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Flying Operations

CT-43 AIRCREW TRAINING



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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFD 11-4, *Aviation Service*. It establishes the aircrew training program for CT-43 aircraft. It applies to all commanders and aircrew assigned or attached to flying activities of commands operating these aircraft. It does not apply to the Air National Guard or Air Force Reserve Command. Use this publication in conjunction with AFI 11-202, Volume 1, *Aircrew Training*. 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.

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 *Title 37, United States Code*, Chapter 5, Section 301a, Incentive Pay; Public Laws 92-204, Section 715, *DoD Appropriations Act for 1972, December 18, 1971*, 93-570, *Continuing Appropriations, 1975, February 28, 1975*, and 93-294, *Aviation Career Incentive Act of 1974, May 31, 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, *Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943*. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Also, the Air Force Forms Management Program according to AFI 33-360, Volume 2, *Forms Management Program*, affects this instruction. See **Attachment 1** for a glossary of references and supporting information used in this publication. Maintain and dispose of records created as a result of processes prescribed in this publication in accordance with AFMAN 37-139, *Records Disposition Schedule*.

This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental-level publications and forms, may be obtained from the respective major command (MAJCOM) publications office:

Publications: AMCH 33-1, (*S*) *Aircrew Communications Handbook*, AMCH 11-214, *Aircrew Hazardous Materials Handbook*, and AFI 14-105/AMC Sup 1, *Unit Intelligence Mission and Responsibilities*.

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Chapter 1

GENERAL

1.1. Program Goals. This instruction prescribes basic policy and guidance for training United States Air Force CT-43 aircrews. It establishes a standardized training program to qualify all aircrew members, to set the minimum requirements for flight and ground training currency, and to upgrade aircrew members to higher aircrew qualifications. The overall objective of the CT-43 aircrew training program is to develop and maintain a high state of mission readiness to provide safe, comfortable, and reliable air travel for national and world leaders. Training requirements are based on operational requirements. Any office requiring additional training will coordinate with HQ AMC/DOT through MAJCOM channels.

1.2. Recommended Changes and Waivers:

1.2.1. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM through standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOFV. In accordance with (IAW) AFD 11-2, HQ USAF/XO is the approval authority for changes or revisions to this instruction. The MAJCOM DO is waiver authority for this instruction. Submit waiver requests in message, electronic, or memorandum formats.

1.2.2. HQ AETC/DOF is waiver authority for student entry criteria to the initial qualification training course. HQ AMC/DOT is waiver authority for student entry criteria to other formal school courses as specified in the Education and Training Course Announcements (ETCA) (located at <http://hq2af.keesler.af.mil/etca.htm>) and in this instruction where applicable, and for aircrew training system (ATS) courses. Submit requests for waiver to HQ AMC/DOT. **EXCEPTION:** The operations group commander may waive flying hour requirements. HQ AMC/DOT is waiver authority for secondary method (in-unit) training in lieu of contracted training programs. Place copies of MAJCOM-approved waiver information in the individual's training folder.

1.3. Requisition and Distribution Procedures. Unit commanders will provide access to this instruction for crewmembers and associated support personnel.

1.4. Supplements. MAJCOMs may publish supplements as needed to address mission-unique requirements. Submit the supplement to HQ AMC/DOT for approval before publication; send two copies to HQ AMC/DOT after publication. All supplements will comply with the guidance in AFI 11-202, Volume 1.

1.5. Use of Flying Hours:

1.5.1. 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) instructions. Any use of flying training hours to accomplish other than direct training requirements must be approved by the appropriate numbered Air Force commander. Personnel at all levels *must* prevent the misuse of air mobility resources as well as the *perception* of their misuse. **EXCEPTION:** The approval authority for off-station training flights is the wing commander in conjunction with HQ USAF/CVAM.

1.5.2. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations orders (OPORD), the operations group commander may allow upgrade or special qualification training on operational missions. Commanders will ensure that the training will not impact mission effectiveness and that the crewmember receiving training is under the supervision of an instructor of like specialty. **NOTE:** Unqualified pilots are not allowed access to the controls with passengers on board the aircraft.

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

1.6.1. Headquarters Air Education and Training Command (AETC). As lead command for the CT-43 as specified in AFPD 10-9, *Lead Operating Command Weapon Systems Management*, AETC is responsible for standardizing initial aircrew flying training requirements in coordination with other user MAJCOMs.

1.6.2. Other MAJCOMs. MAJCOMs will provide policy and guidance in order for units to develop their respective training programs. The MAJCOM will forward MAJCOM-unique training requirements to HQ AMC/DOT as necessary.

1.6.3. 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.

1.6.3.1. 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). Training conducted according to this instruction that is intended to result in initial qualification, requalification, or upgrade in a crew position may result in an ADSC according to AFI 36-2107, *Active Duty Service Commitments (ADSC)*.

1.6.3.2. 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 OSS training flight personnel.

1.6.4. Squadrons. As a general rule, training management is at the squadron or detachment level; however, the operations group commander is ultimately responsible for squadron training programs.

1.6.4.1. Squadron Commanders. Squadron commanders will:

1.6.4.1.1. Ensure aircrew members complete training in a timely manner (see paragraph 1.7.). Failure to reasonably progress mandates action for removal if appropriate.

1.6.4.1.2. Ensure formal school post-graduate questionnaires are accomplished and returned to the formal schools within 90 days of unit arrival. The gaining squadron will retain a copy of the questionnaire for 1 year after completion of formal school training.

1.6.4.1.3. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Unit commanders may assign additional requirements based on the individual aircrew member's experience and proficiency.

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

1.6.4.1.5. Orient mission training scenarios to conditions anticipated in the unit mission.

1.6.4.1.6. Review qualifications and monitor training requirements for flight surgeons (FS) and determine appropriate flight restrictions according to AFI 11-202, Volume 1, as required.

1.6.4.1.7. Determine and certify missions and events in which individual BMC aircrew members may participate.

1.6.4.1.8. Assign flying training levels (FTL), ground training levels (GTL), and levels of supervision (examiner, instructor, etc.) to accomplish the required training (unless specifically directed by this instruction) to assigned and attached aircrew members.

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

1.6.4.2. Operations Officers and Flight Commanders. Operations officers and flight commanders will review open training folders according to paragraph **A3.3**.

1.6.4.3. Instructors:

1.6.4.3.1. 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.

1.6.4.3.2. The instructor aircrew member (other than the pilot) must emphasize to each aircrew member the importance of safely executing the duties of his or her position. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately take over those duties. The instructor will then explain and demonstrate to the trainee how to properly execute those duties.

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

1.6.4.3.4. Instructors will review each trainee's training records, to include records of evaluation, if applicable, before each training flight or session.

1.6.4.3.5. Instructors will ensure all required upgrade training items are completed, signed off, and that the required proficiency level (RPL) has been attained before recommending trainees for evaluations or certifying them as qualified in a tactic or mission. Instructors should further ensure training, operation sections, and the flight commander or designated representative are apprised of the trainee's status.

1.6.5. Formal School - ATS Contractor. The ATS contractor is responsible for all academic and training device instruction at the contractor's site. This responsibility includes developing, updating,

and publishing courseware. HQ AETC/DOF approves the pilot initial qualification syllabus. The syllabus will be reviewed annually and updated as required.

1.6.6. Formal School - Non-ATS. The unit develops, updates, and maintains courseware and training syllabi and performs task and media analysis associated with aircrew qualification training per AFI 36-2201, *Developing, Managing, and Conducting Training*, AFPAM 36-2211, *Guide for Management of Air Force Training Systems*, and AFMAN 36-2234, *Instructional System Development*. HQ AMC/DOT is the approving authority for these courses.

1.7. In-Unit Training Time Limitations. Aircrew members entered in an in-unit training program leading to qualification or requalification should be dedicated to that program on a full-time basis. In-unit training should begin no later than 45 days after reporting or being attached to a new duty station or unit. A MAJCOM waiver is required for in-unit training that begins before the reporting date (see **Table 1.1.** for specific time limitations). Units will notify HQ AMC/DOTA when aircrew members exceed training time limits. The group commander may extend upgrade training time up to 60 days. Extensions in excess of 60 days require HQ AMC/DO approval. 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. The time limit to complete initial qualification training in-unit is 180 days (120 days for pilots) after returning from initial simulator training if required.

Table 1.1. In-Unit Training Time Limitations.

I T E M	A	B
	Training	Limit
1	Initial qualification	180 days (120 for pilots)
2	Difference (note 1)	60 days
3	Requalification	90 days
4	Mission	90 days
5	Instructor	60 days (120 for FAs)
6	Local orientation/theater indoctrination (note 2)	45 days

NOTES:

1. Due to the availability of aircraft and missions, instructor training may take up to 120 days for FAs.
2. Complete training in the listed number of days after reporting for duty or being attached to the unit.

1.8. Recurrency Training:

1.8.1. Loss of Currency Up to 6 Months. An aircrew member must demonstrate proficiency with an instructor in all delinquent items.

1.8.2. Loss of Currency Exceeding 6 Months. The individual is unqualified in the aircraft and must complete requalification as directed in paragraph [1.9](#).

1.9. 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 if quotas are not available. Units will request waivers according to paragraph [1.2](#). Unless specified otherwise in AFI 11-202, Volume 1, 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:

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

1.9.2. Unqualified 2 to 5 Years. Complete the appropriate ETCA 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.

1.9.3. Unqualified Over 5 Years. Complete the appropriate ETCA formal initial qualification course.

1.10. Training Folder (AF Form 4022, Aircrew Training Folder) Management. See [Attachment 2](#) for guidelines on proper training documentation.

1.11. 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 within scheduling restraints. The examiner administering the checkride should not be the same individual who recommended the evaluation.

1.12. Instructor Training and Supervision Requirements:

1.12.1. All instructors (wing level and below) should be MR.

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

1.12.2.1. Noncurrent aircrew members.

1.12.2.2. Aircrew members in initial, upgrade (to include special mission qualification training), or requalification flying training. Upgrade students may fly without an instructor when performing duties not related to the upgrade, unless otherwise restricted in this paragraph.

1.12.2.3. FTL E crewmembers and senior officers defined in AFI 11-202, Volume 1, and paragraph [2.6](#) of this volume. FTL E requirements are insufficient for MR status.

1.12.2.4. Other personnel designated by the wing, operations group, Presidential unit, or squadron commanders.

1.12.3. An instructor will be at a set of controls (or primary duty station) for unqualified, noncurrent, and FTL E aircrew members.

1.13. Training While On Duty Not Including Flying (DNIF). Aircrew members whose status is DNIF may log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon who signs the AF Form 1042, **Medical Recommendations for Flying or Special Operational Duty**, placing the crewmember DNIF should be consulted if the aircrew member's ability to complete training is in question.

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

Chapter 2

INITIAL QUALIFICATION TRAINING (PHASE I)

2.1. General Requirements. AFI 11-202, Volume 1, defines initial qualification training. Formal school training is the primary method of initial qualification in the CT-43. Pilots will attend and complete a contractor-developed formal simulator training course coupled with in-unit flight training.

2.1.1. Aircrew Qualification. On completion of qualification training, aircrew members will be classified as basic aircraft qualified (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 2.1**. Flight attendants (FA) are trained on operational missions. Therefore, FA initial qualification training (Phase I) and mission qualification training (Phase II) occurs simultaneously.

2.1.2. Scheduling Requirements for Training:

2.1.2.1. HQ AETC executes course control for the initial pilot qualification course used for CT-43 training. HQ AFPC/DPMROM allocates CT-43 initial qualification course quotas. HQ AMC/DOT, in conjunction with wing OSS/OST, will:

2.1.2.1.1. Manage commercial contract simulator quotas and schedule students for contracted ground school, simulator training, and flight training.

2.1.2.1.2. Maintain a copy of the monthly training roster and specify the number of contract classes obligated and used.

2.1.2.1.3. Determine course schedules based on the number of initial quotas HQ AMC/DPROA and wing OSS/OST submit as required for the fiscal year.

2.1.2.2. Units will provide class start date to attendees no later than 30 days prior to class start. If an individual is unable to attend, the unit will provide the canceled attendee's name and name of replacement through channels to HQ AFPC/DPRM or wing OSS/OST respectively.

2.1.2.3. Gaining units will issue applicable publications to attendees before training starts.

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

Table 2.1. Qualification Training Prerequisite Summary.

L I N E	A	B	C	D
	From	To	Prerequisites	Tasks and Events Required
1	Student	MCF, FP (note 1)	Appropriate student AFSC	Complete Chapter 2 and Chapter 3 requirements
2	MC, FP, MCF	MP (note 1)	Appropriate MC, FP AFSC; Unit CC recommendation for all aircraft; Hours Total/PAA 2000/100	Complete Chapter 5 require- ments
3	MP	IP (note 2)	Appropriate MP AFSC and 100 hours PAA after MP certifica- tion; Minimum 3 months after MP cer- tification; Unit CC recommendation	Complete Chapter 5 require- ments
4	IP	EP	Appropriate IP AFSC; Unit CC recommendation	Complete Chapter 5 require- ments
5	Student	Mission-qual- ified FA	Appropriate student AFSC	Complete Chapter 2 and Chapter 3 requirements
6	Mission-qual- ified FA	Instructor FA	Appropriate AFSC; Unit CC recommendation	Complete Chapter 5 require- ments
7	Instructor	Examiner	Appropriate instructor AFSC; Unit CC recommendation	Complete Chapter 5 require- ments

NOTES:

1. CT-43 pilots will initially qualify as FP. Upgrade to MP will not occur until an individual meets the total/primary aircraft assigned (PAA) flying hour requirements and has been recommended by an instructor with the concurrence of the operations officer.
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. Simulator time is not creditable toward PAA time.

2.2. Initial Qualification Training Prerequisites:

2.2.1. Complete initial qualification prerequisites in accordance with AFI 11-202, Volume 1, and this instruction. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in the ETCAs.

2.2.2. Prior qualified pilots normally complete left seat training during initial training for a flight pilot (FP) basic aircraft qualification.

2.3. Ground Training Requirements for Aircrew Members. Complete ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1. Obtain waivers, if required, according to paragraph 1.2. and complete the following:

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

2.3.2. Written Examinations or ATS End-of-Course Examinations. Satisfy requirements of AFI 11-2CT-43, Volume 2, guidance.

2.3.3. Life Support Training. This training (including egress) must be completed before the first flight. Accomplish initial egress training on an aircraft.

2.3.4. Applicable Ground Training. Applicable ground training (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.

2.3.5. Indoctrination Requirements. The unit commander determines the indoctrination requirements.

2.4. Flying Training Requirements for Aircrew Members. Complete flying training requirements for initial qualification according to AFI 11-202, Volume 1, and this instruction. Pilots must be current in the instrument refresher course and the instrument written examination before their initial qualification flight evaluation. Accomplish approved secondary method training for requalification according to the following guidance.

2.4.1. Each aircrew member must comply with the appropriate formal course training prerequisites prescribed in the ETCA.

2.4.2. 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.

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

2.5. Multiple Qualifications. Aircrew members maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL annual (A) currency requirements in each aircraft (not applicable for senior officers; see paragraph 2.6.).

2.6. 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), numbered Air Force (NAF) commanders, wing commanders, and operations group commanders are eligible to fly without an instructor only in their PAA. These personnel must complete or have completed initial qualification in their PAA.) Those senior officers previously qualified in their PAA through an initial qualification course may complete requalification training in accordance with paragraph 1.9. 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 before flying with passengers.

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

2.6.2. Flying NAF/CCs and OG/CCs may qualify as flight examiners (FE) in their primary assigned aircraft. These individuals do not require nor do they have to maintain instructor status. Also, FE status for additional aircraft assigned to the unit is not required. To become an FE, NAF/CCs and OG/CCs must maintain a minimum of FTL E requirements and be FE certified according to AFI 11-2CT-43, Volume 2. NAF/CCs and OG/CCs designated as FEs maintaining FTL E require instructor supervision when at the controls of an aircraft. **NOTE:** OG/CCs must attend either initial or requalification courses (as required) to qualify in their PAA; the use of the senior officer course is not authorized.

2.6.3. Senior officers who were previously qualified as CT-43 FP/MPs or higher are not required to attend the initial qualification course unless unqualified more than 5 years (see paragraph 1.9.).

2.6.4. Senior officers wing level and below will accomplish qualification training and maintain BAQ requirements. These individuals will be trained and certified within the first 180 days of their assignment.

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

2.6.6. Senior officers above wing level who are incumbents of Colonel flying positions above wing level will complete the qualification course and maintain at least FTL 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. 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 stan/eval, accomplish aircraft life support equipment training (LS06), and complete one-time crew resource management (CRM) training (G230). They must also be thoroughly briefed on emergency exits and egress procedures (LS08) before flying on any aircraft, be current in physiological training, and have a current flight physical. Comply with notes in **Table 3.1**.

2.8. Flight Attendant (FA) Qualification and Requirements. Upon entry as an FA, the individual will be assigned a special duty identifier (SDI) of 8A000. Normal progression is from student to second FA to first FA. A previously qualified FA may qualify directly to first FA at the discretion of the FA operations superintendent. At the discretion of the gaining unit commander, an FA qualified in EC-135, C-9, C-20, C-25, C-32, C-37, or C-137 type aircraft may maintain current qualification level on completion and documentation of the appropriate difference training. Initial qualification is accomplished through successful completion of a local unit training program and flight evaluation.

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, a flight evaluation board (FEB) may be required in accordance with AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*.

2.11. Student Recalls. To recall a student from a formal school course, the student's MAJCOM must send the request. For initial pilot qualification training, 19 AF/DO will accomplish all necessary coordination with appropriate agencies. Emergency recall during nonduty hours may be coordinated directly with the formal training unit (FTU) with notification to the MAJCOM on the next duty day.

Chapter 3

MISSION QUALIFICATION TRAINING (PHASE II)

3.1. Time Periods for Mission Qualification:

3.1.1. Pilots will be entered into mission qualification training (MQT) no later than 90 days after arrival at the unit (subtract time spent for qualification training) and must meet prerequisites in [Table 2.1](#). Aircrew members will complete MQT within 90 days of start date. Individuals unable to complete MQT within these limits may continue training; however, they must comply with the requirements in paragraph [3.3](#). Squadron commanders may add requirements upon evaluation of individual proficiency, experience, and judgment.

3.1.2. The unit will notify HQ AMC/DOTA of aircrew members exceeding training time limits (use the guidance in paragraph [1.2.2.](#)). Group commanders may extend training time up to 60 days. Extensions in excess of 60 days require MAJCOM approval. An extension-of-training-time memorandum, signed by the squadron or unit commander, will state the problem and corrective action being accomplished.

3.2. Ground Training Requirements:

3.2.1. 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). See [Table 3.1.](#) for requirements. Events may be accomplished at the formal school or in unit. Previously certified and qualified mission-ready crewmembers transferring between units only need to complete events in which they have lost currency.

3.2.2. 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. BAQ aircrew members pursuing MR status will accomplish FTL D (see paragraph [4.3.](#)) continuation training requirements. Pilots must complete at least one operational mission with an instructor before being certified MR.

3.4. Theater Indoctrination (TI). Theater indoctrination (M060) will be conducted according to AFI 11-202, Volume 1, and this instruction. 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, host nation agreements, and an overview of the airport qualification program. Squadron commanders 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.

Table 3.1. Mission Qualification Ground Training Requirements.

I T E M	A	B	C	D
	Event	Code	Position	Notes
1	Aircraft Marshaling Training and Exam	G002	Pilot	
2	Aircrew Intelligence	G070	Pilot	
3	Antihijack	G090	All	
4	Chemical Biological Warfare Training	G010	All	1, 2
5	Communications Procedures	G080	Pilot	
6	CRM	G231	All	3
7	Flight Physical	PP01	All	
8	Ground Egress	LS08	All	
9	Hazardous Cargo Training	G182	FA	
10	Initial Combat Survival Training	S-V80-A	All	
11	Initial Egress Simulator	G251	FA	
12	Initial Water Survival Training	S-V90-A	All	
13	IRC	G130	Pilot	
14	ISOPREP Review	G120	All	1
15	Physiological Training	PP11	All	
16	Small Arms Training	G280	All	
17	Tactics	G060	Pilot	

NOTES:

1. Flight surgeons only need these events for MR status.
2. As determined by the OG/CC for FAs.
3. One-time event for flight surgeons.

Chapter 4

CONTINUATION TRAINING (PHASE III)

4.1. Aircrew Status. The continuation training program provides crewmembers 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 crewmembers receive sufficient event-intensive training to maintain proficiency. Aircrew are assigned to either MR, BMC, or BAQ status.

4.1.1. Mission Ready (MR). An MR aircrew member is defined as one who is available, qualified, and certified in the squadron's mission (completed mission qualification training for applicable crew position). All CT-43 aircrew members except senior officers will be MR.

4.1.1.1. Aircrew members must be current in all ground and flying events.

4.1.1.2. First flight attendants (FT) are MR aircrew members in the aircraft in which they have completed Phase I and Phase II training.

4.1.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed MQT 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.

4.1.3. Basic Aircraft Qualified (BAQ). An aircrew member who has satisfactorily completed training and is qualified to perform aircrew duties in the unit aircraft is considered BAQ. 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. Nonmission Ready (NMR). An individual who is noncurrent or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission is an NMR aircrew member.

4.1.4.1. If the aircrew member is NMR because he or she cannot maintain currency per paragraph [4.6.1.2](#), 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 continental United States (CONUS) or accomplishing unsupervised inflight duties in noncurrent events. For example, if the individual is noncurrent for an event such as small arms training, the individual may fly unsupervised on CONUS sorties that are not scheduled for and do not require aircrew arming.

4.1.4.2. If an aircrew member is NMR for failure to complete required continuation training, the OG/CC 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 an 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 OG/CC may allow individuals to fly unsupervised on CONUS sorties if loss of MR status was because of failure to complete ground or flying continuation training.

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 ensures that individuals receive training to successfully perform unit missions and maintain individual proficiency. Aircrew members may be assigned TLs that are more restrictive—but never less restrictive—than the requirements under this paragraph. Definitions for the various TLs are as follows:

4.2.1. Flying Training Levels (FTL):

4.2.1.1. FTL A. Highly experienced crewmembers. This may include MR or NMR AMC headquarters and tanker/airlift control center (TACC) personnel; formal school instructors; NAF personnel; Air Mobility Warfare Center (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 crewmembers to this level. **NOTE:** NMR staff instructors and examiners assigned to HQ AMC, a NAF, or a direct reporting unit may be assigned to FTL A and 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. Because these crewmembers do not maintain MR status, they cannot log mission pilot (MP) time (they may however, log examiner pilot (EP), instructor pilot (IP), or flight pilot (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, MR crewmembers.

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

4.2.1.4. FTL D. BAQ crewmembers. Designated primarily for BAQ crewmembers who are pursuing MR status.

4.2.1.5. FTL E. BAQ, noninstructor 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 crewmembers with 10 years or greater of operational flying in their rated specialty.

4.2.2.2. GTL 2. Experienced crewmembers with 5 years or greater but less than 10 years of operational flying in their rated specialty.

4.2.2.3. GTL 3. Inexperienced crewmembers with less than 5 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:** BAQ crewmembers may be placed in a different FTL any time after attaining MR status.

4.3. Training Events and Tables. Standardized Air Force Operations Resource Management System (AFORMS) training event identifiers and descriptions are located in [Attachment 3](#). Unit-defined events will be designated X events (for example, X020) by the host operations systems management (HOSM).

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 toward the individual's currency requirements. Establish a subsequent due date.

4.3.1.1. Aircrew members unqualified in the aircraft due to an unsatisfactory flight evaluation will not log continuation training requirements for those events graded unqualified (Q-3).

4.3.1.2. Makeup training (ground or flying) is creditable toward the new training period.

4.3.1.3. Aircrew members may credit events accomplished in the simulator (FAA-certified Level C or better) unless otherwise specified by the respective event description in [Attachment 3](#) or [Table 4.1](#). **EXCEPTION:** Simulator events may be credited for currency events in [Table 4.1](#), but will not be used to regain currency.

4.3.1.4. Instructors and examiners may complete a portion of their proficiency sortie requirements on each training sortie.

4.3.2. Simulator Refresher Course Requirements. All assigned and attached pilots will complete annual simulator training during the calendar year. FAs will attend annual refresher egress simulator training. Simulator training is provided by an ATS contractor.

4.3.2.1. The wing OSS/OST will be the AMC point of contact for scheduling simulator refresher training. The wing OSS/OST will forward simulator requirements for the next fiscal year (FY) to HQ AMC/DOTA, AETC TRSS/GTF, and HQ AETC/LGCU at the beginning of the year. Requests must identify both the optimum (minimum) and maximum number of classes desired.

4.3.2.2. HQ AETC/LGCU is the only agency authorized to submit course requirement changes to the contractor.

4.4. Currency for Aircrew Members:

4.4.1. Ground Continuation Training Events. Aircrew members will comply with requirements of [Table 4.2](#). Flight Surgeons comply with requirements of [Table 4.3](#). See [Attachment 3](#) for event descriptions. Additional training events are in [Table 4.4](#). [Attachment 2](#) lists additional event identifiers.

4.4.1.1. Crewmembers attached to units (for example, NAF, AMC, AMWC) 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. Record all training events in the AFORMS data base (event identifiers are listed in [Attachment 3](#)). Combined training events may only have one AFORMS entry. (However, separate training events may be logged when the appropriate course material is intentionally covered in one training session.) All one-time and permanent change of station (PCS)-in events will be entered into the AFORMS data base. These events need not be maintained on individual currency reports.

I T E M	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
	Event	Code	Pilot (MP/FP) Flying Training Level						Copilot (MC/MCF) Flying Training Level					Flight Attendants (FA) Flying Training Level					Notes
			A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D	CUR	
8	Instrument approach (coupled)	P080	1	1	1	1													
9	Instrument approach (manual)	P090	4	5	6	7			4	5	6	7							
10	Precision approach	P100	6	6	8	10	2		6	6	8	10							
11	Nonprecision approach	P110	6	6	8	10			6	6	8	10							
12	NDB Approach	P116	2	2	2	2			2	2	2	2							3
13	Circling	P130	2	2	2	2			2	2	2	2							
14	Visual traffic pattern	P140	2	2	2	2			2	2	2	2							
15	Missed approach	P150	2	3	3	3			2	3	3	3							
16	Approach and GA (sim eng-out)	P170	2	3	3	3			2	2	2	2							4
17	Approach and landing (sim eng-out)	P180	2	2	2	2			2	2	2	2							4
18	Landing	P190	12	18	24	30	6	<i>M</i>	12	18	24	30	<i>M</i>						2
19	Landing night	P192	2	2	2	2		<i>Q</i>	2	2	2	2	<i>Q</i>						
20	Landing (aircraft)	P198	4	6	8	10	2		8	8	8	12							
21	Landing (simulator)	P199																	

NOTES:

- Legend:
CUR = currency
M = monthly
Q = quarterly

2. Total events, simulator and aircraft.
3. Applies to aircrew members assigned to fly ADF equipped aircraft.
4. First pilots (MCFs), FPs, and MPs will perform all engine-out maneuvers.

4.4.2.1. First pilots (MCF), flight pilots (FP), and aircraft commanders (AC) will be dual-seat qualified and may accomplish training events in either seat. Copilots will not fly from the left seat unless entered into MCF or FP upgrade. Before occupying the left seat on missions with passengers, copilots must complete an MCF or FP evaluation.

4.4.2.2. The mission of the CT-43 is such that aircrew personnel qualified in the equipment of the other AMC or non-AMC units are not normally considered qualified in the same equipment in the CT-43. When AMC aircrew personnel are assigned in a TDY status to participate in unit missions as crewmembers, wing OG/OGV will determine their qualification status for the period of TDY.

4.4.2.3. In addition to always flying with an instructor of like specialty, FTL E senior officer pilots must be current in takeoffs, landings, and instrument approaches before carrying passengers.

4.4.2.4. CT-43 flying squadron aircraft commanders require a mission in command twice per semiannual period. Instructor pilots require one mission in command per semiannual period.

Table 4.2. Ground Continuation Training Requirements. (note 1)

I T E M	A	B	C	D	E	F	G	H
	Event	Code	Frequency				Position	Notes
			GTL 1	GTL 2	GTL 3	GTL 4		
1	Aircraft ground egress training	LS08	A	A	A	A	All	2
2	Aircrew intelligence	G070	A	A	A	A	P	
3	Antihijack	G090	B	B	B	B	All	
4	Chem-biological warfare defense training	G010	B	B	B	B	All	
5	Combat survival training	LS02	T	T	T	T	All	
6	Communications procedures	G080	A	A	A	A	P	3
7	CRM refresher	G230	A	A	A	A	All	
8	Flight physical	PP01	A	A	A	A	All	2, 4
9	Flight records review	RR01	A	A	A	A	All	5
10	Hazardous cargo training	G182	A	A	A	A	FA	
11	Instrument refresher course	G130	C	C	C	C	P	3
12	ISOPREP review	G120	180 days	180 days	180 days	180 days	All	4, 6
13	Laws of armed conflict	G100	A	A	A	A	All	
14	Physiological training	PP11	T	T	T	T	All	2, 4
15	Protection from terrorism	G110	T	B	A	A	All	

I T E M	A	B	C	D	E	F	G	H
	Event	Code	Frequency				Position	Notes
			GTL 1	GTL 2	GTL 3	GTL 4		
16	Refresher egress simulator	G252	A	A	A	A	FA	
17	Refresher simulator	G250	A	A	A	A	P	
18	Small arms training	G280	B	B	B	B	P	7
19	Tactics	G060	A	A	A	A	P	
20	Water survival training	LS03	T	T	T	T	All	

NOTES:

- Legend:
A = annual
B = biennial
C = check cycle
T = triennial
P = pilot
FA = flight attendant
- Mandatory grounding item on expiration date; individual will not fly until required event is accomplished.
- Primary aircraft check cycle.
- See event description in [Attachment 3](#) for additional information on currency requirements.
- Not required to maintain mission ready status, although should be accomplished when due.
- G120 currency expires 180 days from last accomplishment.
- Currency expires 2 years from date of accomplishment. Not required for FAs.

Table 4.3. Flight Surgeon Ground Continuation Training Requirements. (note 1)

I T E M	A	B	C	D
	Event	Code	Frequency	Notes
1	Aircraft ground egress training	LS08	B	2
2	Chemical-biological defense training	G010	B	3
3	Combat survival	LS02	T	3
4	Flight physical	PP01	A	2, 4
5	Flight records review	RR01	A	
6	ISOPREP review	G120	180 days	5

I T E M	A	B	C	D
	Event	Code	Frequency	Notes
7	Laws of armed conflict	G100	A	
8	Physiological training	PP11	T	2, 4
9	Protection from terrorism	G110	A	3
10	Protection of forces	G090	B	3
11	Water survival	LS03	T	3
12	Written exam	Q001	C	

NOTES:

1. Legend:
A = annual
B = biennial
C = check cycle
T = triennial
2. Mandatory grounding item.
3. Flight Surgeons without a mobility requirement do not need to accomplish this training.
4. See event description in [Attachment 2](#) for additional information on currency requirements.
5. G120 currency expires 180 days from date of accomplishment.

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. To determine training requirements, multiply the number of months available to the event volume, and divide by the number of months in the training period. Round down to the nearest whole number, but not less than 1 (for example, 5.6 rounds to 5). Use [Table 4.5](#) to determine the number of months available. (**EXCEPTION:** When an individual permanently changes station to a unit flying the same model aircraft and enters the same training level or lower, credit may be taken for training accomplished at the previous base.) Prorate training requirements based on the time available (time at former base plus time at new base minus number of days not available) during the training period. Time available starts 7 days after sign-in for CONUS and 14 days after sign-in for 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. Additional Training Events. (note)

I T E M	A	B	C
	Event	Code	Requirement
1	Airport qualification program	G290	Prior to missions into selected airports (see ASRR).
2	Unit-specific training sortie	M020	Unit-defined continuation training.
3	Overseas sortie	M030	Wings will determine requirement.
4	Tactical proficiency sortie	M050	Wings will determine requirement.
5	Theater indoctrination	M060	Prior to MR.
6	Threat scenario sortie	M110	Wings will determine requirement.

NOTE: Refer to AFI 11-2CT-43, Volume 2, for evaluation requirements.

Table 4.5. Individual Availability.

I T E M	A	B
	Days Available	Months Available
1	0-15	0
2	16-45	1
3	46-75	2
4	76-105	3
5	106-135	4
6	136-165	5
7	>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.

4.6.1. Flight Training:

4.6.1.1. At the end of the semiannual training period, the squadron commander will review AFORMS products for those crewmembers 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 OG/CC waiver. If the AFORMS review shows enough flying events were recently accomplished to ensure MR proficiency, the OG/CC may waive the requirements. The same flying training events will not be waived for two consecutive training periods. This waiver authority must be used judiciously. The intent is to ensure crewmembers receive the proper quantity of flying events to remain proficient and allow the OG/CC 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 **Table 4.1.** by a specific period of time within which an event must be accomplished (listed in the CUR column).

4.6.1.2. 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 noncurrent the day after event currency expires (for example, an aircrew member who accomplished an event with monthly currency on 1 September becomes noncurrent on 1 November). Currency is regained based on the time elapsed since becoming noncurrent (as described in paragraph **1.8.**). Aircrew members will demonstrate proficiency with an instructor for loss of currency up to 6 months. Loss of currency in excess of 6 months will result in requalification to regain currency.

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 crewmember's experience and proficiency level (that is, waivers will not be based on a crewmember's availability). The OG/CC will determine the allowable time period of the waiver (the training should be completed at the earliest opportunity). This waiver is allowed for unforeseen circumstances and only for events that will not degrade mission accomplishment.

Chapter 5

UPGRADE TRAINING

5.1. Prerequisites. This chapter identifies general prerequisites and training requirements for upgrade. With the OG/CC'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 11-2CT-43, Volume 2, *CT-43 Aircrew Evaluation Criteria*, and Volume 3, *CT-43 Operations Procedures*, MAJCOM directives, and applicable OPORDs. Minimum requirements for upgrade are in **Table 2.1**. Minimum flying hour requirements must be attained before entry into upgrade training. The OG/CC is the waiver authority for all personnel who do not meet minimum flying hour requirements. **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). In-unit upgrade is the primary method for AC qualification training in the CT-43. Use courseware provided by the formal school when available and comply with **Table 2.1**.

5.2.1. 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 indepth 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. Complete applicable ground and flying requirements in this instruction.

5.2.1.3. CT-43 AC upgrade candidates must have been an FP for at least 3 months, have 100 hours in the aircraft, and must have flown at least 3 outside the continental United States (OCOUNUS) missions. **NOTE:** For pilot upgrades, do not begin upgrade without unit operations officer concurrence.

5.2.2. Graduates of an AC course will be designated NMR ACs (such as FP). NMR ACs will accomplish AC continuation training requirements (training level assigned by squadron commander) and can serve as a copilot. MR status, on completion of MQT and associated evaluation and certification, will be validated by a certification board. There is no flying-hour requirement for MR status.

5.3. Flight Attendants. Upgrade to mission-qualified flight attendant (MT) requires demonstrated proficiency in the following: mission planning; user coordination; fleet, customs, and immigration; meal planning, purchase, and preparation; financial accountability; forms preparation; FA direction and delegation; and mission pacing. Additional requirements are approval of the FA section noncommissioned officer in charge, complete training requirements associated with the progression to MT, and a successful MT flight evaluation. Upgrade to MT requires approval by the squadron or unit FA operations superintendent or higher if designated locally.

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

5.4.1. Instructor Upgrade Prerequisites. See [Table 2.1](#).

5.4.2. Instructor Academic Training (A010):

5.4.2.1. Instructor Knowledge. 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.

5.4.2.2. Training Documentation. The instructor candidate will receive ground training on training documentation.

5.4.2.3. Instructor-Written Examinations. AFI 11-202, Volume 2, addresses instructor examination requirements.

5.4.2.4. Instructor/Examiner CRM (G232). Initial instructor CRM should be included in formal and in-unit upgrade. Units develop course material locally for in-unit upgrades (not applicable for CT-43 instructors who were instructors in previous aircraft).

5.4.3. Flying Training:

5.4.3.1. IP candidates may occupy either seat during training. Emphasis will be on right-seat proficiency, maneuver techniques, practice instruction, practical emergency situation setup, 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.

5.4.3.2. An initial instructor flight evaluation is required.

5.4.3.3. 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.

5.4.4. Instructor Preparatory Course (IPC). All instructor candidates must have attended an IPC at a formal Air Force school or at the unit. The CT-43 IPC is directed by wing OSS/OST and is taught at squadron level. Classes are held at the Aircrew Learning Center unless other arrangements are made. The 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. A record of course attendees will be maintained for at least 2 calendar years. An AF Form 1256, **Certificate of Training**, will be issued to each graduate and signed by the primary instructor. Unit-level IPC operating instructions are permitted and encouraged.

5.5. Flight Examiner (FE) Qualification. Squadron and unit commanders will recommend instructors for FE certification. Instructors identified for certification as FE must possess satisfactory knowledge of

MAJCOM training and evaluation policies and procedures and the ability to administer an evaluation according to AFI 11-401, *Flight Management*. FE candidates will attend the FE qualification course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified FE in any AMC aircraft. Upgrade may include, but is not limited to, the following:

- 5.5.1. Examiner candidates should observe qualified examiners conducting a cross-section of evaluations to include techniques used to evaluate aircraft systems and flight directive knowledge.
- 5.5.2. Examiner candidates should receive a briefing on command policies and interpretations of AFI 11-202, Volume 2, and AFI 11-2CT-43, Volume 2.
- 5.5.3. For flying training, the examiner candidate should also observe the inflight portion of evaluations.

5.6. Special Qualifications for Functional Check Flight (FCF) Pilot. FCF pilots are selected from highly qualified instructors (preferably examiners). FCF requirements are listed in AFI 11-2CT-43, Volume 3. The candidate will review the applicable technical orders (T.O. 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*, and checklists) and MAJCOM instructions, the current Contract Logistics System contract, and complete a written examination. The candidate will fly as copilot on a minimum of one FCF before unit commander certification.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Applicability. Applicability for ATS is defined in AFI 11-202, Volume 1. The ATS is civilian contractor-provided aircrew training in concert with Air Force instruction. The ATS contractor normally provides academic and simulator training while the Air Force conducts all flight training and administers all evaluations. This chapter applies to all aircrew members attending formal schools using ATS courseware or attending ATS initial, upgrade, or refresher training.

6.2. Dedicated Training Time. See AFI 11-202, Volume 1, for guidance on dedicated training time. Students must 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 (CSD) to determine student entry level for each course.

6.4. 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.

6.5. Course Material. The ATS contractor will provide all student guides, training guides, line development guides, etc. Unit training offices will develop local procedures to ensure students bring the current version of the course material to the start of each class.

6.6. Crew Resource Management (CRM) Training. CRM trains aircrew members to cope with potential problems in human behavior affecting crew performance. Documented studies of aircraft accidents and additional data suggests most human behavioral problems observed among aircrews could be grouped into six categories: communication, situational awareness, team leadership, mission analysis, decisionmaking process, and stress management. An introduction to CRM is presented during initial qualification training and is embedded in recurring phase training and upgrades.

6.7. Unsatisfactory Student Progress:

6.7.1. If a student's training progress is unsatisfactory, the contractor will notify the government representative (for example, wing training, operations officer, etc.). Following a joint Air Force and ATS contractor review of the student's record, the Air Force will determine whether to continue or terminate training. If training is terminated, an FEB may be required.

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

6.7.3. HQ AMC/DOTA must receive prompt notification from the contractor of failed course completion. Remediation subsequent to a failed course may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close

coordination is required to achieve maximum trainee progress. Direct contact with the appropriate ATS instructor supervisor is encouraged.

6.8. Courseware Changes. Submit courseware changes (including the Master Task List [MTL] and Evaluation Standards Document [ESD]) 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 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

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

6.8.2. Use of MTL and ESD. Flight examiners and instructors use the MTL and ESD in the training and evaluation of aircrew members. Distribution of the MTL and ESD is sufficient to ensure that each squadron has reference copies for each crew position. Submit recommended changes through Air Force channels using an approved quality assurance change proposal (QACP) process. Changes to the MTL and ESD frequently result in changes to associated courseware.

6.9. Contractor Personnel Flight Operations. The contractor shall identify, publish, and update (as appropriate) to HQ AMC/DOT a list of designated aircrew training instructors to fly aboard AMC aircraft. (**EXCEPTION:** Not authorized on Presidential unit aircraft.) Contractor instructors (including site and training managers) are permitted to fly and accompany AMC aircrews on aircraft with HQ AMC/DO approval as designated additional crewmember (ACM) observers on local training flights.

6.9.1. ACM (Observer) or Noncrewmember Status on Local Training Flights. The contractor shall coordinate with HQ AMC/DOT and mutually agree on the frequency of these flights. Contractor instructors shall be considered unqualified aircrew members and are authorized an ACM seat in the cockpit (if available) during any phase of flight. Emergency procedures and touch-and-go landings may be accomplished when the observer is on a local training flight. Contractor personnel in this status will not be allowed access to aircraft controls nor shall they occupy a primary crew position. The contractor shall prepare and maintain current written procedures (according to AFI 13-201, *Air Force Airspace Management*) applicable to the training requirements of observer crewmembers. Training requirements include, but are not limited to the following:

6.9.1.1. Personal and life support equipment training.

6.9.1.2. Egress training.

6.9.1.3. Emergency procedures training.

6.9.1.4. A valid Federal Aviation Administration (FAA) physical.

6.9.2. 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 Air

Force be charged or held liable for loss of productivity by contractor personnel due to mission diversions, delays, or cancellations.

6.9.3. Flight Authorization Orders and Flight Time Log. AMC contractor instructors flying as observer crewmembers on local flights will be designated "ACM" in the crew position column of the flight authorization order, and will log "XA" in the duty position column. Individuals in noncrew-member status will not log time on the AFTO 781, **AFORMS Aircrew/Mission Flight Data Document**.

ROBERT H. FOGLESONG, Lt General, USAF
DCS/Air and Space Operations

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

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943

Public Law 92-204, Section 715, *DoD Appropriations Act for 1972*, December 18, 1971

Public Law 93-294, *Aviation Career Incentive Act of 1974*, May 31, 1974

Public Law 93-570, *Continuing Appropriations, 1975*, February 28, 1975

Title 37, United States Code, Section 301a

DODD 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*, February 5, 1976

AFDD 2-1.6, *Combat Search and Rescue*

AFKAI-1, *USAF Voice Call Sign List*

AFPD 10-9, *Lead Operating Command Weapon Systems Management*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-3, *Life Support*

AFPD 11-4, *Aviation Service*

AFI 11-2CT-43, Volume 2, *CT-43 Aircrew Evaluation Criteria*

AFI 11-2CT-43, Volume 3, *CT-43 Operations Procedures*

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials (FOUO)*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFMAN 11-217, *Instrument Flight Procedures*

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

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

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

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

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

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-201, *Air Force Airspace Management*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*

AFI 14-103, *Threat Recognition Training Program*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*, and its AMC supplement
AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*
AFI 31-207, *Arming and Use of Force by Air Force Personnel*
AFI 31-210, *The Air Force Antiterrorism/Force Protection (AT/FP) Program Standards*
AFI 32-4001, *Disaster Preparedness Planning and Operations*
AFI 33-211, *Communications Security (COMSEC) User Requirements*
AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*
AFI 33-360, Volume 2, *Forms Management Program*
AFI 36-2107, *Active Duty Service Commitments (ADSC)*
AFI 36-2201, *Developing, Managing, and Conducting Training*
AFI 36-2209, *Survival and Code of Conduct Training*
AFPAM 36-2211, *Guide for Management of Air Force Training Systems*
AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*
AFMAN 36-2234, *Instructional System Development*
AFMAN 36-2236, *Guidebook for Air Force Instructors*
AFI 36-2238, *Self-Aid and Buddy Care Training*
AFI 37-161, *Distribution Management*
AFI 48-123, *Medical Examinations and Standards*
AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*
AFOSH Std 91-100, *Aircraft Flight Line - Ground Operations and Activities*
AFI 91-204, *Safety Investigations and Reports*
T.O. 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*
AMCH 11-214, *Aircrew Hazardous Materials Handbook*
AMCH 33-1, (S) *Aircrew Communications Handbook*
AMCH 33-1, *Aircrew Communications Review*

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

ACM—additional crewmember

ADSC—active duty service commitment

AERPS—aircrew eye/respiratory protection system

AFFSA—Air Force Flight Standards Agency

AFORMS—Air Force Operations Resource Management System

AFSC—Air Force specialty code

AFSIR—Air Force spectrum interference resolution

AIT—aircrew intelligence training

AMWC—Air Mobility Warfare Center

AQP—airport qualification program

AR—air refueling

ASRR—airfield suitability and restrictions report

AT—academic training

ATD—aircrew training device

ATO—air tasking order

ATS—aircrew training system

BAQ—basic aircraft qualified

BMC—basic mission capable

C—Cyclical (17-month qualification evaluation cycle)

CBT—computer-based training

CD—chemical defense

COMSEC—communications security

CONUS—continental United States

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

DoD—Department of Defense

EP—examiner pilot
EPA—evasion plan of action
ERO—engines running onload or offload
ESD—evaluation standards document
ETCA—education, training and course announcements
FA—flight attendant
FAA—Federal Aviation Administration
FCF—functional check flight
FE—flight examiner
FEB—flight evaluation board
FEF—flight evaluation folder
FLIP—flight information publication
FP—flight pilot
FS—flight surgeon
FT—first flight attendant
FTL—flying training level
FTU—formal training unit
FY—fiscal year
GA—go around
GT—ground training
GTL—ground training level
HOSM—host operations systems management
HQ—HAVE QUICK
HVAA—high value airborne asset
IAW—in accordance with
ICW—interactive courseware
IFF—identification, friend or foe
INC—incomplete
IP—instructor pilot
IPC—instructor preparatory course
IR—infrared
IRC—instrument refresher course

ISOPREP—isolated personnel report
LOAC—law of armed conflict
LS—life support
LSE—life support equipment
M—mission-specific
MAJCOM—major command
MC—mission copilot
MCF—first pilot
MDS—mission design series (e.g., C-20 vice C-25)
MOST—mission-oriented simulator training
MP—mission pilot (not applicable for copilots or first pilots)
MPF—military personnel flight
MQT—mission qualification training
MR—mission ready
MT—mission-qualified flight attendant
MTL—Master task list
MX—maintenance
NAF—numbered Air Force
NDB—nondirectional beacon
NMR—Nonmission-ready
NVG—night-vision goggles
OCONUS—outside the continental United States
OFT—operational flight trainer
OG—operations group
OPLAN—operations plan (JP 1-02)
OPORD—operations order (JP 1-02)
OPR—office of primary responsibility
ORM—operational risk management
OSS—operations support squadron
P—pilot; proficiency
PAA—primary aircraft assigned
PCS—permanent change of station

PFT—protection from terrorism

PTT—part task trainer

Q—quarterly

QACP—quality assurance change proposal

RPL—required proficiency level

SAR—search and rescue

SATCOM—satellite communications

SDI—special duty identifier

SFS—security forces squadron

SIF—selected identification features

SIM—simulator

stan/eval—standardization and evaluation

TACC—tanker/airlift control center

TG—training guide

TI—theater indoctrination

TL—training level

TOD—time of day

TRP—training review panel

WST—weapon system trainer or water survival training

WX—weather

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 before simulator or flight training.

Aircraft Commander (AC)—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

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

Aircrew Training Device (ATD)—Includes cockpit procedures trainer, weapons systems trainer, operational flight trainer, celestial training device, tabletop navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

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

Annual—Training required once every calendar year.

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

Biennial—Training required once every 2 calendar years.

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—Takeoff, AR, approach to landing, landing, or any flight maneuver stipulated in 11-2MDS series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Cycle—Seventeen-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 11-408, Volume 2, *Aircrew Standardization/Evaluation Program*, and appropriate MAJCOM supplement.

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

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

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

First Pilot (MCF)—Copilot qualified to perform duties in the left seat (see AFI 11-2CT-43, Volumes 2 and 3).

Flight Examiner—A crewmember designated to administer evaluations according to AFI 11-2CT-43, Volume 2.

Flight Attendant (FA)—Crewmember qualified to perform FA duties.

Flight Pilot (FP)—Basic qualified aircraft commander (not MR).

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

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

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

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor according to AFI 11-2CT-43, 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 and have immediate access to the controls.

Instrument Simulator Sortie—Simulator training focusing primarily on instrument procedures.

Mission-Oriented Simulator Training (MOST)—Part of a training program (such as 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.

Monthly—Training required once every calendar month.

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

Nonmission-Ready (NMR).—Individual who is noncurrent 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 that remains over night or onloads or offloads cargo or passengers at a base other than home station.

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

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

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

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

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

Supervised Training Status—Crewmember 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 crewmembers by the squadron commander directing continuation training requirements.

Triennial—Training required once every 3 calendar years.

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

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. 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, **Aircrew Training Accomplishment Report**, and AF Form 4025, **Aircraft Summary/Close-out Report**, and aircrew training guides (TG).

A2.1.1. Initiate an AF Form 4022 for ETCA 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.

A2.1.1.1. 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 TG. Use the existing training folder for end-of-course evaluations that result in additional training.

A2.1.1.2. 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; for example, a previous instructor in the MDS upgrading to AC may have his or her mission upgrade combined with instructor upgrade in the same folder.

A2.1.2. Formal schools will send the 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.

A2.1.3. 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.

A2.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 or the TG, before 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; flight commanders or squadron training representatives will conduct a monthly review. Annotate monthly and quarterly reviews on AF Form 4023 or in the TG.

A2.1.5. Upon completion of training, place AF Form 4025 in the individual's flight evaluation folder (FEF). (**NOTE:** After 1 year, PACAF and USAFE training offices will retain the AF Form 4025 in the aircrew member's training folder [AF Form 4022].) Refer to AFMAN 37-139 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 TGs into FEFs.

A2.1.6. If TGs are not used, AF Forms 4023, 4024, and 4025 may be used for ATS and formal school courses.

A2.1.7. Units may overprint versions of AF Forms 4022, 4023, 4024, and/or 4025 in accordance with AFI 33-360, Volume 2. The appropriate MAJCOM must approve unit overprints.

A2.1.8. For purposes of training documentation, classroom-only training conducted at the unit should be identified as academic training (AT). Ground training (GT) is all training conducted outside the classroom not associated with a flight or artificial training device.

A2.2. Instructions for AF Form 4022. The folder is constructed of cardstock and the inside covers are designed for documenting training. Center and attach AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) to folder fasteners. Place training guides inside the folder. AF Forms 4022, 4023, 4024, and 4025 are available through Air Force Publishing in accordance with AFI 37-161, *Distribution Management*. **NOTE:** Formal school instructors using ATS courseware are not required to complete the following sections of 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.

A2.2.1. Trainee Information (cover). Provides trainee and course information.

A2.2.1.1. Name and Grade. Self-explanatory.

A2.2.1.2. Crew Position. Self-explanatory. (For aircrew members in an upgrade program, enter the crew position to which they are upgrading.)

A2.2.1.3. Unit of Assignment. Self-explanatory.

A2.2.1.4. Type of Training. Enter formal course title or, for special mission qualification, enter type; for example, FCF. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class Number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course Number. Enter only the ETCA formal course number; otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). This section provides a chronological record of ground training events. Record nonflying training events. Entries are required for SIM, operational flight trainer (OFT), part task trainer (PTT), cockpit procedures trainer (CPT), weapon system trainer (WST), and 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 as a training period designator).

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training Period. Enter sequentially numbered training period designators, such as CPT-1, WST-2, GT-3, etc., or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, for example, 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.

A2.2.2.4. Instructor or Trainer (Qualification). Enter the name of the instructor or trainer and aircrew qualification; for example, AC and IP).

A2.2.2.5. Training Time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing.

A2.2.3. Training Period Designators. These designators are codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. If applicable and desired, record data for the inflight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2CT-43, Volume 2, description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2CT-43, Volume 2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A2.2.5.1. Date Recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A2.2.5.2. Type Evaluation. Enter AFI 11-2CT-43, Volume 2, evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (Qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. 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.

A2.2.5.5. Date Evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Examiner. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFI 11-2CT-43, Volume 2.

A2.2.6. 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).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, such as 28 Jul - 7 Aug 95.

A2.2.6.2. Training Period. Enter sequentially numbered training period designators, such as S-1, S-7, O-2, etc.

A2.2.6.3. Status. Enter INC and reasons, such as 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.

A2.2.6.4. Instructor (Qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. 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.

A2.2.6.6. 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.

A2.2.7. Performance and Knowledge Standards. For use with AF Form 4024. See paragraph A2.4.11.

A2.2.8. Grading Codes. For use with AF Form 4024. See paragraph [A2.4.8](#).

A2.3. Instructions for AF Form 4023, Aircrew Training Progress Report. This form provides a narrative description of training missions and is also used to document operations review of the 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.

A2.3.1. Training Period and Date (Item 1). Training period is either ground, simulator, or flight (for example, AT-1, GT-1, SIM-3, S-4, etc.). Annotate the date the training occurred.

A2.3.2. GT, FLY, and ATD (Items 2, 4, and 6). Annotate the time allocated for training and keep a running total (items 3, 5, and 7) by adding previous totals to the current training period time. Annotate classroom academic training periods as AT and tabulate under the ground training block.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add items 3, 5, and 7).

A2.3.4. 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 form block and continue remarks:

A2.3.4.1. Operations Review:

A2.3.4.1.1. 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 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.

A2.3.4.1.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the student records and ensure all required training is completed before entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their grade and crew qualification.

A2.3.6. Student Block (Item 11). Students will print and sign their name.

A2.3.7. 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.

NOTE: The student will complete and review AF Form 4023 before his or her next training period.

A2.4. Instructions for AF Form 4024, Aircrew Training Accomplishment Report. For each sortie, this form tracks individual event, task accomplishment, and grades. Units will overprint event and task listings, total number of repetitions required, and the 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 TG may be used to record training. ATS and formal school courses may use AF Form 4024 at their discretion.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course/Phase. Enter the ETCA formal course identifier, such as C5P. For special mission qualification, identify the type and method of training; for example, WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number; for example, S-1, S-2, CPT-1, etc.

A2.4.5. Date.

A2.4.6. Training Event/Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.6.1. Number Accomplished (# ACCM). Reflects the number of times an event was accomplished on that sortie. Entering a "1" signifies that the item must be accomplished once by the aircrew member, but does not require proficiency.

A2.4.6.2. Grade. Enter a B, F, P, S, or U as appropriate. Specifically:

A2.4.6.2.1. B—Briefing item only.

A2.4.6.2.2. F—Familiarization item; proficiency is not required. The OG/CC or equivalent operations function will determine whether F items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.6.2.3. P—Proficient; aircrew member has achieved the RPL.

A2.4.6.2.4. S—Satisfactory; aircrew member has not achieved the RPL, but progress is satisfactory.

A2.4.6.2.5. U—Unsatisfactory; aircrew member was previously proficient, but has regressed or progress is unsatisfactory. **NOTE:** Once a crewmember 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.

A2.4.7. Total NO. REQ. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.8. Total NO ACCM. Indicates the total number of repetitions actually accomplished.

A2.4.9. REQ PROF LVL. Indicates the RPL for the specific event and task. Each event and task will have a performance standard designated for the RPL the crewmember 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 MTL and ESD for each weapon system or identified in this instruction. 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 this instruction will not have performance and knowledge standards assigned. Performance standards are listed in [Table A2.1.](#); knowledge standards are in [Table A2.2.](#)

Table A2.1. Performance Standards.

I T E M	A	B	C
	Code	Performance is	Definition
1	1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	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	4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy, and safety.

Table A2.2. Knowledge Standards.

I T E M	A	B	C
	Code	Knowledge of	Definition
1	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.
2	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.
3	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.
4	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.

A2.5. Instructions for AF Form 4025, Aircrew Summary and Close-Out Report:

A2.5.1. For each formal training program, complete an AF Form 4025 detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A2.5.2. Squadron commanders, operations officers, and flight commanders will ensure the comments on this form do not reflect personal opinions or biases. All comments must be supported by information contained in AF Forms 4023, 4024, or TGs as applicable. At formal schools, the instructor will accomplish the AF Form 4025; the squadron commander's signature is optional. **NOTE:** For USAFE: After 1 year, training offices will retain AF Form 4025 in the aircrew member's training folder (AF Form 4022) and all other records may be returned to the individual.

A2.6. Aircrew Training Guides. If available, use aircrew TGs for training programs.

A2.6.1. 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 the appropriate MAJCOM with an information copy sent to HQ AMC/DOT.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crewmembers before they enter any phase of qualification training. Insert these TGs in AF Form 4022.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. Place TGs in an AF Form 4022 and maintain them according to paragraph [A2.1.5](#).

A2.6.3.1. The student will carry active status TGs during all training and operational missions and provide them to the instructor for review and annotation. The student will review the TG and initial the training progress record before the next training period.

A2.6.3.2. 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 on the training progress record: "Recommend evaluation for (crew position)." Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action.

A2.6.3.3. 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.

A2.6.3.4. 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. Place this TG insert in AF Form 4022 and use it to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, complete an AF Form 4025 in accordance with paragraph [A2.5](#). Maintain the completed TG and associated AF Form 4025 in a training folder according to paragraph [A2.1.5](#).

A2.6.3.6. Do not maintain the TG in the FEF.

A2.6.4. Review Procedures:

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals.

A2.6.4.2. 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.

A2.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and before 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.

A2.6.4.4. Monthly and quarterly (as indicated in paragraphs [A2.6.4.2](#) and [A2.6.4.3](#).) review records of crewmembers not receiving training (but in an active status). If applicable, enter the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume on the student's training progress record.

A2.6.5. Disposition of TGs:

A2.6.5.1. Place completed TGs in AF Form 4022 and maintain according to paragraph [A2.1.5](#).

A2.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.

Attachment 3**AFORMS TRAINING EVENT IDENTIFIERS AND DESCRIPTIONS**

A3.1. Event Identifiers and Descriptions. Listed by function.

A3.2. Academic Training Identifiers:

A3.2.1. A001, Initial Qualification Academic Course.

A3.2.2. A002, Aircraft Commander Upgrade Qualification Academic Course (ACA).

A3.2.3. A003, Senior Staff Orientation Course.

A3.2.4. A004, Senior Staff Qualification Course.

A3.2.5. A010, Instructor Academic Training.

A3.2.6. A017, Regulation/Directive Knowledge/Use.

A3.2.7. A034, Requalification Course.

A3.2.8. A060, Flight Examiners Course.

A3.2.9. A100, TACC Orientation.

A3.3. Formation (F) Training Events. Not Used.

A3.4. Ground (G) Training Events:

A3.4.1. Responsibilities:

A3.4.1.1. 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.

A3.4.1.2. The OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses. The OG/CC may delegate this responsibility to squadron OPRs. The operations group or squadron OPR will:

A3.4.1.2.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

A3.4.1.2.2. 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.

A3.4.1.2.3. Use MAJCOM, ATS, or unit-developed products or syllabi for all courses as applicable. Local supplements to courseware are encouraged. Units will locally reproduce MAJCOM-provided courseware. Also, units will manage and administer computer-based training (CBT) programs and interactive courseware (ICW) products when made available.

A3.4.1.2.4. 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.

A3.4.1.2.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to the appropriate MAJCOM with an information copy to HQ AMC/DOT.

A3.4.2. Instructor Selection and Training. The OG/CC will select course instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Instructors must complete either a formal school or a local training program before assuming instructor duties. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*. **NOTE:** An individual who instructs a class receives credit for that academic training requirement.

A3.4.3. 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 1 duty day after the class is taught. Record small arms training on AF Form 522, **USAF Ground Weapons Training Data**.

A3.4.4. Ground Training Course Descriptions: (**NOTE:** Does not include life support.)

A3.4.4.1. G002, Aircraft Marshaling Training and Examination:

A3.4.4.1.1. Purpose. To ensure aircrew members understand proper marshaling procedures to prevent aircraft taxi incidents.

A3.4.4.1.2. Description. Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a 20-question test.

A3.4.4.1.3. OPR. MAJCOM: HQ AMC/DOT; Unit: squadron.

A3.4.4.2. G003, Flightline Security and Drivers Examination:

A3.4.4.2.1. Purpose. To ensure aircrew members understand proper flight line driving and security procedures. Aircrew members required to drive on the flight line must receive this course.

A3.4.4.2.2. OPR. Unit: Chief, Airfield Management and Flight Line Constable.

A3.4.4.3. G010, Chemical-Biological Warfare Defense (CWD) Training:

A3.4.4.3.1. Purpose. To successfully survive and fight in a chemical or biological environment while wearing ground crew individual protective equipment.

A3.4.4.3.2. 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.

A3.4.4.3.3. OPR. MAJCOM: HQ AMC/CEO; Unit: Civil engineering readiness flight. Curriculum Development: HQ AFCESA/CEX and local civil engineering readiness flight. Instructor: Qualified disaster preparedness instructor.

A3.4.4.4. G025, Aircraft Field Trip.

A3.4.4.5. G033, Unit Alert Procedures.

A3.4.4.6. G060, Tactics:

A3.4.4.6.1. Purpose. To provide the aircrew member with information necessary for the effective and successful completion of the unit's assigned employment mission.

A3.4.4.6.2. 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 (AFTTP) 3-1 series publications 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. See [Figure A3.1](#) for the minimum training requirements as determined applicable to the unit mission by the squadron commander.

Figure A3.1. Minimum Tactics Training Requirements.

<p>Unit Mission Brief: Conventional employment Tasking under regional OPLANs Peacekeeping operations COMSEC user requirements</p> <p>Aircraft Systems: HAVE QUICK KY-58, Secure Voice radio, L-Band SATCOM Unit-specific equipment (NVG, etc.) ADS overview (unit specific)</p> <p>Air Tasking Order (ATO) and SPINs: ATO breakout and use SPIN usage AFKAI-1, <i>USAF Voice Call Sign List</i> Use of code words, chattermarks</p> <p>Aircraft Aerodynamics: Energy management Fighter maneuvers against AMC aircraft Tactical maneuvering against threat Compare threat aircraft to AMC aircraft</p> <p>Defensive Maneuvering: Long-range and radar missile defense Short-range IR and guns</p>	<p>Composite Force Structure: Operations theory Threat warning and information dissemination Close control versus broadcast (bull's eye) control High value airborne asset (HVAA) protection Low-level navigation Large formation operations</p> <p>Exercise and Conflict Lessons Learned: Unit, MAJCOM, and theater lessons learned</p> <p>Threat System Description and Capabilities: Surface-to-air and air-to-air systems Threat employment doctrine</p> <p>SAFE PASSAGE: IFF codes, procedures, and equipment operation Friendly air defense systems Authentication procedures Airspace control and air defense measures Unit and theater-specific SAFE PASSAGE procedures AMCH 33-1 Flight information handbook review</p> <p>Tactical Deception: Basic principles and concepts Mobility aircraft participation and involvement</p>
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A3.4.4.6.3. OPR. MAJCOM: AMWC, HQ AMC/DOT; Unit: Tactics Branch. Training Aids: As required (video--SAFE PASSAGE Procedures for Aircrews). Instructors: Tactics instructors and applicable wing staff agencies as required.

A3.4.4.6.4. Additional Information. Written criterion tests (as required) may be given individually or as an aircrew effort.

A3.4.4.7. G070, Aircrew Intelligence:

A3.4.4.7.1. 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 1/2-hour sessions taught semiannually. Credit event on completion of all required training.

A3.4.4.7.2. Description. See AFI 14-103, *Threat Recognition Training Program*, and the MAJCOM supplement.

A3.4.4.7.3. OPR. MAJCOM: HQ AMC/INF; Unit: Intelligence officer, JA, SF. Curriculum Development: Units. Instructor: Qualified intelligence instructor.

A3.4.4.7.4. Additional Information. Laws of armed conflict (LOAC) and protection from terrorism (PFT) may be taught in conjunction with Aircrew Intelligence Training (AIT) (requires scheduling additional time beyond the 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.

A3.4.4.8. G080, Communications Procedures:

A3.4.4.8.1. Purpose. To ensure aircrew members possess a thorough knowledge of all communication and communications security (COMSEC) requirements.

A3.4.4.8.2. 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. **Figure A3.2.** lists the subjects covered (as applicable).

Figure A3.2. Communications Procedures Course Requirements.**SAFE PASSAGE:**

Authentication procedures

IFF SIF codes, procedures, and equipment operation

Flight information handbook review

Aircraft Systems:

HAVE QUICK

KY-58, Secure Voice radio

L-Band SATCOM

ATO and SPINs:

AFKAI-1

Unit Mission Brief:

COMSEC user requirements

A3.4.4.8.3. OPR. MAJCOM: HQ AMC/DOT/DOA/DOX/STSP. Unit: COMSEC responsible officer; wing, operations group, and squadron training personnel; ATS instructors (if included in ATS contract).

A3.4.4.9. G090, Anti-Hijacking:

A3.4.4.9.1. Purpose. To provide aircrews with training on Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

A3.4.4.9.2. Description. This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, and a criterion test.

A3.4.4.9.3. OPR. MAJCOM: HQ AMC/DOT; Unit: Squadron. Curriculum Development: As required. Training Aids: AFI 13-207 and unit-developed criterion test. Instructor: Unit-designated instructor.

A3.4.4.10. G100, Laws of Armed Conflict:

A3.4.4.10.1. Purpose. To ensure aircrew members understand the LOAC.

A3.4.4.10.2. 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.

A3.4.4.10.3. OPR. MAJCOM: HQ AMC/JAM; Unit: JA. Training Aids: As required. Instructor: JA or intelligence officer.

A3.4.4.10.4. 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.

A3.4.4.11. G110, Protection From Terrorism (Force Protection):

A3.4.4.11.1. Purpose. To provide detailed guidance for reporting and preventing terrorist activity.

A3.4.4.11.2. Description. Course covers information on threat conditions, security reporting, safeguarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. (AFI 31-210, *The Air Force Antiterrorism/Force Protection (AT/FP) Program Standards*.)

A3.4.4.11.3. OPR. MAJCOM: HQ AMC/SFO; Unit: Security Forces Squadron. Curriculum Development: Units. Instructor: Flight Line Constable Resource Protection NCO.

A3.4.4.12. G120, ISOPREP Review:

A3.4.4.12.1. Purpose. To generate (if necessary), review, and ensure accuracy of an aircrew member's isolated personnel reports (ISOPREP).

A3.4.4.12.2. Description. Semiannual review of ISOPREP card (AFDD 2-1.6, *Combat Search and Rescue*).

A3.4.4.12.3. OPR. MAJCOM: HQ AMC/IN; Unit: Intelligence officer.

A3.4.4.13. G130, Instrument Refresher Course:

A3.4.4.13.1. Purpose. To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to ensure safe and professional instrument flying.

A3.4.4.13.2. Description. Guidance for development of unit instrument refresher course (IRC) programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course (IRC) 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.

A3.4.4.13.3. 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. *Crew Resource Management/Briefings* OPR: MAJCOM: HQ AMC/DOT; Unit: Training office.

A3.4.4.14. G180, Cargo and Passenger Handling Procedures.

A3.4.4.15. G182, Hazardous Cargo. Procedures for identifying and handling hazardous materials cargo.

A3.4.4.15.1. Purpose. To familiarize aircrew members with procedures and restrictions when requested or tasked to carry hazardous materials.

A3.4.4.15.2. Description. Complete MAJCOM-provided instruction reviewing aircrew hazardous materials procedures and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials (FOUO)*, then complete the 50-question open-book test (AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, AFI 11-204, and AMCH 11-214). The syllabus includes: hazardous classification; packaging; marking and labeling; certification; aircraft loading and passenger movement; tactical and contingency airlift; and aircrew responsibility.

A3.4.4.15.3. OPR. MAJCOM: HQ AMC/DOT/DOJ; Unit: Squadron instructor. Training Aids: AMCH 11-214.

A3.4.4.16. G183, Floor Loading.

A3.4.4.17. G184, Palletized Cargo Loading.

A3.4.4.18. G190, Aircraft Servicing.

A3.4.4.19. G210, Alert Start Procedures.

A3.4.4.20. G230, Crew Resource Management (CRM) Refresher:

A3.4.4.20.1. Purpose. Mission-specific continuation CRM training conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and the MAJCOM supplement. May be accomplished in conjunction with CRM simulator by ATS contract.

A3.4.4.20.2. 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.

A3.4.4.20.3. OPR. MAJCOM: HQ AMC/DOT; Unit: ATS contractor.

A3.4.4.20.4. Additional Information. G230 is a prerequisite for G240, CRM Simulator.

A3.4.4.21. G231, Initial Crew Resource Management (CRM) Training:

A3.4.4.21.1. Purpose. Aircraft and crew-specific CRM training conducted according to AFI 11-290 and the MAJCOM supplement.

A3.4.4.21.2. 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.

A3.4.4.21.3. OPR. MAJCOM: HQ AMC/DOT; Unit: ATS contractor.

A3.4.4.21.4. Additional Information. Completion of any CRM pre-work, if applicable, is required before 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.

A3.4.4.22. G232, Instructor/Examiner CRM.

A3.4.4.23. G240, Crew Resource Management (CRM) Simulator:

A3.4.4.23.1. 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.

A3.4.4.23.2. Description. CRM mission-oriented simulator training (MOST) conducted according to AFI 11-290.

A3.4.4.23.3. OPR. MAJCOM: HQ AMC/DOT; Unit: ATS contractor.

A3.4.4.23.4. 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.

A3.4.4.24. G250, Refresher Simulator:

A3.4.4.24.1. Purpose. Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements and CRM. Course will include MOST training to complete G240 requirements. Annual requirement may be accomplished through quarterly phase training approved by HQ AMC/DOT.

A3.4.4.24.2. Description. Defined in the current simulator contract.

A3.4.4.24.3. OPR. MAJCOM: HQ AMC/DOT. Unit: ATS contractor.

A3.4.4.25. G251, Initial Egress Simulator:

A3.4.4.25.1. Purpose. Initial simulator training ensuring flight attendants can perform egress from the aircraft during emergency situations.

A3.4.4.25.2. Description. Establishes baseline date for refresher simulator training. Normal and emergency procedures, emergency equipment, inflight illness training, and aircraft systems training in the classroom. Simulator drills for unplanned ground evacuation procedures, planned and unplanned crash landing and ditching procedures, sea survival, and firefighting procedures.

A3.4.4.25.3. OPR. MAJCOM: HQ AMC/DOT. Unit: Aircrew Life Support.

A3.4.4.26. G252, Refresher Egress Simulator:

A3.4.4.26.1. Purpose. Annual FA training composed primarily of simulator drills to egress from the aircraft.

A3.4.4.26.2. Description. Review of normal and emergency procedures and emergency equipment location and use. Simulator drills for unplanned ground evacuation procedures, planned and unplanned crash landing and ditching procedures, and firefighting procedures.

A3.4.4.26.3. OPR. MAJCOM: HQ AMC/DOT. Unit: Aircrew Life Support.

A3.4.4.27. G280, Small Arms Training:

A3.4.4.27.1. Purpose. To train aircrew members in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

A3.4.4.27.2. Description. Academics and firing range exercise. Includes use of force, live fire, or firearms simulator training required every 2 years; simulator training may not be used for initial training (AFI 36-2226, *Combat Arms Program*, and AFI 31-207, *Arming and Use of Force by Air Force Personnel*).

A3.4.4.27.3. OPR. MAJCOM: HQ AMC/SFX; Unit: Security Forces Squadron (SFS). Instructor: Qualified SFS combat arms instructor.

A3.4.4.27.4. Additional Information . Course includes use of force training from AFI 31-207 and will meet requirements of AFI 36-2226.

A3.4.4.28. G290, Airport Qualification Program (AQP):

A3.4.4.28.1. Purpose. For global operations, aircrews are required to familiarize themselves with world-wide destination airfields. Although this familiarization should normally be accomplished before every mission, the squadron commander will determine the need and currency requirement for logging G290 before departure.

A3.4.4.28.2. Description. Familiarization includes applicable review of flight information publications (FLIP), Airfield Suitability and Restrictions Report (ASRR), Airport Qualification Program (AQP) video tapes (24 audiovisual documentaries of 168 select worldwide airports; order through base audiovisual services), 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 predeparture training. Refer to AFI 11-2CT-43, Volume 3, Chapter 6, for predeparture instructions.

A3.4.4.28.3. OPR. MAJCOM: HQ AMC/DOT; Unit: Squadron or airfield management (reference material and video tapes). Instructor: Self-paced.

A3.4.4.29. G300, Hydroplaning.

A3.4.4.30. G310, Weather Avoidance Radar.

A3.4.4.31. G804, Ground Communications Training.

A3.4.4.32. G910, Civil Reserve Air Fleet (CRAF) Orientation.

A3.4.4.33. G920, ERO Mission.

A3.4.4.34. G930, Contingency Configuration, Loading, Floor Loading.

A3.4.4.35. G940, CPR.

A3.4.4.36. G950, Hands on Unit Medical Equipment.

A3.5. 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.

A3.5.1. LS01, Local Area Survival. One-time event conducted before the first flight at the home station to familiarize aircrew members with local equipment and rescue procedures.

A3.5.2. LS02, Combat Survival Training (CST). Academic and field training designed for aircrew members whose duties require them to fly over or deploy to enemy or nonfriendly territory. CST provides the aircrew member an opportunity to demonstrate ability to operate life support equipment (LSE), employ survival or evasion techniques, and rescue procedures under simulated combat conditions.

A3.5.2.1. Purpose. To provide aircrews with the information necessary to survive in any peacetime or wartime environment.

A3.5.2.2. Description. See AFI 11-301 and the MAJCOM supplement. This course includes indepth instruction in physiological and psychological factors, personal protection, land navigation, combat recovery and signaling, survival medical training, Code of Conduct, and search and rescue (SAR) communications. This course satisfies self-aid and buddy care requirements of AFI 36-2238, *Self-Aid and Buddy Care Training*.

A3.5.2.3. OPR. MAJCOM: HQ AMC/DOT; Unit: Aircrew Life Support.

A3.5.2.4. 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 1 training day. Units may schedule aircrew members to complete both CST and water survival training (WST) events in a single training day.

A3.5.3. LS03, Water Survival Training:

A3.5.3.1. Purpose. To provide aircrews with the information necessary for a water survival situation.

A3.5.3.2. Description. See AFI 11-301, *Aircrew Life Support (ALS) Program*, and MAJCOM supplement. Training for each crewmember with all weapons system specific flotation devices and components available during overwater emergency (AFPD 11-3, *Life Support*, and AFI 11-301). Academic and equipment training designed to provide aircrew members the opportunity to demonstrate their ability to use weapons system specific flotation devices and LSE components available during an overwater 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.

A3.5.3.3. OPR. MAJCOM: HQ AMC/DOT; Unit: Aircrew Life Support.

A3.5.3.4. 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.

A3.5.4. LS04, Aircrew Chemical Defense Training (ACDT). Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first-generation ACDE or aircrew eye/respiratory protection system (AERPS) equipment, and contamination control area procedures.

A3.5.4.1. Purpose. Provide training to all aircrew members stationed in or subject to deployment or operations through a chemical threat area (CTA).

A3.5.4.2. Description. See AFI 11-301 and MAJCOM supplements for complete course description. This course includes indepth instruction in donning the aircrew defense ensemble, post-bail-out 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.

A3.5.4.3. OPR. MAJCOM: HQ AMC/DOTL; Unit: Aircrew Life Support.

A3.5.5. LS05, Egress Training with ACDE. The course should also address egress difficulties associated with AERPS equipment and emergency contamination control (combined with LS08).

A3.5.6. LS06, Life Support Equipment (LSE):

A3.5.6.1. 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 crewmembers. Ensure crewmembers are briefed on the limitations and safety issues related to LSE.

A3.5.6.2. 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 LSE 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.

A3.5.6.3. OPR. MAJCOM: HQ AMC/DOTL; Unit: Aircrew Life Support.

A3.5.7. LS08, Egress Training, Nonejection:

A3.5.7.1. Purpose. To ensure all crewmembers can explain ground and inflight egress procedures; are able to identify and document equipment discrepancies; can perform required egress procedures; and are able to identify, locate, and utilize appropriate emergency equipment. Also, to ensure all crewmembers understand the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. The course should also address egress difficulties associated with AERPS equipment and emergency contamination control when combined with LS05.

A3.5.7.2. Description. See AFD 11-3, AFI 11-301, AFOSH Standard 91-100, *Aircraft Flight Line - Ground Operations and Activities*, and applicable MAJCOM guidance. Evaluate the aircrew member's ability to demonstrate use of aircrew and passenger LSE and ground egress procedures. Practice egress scenario to enforce the importance of aircrew coordination actions required for emergency situations. Ensure crewmembers are aware of their responsibilities for conducting safety briefings according to AFI 11-202, Volume 3, and LSE documentation procedures.

A3.5.7.3. 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; 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.

A3.5.8. 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 (for example, staff positions, training unit instructors, etc.). Aircrews will demonstrate their ability to use LSE and explain survival techniques and rescue procedures.

A3.6. Mission-Specific (M) Training Events:

A3.6.1. M001, Sortie.

A3.6.2. M010, Local Proficiency Sortie. The following requirements, as a minimum, are listed by crew position:

A3.6.2.1. Pilots:

A3.6.2.1.1. Must be accomplished with an IP in the seat. Once the exercise commences, it should not be disrupted for any other type of training. Schedule 1 1/2 hours 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), and review of a specific (squadron determined) aircraft system.

A3.6.2.1.2. In addition, the following should be accomplished when available: holding pattern or procedure turn (to include entry and one turn for holding), 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), and partial flap landing.

A3.6.2.1.3. 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. Place particular emphasis on simulated systems malfunctions, simulated-engine out operations, and instrument procedures.

A3.6.2.2. Other Crew Positions. Log proficiency sorties on local or operational missions that include appropriate pre-mission planning, preflight according to flight publications, preparation of performance, takeoff and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures.

A3.6.3. 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, composite exercises, and corrective training or identified weaknesses.

A3.6.4. M025, Supplemental Training Mission.

A3.6.5. M030, Overseas Sortie. Sortie that includes takeoff 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 OG/CC and does not apply to units permanently based overseas.

A3.6.6. M060, Theater Indoctrination.

A3.6.7. M110, Threat Scenario Sortie. This event requirement is determined by the OG/CC. 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).

A3.6.8. M260, Deployment Mission Planning.

A3.6.9. M261, Airlift Deployment Operations.

A3.7. Crew and Individual Proficiency (P) Training Events: (*NOTE:* Refer to procedures in AFI 11-2CT-43, Volume 3, and AFMAN 11-217, Volume 1, *Instrument Flight Procedures*:

A3.7.1. P005, Taxi Exercise.

A3.7.2. P015, Instrument Departure.

A3.7.3. P020, Takeoff. Initial takeoff or takeoff following a touch-and-go landing.

A3.7.4. P021, Takeoff (aircraft).

A3.7.5. P022, Takeoff (simulator).

A3.7.6. P070, Instrument Approach.

A3.7.7. P075, Instrument Approach (aircraft).

A3.7.8. P076, Instrument Approach (simulator).

A3.7.9. P080, Instrument Approach (Auto or Coupled).

A3.7.10. P090, Instrument Approach (Manual).

A3.7.11. P100, Precision Approach.

A3.7.12. P110, Nonprecision Approach.

A3.7.13. P116, Nondirectional Beacon (NDB) Approach.

A3.7.14. P130, Circling.

A3.7.15. P140, Visual Traffic Pattern.

A3.7.16. P150, Missed Approach (Auto).

A3.7.17. P170, Approach and Go-Around (Simulated Engine-Out).

A3.7.18. P180, Approach and Landing (Simulated Engine-Out).

A3.7.19. P190, Landing.

A3.7.20. P192, Night Landing.

A3.7.21. P198, Landing (aircraft).

A3.7.22. P199, Landing (simulator).

A3.7.23. 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 time of day (TOD) should be updated from a ground station master clock when possible.

A3.7.24. 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.

A3.7.25. 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 (for example, authenticate a transmission with command post, between aircraft in formation, etc.).

A3.7.26. 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.

A3.7.26.1. Use the following aircrew CD items: AERPS gear and glove set cotton, butyl, Nomex.

A3.7.26.2. ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available. If accomplished in a simulator, ATS instructors will observe the exercise—no other supervision is required and no restrictions apply on who and how many aircrew members may wear the gear.

A3.7.26.3. 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 takeoff, approach, and landing. Pilots will complete all crew position checklists associated with approach and landing.

A3.7.26.4. Prior to this event, each aircrew member must have completed LS04 and LS08, including LS05 criteria.

A3.7.27. P300, Cargo Loading.

A3.7.28. P322, Weight and Balance.

A3.8. Qualification and Certification Training Events:

A3.8.1. Q001, Open-Book Qualification Examination.

A3.8.2. Q002, Closed-Book Qualification Examination.

A3.8.3. Q007, Senior Staff Basic Qualification Evaluation.

A3.8.4. Q008, Instructor Evaluation.

A3.8.5. Q014, Difference Certification.

A3.8.6. Q015, Special Missions and Operations Qualification.

A3.8.7. Q090, Flight Publications Check.

A3.8.8. Q100, En Route Evaluation.

A3.8.9. Q160, Instrument Refresher Course Examination.

A3.8.10. Q170, Flight Evaluation Folder Review.

A3.9. Unit-Defined ("X") Events.

A3.10. Air Force-Specified ("XX") Training Events:

A3.10.1. AA01, Qualification Check.

A3.10.2. AA02, Qualification Check, Simulator.

A3.10.3. AA11, Instrument Check.

A3.10.4. AA12, Instrument Check, Simulator.

A3.10.5. AA21, Combined Qualification and Instrument Check.

A3.10.6. AA22, Combined Qualification and Instrument Check, Simulator.

A3.10.7. PP01, Flight Physical. Currency expires on the last day of the birth month and is determined by AFI 48-123, *Medical Examinations and Standards*. The flight physical is an annual requirement, but may not coincide with the calendar year cycle.

A3.10.8. PP11, Physiological Training. Currency expires 3 years after the last day of the month in which accomplished (for example, if training was accomplished 19 October 1997, training is due not later than 31 NOVEMBER 2000). Rated officers with greater than 25 years time in service only require physiological training every 5 years (altitude chamber flight not required). Comply with AFI 11-403, *Aerospace Physiological Training Program*.

A3.10.9. RR01, Flight Records Review.

A3.11. Additional Event Identifiers. These identifiers will be used if units choose to track the associated events and items in AFORMS:

A3.11.1. E010, Standards of Conduct Briefing.

A3.11.2. E020, AMC Escort Training.

A3.11.3. E030, Passport.

A3.11.4. E040, Base Populace Briefing.

A3.11.5. E050, Newcomer Substance Abuse Awareness Briefing.

A3.11.6. E060, Newcomers Social Actions Briefing.

A3.11.7. E070, Protection of the President.

A3.11.8. E080, Report Counter Human Resources Intelligence Threat Briefing.

A3.11.9. E090, Hostile Human Intelligence Threat Briefing.

A3.11.10. E100, Security and Awareness Training.

A3.11.11. C010, CWD Driver Operations.

A3.11.12. C020, Mass Casualty Exercise.

A3.11.13. C030, Mobility Briefing.

A3.11.14. C040, Mobility Folder Review.

A3.11.15. C050, Unit Disaster Training.

A3.11.16. H010, Ergometer Testing.

A3.11.17. H020, Dental Exam.

A3.11.18. H030, Cholera.

A3.11.19. H040, Flu Shot.

A3.11.20. H050, Smallpox.

A3.11.21. H060, Oral Polio.

A3.11.22. H070, Tetanus.

A3.11.23. H080, Yellow Fever.

A3.11.24. H090, TB Tine.

A3.11.25. H100, Meningococcola.

A3.11.26. H110, Typhoid.

A3.11.27. H120, Hepatitis A.

A3.11.28. H130, Hepatitis B.