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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2E3/TC-18,
VOLUME 1**

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Flying Operations

E-3/TC-18--AIRCREW TRAINING



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This volume implements guidance in AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum standards for training and qualifying personnel performing duties in the E-3/TC-18. It applies to all E-3 units. This publication does not apply to the Air National Guard (ANG). MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTR, for approval prior to publication IAW AFPD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTR, and user MAJCOMDRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, paragraph 3.66 (periodic review). Maintain and dispose of all records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Distribution Schedule*. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this publication.

This volume requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this volume are 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS) applies. The reporting requirements in this volume are exempt from licensing IAW paragraph 2.11.10 of AFI 37-124, *The Information Collection and Reports Management Program*; Controlling Internal, Public, and Intra-agency Air Force Information Collections.

NOTE: This volume 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 MAJCOM publications office:

Publications: ACCI 11-301, ACCI 11-464, ACCI 21-166, PACAFI 11-301, AFTTP 3-1

Forms: 552 ACW Form 52.

SUMMARY OF REVISIONS

This IC includes various changes to flight deck certifications and requirements. In addition, it provides new guidance on who can fly as a CMR Certifier. It also incorporates the standards required for dual qualified CSO/CTs in PACAF. Finally, this IC corrects various administrative errors found in the original document which was released in October '00. Many of these changes were simple corrections to values in tables or the addition of new notes at the bottom of a table. A (|) indicates revisions from the previous edition. The entire text of the IC is at the last attachment.

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Chapter 1

E-3 AIRCREW TRAINING PROGRAM

1.1. Abbreviations, Acronyms, and Terms. See [attachment 1](#).

1.2. Responsibilities:

1.2.1. HQ ACC:

1.2.1.1. HQ ACC/DO will chair semi-annual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirements programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve component representatives. MAJCOM/DOs with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. HQ ACC/DOT is overall OPR for this volume and processes all changes to this volume. Proposed changes to this volume are submitted IAW AFI 11-215, *Flight Manuals Program*. Changes to this volume require coordination between ACC, PACAF and AFRC OPRs and are approved by HQ USAF/XO.

1.2.1.3. Uses [chapter 6](#) of this volume and supplement for unique requirements and restrictions for ACC E-3 units and to establish individual unit tasking as required. Forward copies of any MAJCOM supplement to this volume to HQ USAF/XOOT and applicable MAJCOM/DO for approval.

1.2.1.4. HQ ACC/DOT sponsors periodic meetings to review ground and flying training requirements. Participants should include representatives from HQ ACC, HQ PACAF, HQ AFRC, 18 WG, 3 WG, 552 ACW, and 513 ACG.

1.2.1.5. IAW AFPD 10-9, *Lead Operating Command Weapon Systems Management*, ACC is designated lead command for the E-3. Among the many duties of a lead command included are establishing standards, tasks, and formal training requirements. HQ ACC/DOT is OPR for E-3 flight and mission crew syllabi and provides training materials to HQ PACAF and HQ AFRC.

1.2.2. HQ PACAF:

1.2.2.1. Uses [chapter 6](#) of this volume and supplement for unique requirements and restrictions for PACAF E-3 units and to establish individual unit tasking as required. Forward copies of their supplement to this volume to HQ USAF/XOOT and applicable MAJCOM/DO for approval.

1.2.2.2. HQ PACAF/DOT will request E-3 training materials from HQ ACC/DOT as required.

1.2.2.3. HQ PACAF/DOTT is OPR for matters affecting PACAF E-3 units.

1.2.3. HQ AFRC Responsibilities:

1.2.3.1. Uses [chapter 6](#) of this volume and supplement for unique requirements and restrictions for AFRC E-3 units and to establish individual unit taskings as required. Forward copies of their supplement to this volume to HQ USAF/XOOT and applicable MAJCOM/DO for approval.

1.2.3.2. HQ AFRC/DOT will request E-3 training materials from HQ ACC/DOT as required.

1.2.3.3. HQ AFRC/DOT is OPR for matters affecting AFRC E-3 units.

1.2.4. 552 ACW/18 WG/3 WG/513 ACG:

1.2.4.1. 552 ACW is OPR for training materials referred to in this volume, including all E-3 Course Training Documents (CTD).

1.2.4.2. Attach API-6/8 flyers to a flying squadron. Designate the training level each aircrew member will train to. Review programs and manning position designations annually. Upon request, provide ACC/DOT with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle.

1.2.4.3. 552 ACW tasks 552 OG to provide E-3 training materials for review and distribution to HQ ACC/DOT, HQ PACAF/DOT, 18 WG, 3 WG, and 513 ACG.

1.2.4.4. 552 ACW, 18 WG, 3 WG, and 513 ACG assist subordinate units in the management of training programs, ensure programs meet unit needs, and provide necessary training staff support.

1.2.4.5. 552 ACW, 18 WG, and 3 WG will produce a quarterly summary shortfall report, due 31 Jan, 30 Apr, and 31 Jul to ACC/DOT or PACAF/DOT (info ACC/DOY). An annual training shortfall report will be due for the end of the training cycle (31 Oct). Prior to submitting the report, units are reminded to prorate incomplete training. When deployed, OG/CC has discretion to count sorties and events or prorate them depending on training value. If the sorties count then events will also count. If the OG/CC elects not to count sorties for Ready Aircrew Program (RAP), events can not be counted either and the unit may prorate both sorties and events for the time deployed. 513 ACG identifies training shortfalls and recommends corrective actions to HQ AFRC/DOT. An info copy of the 513 ACG's training shortfall report will be sent to ACC/DOT. Format for the training shortfall report is at [attachment 5](#).

1.2.5. 552 OG/18 OG/3 OG/513 ACG:

1.2.5.1. 552 OG will develop training programs for E-3 units to ensure that all aircrew members are prepared to perform E-3 roles and missions.

1.2.5.2. 552 OG will provide training programs and materials to E-3 units.

1.2.5.3. 552 OG/CC, 513 ACG/CC, 18 OG/CC, and 3 OG/CC or equivalent will conduct periodic reviews of each subordinate squadron's RAP training and evaluate their respective groups overall RAP training to ensure training is well balanced and equitably allocated.

1.2.5.4. 552 OG, 513 ACG, 18 OG, and 3 OG are OPRs for their respective Threat Knowledge and Counter Measures (TKCM)/Aircrew Intelligence Training (AIT) programs.

1.2.5.5. 552 OG, 513 ACG, 18 OG, and 3 OG will supplement for their own unique requirements and forward a copy through channels to HQ ACC/DOTR, HQ PACAF/DOTT or AFRC/DOT as appropriate for approval.

1.2.5.6. 552 OG will develop a Master Question File (MQF) concerning Threat Knowledge Countermeasures (TKCM). The MQF will be distributed to 18 WG, 18 OG, 961 AACS, 3 WG, 3 OG, 962 AACS, 513 ACG, and 970 AACS. OG/ACGs, in conjunction with their respective squadrons, will develop a local operating procedures test to use along with the MQF. Testing will be conducted annually at the squadron level. Minimum passing score is 85 percent.

1.2.6. Squadron Commanders:

1.2.6.1. Request waivers IAW paragraph [1.12](#) of this volume.

1.2.6.2. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew members.

1.2.6.3. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required for them to achieve Combat Mission Ready (CMR)/Basic Mission Capable (BMC) and to ensure provision of this volume have been met.

1.2.6.4. Certify aircrew members as CMR/BMC when they meet the appropriate training requirements.

1.2.6.5. Ensure training scenarios and Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission.

1.2.6.6. Determine utilization of BMC aircrew.

1.2.6.7. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.6.8. Assist the wing/group in developing the unit training programs.

1.2.6.9. Report end-of-cycle training deficiencies through channels to the applicable command (HQ ACC/DO, HQ PACAF/DO, HQ AFRC/DO) IAW paragraph 1.2.4.6. of this volume.

1.2.7. Flight Commanders:

1.2.7.1. Monitor and manage individual assigned/attached aircrew member currencies and requirements.

1.2.7.2. Ensure aircrew members participate only in sorties, events and tasks for which they are adequately prepared, trained and current.

1.2.8. Supervisors:

1.2.8.1. Identify areas where additional training is needed and direct training accordingly.

1.2.8.2. Ensure mission objectives are prebriefed, debriefed, and evaluated to determine successful accomplishments.

1.2.9. Individual Aircrew members:

1.2.9.1. Know and complete their training requirements and are responsible for currencies IAW **chapter 4** of this volume.

1.2.9.2. Do not participate in flying activities for which they are not trained, qualified or current unless under the direct supervision of a qualified instructor/evaluator, as defined in this instruction (1.4.4.9).

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this volume to appropriate MAJCOM on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. MAJCOMs will forward these recommendations to HQ ACC/DO.

1.3.3. HQ ACC/DO will:

- 1.3.3.1. Coordinate all changes to the basic regulation with all MAJCOM/DOs.
- 1.3.3.2. Forward recommendations for change to HQ USAF/XO for approval.
- 1.3.3.3. Address time sensitive changes by immediate action message.

1.4. Training. Aircrew training is designed to progress aircrew from Initial Qualification Training (IQT) or Re-Qualification Training (RQT) (Phase I), to Mission Qualification Training (MQT) (Phase II), and finally to Continuation Training (CT) (Phase III). Training scenarios are based on employment plans, location, current intelligence, and threat capabilities. A balance mixture of flight, simulator, and academic training in each phase prepares aircrew members for the next phase of qualification.

NOTE: Training requirements for aircrew members enrolled in IQT, MQT, and Upgrade/Specialized training are IAW with the appropriate syllabus or course training document. Continuation training is IAW guidelines established in **chapter 4** of this volume.

1.4.1. IQT provides the training necessary to initially qualify aircrew members in a basic crew position to perform flying duties without regard to the unit's mission. Upon completion of IQT, the aircrew member attains Basic Aircraft Qualification (BAQ) status. BAQ aircrew members have completed a flight evaluation and are qualified to perform basic aircrew duties in the E-3. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew members may fly unsupervised. BAQ aircrew members will only fly, without an instructor/evaluator, local training sorties performing those duties for which they have been trained and qualified. BAQ aircrew will not participate, without an instructor, in composite force or other advanced scenarios. **EXCEPTION:** Aircraft Commanders on final MQT assessment flight may fly with a Combat Mission Ready Aircraft Commander. BAQ is a prerequisite for MQT. Except for General Officers above the wing level, BAQ is not a long term qualification status. Waiver authority for any crewmember, other than General Officers, to remain BAQ will be MAJCOM DO.

1.4.2. MQT provides the training necessary to initially qualify or requalify a crewmember in a specific aircrew position and flying duties to perform the mission assigned to a specific unit. Aircrew members maintain BAQ status until they have completed MQT. Completion of MQT is a prerequisite for CMR/BMC.

1.4.3. CT allows aircrew members to maintain CMR/BMC status, increases proficiency, and consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP) is the CT program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. Following completion of IQT and MQT, an aircrew will have received training in all the basic missions of the unit. The crewmember will then be assigned to either a CMR position or a BMC position.

1.4.4.1. CMR. CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status.

1.4.4.2. BMC. BMC designated crewmembers have a primary job performing wing supervision or staff functions that directly support the flying operation. However, these aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel

assigned to the flying squadrons. BMC aircrew will maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew will accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, aircrew may not perform combat training without supervision until re-certified.

1.4.4.3. N-CMR/N-BMC. Aircrew members that regress to N-CMR/N-BMC status will accomplish a tailored training plan to regain CMR/BMC status as specified by the SQ/CC. N-CMR/N-BMC aircrew members are not authorized to perform aircrew duties unless under instructor/evaluator supervision. N-CMR/N-BMC aircrew members fall under one or more of the following categories:

- 1.4.4.3.1. Downgraded for failure to complete Category I and II ground training requirements.
- 1.4.4.3.2. Downgraded for failure to complete Annual flying training requirements.
- 1.4.4.3.3. Failure to meet lookback IAW paragraph [4.5.4.1](#).

1.4.4.4. Unqualified (UQ). Unqualified aircrew members require additional training and a flight evaluation before progressing to a higher qualification level. They are not authorized to perform any flight duties unless under instructor/evaluator supervision. UQ aircrew members fall under one or more of the following categories:

- 1.4.4.4.1. Enrolled in Initial Qualification training (IQT).
- 1.4.4.4.2. Downgraded for being Non-Current more than 6 months IAW [table 4.26](#), or [table 4.27](#).
- 1.4.4.4.3. Downgraded for a demonstrated lack of ability.
- 1.4.4.4.4. Downgraded for failure to meet standards during a flight evaluation.

1.4.4.5. Returning personnel currently qualified in a non-USAF E-3 aircraft require difference training (see paragraph [5.4.4](#)).

1.4.4.6. Aircrew Experience Level. Aircrew Experience Levels tell unit commanders how much flying and Aircrew Training Device (ATD) training Combat Mission Ready and Basic Mission Capable aircrew members need to maintain Ready Aircrew Program (RAP) requirements. There are two Experience Levels for Aircrew members who receive Combat Mission Ready qualification--"Inexperienced" and "Experienced."

- 1.4.4.6.1. "Inexperienced" aircrew members have the least amount of experience in their current crew position. They gain more experience through additional training requirements to increase their proficiency and remain Combat Mission Ready.
- 1.4.4.6.2. "Experienced" aircrew members have more experience in their current crew position IAW paragraph [1.4.4.8](#), and require less training to maintain proficiency and remain Combat Mission Ready.

1.4.4.6.3. Assigning Experience/Inexperience Levels. Base new aircrew training-cycle requirements on the aircrew member's current "experienced" or "inexperienced" status and the SQ/CC certification of RAP level. When an "inexperienced" aircrew member becomes "experienced" or any aircrew member changes RAP levels, prorate any new training requirements from the date of certification.

1.4.4.7. Experience Level Progression. Aircrew members are considered "inexperienced" when they are initially certified by the squadron commander as CMR in their current crew position. Squadron commanders may reclassify CMR aircrew members as "experienced" based on the progression guidelines and demonstrated proficiency to handle reduced training requirements. Squadron DOT documents reclassification as "Combat Mission Ready/Experienced" in Section II of the aircrew member's training record on 552 ACW Form 52, **MR/CMR Certification Letter**.

1.4.4.8. Normal Progression Guidelines For Combat Mission Ready Experienced (CMR/E).

1.4.4.8.1. Aircraft Commanders (AC) have 200 hours as a CMR E-3 AC, and have successfully completed a unit-developed "experienced" certification program.

1.4.4.8.1.1. Copilots (CP) have 300 hours as a CMR E-3 CP, and have successfully completed a unit-developed "experienced" certification program.

1.4.4.8.2. Navigators (N) have been Combat Mission Ready in the E-3 for 1 year and have either 2000 hours total rated flying time with 200 hours E-3 time, 1000 hours total rated flying time with 300 hours E-3 time, or 600 hours E-3 time.

1.4.4.8.3. Flight Engineers (FE) have been Combat Mission Ready in the E-3 for 1 year and have either 2000 hours total flying time with 200 hours E-3 time, 1000 hours total flying time with 300 hours E-3 time, or 600 hours E-3 time.

1.4.4.8.4. Mission Crew Commanders (MCC) have 350 E-3 flying hours as a Combat Mission Ready MCC and have been CMR for 1 year.

1.4.4.8.5. Senior Directors (SD) have 300 E-3 flying hours as a Combat Mission Ready SD and have been CMR for 1 year.

1.4.4.8.6. Weapons Directors (WD)/Air Weapons Officers (AWO) have 400 E-3 flying hours as a Combat Mission Ready WD/AWO and have been CMR for 1 year.

1.4.4.8.7. Air Surveillance Officers (ASO) have 350 E-3 flying hours as a Combat Mission Ready ASO and have been CMR for 1 year.

1.4.4.8.8. Electronic Combat Officers (ECO) have 350 E-3 flying hours as a Combat Mission Ready ECO and have been CMR for 1 year.

1.4.4.8.9. Senior Surveillance Technicians (SST) have 350 E-3 flying hours as a Combat Mission Ready SST and have been CMR for 1 year.

1.4.4.8.10. Air Surveillance Technicians (AST) have 350 E-3 flying hours as a Combat Mission Ready AST and have been CMR for 1 year.

1.4.4.8.11. Battle Director Technicians (BDT) have 200 E-3 flying hours as a Combat Mission Ready BDT or 50 E-3 flying hours as an CMR BDT with 4 years experience in a North American Air Defense (NORAD) command and control operations center, and have flown one live NORAD exercise as a qualified BDT.

1.4.4.8.12. Computer Display Maintenance Technicians (CDMT) have 300 E-3 flying hours as a Combat Mission Ready CDMT and have been CMR for 1 year or have an overseas deployment.

1.4.4.8.13. Airborne Radar Technicians (ART) have 300 E-3 flying hours as a Combat Mission Ready ART and have been CMR for 1 year or have an overseas deployment.

1.4.4.8.14. ACC Communications System Operators (CSO) have 500 E-3 flying hours as a Combat Mission Ready CSO and have been CMR for 1 year. PACAF/AFRC CSOs have 300 E-3 flying hours as a Combat Mission Ready CSO and have been CMR for 1 year.

1.4.4.8.15. ACC Communication Technicians (CT) have 500 E-3 flying hours as a Combat Mission Ready CT and have been CMR for a minimum of 1 year. PACAF/AFRC CTs have 300 E-3 flying hours as a Combat Mission Ready CT and have been CMR for 1 year.

1.4.4.8.16. Dual Qualified ACSs have 200 hours as a CMR dual qualified CSO/CT (i.e. a CT would need 200 CSO hours and vice versa), and have been CMR for 1 year in upgraded position.

1.4.4.9. Instructor/Evaluator Certified. Instructor/evaluator certified aircrew members are trained and qualified to instruct and/or evaluate duties associated with their crew positions. Instructor/evaluator certified aircrew members must maintain CMR status by completing periodic Continuation Training IAW [chapter 4](#) of this volume. Instructors/evaluators who become N-CMR may be allowed to continue academic and/or ATD instructor/evaluator duties with 552 OG/CC, 513 ACG/CC, 3 OG/CC, or 18 OG/CC or equivalent approval. Instructors may perform instructor duties in flight as long as they are CMR and current in the event they are instructing.

1.4.4.10. Special Capabilities and Qualifications. Special capabilities and qualifications are not separate qualification levels. Under the RAP, units are required to carry aircrews trained to special capabilities or qualifications to meet all DOC and training requirements. The nature of the capability or qualification either precludes or does not require training the entire unit. Sortie requirements specified for a special capability are over and above the individual qualification sortie requirement unless otherwise noted. CMR and BMC aircrew members may carry special qualifications. Additional sorties, associated events, and qualifications must be accomplished for a designated special capability.

1.5. Training Concepts and Policies:

1.5.1. Training programs will be designed to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This volume provides training guidelines and policies to be used with operational procedures specified in applicable flying/operations publications.

1.5.2. HQ ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked.

1.5.3. Training missions will be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use procedures and actions applicable to combat scenarios (e.g., appropriate use of code words, authentication proce-

dures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intel briefing and debriefing).

1.5.4. In-flight Supervision:

1.5.4.1. The following personnel must be under the direct supervision of an instructor/evaluator when performing aircrew duties.

1.5.4.1.1. Unqualified aircrew members.

1.5.4.1.2. Noncurrent aircrew members while performing those event(s) resulting in the non-currency.

1.5.4.1.3. All aircrew members in initial upgrade training.

1.5.4.1.4. All aircrew members when performing mission qualification training sorties, except as permitted in paragraph **3.6.4**.

1.5.4.1.5. Supervisory personnel defined in AFI 11-401.

1.5.4.1.6. Aircrew members downgraded to N-CMR/N-BMC.

1.5.4.1.7. Any senior officer who has not completed initial qualification training requirements of **chapter 2** including an appropriate flight evaluation.

NOTE: This paragraph does not preclude wing or group commanders from requiring other staff personnel to fly with an instructor.

1.5.5. The aircrew training cycle is 12 months; 1 Oct through 30 Sept (AFRC: 1 Jul-30 Jun). Units will complete training requirements during the appropriate training cycle except where specifically excepted.

1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible but minor variances are authorized. Variations may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie.

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all missions, specialized mission training required at CMR. Confirmation that the progressed aircrew member can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.3. Completion of mission-related ground training, to include a current verification.

1.6.5.4. Squadron CC certification.

1.6.6. SQ/CCs will determine and assign aircrew members that will train for and maintain special capabilities or qualifications. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.7. CMR and BMC aircrew members will fly the required monthly sortie rate.

1.6.8. End of Cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements apply to CMR and BMC aircrew as well as those carrying special capabilities or qualifications and are IAW the RAP tasking message, if used, or this volume. The RAP tasking message takes precedence over this volume, and may contain updated sortie requirements or missions/events. The standard sortie requirements establish the minimum number of sorties per training cycle for each of the following levels of training:

1.7.1.1. BMC. The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

1.7.1.2. CMR. The minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained.

1.7.3. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include but are not limited to ferry flights, incentive flights, deployments, and air shows.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned, but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

1.8. Training Records and Reports. Units will maintain aircrew records for individual training and evaluations IAW AFI 11-202V2; AFMAN 37-139, *Records Disposition Schedule*; and appropriate MAJCOM directives.

1.8.1. Units will document and maintain aircrew certification/upgrade training in individual training folders IAW AFMAN 37-139 using the 552 ACW Form 52 or PACAF/AFRC unit equivalent.

1.8.2. Units will prepare and forward training reports IAW MAJCOM directives.

1.8.3. Units using AFORMS will maintain flying and ground training records IAW ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*; and AFI 11-401

as supplemented. When documenting aircrew training in AFORMS, use AF Form 1520, **AFORMS Mission/Multi-Crewmember Scheduled Event Input**; AF Form 1521, **AFORMS Individual Scheduled Event Input**; AF Form 1522, **AFORMS Additional Training Accomplishment Input**; and AF Form 3526, **AFORMS OMR Event Accomplishment Report**. If additional forms are needed, see AFI 37-160V8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*, for guidance.

1.8.4. Track the following information for all aircrew (as applicable):

1.8.4.1. Ground training.

1.8.4.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.4.3. RAP sortie requirements and accomplishment using 1-month and 3-month running totals for look-back.

1.8.4.4. Currencies.

1.9. Video Recording. Not applicable.

1.10. Aircrew Utilization Policy:

1.10.1. Commanders will ensure aircrew fill authorized positions IAW unit manning documents and aircrew status is properly designated. The overall objective is that aircrew perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrew in the first year of their initial operational assignment, supervisors will limit the non-flying duties to those related to combat activities.

1.10.2. Aircrew will not perform long-term duties that detract from their primary duties of training for, or performing, the unit flying mission.

1.11. Sortie Allocation Guidance:

1.11.1. Inexperienced aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.11.1.1. Formal Training Units. Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties.

1.11.1.2. Operational Units. CMR, MQT, then BMC.

1.11.1.3. USAFWS and Test Units. Requirements directed by MAJCOM,

training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API-5 aircrew physicians.

1.11.1.4. API-8 (above wing level) rated personnel flying authorizations, nonrated MAJCOM Realistic Training program aircrew, and test aircrew will be IAW AFI 11-202V1 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events nor maintain lookback requirements. Non-RAP requirements will be accomplished within their BMC number of sorties

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of this volume are MAJCOM/DOs, or as delegated.

1.12.2. Requests for waivers will be forwarded through appropriate channels.

(EXCEPTION: ACC units subordinate to a NAF will forward requests directly to HQ ACC/DO and provide their NAF/DO with an information copy.) Waivers issued by other than MAJCOM/DO will include their appropriate MAJCOM/DO as an information addressee. All waivers will include HQ ACC/DOT as an information addressee.

1.12.3. Waivers to this volume will be valid for no more than 1 year.

1.12.4. Units will submit an annual report of all incomplete training to applicable MAJCOM (info copy to NAF/DO) by 31 Oct (AFRC: 15 Jul). Prior to submitting the annual report, units are reminded to prorate incomplete training, as detailed in [chapter 4](#), [chapter 5](#), and [chapter 6](#) of this volume.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT) (PHASE I)

2.1. Initial Qualification Training. This chapter contains prerequisites and minimum training requirements necessary to prepare aircrew members to perform basic aircrew duties in the E-3 aircraft. Any aircrew member who has been unqualified for longer than 60 months must accomplish IQT through the Programmed Flying Training (PFT) program. Crewmembers who have been unqualified less than 60 months refer to paragraph 2.7. IQT is administered by the 966 AACS, 552 TS, Flight Crew Training Contractors, and Mission Crew Training Contractors. (**EXCEPTION:** 513 ACG may utilize 513th sorties and IQT-certified instructors to conduct portions of the flying phase of IQT. PACAF may utilize PACAF sorties and qualified unit instructors to conduct IQT for ACS dual qualified upgrade).

2.1.1. Flight Crew. P/CP/N/FE.

2.1.2. Mission Crew. MCC/SD/WD/AWO/ASO/ECO/CSO/CT/ART/CDMT/AST.

2.2. Time Period To Qualify. Personnel start and complete training IAW AFI 11-202V1 and the appropriate syllabus. Failure to complete training within the specific time requires notification through channels to HQ ACC/DOT with aircrew member's name, rank, reason for the delay, planned actions, and estimated completion date.

2.3. Prerequisites. Prior to entering E-3 formal training, trainees must meet AFCAT 36-2223, *USAF Formal Schools*, selection prerequisites. The 552 TRS/CC and the 966 AACS/CC review the training record and Flight Evaluation Folder (FEF) of newly assigned personnel. Experience and previous training are considered in determining the specific training individuals will receive. Students will complete Category I ground training prior to entering the flying phase of IQT.

2.3.1. First Pilot Program. Pilots candidates with more than 1200 hours, but less than 1500 hours, may be entered into the First Pilot Program at the discretion of the OG/CC or designated representative. First Pilot candidates will complete the same syllabus requirements of an aircraft commander. Upon completion of their training and CMR certification, they will retain first pilot status and be required to fly with a CMR aircraft commander. First Pilots can accomplish all flight events aircraft commanders are eligible to perform. Squadron CCs will certify (training folder documentation) first pilots as CMR aircraft commanders when they have accumulated 1500 hours flight time and have demonstrated the ability to perform aircraft commander duties.

2.4. Training Reports and Forms. Training reports and forms are completed and forwarded IAW ACCI 11-464.

2.5. Waiver Coordination:

2.5.1. HQ ACC/DOT is the waiver authority for AFCAT 36-2223 selection criteria, PFT, and course syllabi. 552 ACW units forward waiver requests through channels to HQ ACC/DOT. 513 ACG will forward waivers request through channels to HQ AFRC/DOT. PACAF units will forward waiver requests through channels to HQ PACAF/DOT.

2.5.2. Approval of additional training sorties and the number of training days is IAW the appropriate course syllabus.

2.6. Aircrew Training Requirements:

2.6.1. Ground Training Requirements. All academic and ATD training will be accomplished IAW appropriate syllabi.

2.6.2. Flying Training Requirements. All flying training will be accomplished IAW appropriate syllabi.

2.7. Requalification Training Requirements. Crewmembers previously qualified in the E-3 accomplish currency requalification requirements as outlined in paragraph [4.8](#).

Chapter 3

MISSION QUALIFICATION TRAINING (MQT) (PHASE II)

3.1. Mission Qualification Training. This chapter prescribes training required to qualify personnel to perform aircrew duties during E-3 operational and training missions. AFRC and PACAF will administer MQT using approved Course Training Documents (CTD). OG/CC or equivalent will administer their respective MQT IAW detailed objectives and requirements found in the appropriate 552 OG Course Control Document (CCD).

3.2. Time Period to Qualify. MQT is completed IAW the appropriate CTD.

3.3. Prerequisites. Individuals must have completed at least one of the following:

3.3.1. E-3 IQT.

3.3.2. Pilot, SD, SST, or, BDT Upgrade Training (UGT) as defined in [chapter 5](#).

3.3.3. Previous qualification as an E-3 crewmember.

3.4. CMR/BMC Certification. Upon completion of MQT, the gaining squadron commander certifies aircrew members as CMR or BMC using the 552 ACW Form 52 or PACAF/AFRC unit equivalent. Certification documents are filed in the crewmember's training folder. The format of certification documents are IAW the appropriate MQT CTD.

3.5. Waiver Coordination:

3.5.1. 552 OG/CC (ACC), 513 ACG/CC (AFRC), 18 OG/CC (PACAF), or 3 OG/CC (PACAF) or equivalent have waiver authority for MQT requirements.

3.5.2. Squadron commanders may grant extensions in training of up to 30 days.

3.5.3. 552 OG/CC (ACC), 513 ACG/CC (AFRC), 18 OG/CC (PACAF), or 3 OG/CC (PACAF) or equivalent may grant a second 30-day extension.

3.5.4. 552 ACW/CC (ACC), 513 ACG/CC (AFRC), 18 WG/CC (PACAF), or 3 WG/CC (PACAF) or equivalent may grant additional extensions in training.

3.6. Aircrew Training Requirements:

3.6.1. Ground Training Requirements. All training is conducted IAW the appropriate CTD prior to CMR/BMC certification. PACAF aircrew members will accomplish Theater Training.

3.6.2. Flying Training Requirements. Flying training is completed IAW the appropriate CTD. Difference training not covered during ground training may be completed during flying training.

3.6.3. Aircrew Training Device Requirements. All ATD training is completed IAW the appropriate CTD.

NOTE: E-3 units not collocated with ATDs are exempt from MQT ATD requirements. Units will develop academic instructions to cover MQT ATD objectives.

3.6.4. Instructor Utilization. All flying and ATD training during MQT is conducted under the supervision of a qualified instructor/evaluator. **EXCEPTION:** Aircraft Commanders on final assessment flight may fly with a CMR aircraft commander instead of an instructor pilot. Furthermore, ASO/AWO/ECO/WD crewmembers who have completed Qualification and Mission evaluations may fly MQT sorties under the supervision of an instructor or squadron commander designated certifiers IAW locally developed procedures.

Chapter 4

CONTINUATION TRAINING (CT) (PHASE III)

4.1. Continuation Training. This chapter prescribes training standards to maintain E-3 qualification, currency, and to requalify previously qualified aircrew members in the E-3.

4.2. Training Period. The primary training period for flight and Aircrew Training Device (ATD) Continuation Training is the annual period. The annual training period starts on 1 Oct and ends on 30 Sept (AFRC: 1 Jul – 30 Jun). Other periods for training requirements are specified in this chapter. Every attempt should be made to balance training, with a goal of completing 50 percent of the training in each of the 6 month periods within the prescribed annual cycle.

4.3. Prerequisites. Aircrew members must have CMR/BMC certification.

4.4. Waivers/Special Categories. 552 ACW/CC (ACC), 18 WG/CC (PACAF), 3 WG/CC (PACAF), and 513 ACG/CC (AFRC) or equivalent have waiver authority for annual flight and ATD continuation training requirements and may delegate this authority to unit commanders.

4.4.1. Squadron commanders forward, to the appropriate waiver authority, a list of aircrew members requiring waivers and aircrew members downgraded for failure to meet continuation training requirements. See example at [attachment 5](#).

4.4.2. Waiver requests arrive at 552 ACW/CC, 18 WG/CC, 3 WG/CC, or 513 ACG/CC, no later than 15 Oct (AFRC: 15 Jul) for the previous annual period.

4.4.3. After final review and determination of waiver requests, 552 ACW/CC, 18 WG/CC, 3 WG/CC or 513 ACG/CC (as appropriate) will notify subordinate units of the approval/disapproval of the waiver request. Info copy will be sent to applicable MAJCOM.

4.4.4. MAJCOM AND NAF API-8 Crew Members: (N/A AFRC: AFRC responsibilities for API-8/staff flyers are contained in AFI 11-401/AFRC Sup 1).

4.4.4.1. Mission Directed Training (MDT) for Higher Headquarters (HHQ) personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM Division Chiefs and NAF/DO are reviewing authorities for assigned personnel. They will:

4.4.4.1.1. Coordinate with the supporting agency to ensure appropriate AFORMS data is maintained and provided IAW AFI 11-401.

4.4.4.1.2. Review assigned aircrew accomplishments and currencies prior to authorizing aircrew to participate in MDT.

4.4.4.1.3. Provide each flyer with written documentation specifying the sortie types and events the aircrew member is authorized to fly. RPI-8 personnel who fly with only one unit may receive this from their attached unit commander.

4.4.4.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, chemical warfare (CW) training, and special training programs within authorized mission areas (except when required in preparation for theater deployment).

4.4.4.3. Aircrew members will:

4.4.4.3.1. Coordinate availability for one Air Expeditionary Force (AEF) contingency TDY per 15-month AEF cycle with attached unit.

4.4.4.3.2. Review accomplishments and currencies for accuracy.

4.4.4.3.3. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.4.3.4. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

4.4.4.4. Instructor-qualified crewmembers may perform instructor duties with the concurrence of the OG/CC, if qualified and current for the applicable missions/events.

4.5. General Requirements:

4.5.1. Theater (Deployment) Training. CMR/BMC aircrew members will complete applicable theater training prior to assuming operational duties within that theater.

4.5.1.1. A certification brief will be given by the crew to a squadron board, consisting of the CC/CD, or a designated representative and representatives from squadron weapons and tactics (DOW).

4.5.1.2. Battle Director Technicians (BDTs) do not require NORAD Theater Training.

4.5.2. Logging of Continuation Training Requirements by Instructors/Flight Examiners. Instructors log an I/E Sortie to document performance of instructor/evaluator duties during a mission.

4.5.2.1. Aircrew Training Device Training:

4.5.2.1.1. MCC/SD/AWO/WD/ECO/ASO/SST/AST aircrew may not credit ATD training events through the performance of instructor/evaluator duties. CSO/CT/CDMT/ART aircrew may credit ATD training events through the performance of instructor/evaluator duties. Instructor/evaluators accomplish 50 percent of CMR/I ATD requirements IAW [table 4.7-table 4.13.](#)

4.5.2.2. Flying Training:

4.5.2.2.1. Pilots and instructor pilots must actually control the aircraft to credit a training event with the following exceptions: an instructor pilot touch and go landing. Instructors/evaluators may credit a touch and go landing if they are in the opposite pilot/copilot seat, supervising the touch and go.

4.5.2.2.2. SDs and WDs/AWOs may credit up to 50 percent of controlled missions or weapons sorties through the performance of instructor/evaluator duties. SDs cannot log controlled missions for supervising a weapons team that logs controlled missions.

4.5.2.2.3. Crew position requirements--see applicable tables.

4.5.2.3. Mission Simulator Live Intercept Training Environment (MSLITE). MSLITE allows AWACS SD/AWO/WD crewmembers to control live fighters from Tinker AFB using Air Defense Sector's remote radar, Identification Friend or Foe (IFF) and communication feeds from coastal sensor sites. SD/AWO/WD may credit controlled missions for annual flying requirements

on a one for one basis (see [table 4.21](#). and [table 4.22.](#)). SD may not log Systems Operations using MSLITE. AWO/WD may not log a weapons sortie using MSLITE.

4.5.2.4. Distributive Mission Training (DMT). SD/AWO/WD will credit DMT control events as ATD training requirements.

4.5.3. Prorated Training Requirements. Annual training requirements for aircrew members who are not available for duties as outlined in AFI 11-202V1, may be prorated.

4.5.3.1. Operational missions (including contingency missions) can have a positive or negative impact on a unit's continuation program. A potential lack of training opportunities, while deployed can place a burden on the unit forcing it to accomplish the majority of its continuation training program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's continuation training program.

4.5.3.2. OG/CCs may authorize operational/contingency sorties that provide valid RAP training to be logged as RAP sorties/events while deployed. The OG/CC will provide units with guidance pertaining to the percentage and type of operational sorties that may be logged based on the definition of a RAP sortie in this instruction. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

4.5.3.3. Units will prorate RAP sorties and events for deployed preparation, the actual period of time each individual was deployed, and recovery time if crewmembers are not authorized to log RAP sorties/events while deployed.

4.5.3.4. The number of months an aircrew member is not available for flying or ATD duties is entered into the Air Force Operations Resource Management System (AFORMS) which determines the prorated requirements. If AFORMS is not available, the unit determines the training requirements using [attachment 2](#).

4.5.3.5. Aircrew members start continuation training the month following completion of MQT and receiving initial CMR/BMC certification. Training accomplished during IQT/MQT may not be counted toward continuation training requirements.

4.5.3.6. AC/CP/NAV will start tracking currencies after successfully completing an IQT evaluation.

4.5.4. Delinquencies (Failure to Complete Required Training). Aircrew members failing to complete training requirements are reclassified as follows:

4.5.4.1. One and 3-month lookback periods will be calculated from the first day of each month. Each lookback period will be used by squadron commanders to determine the RAP level flown using 1-month first, then 3-month, if the 1-month lookback is not satisfied. New aircrew members who have been CMR less than 3 months must meet the 1-month lookback to remain CMR.

4.5.4.2. Aircrew members who meet their RAP 1-month lookback requirements are considered current. If an aircrew member does not meet their RAP 1-month lookback requirements, a review will be made of their RAP 3-month lookback requirements ([figure 4.1](#)). In this review, the individual must have logged at least one sortie/system ops/weapons sortie in the past 60 days and meet RAP 3-month lookback requirements to maintain CMR status. Aircrew members who fail to meet the requirements of this 3 month review will be downgraded to N-CMR status. The squadron commander may grant the individual a 30 day extension to complete RAP requirements by the

next monthly review. The squadron commander's intention to use this probation period will be made in writing and documented in the individual's training folder. Recurrency/requalification will be accomplished IAW [table 4.26.](#) or [table 4.27.](#)

4.5.4.3. Aircrew members who fail to fly their RAP rate for any annual period are downgraded to N-CMR. Unless waived IAW paragraph [4.4.](#), annual training requirements require make-up during the next annual period. Accomplishment of any delinquent training is tracked manually and documented in the aircrew member's training records.

4.5.4.4. If a mission crewmember fails to maintain flight currency IAW [table 4.24.](#), that person is downgraded to N-CMR/N-BMC status.

4.5.4.5. If a pilot/instructor pilot fails to maintain air refueling, night air refueling, autopilot off air refueling, night landing, or touch and go currency IAW [table 4.6.](#), then the pilot/instructor pilot is non-current for that event and may not perform that event without instructor/evaluator supervision; however, the pilot/instructor pilot may fly unsupervised on sorties that do not include those events. If a pilot is non-current for a pilot proficiency sortie, the squadron commander may still deploy that person on an operational mission provided the pilot is current in all other events. Commanders should make every attempt to re-establish currency prior to deployment or currency must be regained for a pilot proficiency sortie immediately upon return to home station. If a flight crewmember fails to maintain any other currency requirement, that person is downgraded to N-CMR/N-BMC status.

4.5.4.6. If a navigator fails to maintain air refueling rendezvous currency IAW [table 4.6.](#), the navigator is non-current for that event and may not perform that event without instructor/evaluator supervision. However, the Nav/INav may fly unsupervised on sorties that do not include those events.

4.5.4.7. If an aircrew member fails to complete any training requirement(s) and the squadron commander determines that the training deficiency could adversely affect the crewmembers ability to perform assigned duties, the crewmember may be downgraded further than the minimum guidelines.

4.5.4.8. If an aircrew member fails to maintain currency in any Category I ground training event, that crewmember is grounded (perform no airborne aircrew events) until currency is regained IAW paragraphs [4.8.3.](#) and [4.8.4.](#) If a CMR aircrew member fails to maintain currency in any Category II ground training event or any Category III event designated by the squadron commander as required for CMR status, that crewmember is N-CMR until currency is regained IAW paragraphs [4.8.3.](#) and [4.8.4.](#) If a BMC aircrew member fails to maintain currency in any Category II or III ground training event designated as required for BMC status by his or her attached squadron commander, that crewmember is N-BMC until currency is regained IAW paragraphs [4.8.3.](#) and [4.8.4.](#)

4.5.5. Ground Training. Ground training requirements are divided into three categories. Category I includes mission essential ground training which must be completed in order to fly. Category II contains general flying related ground training requirements which affect RAP status. Category III includes other ground training applicable to aircrew members. Although Category III requirements may not affect a crewmember's RAP status, some events may be required prior to deployment to an operational theater. See [table 4.2.](#) and [attachment 4](#) for a complete listing of Category I, II, and III

ground training subjects, OPRs, and training periods. Aircrew members who fail to complete ground training requirements must comply with recurrency requirements in paragraph **4.8.3**.

4.5.5.1. Category I (Mission Essential Ground Training):

4.5.5.1.1. LS01—Local Area Survival Training. Initial qualification only.

4.5.5.1.2. LS06--Personal and Survival Equipment. Training in the uses of E-3 survival kit equipment and recommended personal survival equipment.

4.5.5.1.3. LS08--Egress. Training to familiarize aircrew members with emergency egress procedures for aircraft not equipped with ejection systems.

4.5.5.1.4. LS17—Aircrew Chemical Defense Equipment. Initial qualification only.

4.5.5.1.5. PP11--Physiological Training (Altitude Chamber). Academic and ATD training designed to teach aircrew members how to recognize, correct, and survive physiological problems associated with flying duty.

4.5.5.1.6. PP01—Flight Physical.

4.5.5.2. Category II (General Flying Related Ground Training). Commanders may grant 30 day extensions for completion of category II ground training requirements on a case-by-case basis.

4.5.5.2.1. LS03--Water Survival. Training in the procedures used to employ E-3 water survival equipment.

4.5.5.2.2. LS04--Aircrew Chemical Warfare Defense Training. Academic training conducted by Life Support personnel on procedures used with the aircrew chemical warfare ensemble.

4.5.5.2.3. LS11—Combat Survival, Low Threat. Low threat CST is a hands-on academic and equipment event that provides aircrew members the opportunity to demonstrate their ability to operate ALSE and explain survival techniques and rescue procedures.

4.5.5.2.4. Theater Employment Training (PACAF Only). Academic and flying training for forward deployed units/crews for operations in theater or specific Areas of Operation (AOR).

4.5.5.2.5. IN00--TKCM/AIT. Training programs and objectives are developed IAW this volume, and AFI 14-105, *Unit Intelligence Mission and Responsibilities*. Unit intelligence testing will be used to evaluate the effectiveness of the intelligence training program. Recommended subjects for intelligence training include, but are not limited to:

4.5.5.2.5.1. Enemy military force structure.

4.5.5.2.5.2. Enemy EW/GCI/acquisition radars.

4.5.5.2.5.3. Radio electronic combat.

4.5.5.2.5.4. Enemy aircraft characteristics.

4.5.5.2.5.5. Surface-to-Air Missile (SAM) characteristics.

4.5.5.2.5.6. Escape and evasion/code of conduct training.

4.5.5.2.5.7. AFTTP 3-1V15, *E-3 Employment (S)*.

4.5.5.2.6. E-3 Self-protection and Survivability Training. Provided to aircrew members to familiarize them on enemy tactics/countermeasures and developments in the intelligence community.

4.5.5.2.7. CW70--Aircrew Chemical Warfare Defense Flight Training. Continuation CW flight training allows aircrew members to annually review performance limitations while operating in CW equipment. Each aircrew member performs in-flight duties once each annual period while wearing CW equipment. Aircrew members wear the mask, hood, filter pack and gloves. This training may be accomplished in-flight or in the ATD. See [attachment 3](#) for guidance on chemical warfare flight restrictions.

4.5.5.2.8. Crew Resource Management (CRM). Aircrew members will accomplish CRM training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and applicable MAJCOM supplement. CRM training should emphasize team effectiveness by enhancing individual and aircrew performance in : Situational Awareness, Crew Coordination, Risk Management, Task Manage and Mission Planning/Debrief. Training will be conducted by MAJCOM approved civilian contractors if applicable.

4.5.5.3. Category III Training (Other Related Ground Training):

4.5.5.3.1. CW10/40--Chemical Warfare Defense Training (Ground Ensemble). Academic training designed and conducted by base Disaster Preparedness to teach aircrew members how to survive and operate in a chemical warfare environment with the ground crew chemical warfare equipment ensemble.

4.5.5.3.2. GT90--Prevention of Dangerous Military Activities. Academic training providing guidance on operations and communications procedures to be used when conducting activity in the vicinity of former Soviet military forces.

4.5.5.3.3. GT01, 02, 03, 04--Weapons Systems Academic Training (WSAT). Quarterly academic training designed to provide aircrews with information on tactics, employment, training and evaluation trends, procedures, and changes to E-3 equipment and software. WSAT is developed and administered according to the guidelines in [table 4.1](#).

4.5.5.3.4. GT69--Situational Emergency Procedures Training (SEPT). Training designed to review abnormal/emergency procedures and aircraft systems operations/limitations. SEPT is conducted by two or more flight crewmembers. These crewmembers may be from different crew positions. Other crewmembers are encouraged to participate. Training consists of an emergency procedures discussion of a realistic emergency situation and actions necessary to cope with the malfunction and carry it to a logical conclusion. Training follows a logical progression from initial indications of system malfunctions through checklist procedures to a logical conclusion. Discussion of affected system indications, affects on other systems, aircraft performance, mission degradation, and crew coordination is also included. Emergency procedures training conducted in continuation training ATDs may be credited towards SEPT. Simulated emergency drills performed in flight are not credited towards SEPT unless they are accompanied by an in-depth prebrief and debrief which meets the SEPT training standards.

4.5.5.3.5. AT99--Ancillary Training. Academic training designed to teach common mission related topics IAW USAF and MAJCOM directives. [table 4.28.](#), [table 4.29.](#), and [table 4.30.](#) of this volume list the Ancillary Training associated with each block. Ancillary Training is organized into the following blocks of topics:

4.5.5.3.5.1. Block I--Ancillary Training.

4.5.5.3.5.2. Block II--OSI Brief.

4.5.5.3.5.3. Block III--Self Aid and Buddy Care.

4.5.5.3.6. SA09—Small Arms Training.

4.5.5.3.7. LS15—Water Survival Academics. Aircrew members arriving at a new station who require LS03 after that installation has completed training for the year are not delinquent until the next training period. These aircrew members will be scheduled for the first available class of the next training period. Individual will attend an academic session, LS15, at the earliest opportunity.

4.5.5.3.8. ISOPREP review.

4.6. Flight Crew Training Requirements:

4.6.1. Basic Mission Capable Training (BMC). BMC flight crewmembers must complete 50 percent of the CMR/E training requirements for all flying training and/or ATD events, but not less than one where only one is required for CMR flight crewmembers. BMC flight crewmembers maintain the same currencies as CMR flight crewmembers. The Monthly RAP flying training rate and the 3-month Lookback do not apply to BMC flight crewmembers. BMC flight crewmembers must complete all CMR ground training except for TKCM/AIT.

4.6.2. Combat Mission Ready (CMR) Training Requirements:

4.6.2.1. Ground Training Requirements. All CMR flight crewmembers must complete the applicable training events listed in [table 4.2.](#) in the specified time period.

4.6.2.2. Aircrew Training Device Requirements. Flight crew ATD events are designed to provide training that may not be available in-flight or is prohibited by flight safety guidelines. Senior staff officers (O-6 and above) may credit their ATD requirements by completing four senior staff continuation training ATD sessions under instructor supervision.

4.6.2.3. Flying Training Requirements:

4.6.2.3.1. Aircrew Chemical Warfare Defense Flight Training (CW 70). See [attachment 3](#) for guidance on chemical warfare training flight restrictions.

4.6.2.3.2. Monthly and Three Month Lookback. Monthly reviews of RAP status do not apply to BMC and N-CMR/N-BMC aircrew members. Monthly and 3-month RAP Lookback criteria for maintaining assigned RAP levels are listed in [table 4.4.](#)

4.6.2.3.3. Annual Flying Training. Each flight crewmember completes all of the events listed in [table 4.5.](#) during each annual training period.

4.6.2.3.4. Currency Requirements. All flight crewmembers complete the applicable training events listed in [table 4.6.](#) in the specified time period.

4.6.3. Criteria for Training Events:

4.6.3.1. Aircrew Training Device. The requirements for effective ATD training sorties for each crew position are as follows:

4.6.3.1.1. AC, CP, and FE. The flight crew ATD contractor training program is designed and administered on a semiannual cycle IAW the FCT contract. Pilots and flight engineers will complete 50 percent of their annual ATD requirements each half. Squadron commanders will determine the status of personnel not completing 50 percent of their requirements at the end of the half. All ATD requirements will be completed at the end of the annual period.

4.6.3.1.1.1. Scenario Sortie. Four hour Scenario Sorties include normal and emergency procedures IAW operational flight trainer Course Training Documents. An effective simulator sortie is one that a minimum of 75 percent of training objectives were accomplished.

4.6.3.1.1.2. Instrument Sortie. Two hour Instrument Sorties focus on instrument procedures IAW operational flight trainer Course Trainer Documents. An effective simulator sortie requires a minimum of 45 minutes of instrument terminal procedures per pilot.

4.6.3.2. Flying Training. The requirements for effective training sorties for each crew position are as follows:

4.6.3.2.1. AC and CP:

4.6.3.2.1.1. Pilot Proficiency Sorties. Pilots should log 45 minutes primary time and must accomplish the following during one crew duty day:

4.6.3.2.1.1.1. Precision Approach (both PAR and ILS if available).

4.6.3.2.1.1.2. Nonprecision Approach.

4.6.3.2.1.1.3. Missed Approach.

4.6.3.2.1.1.4. Normal Landing.

4.6.3.2.1.1.5. VFR Pattern.

4.6.3.2.1.1.6. Emergency Procedures to include, as a minimum (WX permitting) simulated 3 engine approach and missed approach; simulated 3 engine landing.

4.6.3.2.1.1.7. Air Refueling, if available.

NOTE: If a Nonprecision Approach, Air Refueling, Emergency Procedures, or VFR Pattern cannot be accomplished due to weather, 45 minutes of simulated or actual instrument approaches should be flown.

4.6.3.2.1.1.8. Air Refueling. Pilots perform pre-contact, closure to contact, and contact to meet training objectives.

4.6.3.2.2. Navigator:

4.6.3.2.2.1. System Ops. Navigator serves as primary navigator for approximately 50 percent of the sortie.

4.6.3.2.2.2. In-flight Alignment. Navigator performs an in-flight alignment.

4.6.3.2.2.3. Air Refueling Rendezvous. Navigator successfully completes the rendezvous to 1 NM from the tanker.

4.6.3.2.3. Flight Engineer:

4.6.3.2.3.1. System Ops. FE occupies primary crew position for approximately 50 percent of the sortie, and accomplishes normal or emergency system operation.

4.7. Mission Crew Training Requirements:

4.7.1. Basic Mission Capable (BMC) Training. Basic Mission Capable (BMC) mission crewmembers must complete 50 percent of the Combat Mission Ready Experienced training requirements for all flying training, but not less than one where only one is required for CMR mission crewmembers. BMC mission crewmembers maintain currency IAW paragraph 4.7.2.4. BMC mission crewmembers must complete all CMR ground training except for TKCM/AIT.

4.7.2. Combat Mission Ready Training Requirements:

4.7.2.1. Ground Training Requirements. All CMR mission crewmembers complete the applicable training events listed in table 4.2. in the specified time period.

4.7.2.2. Aircrew Training Device Requirements. Mission Crew annual ATD events are designed to provide specialized training to augment training not normally available in flight. See table 4.7.-table 4.13. for the criteria for each ATD event. Excess live events, meeting ATD criteria, may be credited toward annual ATD requirements. E-3 units not co-located with ATDs are exempt from ATD requirements.

4.7.2.3. Flying Training Requirements:

4.7.2.3.1. Aircrew Chemical Warfare Defense Flight Training (CW 70). Reference paragraph 4.5.5.2. for guidance and attachment 3 for flight restrictions on chemical warfare defense training requirements.

4.7.2.3.2. Monthly and Three Month Lookback. Monthly and 3 Month Lookback RAP criteria for maintaining assigned RAP levels are listed in the applicable tables (table 4.14., table 4.15., and table 4.16.). See paragraph 4.7.3. for the definitions and criteria for each flying training event.

4.7.2.3.3. Annual Flying Training. Each mission crewmember completes all of the events listed in the applicable tables during each training cycle. See paragraph 4.7.4. for the definitions and criteria for each flying training event.

4.7.2.4. Currency Requirements. All mission crewmembers complete the applicable training events listed in table 4.24. in the specified time period.

4.7.3. Criteria For Training Events:

4.7.3.1. Aircrew Training Device. The requirements for effective ATD sorties for each crew position are as follows:

4.7.3.1.1. MCC:

4.7.3.1.1.1. Mission Scenario. MCCs mission plan, brief, conduct the mission ATD scenario, and debrief with the entire crew required to meet the ATD scenario objectives.

4.7.3.1.1.2. NORAD Training. MCCs conduct NORAD training with an applicable region or sector consisting of peacetime through wartime transitional actions. NORAD Training may be accomplished during a mission simulator scenario, or during live flight.

4.7.3.1.2. ASO, ECO, SST, and AST:

4.7.3.1.2.1. Mission Scenario. Crewmembers mission plan, brief, conduct the mission ATD scenario, and debrief with the entire crew required to meet the ATD scenario objectives.

4.7.3.1.2.2. Electronic Attack/Electronic Protect (EA/EP). Surveillance crewmembers perform primary surveillance duties with the Radar/IFF systems degraded by jamming. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live EA/EP event occurs.

4.7.3.1.3. BDT:

4.7.3.1.3.1. Mission Scenario. Crewmembers mission plan, brief, conduct the mission ATD scenario, and debrief with the entire crew required to meet the ATD scenario objectives.

4.7.3.1.3.2. NORAD Format Training. BDTs conduct format training with an applicable region or sector with peacetime through wartime transitional actions. NORAD Format Training may be accomplished during a mission simulator scenario, during a table-top scenario, or during live flight.

4.7.3.1.4. SD/WD/AWO:

4.7.3.1.4.1. Mission Scenario. Crewmembers mission plan, brief, conduct the mission ATD scenario, and debrief with the entire crew required to meet the ATD scenario objectives.

4.7.3.1.4.2. Close Control Intercept Mission. SD/WD/AWO controls an element of at least one flight conducting a mission, with the SD/WD/AWO providing close control through all phases of an intercept. The SD/WD/AWO is responsible for the tactical positioning of all flights. SD/WD/AWO may credit one Close Control Intercept Mission for each flight the SD/WD/AWO controls from check-in to hand-off.

4.7.3.1.4.3. Tactical/Broadcast Control Air-to-Air Mission. SD/WD/AWO controls at least one flight conducting Offensive Counter Air (OCA) or Defensive Counter Air (DCA) missions against at least one adversary flight with the SD/WD providing a minimum of broadcast control. The SD/WD/AWO may credit one mission for each element of fighters the SD/WD/AWO controls from check-in to hand-off.

4.7.3.1.4.4. LFE (Large Force Employment) Mission. SD supervises/WD/AWO controls at least one package of aircraft conducting OCA, DCA, CAS, SEAD, Air Interdiction, Reconnaissance, or Search And Rescue (SAR) missions against a dedicated adversary. A package of one aircraft contains at least two flights of aircraft. Credit at least one mission for each package controlled from check-in to hand-off.

4.7.3.1.4.5. Air Refueling Mission. SD supervises/WD/AWO controls at least one tanker and two flights of receivers or any close control rendezvous. The SD supervises the WD/AWO providing tactical/close control to all receivers.

4.7.3.1.4.6. Positive Target Control (PTC) Air Defense Mission. Target Monitor certified WD/AWO mission plans, briefs, conducts a NORAD Air Defense Exercise mission ATD scenario as a Target Monitor, and debriefs with the entire crew required to meet the scenario objectives.

4.7.3.1.4.7. EA/EP Mission. SD supervises while the WD/AWO controls missions as described above with the radar/IFF and/or communications degraded from jamming.

4.7.3.1.5. ART:

4.7.3.1.5.1. Advanced Radar Maintenance Training System (ARMTS) Mission Session. ART operates a programmed mission scenario in the ARMTS. These sessions will contain various CMP, ROP and TEST FAILURES as well as various other system faults.

4.7.3.1.6. CDMT:

4.7.3.1.6.1. Utility Program. CDMT operate utility program in the ATD. This requirement may be accomplished in flight.

4.7.3.2. Flying Training. Mission crewmembers receive credit for effective training sorties by logging System Ops, or Weapons Sorties, and/or I/E Sortie, along with specific training events, depending upon their crew position and the duties performed on the E-3 sortie flown. MCCs, SDs, ASOs, ECOs, AWOs, WDs, SSTs, and ASTs may only log up to 50% of individual training events while performing instructor/evaluators. For one deep positions, no more than 2 crewmembers may claim a systems ops on a single sortie; however, instructors and evaluators may also claim a systems ops while performing instructor or evaluator duties. The specific requirements for effective training sorties for each crew position are as follows:

4.7.3.2.1. MCC:

4.7.3.2.1.1. System Ops. MCCs conducts mission planning and supervises the crew as the MCC, and the E-3 is declared Ops Normal or on-station.

4.7.3.2.2. SD:

4.7.3.2.2.1. System Ops. SD conducts mission planning and supervises weapons directors engaged in aircraft control, as the primary SD with the E-3 on-station. The SD establishes and /or manages communications with external agencies if one is available.

4.7.3.2.2.2. SD Control. SD will control any live mission at least once a quarter and meet annual live controlling requirements. Controlling consists of any OCA/DCA, SEAD, SAR, A/R, 2 v X, and 4 v X missions from check-in to hand-off.

4.7.3.2.2.3. Currently qualified ISDs can instruct/supervise a qualified or unqualified weapons crew position other than their own (i.e. WD/IWD/AWO).

4.7.3.2.3. WD/AWO:

4.7.3.2.3.1. Weapons Sortie. WD/AWO controls at least one mission (1vX, 2vX, 4vX, LFE, AR, Check-In) from check-in to hand-off.

4.7.3.2.3.2. Air-to-Air Employment Mission. AWO/WD uses the continuum of control to support one element or one flight of fighters conducting air-to-air OCA or DCA training missions versus a dedicated air-to-air adversary. Two flights or more of aircraft conducting air-to-air OCA or DCA should be counted as an LFE only. The intent of this training event is to build basic controlling skills to support basic fighter air-to-air employment through the phases of the intercept. Consider the quality of training when logging events.

4.7.3.2.3.3. LFE (Large Force Employment). AWO/WD controls at least one package of aircraft conducting OCA, DCA CAS, SEAD, Air Interdiction, Reconnaissance, or SAR

missions, against a dedicated adversary through at least three phases of the intercept (cap/detect through engage). A package of aircraft contains at least two flights of aircraft.

4.7.3.2.3.4. Air Refueling Mission. AWO/WD controls at least one tanker and one set of receivers or two individual receivers or a single close control receiver (i.e. WD directed rendezvous). The AWO/WD provides tactical/close control to all receivers and is responsible for maintaining separation between all tankers and receivers.

4.7.3.2.3.5. Other Control. AWO/WD performs control event or AWO/WD duties other than those described above. Examples of these events are check-in, LFE assist, and flight follow (i.e. OSW/ONW AOR control).

4.7.3.2.3.6. Currently qualified IWDs can instruct/supervise a qualified or unqualified weapons crew position other than their own (i.e. AWO).

4.7.3.2.4. ASO:

4.7.3.2.4.1. System Ops. ASO performs radar and or IFF system checks, declares one or the other operational. E-3 declares ops normal or on-station as applicable. Performs primary duties as the primary ASO for approximately 50 percent of the mission.

4.7.3.2.4.2. EA/EP. ASO performs primary duties with the Radar or IFF systems degraded by jamming from an external source. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live EA/EP event occurs.

4.7.3.2.4.3. Currently qualified IASOs can instruct/supervise qualified/unqualified surveillance crew positions other than their own (i.e. SSTs/ISSTs/IASs/ASTs).

4.7.3.2.5. ECO:

4.7.3.2.5.1. System Ops. ECO performs passive detection system checks, declares it operational, and coordinates identification, link and tracking functions related to ESM. E-3 declares ops normal or on station as applicable.

4.7.3.2.5.2. I/E Sortie. Instructor supervises a qualified or unqualified ECO student in IQT, MQT, UGT, or recurrency/requalification for UQ, or N-CMR/N-BMC crewmembers.

4.7.3.2.6. SST:

4.7.3.2.6.1. System Ops. Performs primary duties with the radar, IFF, or ESM declared operational and the E-3 declared ops normal or on-station. Establishes and or manages data links and communications with external agencies if one is available.

4.7.3.2.6.2. EA/EP. SST performs primary duties with the Radar or IFF systems degraded by jamming from an external source. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live EA/EP event occurs.

4.7.3.2.6.3. Currently qualified ISSTs can instruct/supervise qualified/unqualified surveillance crew positions other than their own (i.e. IASs/ASTs).

4.7.3.2.7. AST:

4.7.3.2.7.1. System Ops. Performs assigned duties with the radar, IFF or ESM (as required) declared operational and the E-3 declared ops normal or on-station.

4.7.3.2.7.2. EA/EP. AST performs primary duties with the Radar or IFF systems degraded by jamming from an external source. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live EA/EP event occurs.

4.7.3.2.8. CDMT:

4.7.3.2.8.1. System Ops. CDMT operates, maintains, or troubleshoots the computer and associated systems in-flight to support mission requirements. The E-3 does not need to declare ops normal or on-station to credit a System Ops. Performs primary duties as a CDMT during the mission. I/ECDMTs may log a system ops and an instructor/evaluator sortie concurrently when providing instruction to CDMTs.

4.7.3.2.8.2. DPS DMP. CDMT operates DPS DMP in-flight. This requirement may be accomplished in the ATD. CDMTs may log CPS DMP, DPS DMP, ORTRP Utility Programs, or Utility Programs through the performance of instructor/evaluator duties.

4.7.3.2.8.3. CPS DMP. CDMT operates CPS DMP in-flight.

4.7.3.2.9. ART:

4.7.3.2.9.1. System Ops. ART operates, maintains, or troubleshoots sensor systems in-flight to support mission requirements. The E-3 does not need to be declared on-station or ops normal to credit a System Ops. Performs primary duties as a ART during the mission. I/EARTs may log a system ops and an instructor/evaluator sortie concurrently when providing instruction/evaluation to ARTs.

4.7.3.2.10. CT:

4.7.3.2.10.1. System Ops. CT operates and maintains communications equipment to meet planned mission objectives. Performs primary duties as a CT during the mission. I/ECTs may log a system ops and an instructor/evaluator sortie concurrently when providing instruction/evaluation to other CTs.

4.7.3.2.11. CSO:

4.7.3.2.11.1. System Ops. CSO operates communications equipment to meet planned mission objectives. Performs primary duties as a CSO during the mission. I/ECSOs may log a system ops and an instructor/evaluator sortie concurrently when providing instruction/evaluation to other CSOs.

4.7.3.2.12. BDT:

4.7.3.2.12.1. Systems Ops. BDT establishes communication with a NORAD agency for task coordination. Performs primary duties as a BDT during the mission.

4.7.3.2.13. ACS Dual Qualification (PACAF only):

4.7.3.2.13.1. System Ops. ACS operates and maintains communications equipment to meet planned mission objectives. Performs primary duties as primary CSO and CT for approximately 50 percent of the mission with qualified crewmember in the opposite seat.

I/EACs may log system ops and an instructor/evaluator sortie concurrently when providing instruction/evaluation to other CT or CSO, depending on the qualifications.

4.8. Recurrency/Requalification Requirements:

4.8.1. Aircrew members downgraded to UQ/N-CMR/N-BMC must complete the delinquent training requirements by demonstrating proficiency in the delinquent item to an instructor. Additionally, recurrency/requalification requirements, IAW [table 4.26](#) or [table 4.27](#), will be completed when applicable. Recurrency/requalification guidelines are IAW AFI11-202V1, Para 1.6. and Para 1.7. PACAF Dual Qualified CSO/CT will perform delinquent training for the position in which recurrency/requalification is required.

4.8.2. Aircrew members downgraded to UQ for a demonstrated lack of ability must complete remedial training prescribed by the squadron commander, flying at least once under Instructor/Evaluator supervision. These aircrew members must also review emergency procedures and complete Stan/Eval written exams and AFI 11-202V2 ATD/Flight evaluation (as required) prior to returning to CMR/BMC status.

4.8.3. Aircrew members downgraded to N-CMR/N-BMC or grounded for failure to complete ground training requirements must complete the delinquent training by demonstrating proficiency in the delinquent item to an instructor.

4.8.4. Downgraded aircrew members must be recertified, in writing, by their squadron commander or designated representative.

4.8.5. Aircrew members who fail to maintain currency complete delinquent training prior to reinstatement as BMC/CMR by demonstrating proficiency in the delinquent item to an instructor.

Table 4.1. Aircrew WSAT Topics and Applicability.

TOPIC	NOTES	PILOT NAV	FE	MCC	SURVB DT ECO	WPNS	CSO CT	CDMT ART
OPLANS	1	X		X	X	X		
Air Battle Management	2			X	X	X		
E-3 Employment	3	X		X	X	X		
Emergency Procedures	4			X	X	X	X	X
E-3 Systems	5, 6	X	X	X	X	X	X	X
Trends/Other	7	X	X	X	X	X	X	X
Interoperability	8			X	X	X	X	
Technician/Operator	9						X	X
Instructor Training	10	X	X	X	X	X	X	X
E-3 Operations	11	X	X					

NOTES:

- OPLANS is a short synopsis of an AWACS-supported OPLAN based on the executive summary or a briefing by the squadron plans officer.
- Air Battle Management addresses tactics, procedures, capabilities, and resources used to manage air battles.
- E-3 Employment describes how AWACS is employed with other command elements and discusses tactics to employ AWACS during operational and training missions.
- Emergency Procedures addresses the use of emergency equipment and emergency checklist procedures.
- Flight Crew. E-3 Systems discusses an aircraft system and malfunctions involving that system.
- Mission Crew. E-3 Systems provides training on mission equipment, software capabilities, and operator skills.
- Trends/Other provides training to correct evaluation trends or provides training in areas not covered by any other WSAT topics.
- Interoperability discusses how AWACS employs with joint service or joint nationality C2 and battle management systems.
- Technician/Operator training addresses technical issues for crew positions responsible for E-3 systems management during flight.
- Instructor Training covers instructional issues, techniques, and procedures. Only qualified instructors are required to complete this topic.
- E-3 Operations covers systems operations issues that can be position specific or applicable to the entire flight crew. Subjects include but are not limited to wind shear, air refueling, extreme weather procedures, due regard procedures, etc.

Table 4.2. Aircrew Ground Training Requirements.

TRAINING EVENT	NOTES	REQUIREMENT	AFORM ID
Flight Physical	8	Annual	PP01
Local Area Survival Training	8	Initial (One Time)	LS01
Physiological Training	8	5 years	PP11
Egress	8	Biennial	LS08
Life Support Equipment	8	Annual	LS06
Aircrew Chemical Defense Equipment	8	Initial (One time)	LS17
Aircrew Chemical Defense Equipment Training	10	Annual	LS04
TKCM/AIT	1,10	Annual	IN00
CRM	2,10	MAJCOM specific	Local ID
Theater Employment Training	9,10	PACOM defined requirements	-
Combat Survival, Low Threat	10	2 years	LS11
Water Survival	6,10,12	2 Years	LS03
E-3 Self-Protection	10	Annual	Local ID
Aircrew Chemical Warfare Defense Flight Training	10	Annual	CW70
Chemical Warfare Defense Training	11	Annual	CW40
WSAT		Quarterly	GT0X
SEPT	3,4,5	Semi-annual	GT69
Prevention of Dangerous Military Activities		Annual	GT90
Supervisor of Flying		As applicable	SFXX
Block I - Ancillary Training		Annual	AT99
Block II - OSI Briefing		2 Years	AT00
Block III - Self Aid Buddy Care	7	2 years	AT05
ISOPREP		Annual	-
Water Survival Academics	12	See note	LS15
Small Arms		2 years AFRC—3 years	SA09

NOTES:

1. BMC aircrew members, PACAF Co-manning Canadians, MAJCOM/NAF staff aircrew, and wing/group CCs, CVs, CDOs, and CDTs are not required to complete TKCM/AIT.
2. Cockpit/Crew Resource Management (CRM). Requirements will be determined by MAJCOM. Specific requirements, AFORMS Ids and event frequency will be addressed in [chapter 6](#). OG/CC is waiver authority.
3. Emergency procedures training conducted in continuation training simulators may be credited towards SEPT.
4. Not required for navigators.
5. CMR pilots, co-pilots, and flight engineers complete 4 SEPT per semi-annual period. BMC and instructor/evaluator pilots, co-pilots, and flight engineers complete 2 SEPT per semi-annual period.
6. Water survival biennial training will not exceed 26 months.
7. Completion of survival school will credit initial Self Aid Buddy Care.
8. Grounding item.
9. Not applicable to ACC.
10. Not a grounding item, required for CMR.
11. Annual training requirement; must be current prior to deployment to operational theater.
12. Aircrew members arriving at a new station who require LS03 after that installation has completed training for the year are not delinquent until the next training period. These aircrew members will be scheduled for the first available class of the next training period. Individual will attend an academic session, LS15, at earliest opportunity.

Table 4.3. Flight Crew Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Scenario Sortie	1, 4	8	8	4
Instrument Sortie	1, 2, 3, 4	2	4	1
NOTE: I/E = Inexperienced/Experienced.				
NOTES:				
1. Instructors/evaluators will be required to accomplish 50 percent of CMR/E training requirements.				
2. PACAF is not required instrument sorties.				
3. No more than four instrument departures, four precision approaches, four non-precision approaches, and four penetrations may be credited from flight ATD instrument sorties (PACAF ATD Scenario Sorties) each annual period.				
4. Not required for navigators.				
5. Requirements for an experienced CP are the same as for CMR/I.				

Table 4.4. Flight Crew Monthly and 3-Month Lookback.

LOOKBACK PERIOD	TRAINING EVENT	CMR/E	CMR/I
Monthly	Sortie / Systems Ops	1	2
Three-Month	Sortie / System Ops	3	6
NOTE: I/E = Inexperienced/Experienced.			
NOTES:			
1. Requirements for an experienced CP are the same as for CMR/I.			

Table 4.5. Flight Crew Annual Flying Training Requirements.

TRAINING EVENT	CREW POSITION	NOTES	CMR/E	CMR/I	BMC
Sortie	AC, CP	4	12	24	6
Take Off	AC, CP	1,7	10	16	5
Landing	AC, CP		16	24	8
Night Landing	AC, CP		4	4	2
Pilot Proficiency Sortie	AC, CP	4,5,8	6	8	3
Instrument Departure	AC, CP	7	6	8	3
Precision Approach	AC, CP	2,6,7	10	16	5
Nonprecision Approach	AC, CP	6,7	8	12	4
Circling Approach	AC, CP	9	4	4	2
Penetration (Published or Enroute)	AC, CP	7	8	10	4
Air Refueling (Night)	AC		4	4	2
Air Refueling	AC		8	10	4
Air Refueling (Tanker Autopilot Off)	AC		4	4	2
3 Engine Approach/ Missed Approach	AC, CP	6	6	8	3
3 Engine Landing	AC, CP	5	6	8	3
Systems Ops	Nav, FE		12	24	6
In-flight Alignment	Nav		3	4	2
Air Refueling Rendezvous	Nav		6	8	3

NOTE: I/E = Inexperienced/Experienced.

NOTES:

1. Takeoffs may be logged when actually controlling the aircraft during initial takeoffs, touch-and-gos, or full stop taxi backs.
2. ILS and PAR approaches may be substituted for each other depending on available facilities. Attempt to get an even distribution of both.
3. Log Tanker Autopilot Off Air Refueling with Air Refueling when applicable.
4. Log both a Sortie and a Pilot Proficiency Sortie for flying a Pilot Proficiency Sortie.
5. Log a 3 Engine Landing when applicable.
6. Log a Nonprecision Approach or Precision Approach with a 3 Engine Approach/Missed Approach when flown together.
7. No more than five takeoffs, four Instrument Departures, four Precision Approaches, four Nonprecision Approaches, and four Penetrations may be credited from flight ATD instrument sorties (PACAF ATD Scenario Sorties) each annual period.
8. A qualified instructor pilot is required for all Pilot Proficiency Sorties.
9. Log a circling approach with a nonprecision approach when flown together.
10. Requirements for an experienced CP are the same as for CMR/I.

Table 4.6. Flight Crew Currency Requirements.

TRAINING EVENT	NOTES	CREW POSITION	FREQUENCY
Takeoff		AC, CP	1/45 days
Landing		AC, CP	1/45 days
Night Landing	1	AC, CP	1/120 days
Touch and Go		IP	1/45 days
Instrument Approach		AC, CP	1/45 days
Air Refueling	3	AC, CP	1/45 days
Night Air Refueling	1	AC	1/120 days
Autopilot Off A/R		AC	1/180 days
Pilot Proficiency Sortie	2	AC, CP	1/90 days
Air Refueling Rendezvous		NAV	1/90 days
System Ops		NAV, FE	1/60 days
In-Flight Alignment		NAV	1/180 days

NOTES:

1. Night Air Refueling/Night Landing currency is not applicable to 962 AACs. However, annual training requirements will still be met.
2. If a pilot is non-current for a pilot proficiency sortie, the squadron commander may still deploy that person on an operational mission provided the pilot is current in all other events. Currency must be regained for a pilot proficiency sortie immediately upon return to home station (paragraph 4.5.4.5.).
3. An experienced CP must log one air refueling event every 45 days in order to practice air refueling under the supervision of an experienced AC certified to supervise CP air refueling.

Table 4.7. MCC Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenario	2	6	8	6
NORAD Training	1	2	2	2

NOTE: E=Experienced/I=Inexperienced.

NOTES:

1. MCC's must complete NORAD training semi-annually.
2. During ATD, OSW, or ONW sims, MCC must conduct a CSAR scenario semi-annually.

Table 4.8. ASO And ECO Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenario		4	8	4
EA/EP	1	4	4	4

NOTE: E=Experienced/I=Inexperienced.

NOTE:

1. Applies to ASOs only.

Table 4.9. SST And AST Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenario		4	8	4
EA/EP		4	4	4
NOTE: E=Experienced/I=Inexperienced.				

Table 4.10. BDT Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenario	1	6	12	6
NOTE: E=Experienced/I=Inexperienced.				
NOTE:				
1. Instructors/Evaluators accomplish 50 percent of CMR/I requirements IAW paragraph 4.5.2.1.1 .				

Table 4.11. ART and CDMT Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Utility Program Session	1,4	4	6	4
ARMTS Mission Scenario	2,3,4	4	4	4
NOTE: E=Experienced/I=Inexperienced.				
NOTES:				
1. Applies to CDMT.				
2. Applies to ART.				
3. ARMTS Mission Scenarios will be provided as part of WSAT.				
4. Instructor/Evaluators accomplish 50 percent of CMR/I requirements IAW paragraph 4.5.2.1.1 .				

Table 4.12. SD Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenario		6	8	6
Tactical/Broadcast Control	1	6	8	6
Air Refueling Mission	1	3	4	3
EA/EP		2	3	2
NOTE: E=Experienced/I=Inexperienced.				
NOTES:				
1. SDs may use excess live Controlled Missions to credit the applicable type of ATD mission on a 1 for 1 basis.				

Table 4.13. AWO/WD Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenarios	1	8	12	8
LFE missions	1,2	4	8	4
Close Control Intercept Mission	3	4	6	4
2 v X	3	4	8	4
4 v X	3	6	16	6
Air Refueling	3	8	10	8
E-3 Target Monitor (PTC)	4	4	N/A	N/A
EA/EP	3	2	4	2

NOTE: E=Experienced/I=Inexperienced.

NOTES:

1. During the training year, AWOs/WDs will accomplish a minimum of two OCA/DCA, two strike, and two check in training events during the LFE/mission scenarios.
2. LFE missions will be accomplished during mission scenarios.
3. AWOs/WDs may use excess live controlled missions to credit the applicable type of ATD mission on a 1 for 1 basis.
4. Live NORAD Exercise sorties may be substituted on a 1 for 1 basis.

Table 4.14. MCC, ASO, ECO, SST, AST, CDMT, ART, CSO, CT, and BDT Monthly and 3-Month Lookback.

LOOKBACK PERIOD	TRAINING EVENT	NOTES	CMR/E	CMR/I
Monthly	System Ops		1	2
3-Month	System Ops		3	6

NOTE: E=Experienced/I=Inexperienced.

Table 4.15. SD Monthly and 3-Month Lookback.

LOOKBACK PERIOD	TRAINING EVENT	CMR/E	CMR/I
Monthly	System Ops	1	2
Three Month	System Ops	3	6

NOTE: E=Experienced/I=Inexperienced.

Table 4.16. AWO/WD Monthly and 3-Month Lookback.

LOOKBACK PERIOD	TRAINING EVENT	CMR/E	CMR/I
Monthly	Weapons Sorties	1	2
3-Month	Weapons Sorties	3	6

NOTE: E=Experienced/I=Inexperienced.

Table 4.17. MCC Annual Flying Training Requirements.

TRAINING EVENT	CMR/E	CMR/I	BMC
System Ops	12	24	6

NOTE: E=Experienced/I=Inexperienced.

Table 4.18. ASO, ECO, SST, and AST Annual Flying Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
System Ops		12	24	6
EA/EP	1,2	2	2	1

NOTE: E=Experienced/I=Inexperienced.

NOTES:

1. Live event can replace ATD event on a 1 for 1 basis. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP.
2. EA/EP does not apply to the ECO.

Table 4.19. BDT Annual Flying Training Requirements.

TRAINING EVENT	CMR/E	CMR/I	BMC
System Ops	12	24	6

NOTE: E=Experienced/I=Inexperienced.

Table 4.20. CSO and CT Annual Flying Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
System Ops	1	12	24	6

NOTE: E=Experienced/I=Inexperienced.

NOTES:

1. PACAF dual qualified CSO/CT to match above requirements for each position.

Table 4.21. SD Annual Flying Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
System Ops		8	20	4
SD Control	1,2	4	4	2

NOTE: E=Experienced/I=Inexperienced.

NOTES:

1. SD will control any live mission at least once a quarter and meet annual live controlling requirements. Controlling consists of any OCA/DCA, SEAD, SAR, A/R, 2 v X, and 4 v X missions.
2. Units may credit 25 percent of their controlling events conducted on automated ground based radar equipment.

Table 4.22. AWO/WD Annual Flying Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Weapons Sortie	1	12	24	6
Air to Air Mission	1	12	24	6
LFE	1	2	4	1
Air Refueling Mission	1	4	8	2

NOTE: E=Experienced/I=Inexperienced.

NOTES:

1. Units may credit 25 percent of their controlling events conducted on automated ground based radar equipment.

Table 4.23. ART and CDMT Annual Flying Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
System Ops		12	24	6
DPS DMP	1	4	8	2
CPS DMP	1	4	8	2
NOTE: E=Experienced/I=Inexperienced.				
NOTES:				
1. Applies to CDMT.				

Table 4.24. Mission Crew Currency Requirements.

TRAINING EVENT	CREW POSITION	FREQUENCY
System Ops	MCC, SD, ASO, ECO, SST, AST, BDT, ART, CDMT, CSO, CT	1/60 days
Weapons Sortie	AWO/WD	1/60 days

Table 4.25. Proration of Training Requirements.

Number of Consecutive Days Not Available for Normal Duty	Proration
0-15 days	none
16-45 days	1 month
46-75 days	2 months
76-105 days	3 months
106-135 days	4 months
136-165 days	5 months
166-195 days	6 months
196-225 days	7 months
226-255 days	8 months
256-285 days	9 months
286-315 days	10 months
316-345 days	11 months
346 days to 12 months	no requirements

Table 4.26. Flight Crew Recurrency/Requalification Requirements.

Length of Time Since Currency was Lost	Consequence	Recurrency/Requalification Requirements
Up to 6 months	<p>Non-CMR (N-CMR, N-BMC): Night Air Refueling (IP/P) Autopilot off Air Refueling (IP/P) Night Landing (IP/P/CP) Air Refueling (IP/P) Touch and Go (IP) Air Refueling Rendezvous (N) I/E - (N-CMR/N-BMC): All Other Currency Items</p>	<ol style="list-style-type: none"> 1. Fly at least one mission with an instructor and demonstrate proficiency in the required currency events. 2. Review emergency procedures with an instructor of like crew position. 3. See paragraph 4.8.4.
Over 6 months - up to 2 years	Unqualified (UQ)	<ol style="list-style-type: none"> 1. Pilots, Navigators, and Flight Engineers fly a minimum of five sorties with an instructor. Copilots fly a minimum of three sorties with an instructor. Training may be accomplished in an operational squadron or in the 552 TRS/966 AACS. IQT/MQT syllabus standards must be achieved. 2. Pilots, Copilots, and Flight Engineers complete a minimum of four normal and emergency procedures ATD scenarios with an instructor. Navigators complete a minimum of two ATD mission profiles with an instructor. IQT/MQT syllabus standards must be achieved. 3. Complete Stan/Eval written exams and AFI 11-202V2 ATD/Flight evaluation. 4. See paragraph 4.8.4.
Over 2 years-Up to 5 years	UQ	Complete appropriate requalification training according to AFI 11-202V1 paragraph 1.7.2.
Over 5 years	UQ	Complete appropriate initial qualification according to AFI 11-202V1 paragraph 1.7.3.

Table 4.27. Mission Crew Recurrency/Requalification Requirements.

Length of Time Since Currency Was Lost	Consequence	Recurrency/Requalification Requirements
Up to 6 months	(N-CMR/N-BMC)	<ol style="list-style-type: none"> 1. Review emergency procedures with an instructor of like crew position. 2. Fly at least one mission with an instructor and demonstrate proficiency in the required currency events. 3. See paragraph 4.8.4.
Over 6 months - up to 2 years	Unqualified (UQ)	<ol style="list-style-type: none"> 1. Complete IQT knowledge assessment pre-test and an ATD proficiency determination scenario (N/A PACAF/AFRC). 2. Complete any academic and ATD proficiency training required. IQT/MQT standards must be achieved. 3. Review emergency procedures with an instructor of like crew position. 4. Fly a minimum of two missions with an instructor. Training may be accomplished in an operational squadron or in the 552 TRS/966 AACS. IQT/MQT syllabus standards must be achieved. 5. Complete Stan/Eval written exams and AFI 11-202V2 ATD/Flight evaluation. 6. See paragraph 4.8.4.
Over 2 years-up to 5 years	UQ	Complete appropriate requalification training according to AFI 11-202V1 paragraph 1.7.2.
Over 5 years	UQ	Complete appropriate initial qualification training according to AFI 11-202V1 paragraph 1.7.3.
NOTE: If currency is lost in one event individual may not perform that event.		

Table 4.28. Block I Ancillary Training--Flying Security And Safety.

PROGRAM	REFERENCE	Notes
Anti-Hijack	AFI 13-207	
Flight Line Driver Safety	AFI 13-213	1
	AFI 24-301	
FOD	AFI 21-101	
	ACCI 21-166	
Law of Armed Conflict	AFPD 51-4	
	AFI 51-401	
Safety (AFOSH)	AFI 91-301	

NOTE:

1. Refresher only. Aircrew members who will be operating vehicles on any flight line schedule Initial and Rectification classes directly with the squadron Vehicle Control Officer.

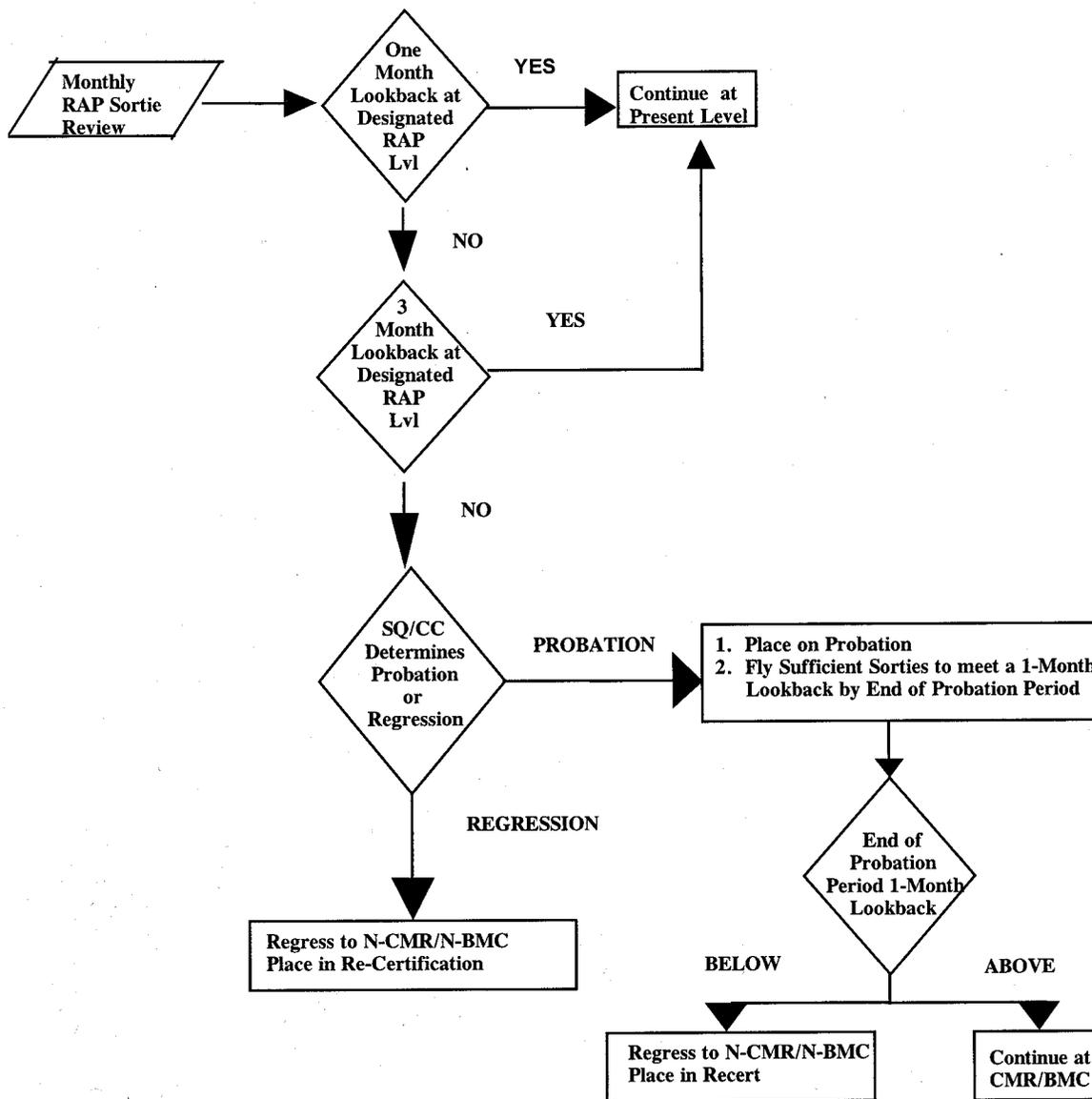
Table 4.29. Block II Ancillary Training.

PROGRAM	REFERENCE
OSI Briefing	AFI 71-101

Table 4.30. Block III Ancillary Training.

PROGRAM	REFERENCE
Self Aid Buddy Care	AFI 36-2238

Figure 4.1. Lookback Flow Chart.



Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. Upgrade/Specialized Training. This chapter establishes the minimum eligibility criteria and the training requirements for upgrade training.

5.2. General Requirements. Upgrade training requirements provide aircrew members with the academic, ATD, and/or flying training needed to attain a higher level of E-3 aircrew qualification.

5.3. Waivers/Extensions. Waivers--552 OG/CC, 513 ACG/CC, 3 OG/CC, and 18 OG/CC or designated representative have waiver authority for upgrade requirements/prerequisites. Extensions--PACAF/AFRC squadron commanders may extend UGT course duration by up to 30 training days.

5.4. Training Requirements:

5.4.1. Instructor Upgrade. Instructor Aircrew Upgrade Training prepares aircrew members for qualification as an instructor in their present crew position.

5.4.1.1. Prerequisites. In addition to the requirements listed below, all crewmembers are experienced IAW [chapter 1](#) and enlisted crewmembers hold a 5-Skill Level (non-waiverable) in their current aircrew position prior to consideration for instructor upgrade.

5.4.1.1.1. IP candidates have 300 hours as a Combat Mission Ready E-3 Aircraft Commander.

5.4.1.1.2. IFE candidates have achieved the rank of at least E-4 and are experienced IAW paragraph [1.4.4.8.3](#).

5.4.1.1.3. INAV candidates must be CMR/E IAW paragraph [1.4.4.8.2](#).

5.4.1.1.4. IMCC, ISD, IWD, IECO, IASO, ISST and IAST candidates must have a minimum of 500 E-3 flying hours while Combat Mission Ready in their current crew position. PACAF/AFRC crewmembers must have a minimum of 350 E-3 flying hours while mission ready in their current crew position. IBDTs must have a minimum of 300 hours as a CMR BDT and have flown two live NORAD exercises.

5.4.1.1.5. With OG/CC or designated representative approval, USAFWS graduates may be recommended for Instructor SD/WD upgrade after accumulating a minimum of 200 hours as a CMR crewmember and exhibiting necessary E-3 system/equipment knowledge (AFI 11-202V2 standards).

5.4.1.1.6. ICSO and ICT candidates will have a minimum of 750 E-3 flying hours while Combat Mission Ready in their crew position. Those personnel who were instructor qualified on other weapons systems will have a minimum of 500 E-3 hours before upgrading to instructor.

5.4.1.1.7. IART and ICDMT candidates will have a minimum of 500 E-3 flying hours while Combat Mission Ready in their crew position.

5.4.1.2. Academic Training. All academic training for Instructor Upgrade is accomplished IAW MAJCOM approved syllabi.

5.4.1.3. Aircrew Training Device Training. All ATD events for Instructor Upgrade are accomplished IAW MAJCOM approved syllabi. (Not applicable for PACAF Navigators and Mission Crewmembers.)

5.4.1.4. Flying Training. All flying training for Instructor Upgrade is accomplished IAW MAJCOM approved syllabi.

5.4.2. Pilot Upgrade (Aircraft Commander):

5.4.2.1. Prerequisites. AC upgrade candidates have 1600 hours total rated flying time (not including "Other" time) with 300 hours E-3 time; or 1200 hours total rated flying time with 600 hours E-3 time. First assignment copilots require 750 copilot E-3 hours.

5.4.2.2. Academic Training. All academic training for Pilot upgrade is accomplished IAW MAJCOM approved syllabus.

5.4.2.3. Aircrew Training Device Training. All ATD events for pilot upgrade are accomplished IAW MAJCOM approved syllabus.

5.4.2.4. Flying Training. All flying training for pilot upgrade is accomplished IAW MAJCOM approved syllabus.

5.4.3. Positional Upgrades. Some mission crew positions have upgrades to higher qualification levels which are described below.

5.4.3.1. Prerequisites. In addition to the requirements listed below, enlisted aircrew members hold a 5-skill level in their crew position prior to consideration for positional upgrade.

5.4.3.1.1. DELETED.

5.4.3.1.2. SD and ECO candidates have 350 flying hours as an E-3 AWO.

5.4.3.1.3. Target Monitor (TM) candidates have 400 flying hours as an E-3 WD/AWO.

5.4.3.1.4. SST candidates are experienced ASTs IAW [chapter 1](#) and must hold the rank of E-4 or above, and have accumulated at least 600 E-3 flying hours as a CMR AST.

5.4.3.1.5. BDT candidates have 200 flying hours as an E-3 AST. ASTs must hold the rank of at least E-5 prior to entering BDT upgrade training.

5.4.3.1.6. PACAF only. Dual qualified CSO/CT candidates must be volunteers with 300 hours as an experienced CSO or CT IAW [chapter 1](#), or have been previously dual qualified.

5.4.3.2. Academic Training. Academic training for all positional upgrades is accomplished IAW the appropriate Course Training Documents/syllabi.

5.4.3.3. Aircrew Training Device Training. ATD training for all positional upgrades is accomplished IAW the appropriate Course Training Documents/syllabi.

NOTE: All E-3 units not collocated with mission simulators are exempt from UGT Mission ATD requirements

5.4.3.4. Flying Training. Flying training for all positional upgrades is accomplished IAW the appropriate Course Training Documents/syllabi.

5.4.4. Difference Training. E-3 difference training will be required for returning aircrew members currently qualified in an E-3 aircraft with airframe/mission equipment configurations different from

the standard USAF E-3 configuration. This includes personnel from the 961st AACS, 962nd AACS, NATO, and RSAF returnees. Training/evaluation requirements will be prescribed by SQ/CC based on current airframe/system knowledge. Positional task listing standards for assigned position must be achieved (if applicable).

5.4.4.1. All personnel will require difference training on added or modified E-3 configurations.

5.4.4.2. PACAF/AFRC personnel will receive difference training from their respective squadrons.

Chapter 6

MAJCOM SPECIFIC GUIDANCE

6.1. General. MAJCOMs may use separate chapter supplementation or publish a combined basic publication which includes supplemental guidance. If the combined method is used, MAJCOM specific guidance will follow the applicable paragraph in the basic volume with the appropriate MAJCOM acronym inserted after the paragraph number.

6.2. Supplements. Field units supplement the basic volume or MAJCOM specific guidance using the chapter supplementation method. Field units must forward their supplements to MAJCOM/DO for approval prior to publishing.

6.3. 552 ACW. The 552 ACW uses this chapter to supplement this volume as follows:

6.3.1. The 552 TRS/CC and 966 AACS/CC provide informational copies of training extension waivers to 552 OSS/OST.

6.3.2. The 552 TRS schedules students for the following training as required without interrupting other syllabus training:

6.3.2.1. Initial Local Survival Training (LS01).

6.3.2.2. Refresher Aircrew Life Support Training (LS06).

6.3.2.3. Initial Chemical/Biological Warfare Defense Training (CW10).

6.3.2.4. Refresher Chemical/Biological Warfare Defense Training (CW40).

6.3.2.5. Aircrew Chemical Warfare Defense Training (LS04).

6.3.2.6. Egress Training (LS08).

6.3.2.7. Water Survival Training (LS03).

6.3.3. NORAD or USACOM is the only Theater Training required for 552 ACW co-manning Canadians.

6.3.4. The 552 OG squadrons send their waiver requests to 552 OSS/OST which compiles all squadron waiver requests into a single package for 552 ACW approval.

6.3.5. Theater (Deployment) Training (paragraph [4.5.1.](#)).

6.3.5.1. ACC E-3 aircrew members will certify in a theater prior to deployment to that theater (Theater Certification). One week prior to deployment, ACC E-3 crews will be fenced to accomplish the applicable theater certification. This certification process includes:

6.3.5.1.1. Academics provided in both the Area Familiarization Training Program (AFTP) and the Unit Commanders Readiness Brief (UCRB).

NOTE: Squadrons are encouraged to develop other means to enhance aircrew member's combat readiness in the squadron's DOC.

6.3.5.1.2. A deployment brief from squadron DOW.

- 6.3.5.1.3. Mission planning for the theater, to include a thorough review of the most current ATO/SPINS/ROE.
 - 6.3.5.1.4. Two theater mission crew simulator sessions.
 - 6.3.5.1.5. One flight crew instrument simulator session.
 - 6.3.5.1.6. Theater certification test.
 - 6.3.5.1.7. A certification brief given by the crew to a squadron board, consisting of the CC/CD, DO, DOW, and DOT.
- 6.3.6. Progression Guidelines for Combat Mission Ready Experienced (CMR/E). This paragraph supplements [1.4.4.8](#) for 552 ACW personnel.
- 6.3.6.1. Mission Crew Commanders. In addition to the criteria listed in paragraph [1.4.4.8.4](#), 552 ACW MCCs must have deployed as a crew MCC in one or more theaters.
 - 6.3.6.2. Electronic Combat Officers. In addition to criteria listed in paragraph [1.4.4.8.8](#), 552 ACW ECOs must have been the ECO on a crew during a major exercise (Red Flag, Central Enterprise, etc.) or a deployment to an operational theater (ONW, OSW, etc.)
- 6.3.7. Aircrew Intelligence and TK/CM Training. The focus and extent of intelligence training will be determined by 552 OG/CC, as appropriate. The program will be designed around projected real world taskings and the latest threat information. Training objectives will be jointly developed by intelligence and tactics functions.
- 6.3.8. Maintain formal course or equivalent training records for assigned/attached aircrew IAW ACCI 11-464.

CHARLES F. WALD, Lt General, USAF
DCS/Air and Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***Abbreviations and Acronyms*

AC—Aircraft Commander (used interchangeably with Pilot)

ACC—Air Combat Command

ACT—Air Combat Tactics

AEACS—Airborne Elements of the Air Control System

AFB—Air Force Base

AFORMS—Air Force Operational Resources Management Systems

AFRC—Air Force Reserve Command

AFTP—Area Familiarization Training Program

AIT—Aircrew Intelligence Training

AOCP—Airborne Operational Computer Program

AOR—Area of Responsibility

ANG—Air National Guard

A/R—Air to Air Refueling

ARMTS—Advanced Radar Maintenance Training System

ART—Airborne Radar Systems Technician

ASO—Air Surveillance Operator

AST—Air Surveillance Technician

ATD—Aircrew Training Device

AWO—Air Weapons Officer

BAQ—Basic Aircraft Qualified

BMC—Basic Mission Capable

BDT—Battle Director Technician

CAF/CIF—Calculate Adaptation Function/Convert Initialization Function

CAF—Combat Air Forces

CAS—Close Air Support

CD—Counterdrug

CDMT—Computer Display Maintenance Technician

CFT—Contract Flying Training or Composite Force Training

CMP—Computer Maintenance Program

CMR—Combat Mission Ready

CMSS&TD—Contract Mission Simulator Support and Training Development

CONUS—Continental United States

CRM—Crew/Cockpit Resource Management

CP—Copilot

CPSDMP—Control Power Supply Diagnostic Maintenance Program

CSO—Communications Systems Operator

CT—Communications Technician or Continuation Training

CTD—Course Training Document

CW—Chemical Warfare

CWD—Chemical Warfare Defense

CWDT—Chemical Warfare Defense Training

DMP—Diagnostic Maintenance Program

DOC—Designed Operational Capability

DPSDMP—Data Processing System Diagnostic Maintenance Program

EA/EP—Electronic Attack/Electronic Protect

ECM/ECCM—Electronic Counter Measures/ Electronic Counter Counter Measures

ECO—Electronic Combat Officer

ESM—Electronic Support Measures

ESS—Electronic Support System

ET—Enhancement Training

EW—Early Warning

F—Fahrenheit

FCT—Flight Crew Training

FE—Flight Engineer

FEF—Flight Evaluation Folder

FIT—Fault Isolation Test

FM—Faker Monitor

FWS—Fighter Weapons School

RAP—Ready Aircrew Program

GCI—Ground Control Intercept

GSU—Geographically Separated Unit

HVAA—High Value Aircraft Asset

IAW—In Accordance With

IFF—Identification Friend or Foe

IFT—In-flight Trainer (B-707/TC-18E)

ILS—Instrument Landing System

IP—Instructor Pilot (an "I" prefix designates an instructor in that crew position; e.g., IMCC)

ISD—Instructional System Development or Instructor Senior Director

IQT—Initial Qualification Training

JTIDS—Joint Tactical Information Distribution System

JSTE—Joint Systems Training Exercise

LOP—Line of Position

LOWAT—Low Altitude Air to Air Training

LVD—Low Velocity Detection

MAJCOM—Major Command

MCC—Mission Crew Commander

MOA—Memorandum of Agreement

MPP—Most Probable Position

MQF—Master Question File

MQT—Mission Qualification Training

NAEW—NATO Airborne Early Warning

NAF—Numbered Air Force

NATO—North Atlantic Treaty Organization

NAV—Navigator

N-CMR/N-BMC—Non-Combat Mission Ready/Non-Basic Mission Capable

NM—Nautical Mile

ONT—Operations and Training Officer (AFRC)

OPDR—Office of Primary Development Responsibility

OPR—Office of Primary Responsibility

ORE/I—Operational Readiness Evaluation/Inspection

ORTRP—Onboard Recording Tape Relay Program

PAA—Primary Assigned Aircraft

PACAF—Pacific Air Forces

PAR—Precision Approach Radar
PDS—Passive Detection System
PFT—Programmed Flying Training
PQI—Professional Qualification Index
PTC—Positive Target Control
P-sortie—Pilot Proficiency Sortie
ROP FLR—Radar Operational Program Failure
RPI—Rated Positional Index
SA—Spectrum Analyzer
SAM—Surface-to-Air Missile
SD—Senior Director
SST—Senior Surveillance Technician
SEFE—Standardization/Evaluation Flight Examiner
SEPT—Situational Emergency Procedures Training
SIS—Special Information System
TAFT—Technical Assistance Field Team
TDY—Temporary Duty
TST FLR—Test Failure
TKCM/AIT—Aircrew Intelligence Training
TM—Target Monitor
UGT—Upgrade Training
UQ—Unqualified
USAFWS—United States Air Force Weapons School
VFR—Visual Flight Rules
WD—Weapons Director
WSAT—Weapons systems academic training
WX—Weather

Terms

Aircrew—The complete complement of flight and mission crew personnel required to fly an operational mission.

Aircrew Duties—Duties which directly contribute to accomplishing E-3 mission objectives. Failure by any aircrew member to properly perform their assigned aircrew duties can result in an unsuccessful E-3 mission.

Basic Mission Capable (BMC)—A crewmember who requires further training prior to being certified to perform tactical duties in support of E-3 roles and missions defined in AFTTP 3-1V15. BMC crewmembers have completed MQT but do not maintain CMR status due to staff duty assignment or other reasons as determined by the appropriate authority.

Combat Mission Ready (CMR)—A crewmember who has been trained and certified to perform tactical duties in support of E-3 roles and missions defined in AFTTP 3-1V15.

Composite Force Training (CFT)—Training that includes two or more aircraft types performing two or more mission roles (e.g., F-15s providing escort for F-16s performing air interdiction). CFT exercises vary in complexity and size from smaller ORE/ORIs to RED FLAG/GREEN FLAG scenarios.

Continuation Training (CT)—Flying and ATD training designed to maintain proficiency and improve crewmember capabilities.

Difference Training—Training required for returning aircrew members currently qualified in an E-3 aircraft with airframe/mission equipment configurations different from the standard USAF E-3 configuration.

Flight Crew—The pilot, co-pilot, navigator, and flight engineer.

Initial Qualification Training (IQT)—Prepares aircrew members to perform non-tactical duties in the aircraft. Training is conducted IAW approved syllabi. Graduates of IQT are awarded Basic Qualification (N-CMR/N-BMC) status after successful completion of a ACC/PACAF evaluation (AFI 11-2E3/TC-18V2).

Instructor—An MR qualified aircrew member who has been trained to provide instruction in their crew position.

Minimum Requirements—The minimum level to which a crewmember can be trained to maintain MR/BMC status.

Mission Crew—Those individuals responsible for the command, control, surveillance, and communications/electronic/management functions to include the control and monitoring of assigned aircraft, sensor management, internal and external communications management, and onboard systems management.

Mission Qualification Training (MQT)—Prepares aircrew members to perform tactical duties in support of unit taskings. Graduates of MQT are certified MR/BMC by the squadron commander.

Non-Combat Mission Ready (N-CMR/N-BMC)—A crewmember who has completed IQT and passed initial ACC/PACAF evaluation (AFI 11-2E3/TC-18V2), but is not certified to perform tactical duties in support of E-3 roles and missions as defined in AFTTP 3-1V15.

Non-Tactical Duties—Duties involving basic operation of the aircraft and aircraft systems. These operations do not include tactical applications of wartime or contingency skills (e.g., non-tactical duties for pilots would include takeoff and landing, but would not include knowledge or proficiency in AFTTP 3-1 threat neutralization tactics).

Operational Mission—E-3 mission with primary objectives supporting higher headquarters tasked surveillance and/or control.

Positional Aircrew Upgrade Training—Prepares crewmembers to perform duties in a higher level crew position.

Tactical Duties—Those duties that would be performed in a contingency or wartime operations. These duties vary by crew position, are trained during MQT, and may be performed for training purposes during peacetime CONUS or overseas sorties (e.g., performance of duties wearing CWD equipment or control of intercepts during air defense operations).

Training Mission—E-3 mission with primary objectives of completion of E-3 aircrew member training and/or support of other participating unit's training.

Unqualified (UQ)—Aircrew members who are not qualified to fly or operate E-3 systems and equipment unless they are under the supervision of a qualified instructor in the applicable crew position.

Weapons Systems Academic Training (WSAT)—Quarterly academic training designed to provide crewmembers with information on tactics, employment, training and evaluation trends, procedures, and changes to E-3 software and equipment.

Attachment 2

PRORATION OF ANNUAL TRAINING EVENTS

A2.1. Proration Requirements. This table is utilized IAW paragraph 4.5.3.1. of this volume.

Table A2.1. Proration Matrix.

Annual Requirement	Number of Months Remaining After Proration											
	11	10	9	8	7	6	5	4	3	2	1	0
1	1	1	1	1	1	1	0	0	0	0	0	0
2	2	2	2	1	1	1	1	1	1	0	0	0
3	3	3	2	2	2	2	1	1	1	1	0	0
4	4	3	3	3	2	2	2	1	1	1	0	0
5	5	4	4	3	3	3	2	2	1	1	0	0
6	6	5	5	4	4	3	3	2	2	1	1	0
7	6	6	5	5	4	4	3	2	2	1	1	0
8	7	7	6	5	5	4	3	3	2	1	1	0
9	8	8	7	6	5	5	4	3	2	2	1	0
10	9	8	8	7	6	5	4	3	3	2	1	0
11	10	9	8	7	6	6	5	4	3	2	1	0
12	11	10	9	8	7	6	5	4	3	2	1	0
13	12	11	10	9	8	7	5	4	3	2	1	0
14	13	12	11	9	8	7	6	5	4	2	1	0
15	14	13	11	10	9	8	6	5	4	3	1	0
16	15	13	12	11	9	8	7	5	4	3	1	0
17	16	14	13	11	10	9	7	6	4	3	1	0
18	17	15	14	12	11	9	8	6	5	3	2	0
19	17	16	14	13	11	10	8	6	5	3	2	0
20	18	17	15	13	12	10	8	7	5	3	2	0
22	20	18	17	15	13	11	9	7	6	4	2	0
24	22	20	18	16	14	12	10	8	6	4	2	0
26	24	22	20	17	15	13	11	9	7	4	2	0
28	26	23	21	19	16	14	12	9	7	5	2	0
30	28	25	23	20	18	15	13	10	8	5	3	0
32	29	27	24	21	19	16	13	11	8	5	3	0
34	31	28	26	23	20	17	14	11	9	6	3	0
36	33	30	27	24	21	18	15	12	9	6	3	0
38	35	32	29	25	22	19	16	13	10	6	3	0
40	37	33	30	27	23	20	17	13	10	7	3	0
42	39	35	32	28	25	21	18	14	11	7	4	0
44	40	37	33	29	26	22	18	15	11	7	4	0
46	42	38	35	31	27	23	19	15	12	8	4	0
48	44	40	36	32	28	24	20	16	12	8	4	0
50	46	42	38	33	29	25	21	17	13	8	4	0

Attachment 3**FLIGHT RESTRICTIONS FOR AIRCREW CHEMICAL WARFARE DEFENSE FLIGHT TRAINING**

- A3.1. Flight Frequency.** Aircrew members fly only once on the days CWD is worn in flight.
- A3.2. Long Underwear Restriction.** When ambient air temperature exceeds 70 degrees F, the long underwear is not worn during continuation training flights.
- A3.3. Pilot Wear of CWD Gear.** Only one pilot at a time wears the CWD gear during flight. The squadron commander ensures a qualified pilot who is not wearing CWD gear has access to the flight controls during CWD pilot training. **NOTE:** Pilots will not wear CWD gear during critical phases of flight.
- A3.4. Wear of CWD Gear When Mission Profiles Exceed 2 Hours.** When mission profiles exceed 2 hours, equipment can be removed in flight. Equipment must still be worn for a minimum of 1 hour.
- A3.5. Hot Weather Ramp Time.** During hot weather (70 degrees F or higher), ramp time should be limited to no more than 45 minutes.

Attachment 4

CATEGORY I, II, AND III GROUND TRAINING

A4.1. Ground Training Requirements. This table lists applicable guidance for E-3 ground training requirements.

Table A4.1. Ground Training References.

SUBJECT	DIRECTIVE	OPR	AFORM ID
Intelligence, TKCM/AIT	AFI 14-105	552 OSS/IN/OSTW 961 AACS/IN/DOW 962 AACS/IN/DOW	IN00
Egress	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS08
Water Survival	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS03
Personal and Survival Equipment	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS06
Aircrew Chemical Warfare Defense	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS04
Situational Emergency Procedures	AFI 11-2E3/TC-18	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	GT69
Weapons System Academic Training	AFI 11-2E3/TC-18	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	GT0X
Physiological Training	AFI 11-403	HQ AFMOA/SGOO	PP11
Prevention of Dangerous Military Activities	CJCSI 2311.01 NI 10-605 (Draft)	552 OSS/OSTW 961 AACS/DOW 962 AACS/DOW	GT90
Supervisor of Flying Training	AFI 11-463	HQ ACC/DOT	
Ancillary Training	AFI 355-1 AFPD 51-4 AFI 51-401	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	AT99 or AT00
Small Arms Training	AFI 36-2226	552 OSS/OST Squadron Mobility Sections	SA13 or SA09

Attachment 5**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR MAJCOM/DOT//DOY (as necessary)

FROM:

SUBJECT: XXX Sq Training Year Shortfalls

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived to include flying training events conducted using ATD. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater crew force.)

EVENT/SORTIE-PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

-SPECIFIC REASON FOR SHORTFALL

-CORRECTIVE ACTION (IF ANY)

-LIIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

1st Ind, OG/CC

TO: HQ MAJCOM/DOT/DOY (as necessary)

Attachment 6

**SAMPLE WAIVER REQUEST LETTER--
ANNUAL FLYING TRAINING REQUIREMENTS**

MEMORANDUM FOR 552 OSS/OST

FROM: (SQ/CC)

SUBJECT: Annual Training Waiver Request

1. The following aircrew member(s) failed to complete RAP flying training requirements for the period _____ . Request waiver for the following deficiencies:

(For each person requiring a waiver, list their full name, crew position, delinquent flying requirements, reasons for not accomplishing training requirements, and any actions taken to ensure proficiency.)

2. The following aircrew members have been downgraded to N-CMR/N-BMC for not completing RAP flying training requirements:

(For each person downgraded to N-CMR/N-BMC, list their full name, crew position, and delinquent flying training requirements.)

3. The following aircrew members failed to complete RAP simulator training requirements:

(For each person failing to meet annual simulator training requirements, list their full name, crew position, and delinquent requirements.)

4. POC is (Who does OST contact to answer any question about the waiver request?)

(Squadron/CC signature block)

Attachment 7

IC 2002-1 TO AFI 11-2E-3/TC-18, VOLUME 1, AIRCREW TRAINING

12 MARCH 2002

SUMMARY OF REVISIONS

This IC includes various changes to flight deck certifications and requirements. In addition, it provides new guidance on who can fly as a CMR Certifier. It also incorporates the standards required for dual qualified CSO/CTs in PACAF. Finally, this IC corrects various administrative errors found in the original document which was released in October '00. Many of these changes were simple corrections to values in tables or the addition of new notes at the bottom of a table. A (I) indicates revisions from the previous edition.

1.4.4.8.1. Aircraft Commanders (AC) have 200 hours as a CMR E-3 AC, and have successfully completed a unit-developed "experienced" certification program.

1.4.4.8.1.1. Copilots (CP) have 300 hours as a CMR E-3 CP, and have successfully completed a unit-developed "experienced" certification program.

1.4.4.8.16. Dual Qualified ACSs have 200 hours as a CMR dual qualified CSO/CT (i.e. a CT would need 200 CSO hours and vice versa), and have been CMR for 1 year in upgraded position.

2.1. Initial Qualification Training. This chapter contains prerequisites and minimum training requirements necessary to prepare aircrew members to perform basic aircrew duties in the E-3 aircraft. Any aircrew member who has been unqualified for longer than 60 months must accomplish IQT through the Programmed Flying Training (PFT) program. Crewmembers who have been unqualified less than 60 months refer to paragraph 2.7. IQT is administered by the 966 AACS, 552 TS, Flight Crew Training Contractors, and Mission Crew Training Contractors. (**EXCEPTION:** 513 ACG may utilize 513th sorties and IQT-certified instructors to conduct portions of the flying phase of IQT. PACAF may utilize PACAF sorties and qualified unit instructors to conduct IQT for ACS dual qualified upgrade).

3.6.4. Instructor Utilization. All flying and ATD training during MQT is conducted under the supervision of a qualified instructor/evaluator. **EXCEPTION:** Aircraft Commanders on final assessment flight may fly with a CMR aircraft commander instead of an instructor pilot. Furthermore, ASO/AWO/ECO/WD crewmembers who have completed Qualification and Mission evaluations may fly MQT sorties under the supervision of an instructor or squadron commander designated certifiers IAW locally developed procedures.

4.7.3.2.2.3. Currently qualified ISDs can instruct/supervise a qualified or unqualified weapons crew position other than their own (i.e. WD/IWD/AWO).

4.7.3.2.3.6. Currently qualified IWDs can instruct/supervise a qualified or unqualified weapons crew position other than their own (i.e. AWO).

4.7.3.2.4.3. Currently qualified IASOs can instruct/supervise qualified/unqualified surveillance crew positions other than their own (i.e. SSTs/ISSTs/IASs/ASTs).

4.7.3.2.6.3. Currently qualified ISSTs can instruct/supervise qualified/unqualified surveillance crew positions other than their own (i.e. IASTs/ASTs).

4.7.3.2.13. ACS Dual Qualification (PACAF only):

4.7.3.2.13.1 **System Ops.** ACS operates and maintains communications equipment to meet planned mission objectives. Performs primary duties as primary CSO and CT for approximately 50 percent of the mission with qualified crewmember in the opposite seat. I/EACs may log system ops and an instructor/evaluator sortie concurrently when providing instruction/evaluation to other CT or CSO, depending on the qualifications.

4.8.1. Aircrew members downgraded to UQ/N-CMR/N-BMC must complete the delinquent training requirements by demonstrating proficiency in the delinquent item to an instructor. Additionally, recurrency/requalification requirements, IAW [table 4.26.](#) or [table 4.27.](#), will be completed when applicable. Recurrency/requalification guidelines are IAW AFI11-202V1, Para 1.6. and Para 1.7. PACAF Dual Qualified CSO/CT will perform delinquent training for the position in which recurrency/requalification is required.

Table 4.3. Flight Crew Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Scenario Sortie	1, 4	8	8	4
Instrument Sortie	1, 2, 3, 4	2	4	1
NOTE: I/E = Inexperienced/Experienced.				
NOTES:				
1. Instructors/evaluators will be required to accomplish 50 percent of CMR/E training requirements.				
2. PACAF is not required instrument sorties.				
3. No more than four instrument departures, four precision approaches, four non-precision approaches, and four penetrations may be credited from flight ATD instrument sorties (PACAF ATD Scenario Sorties) each annual period.				
4. Not required for navigators.				
5. Requirements for an experienced CP are the same as for CMR/I.				

Table 4.4. Flight Crew Monthly and 3-Month Lookback.

LOOKBACK PERIOD	TRAINING EVENT	CMR/E	CMR/I
Monthly	Sortie / Systems Ops	1	2
Three-Month	Sortie / System Ops	3	6
NOTE: I/E = Inexperienced/Experienced.			
NOTES:			
1. Requirements for an experienced CP are the same as for CMR/I.			

Table 4.5. Flight Crew Annual Flying Training Requirements.

TRAINING EVENT	CREW POSITION	NOTES	CMR/E	CMR/I	BMC
Sortie	AC, CP	4	12	24	6
Take Off	AC, CP	1,7	10	16	5
Landing	AC, CP		16	24	8
Night Landing	AC, CP		4	4	2
Pilot Proficiency Sortie	AC, CP	4,5,8	6	8	3
Instrument Departure	AC, CP	7	6	8	3
Precision Approach	AC, CP	2,6,7	10	16	5
Nonprecision Approach	AC, CP	6,7	8	12	4
Circling Approach	AC, CP	9	4	4	2
Penetration (Published or Enroute)	AC, CP	7	8	10	4
Air Refueling (Night)	AC		4	4	2
Air Refueling	AC		8	10	4
Air Refueling (Tanker Autopilot Off)	AC		4	4	2
3 Engine Approach/ Missed Approach	AC, CP	6	6	8	3
3 Engine Landing	AC, CP	5	6	8	3
Systems Ops	Nav, FE		12	24	6
In-flight Alignment	Nav		3	4	2
Air Refueling Rendezvous	Nav		6	8	3
NOTE: I/E = Inexperienced/Experienced.					

TRAINING EVENT	CREW POSITION	NOTES	CMR/E	CMR/I	BMC
NOTES:					
1. Takeoffs may be logged when actually controlling the aircraft during initial takeoffs, touch-and-gos, or full stop taxi backs.					
2. ILS and PAR approaches may be substituted for each other depending on available facilities. Attempt to get an even distribution of both.					
3. Log Tanker Autopilot Off Air Refueling with Air Refueling when applicable.					
4. Log both a Sortie and a Pilot Proficiency Sortie for flying a Pilot Proficiency Sortie.					
5. Log a 3 Engine Landing when applicable.					
6. Log a Nonprecision Approach or Precision Approach with a 3 Engine Approach/ Missed Approach when flown together.					
7. No more than five takeoffs, four Instrument Departures, four Precision Approaches, four Nonprecision Approaches, and four Penetrations may be credited from flight ATD instrument sorties (PACAF ATD Scenario Sorties) each annual period.					
8. A qualified instructor pilot is required for all Pilot Proficiency Sorties.					
9. Log a circling approach with a nonprecision approach when flown together.					
10. Requirements for an experienced CP are the same as for CMR/I.					

Table 4.6. Flight Crew Currency Requirements.

TRAINING EVENT	NOTES	CREW POSITION	FREQUENCY
Takeoff		AC, CP	1/45 days
Landing		AC, CP	1/45 days
Night Landing	1	AC, CP	1/120 days
Touch and Go		IP	1/45 days
Instrument Approach		AC, CP	1/45 days
Air Refueling	3	AC, CP	1/45 days
Night Air Refueling	1	AC	1/120 days
Autopilot Off A/R		AC	1/180 days
Pilot Proficiency Sortie	2	AC, CP	1/90 days
Air Refueling Rendezvous		NAV	1/90 days
System Ops		NAV, FE	1/60 days
In-Flight Alignment		NAV	1/180 days

TRAINING EVENT	NOTES	CREW POSITION	FREQUENCY
NOTES:			
1. Night Air Refueling/Night Landing currency is not applicable to 962 AACs. However, annual training requirements will still be met.			
2. If a pilot is non-current for a pilot proficiency sortie, the squadron commander may still deploy that person on an operational mission provided the pilot is current in all other events. Currency must be regained for a pilot proficiency sortie immediately upon return to home station (paragraph 4.5.4.5.).			
3. An experienced CP must log one air refueling event every 45 days in order to practice air refueling under the supervision of an experienced AC certified to supervise CP air refueling.			

Table 4.7. MCC Annual ATD Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
Mission Scenario	2	6	8	6
NORAD Training	1	2	2	2
NOTE: E=Experienced/I=Inexperienced.				
NOTES:				
1. MCC's must complete NORAD training semi-annually.				
2. During ATD, OSW, or ONW sims, MCC must conduct a CSAR scenario semi-annually.				

Table 4.20. CSO and CT Annual Flying Training Requirements.

TRAINING EVENT	NOTES	CMR/E	CMR/I	BMC
System Ops	1	12	24	6
NOTE: E=Experienced/I=Inexperienced.				
NOTES:				
1. PACAF dual qualified CSO/CT to match above requirements for each position.				

Table 4.24. Mission Crew Currency Requirements.

TRAINING EVENT	CREW POSITION	FREQUENCY
System Ops	MCC, SD, ASO, ECO, SST, AST, BDT, ART, CDMT, CSO, CT	1/60 days
Weapons Sortie	AWO/WD	1/60 days

5.4.3.1.1. DELETED.

5.4.3.1.6. PACAF only. Dual qualified CSO/CT candidates must be volunteers with 300 hours as an experienced CSO or CT IAW [chapter 1](#), or have been previously dual qualified.

6.3.1. The 552 TRS/CC and 966 AACS/CC provide informational copies of training extension waivers to 552 OSS/OST.

Table A4.1. Ground Training References.

SUBJECT	DIRECTIVE	OPR	AFORM ID
Intelligence, TKCM/AIT	AFI 14-105	552 OSS/IN/OSTW 961 AACS/IN/DOW 962 AACS/IN/DOW	IN00
Egress	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS08
Water Survival	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS03
Personal and Survival Equipment	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS06
Aircrew Chemical Warfare Defense	ACCI 11-301 PACAFI 11-301	HQ ACC/DOSTL Life Support	LS04
Situational Emergency Procedures	AFI 11-2E3/TC-18	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	GT69
Weapons System Academic Training	AFI 11-2E3/TC-18	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	GT0X
Physiological Training	AFI 11-403	HQ AFMOA/SGOO	PP11

SUBJECT	DIRECTIVE	OPR	AFORM ID
Prevention of Dangerous Military Activities	CJCSI 2311.01 NI 10-605 (Draft)	552 OSS/OSTW 961 AACS/DOW 962 AACS/DOW	GT90
Supervisor of Flying Training	AFI 11-463	HQ ACC/DOT	
Ancillary Training	AFI 355-1 AFPD 51-4 AFI 51-401	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	AT99 or AT00
Small Arms Training	AFI 36-2226	552 OSS/OST Squadron Mobility Sections	SA13 or SA09