053	A	A	A	A							
Instrument approach		P070	15	20	26	32	6	M	15	20	26	32	M
Instrument approach (coupled)		P080	1	1	1	1	1		1	1	1	1	
Instrument approach (manual)		P090	4	5	6	7			4	5	6	7	
Precision approach		P100	6	6	8	10	2		6	6	8	10	
Nonprecision approach		P110	6	6	8	10			6	6	8	10	
NDB Approach	6	P116	2	2	2	2			2	2	2	2	
GPS Approach	7	P117	1	1	1	1			1	1	1	1	
Circling		P130	2	2	2	2			2	2	2	2	
Visual traffic pattern		P140	2	2	2	2			2	2	2	2	
Missed approach		P150	2	3	3	3			2	3	3	3	
Approach and GA (sim eng-out)	4	P170	2	3	3	3							
Approach and landing (sim eng-out)	4	P180	2	2	2	2							
Overhead Approach		P061	A	A	A	A							
Random Steep Approach	1, 6	P064	A	A	A	A							
Curvilinear Approach	1, 6	P065	A	A	A	A							
Landing		P190	12	18	24	30	6	M	12	18	24	30	M
Landing night	5, 6	P192	2	2	2	2		Q	2	2	2	2	Q
HAVE QUICK Radio Procedures	2	P260	2	2	2	2			2	2	2	2	
SECURE RADIO Operations	2	P270	2	2	2	2			2	2	2	2	
ACDTQT	2	P280	A	A	A	A			A	A	A	A	

M-Monthly, Q-Quarterly, A-Annually, B-Biennially

**NOTES:**

1. Requirement is for aircraft commanders. Authorized for flight pilots(FP) and FP upgrades under the supervision of an instructor.
2. Units with appropriately equipped aircraft.
3. Perform in conjunction with G080 when practicable.
4. Only FPs (and pilots in FP upgrade) or higher qualified pilots will perform simulated engine-out maneuvers.
5. Currency may be 180 days as determined in MAJCOM supplement.
6. For USAFE, night landing currency is 180 days; NDB, curvilinear and random steep arrivals have a 120 day currency.
7. Requirement determined by MAJCOM/DO.