

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2E-4,
VOLUME 1**

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Flying Operations

E-4 AIRCREW TRAINING



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This instruction implements guidance in AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum standards for training and qualifying personnel performing duties in the E-4. This publication does not apply to Air National Guard or Air Force Reserve Command units and members. MAJCOMs are to forward proposed MAJCOM-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOY, for approval prior to publication IAW AFD 11-2, paragraph 4.2. Copies of MAJCOM-level supplements, after approved and published, will be provided by the issuing MAJCOM to HQ USAF/XOOT, HQ ACC/DOY and user MAJCOM offices of primary responsibility. Field units below MAJCOM level will forward copies of their supplements to this publication to their parent MAJCOM office of primary responsibility for post publication review. Keep supplements current by complying with AFI 33-360, Volume 1, *Publications Management Program*. This instruction 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 instruction are Title 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); Air Force Instruction 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, Aviation Resource Management System (ARMS) applies. The reporting requirements in this instruction are exempt from licensing IAW paragraph 2.11.10 of AFI 37-124, *The Information Collection and Reports Management Program*; Controlling Internal, Public, and Interagency Air Force Information Collections.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

The following is a brief synopsis of changed requirements set forth in this revision:

The event codes have been eliminated because they are already listed in the ACC supplement to AFI 11-401, *Aviation Management*. The annual training events are now aligned with the individual's birth

month the same as a flight physical. Continuation training events were added to reflect what was required during a qualification evaluation. (paragraph 1.2.5.9.) “Determine breadth and depth of supervisory review of weapon delivery recordings” deleted. Remaining paragraphs renumbered. (paragraph 1.4.3.) in order to expand the pool of eligibles, flight engineers are no longer required to possess a 7-skill level (craftsman) for assignment to the E-4. Number of flight hours changed from 3,000 to 2,500. (paragraph 1.4.6.) added. (paragraph 1.5.4.3.1.) added. (paragraphs 1.5.4.6.1. thru 1.5.4.6.5.) “primary” time deleted. (paragraphs 1.6.4.1. thru 1.6.4.1.4.) reworded for clarification. Paragraph 1.7.6. “One” added to Three-month lookback. (paragraphs 1.12.1. thru 1.12.3.) rewritten for clarification. Paragraph 2.2.1. “completion of commercial training course for pilots and flight engineers” deleted as time limitations should not be based first flight upon entry into the training program. Paragraph 2.3.3. “Boeing 747” replaced with “passenger type.” (Table 2.1.) Local Area Survival added; INS Manual Update and Triple INS Mix deleted. Table 2.2. CRM; Local Area Survival; Water Survival; and Combat Survival, Low Threat added; Aircraft Systems and Equipment Operation, Alert Procedures and Forms Knowledge deleted. (Table 3.2.) CCO now required to be proficient in AUTODIN Systems Review, Lowspeed Systems Review, MILSTAR Systems Review, Operational Procedures, Radio, SASS Systems Review Systems Review and VLF/LF Systems Review. (Table 3.3.) TC-2 now required to be proficient in Ground Line Facilities; RM-1 now required to be proficient in INMARSAT, Tape Recorder System and Digital Wall Clock System; RM-1 no longer required to be proficient in UHF Command Radio System, VLF PA-C/DTWA Operations. CPI/Voice Recorder, VHF Command Radio System, Weather Radio/Rendezvous Beacon, LRRRA, TACAN, IFF, GPS, and VOR/ILS/Marker Beacon removed from table. RM-2 no longer required to be proficient in Internal Comm Systems, Patch & Test Facility, INMARSAT, Multiplex Systems, Tape Recorder System, Digital Wall Clock System, and Ground Line Facilities; SHF now required to be proficient in MILSTAR; CCO now required to be proficient in Miscellaneous Electronics and VLF PA-C Operations (RM-1). (Table 3.4.) Table moved from Chapter 2 (previously Table 2.1.) to Chapter 3 and renamed Mission Qualification Time Limits. Bottom row, “*Students will complete all ground training and have a valid TS/SCI clearance before IQT is started.” Deleted. This applied to all communications personnel listed in this table. A/B deleted from Airborne Communications Specialist-Data as the two positions have merged. IQT time limit for Airborne Communications Specialist-Data changed from 120/60 days to 180 days. IQT time limit for Radio Maintenance 2 changed from 180 days to 120 days. (paragraphs 4.2. thru 4.3.2.) revised. (paragraph 4.4.1.) “commanders will not prorate” deleted. (paragraph 4.6.) last sentence added. (paragraph 4.7.1.) added. (Table 4.2.) Closed Book Test, IRC and Open Book Test are not grounding items nor do they affect CMR/BMC status for continuation training, note 5 applies. Note 5 added to Qualification Evaluation; “OG/CC is the waiver authority for this event” added to note 1. Table 4.3. Pilot, Nav, FA, SHF, TC, SASS, Radio, Data and CCO have been substantially revised and must be completely reviewed. (Paragraph 4.10.) added. Paragraph 5.2.1.1. corrected. Paragraph 5.2.1.2. added. Attachment 1 – Glossary of References and Supporting Information: BSP—Battle Staff Personnel added to Abbreviations and Acronyms. Attachment 1 - Terms: USSTRATCOM assigned personnel added to Mission Crew definition. Attachment 2 - Table A2.1.: Flight Management added to Inertial Navigation Systems. Attachment 3 and Attachment 4: Added. Abbreviations and acronyms: ACC/DO, DOY, and DOYR replace ACC/XO, XOF, and XOFR and reflect the ACC reengineering effort.

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Chapter 1

GENERAL INFORMATION

1.1. References and Supporting Information. See [Attachment 1](#).

1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFD 11-2, *Aircraft Rules and Procedures*. The ACC/DO will:

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

1.2.1.2. Process all change requests.

1.2.2. All applicable Major Commands (MAJCOM) will, as applicable:

1.2.2.1. Determine training requirements to meet expected unit taskings.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/DOYR, who in turn will forward to HQ USAF/XOOT for approval prior to publication; and forward one copy to HQ USAF/XOOT after publication. Provide all MAJCOM/XO/DOs a copy of approved supplements to this instruction.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.3. Direct Reporting Units (DRU) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to MAJCOM and NAF/DO/OV, and five copies to each CAF wing/group.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/Groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.4.2. Attach API-6/8, B/D flyers to a flying squadron.

1.2.4.3. Designate the training level that each API-6, B flyer will train to. Upon request provide MAJCOM/DOY (ANG: ACC/XOG) with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.2.4.4. If applicable, forward supplements of this instruction to MAJCOM for review. Review supplements annually. OG/CCs will report changes in position designations as they occur during the year to MAJCOM/DOY (ACC/DOY).

1.2.4.5. Identify training shortfalls that adversely impact operational capability through appropriate channels. For training report format, see [Attachment 3](#), Training Shortfall Report.

1.2.5. Squadron Supervision will:

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

1.2.5.2. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See [Attachment 2](#) for RAP mission definitions.

1.2.5.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.5.5. Determine mission(s)/events in which individual Basic Mission Capable (BMC) aircrew will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC aircrew.

1.2.5.7. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications.

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

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

1.2.5.10. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.5.11. Ensure aircrews only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.6. Crewmembers will:

1.2.6.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements within the guidelines of this instruction.

1.2.6.3. Ensure they participate only in activities for which they are qualified and current.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to MAJCOM on AF Form 847, **Recommendation for Change of Publication**. HQ USAF/XO is the approval authority for interim (IC) changes and revisions to this instruction.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/DO through HQ ACC/DOYR.

1.3.3. HQ ACC/DO will:

1.3.3.1. Process recommendation for change.

1.3.3.2. Address time sensitive changes by immediate action message.

1.4. Minimum Requirements for Assignment to Perform E-4 Crew Duties:

1.4.1. Pilots (P) will be currently qualified in Tanker/Transport/Bomber (TTB) aircraft or a previously qualified pilot in the E-4, have 2,500 hours total time and 1,500 hours TTB aircraft time with current or previous TTB receiver air refueling experience, and be able to obtain a Top Secret/Sensitive Compartmentalized Information (TS/SCI) clearance.

1.4.2. Navigators (N) will be currently qualified in TTB aircraft or a previously qualified navigator in the E-4, have 2,000 hours of total time and 1,000 hours in TTB aircraft with previous air refueling experience (tanker or receiver), and be able to obtain a TS/SCI clearance.

1.4.3. Flight engineers (FE) will be currently qualified instructors or a previously qualified FE in the E-4, with 2,500 hours FE time, have 36 months retainability upon completion of Mission Qualification Training (MQT) and be able to obtain a TS/SCI clearance.

1.4.4. Flight Attendants (FA) must be grade E-4 through E-7 and have 36 months retainability upon completion of MQT and be eligible for a TS clearance.

1.4.5. Airborne Communications Specialty (ACS) crewmembers ((Semi-Automatic Switching System (SASS), Data (D), Radio (R), Radio Maintenance (RM), Tech Control (TC) and Dual Trailing Wire Operators (DTWO) and Super High Frequency (SHF) Operators) must satisfy the requirements of AFI 36-2110, *Airman Assignments*.

1.4.6. Airborne Communications Officers (Commo) must be grade O-2 through O-4, be able to pass a Class-3 flight physical and obtain a Top Secret/Sensitive Compartmentalized Information (TS/SCI) clearance.

1.5. Training. Training is designed to progress the crewmember from Initial Qualification Training (IQT) or Transition/Re-Qualification Training (TX) (Phase I), through Mission Qualification Training (MQT) (Phase II), and finally to Continuation Training (CT) (Phase III).

1.5.1. IQT qualifies crewmembers in a basic crew position and flying duty without regard to the unit's mission. There are no positions in the E-4 that qualify individuals as Basic Aircraft Qualification (BAQ).

1.5.2. MQT qualifies a crewmember in the E-4 mission. The E-4 training program combines IQT and MQT in one course of study. The single flight evaluation advances crewmembers from Unqualified (UQ) to CT.

1.5.3. CT allows crewmembers to maintain combat capability, increase proficiency, and consists of mission-related training. Phase III crewmembers are designated BMC or CMR.

1.5.4. Ready Aircrew Program (RAP) is the CT program designed to focus training on capabilities needed to accomplish the E-4 mission.

1.5.4.1. CMR. Defines an aircrew member who has satisfactorily completed initial and mission qualification in the unit's primary mission. All 1 ACCS crewmembers are initially qualified to CMR status. CMR crewmembers maintain proficiency and qualification in the 1 ACCS mission. Failure to complete CMR required training results in designation as Non-CMR (N-CMR).

1.5.4.2. BMC positions in the 1 ACCS are filled by highly experienced crewmembers whose primary job is squadron/group/wing/NAF/MAJCOM staff support of the flying operation. These crewmembers provide additional sortie generation capability, either in lieu of or in addition to CMR personnel. BMC crewmembers, because of their high experience and proficiency level, have a reduced training level requirement as compared with CMR personnel. BMC crewmembers accomplish all ground training designated by the 1 ACCS/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status.

1.5.4.3. N-CMR/N-BMC. Crewmembers designated N-CMR/N-BMC are not combat ready and must accomplish a tailored training plan to regain CMR/BMC. Crewmembers are designated N-CMR/N-BMC for failure to meet ground training, annual flight training, or sortie lookback requirements IAW [Table 1.1](#).

1.5.4.3.1. While N-CMR/N-BMC, aircrew may perform flying duties (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient. Lack of currency in a particular CMR event does not prohibit N-CMR aircrew from performing other flying events or SOF duties.

1.5.4.4. Unqualified (UQ). Unqualified crewmembers require training and a flight evaluation to reach the next qualification level. Crewmembers may be designated UQ for the following reasons:

1.5.4.4.1. Enrolled in Initial Qualification Training (IQT) or Requalification Training.

1.5.4.4.2. Non-Current IAW AFI 11-202V1.

1.5.4.4.3. Demonstrated lack of ability.

1.5.4.4.4. Downgraded for failure to meet standards during a flight evaluation.

1.5.4.5. Aircrew Experience Level. There are two experience levels for CT crewmembers: "Inexperienced" and "Experienced."

1.5.4.5.1. "Inexperienced" crewmembers have the least amount of experience in their position. They gain more experience through additional training to increase their proficiency.

1.5.4.5.2. "Experienced" crewmembers require less training to maintain proficiency.

1.5.4.6. Experience Level Progression. The commander designates crewmembers "experienced" based on progression guidelines and demonstrated proficiency.

1.5.4.6.1. Experienced pilots should have 200 hours E-4 time.

1.5.4.6.2. Experienced navigators should have 200 hours E-4 time.

1.5.4.6.3. Experienced flight engineers should have 400 hours E-4 time.

- 1.5.4.6.4. Experienced Flight Attendants should have 100 hours E-4 time.
- 1.5.4.6.5. Experienced communication control officers, airborne communications specialists, and SHF maintenance/operators should have 100 hours of E-4 time.
- 1.5.4.6.6. Experienced ACS-T crewmembers should have 50 hours E-4 time or six months as a System Engineer (SE).
- 1.5.4.7. Instructor/Evaluator Qualified. Instructors/evaluators who become N-CMR/N-BMC may be allowed to continue academic and/or ATD instructor/evaluator duties with 55 OG/CC approval.
- 1.5.4.8. Special Capabilities and Qualifications. Special capabilities and qualifications are not separate qualification levels. Under the RAP, units are required to carry crewmembers trained to special capabilities or qualifications to meet all 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. Additional sorties, associated events, and qualifications must be accomplished for a designated special capability. Special qualifications in the 1 ACCS are instructor, evaluator, alert aircraft commander, and functional check flight crewmember.

1.6. Training Concepts and Policies:

- 1.6.1. The Unit will design training programs 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, crewmember capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flight publications.
- 1.6.2. ACC Training Support Squadron (HQ ACC/TRSS) will develop and validate training programs when/where tasked by the HQ ACC/DO.
- 1.6.3. Design training missions to achieve combat capability in squadron-tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities.
- 1.6.4. In-flight Supervision:
 - 1.6.4.1. An instructor must supervise the following personnel when performing aircrew duties:
 - 1.6.4.1.1. Non-current aircrew members while performing event(s) to regain currency.
 - 1.6.4.1.2. All aircrew members in initial, upgrade or requalification flying training.
 - 1.6.4.1.3. Unqualified crewmembers and senior officers as defined in AFI 11-202V1, *Aircrew Training*, and any other staff personnel the WG, OG or SQ/CCs designate as required to fly with an instructor.
 - 1.6.4.1.4. For unqualified, non-current or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight, or when an individual is regaining currency or qualification in specific events.

NOTE: Critical phases of flight are defined as: takeoff, air refueling, approach to landing, landing and any flight maneuvers that require direct instructor supervision. Approaches to planned missed approaches and air refueling rendezvous/closure are not considered critical phases of flight.

1.6.5. Training Event Tables. Assign crewmember training tables according to their experience designation and RAP level.

1.6.6. When experience designation or RAP level changes, prorate new training requirements from the date of certification.

1.6.7. Crewmembers will not be required to accomplish ground or ancillary training except as required by this instruction or AFI 36-2201, *Developing, Managing, and Conducting Training*.

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

1.7.1. 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.

1.7.2. The primary means of assessing crewmember qualification is the monthly RAP sortie requirement. The breakout of sortie/mission types is provided as a guideline to be closely followed, but minor variations are expected. Shortfalls in the monthly sortie requirement are the basis for regression. The squadron commander determines mission qualification after considering ACC guidance and the individual's capabilities.

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

1.7.4. The squadron commander's first priority should be to train all designated crewmembers to CMR.

1.7.5. Progression from BMC to CMR requires:

1.7.5.1. One month of continuation training meeting the CMR sortie rate.

1.7.5.2. Confirmation that the progressed crewmember can complete the prorated number of event requirements to remain CMR at the end of the training cycle.

1.7.5.3. Completion of mission-related ground training.

1.7.5.4. Squadron Commander certification.

1.7.6. One- and Three-month Look back. **Table 1.1.** defines the monthly sortie requirement for a crewmember to remain mission ready. If a crewmember fails to accomplish the monthly sortie requirement, review sortie accomplishment over the last three months. Failure to achieve the three-month sortie requirement results in designation as N-BMC or N-CMR. If the crewmember does not have three months of flying experience, the monthly requirement must be satisfied.

1.7.7. The squadron commander directs crewmembers to maintain special capabilities or qualifications. Specialized training may require training beyond baseline CMR/BMC requirements.

1.8. RAP Sortie Program Development:

1.8.1. RAP sortie and event requirements apply to all CT crewmembers.

1.8.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic crewmember skills are maintained.

1.8.3. 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.

1.8.4. Unit flying hour programs are designed to compensate for non-effective training sorties. Training sorties are non-effective when a major portion of planned training is not accomplished due to weather, air aborts, etc. In order to accurately allocate E-4 flying hours, it is essential that lost training events and reasons for loss are accurately logged on the Mission Accomplishment Report (MAR).

1.9. Training Records and Reports. Ensure that all records created by this instruction are maintained in accordance with AFMAN 37-123, *Management of Records*, and disposed of in accordance with AFMAN 37-139, *Records Disposition Schedule*.

1.9.1. Document and maintain crewmember certification/upgrade training in individual training folders IAW AFMAN 37-139.

1.9.2. Prepare and forward training reports IAW MAJCOM directives.

1.9.3. ARMS will maintain flying and ground training records IAW AFI 11-401. Use ARMS forms prescribed in AFI 11-202, Volume 1, to document training in ARMS.

1.10. Aircrew Utilization Policy:

1.10.1. Commanders will ensure crewmembers (API-1/2/6s) fill authorized positions IAW unit manning documents and that crewmember status is properly designated. The overall objective is that crewmembers perform combat-related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of crewmember tasking, flying proficiency, currency, and experience. For inexperienced crewmembers 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. API-6/8 rated personnel flying authorizations and Test Unit aircrews will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC sortie rate, however they are not required to complete BMC specific missions/events or meet lookback requirements. Units should provide assigned API-6/8 flyers adequate resources to maintain minimum training requirements. However, API-6/8 flyer support will not come at the expense of the flying squadron's primary mission. API-6/8 flyers will accomplish non-RAP requirements with allotted BMC sorties. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, ACC Sup. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW ACCI 11-103.

1.10.3. The following duties will not be assigned at the squadron level: AF Suggestion Program Monitor, Weapons/Explosive Safety Manager, and Operations Security (OPSEC) Monitor.

1.10.4. Duties required by various publications that may be assigned to unit crewmembers are weapons and tactics officer, programmer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except ARMS documentation), squadron Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, crewmembers may be attached to the wing, group, or the Operations Support Squadron. The commander will ensure these crewmembers perform duties

justified in MAJCOM manpower standards documents and authorized in Unit Manning Documents (UMD).

1.10.5. Crewmembers will normally not be assigned to perform the following squadron non-flying additional duties: building custodian, unit Communications Security (COMSEC) program monitor, disaster preparedness monitor, enlisted career advisor, functional area records manager, fund/campaign manager, unit ground safety program monitor, information officer, Individualized Newcomer Treatment and Orientation (INTRO) monitor, resource advisor, cost center manager, records technician, Freedom of Information Act monitor, Privacy Act officer, security manager, telephone control monitor, vehicle control monitor, voting advisor, enlisted advisory council representative, human resources counsel representative, squadron executive officer, unit historian, weight control program monitor, and small computer program monitor.

1.11. Sortie Allocation Guidance:

1.11.1. Inexperienced crewmembers should receive sortie allocation priority over experienced crewmembers. Priority for sortie allocation is CMR, MQT, and BMC.

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, the 55 OG/CC is the waiver authority for all Syllabus deviations, continuation, specialized training, flying hour requirements for upgrade training, progression from inexperienced to experienced, and in-unit training timelines. Send a courtesy copy of all OG/CC approved waivers to HQ ACC/DOYR and an informal copy to the NAF/DO. A permanent record of all approved waivers will be maintained in the individual's training folder.

1.12.1.1. HQ ACC/DOY is the waiver authority for all other provisions in this AFI unless specifically noted. Waiver requests will be in electronic form and will include the rationale for the waiver to HQ ACC/DOY.

1.12.1.2. HQ ACC/DO is the waiver authority for the senior officer courses.

1.12.1.3. Waivers should be submitted and approved prior to the crewmember arriving for formal training or before training is completed as appropriate.

1.12.1.4. Waivers to this instruction will be valid until the end of the training cycle or as noted in the waiver.

1.12.1.5. Continuation ground training events listed in this instruction, but controlled by another AFI, will adhere to all restrictions in the governing AFI.

1.12.2. Provide the following information in all electronic waiver requests. Asterisked (*) items must be provided for all waivers. Fill in all other items as appropriate or mark N/A next to those that are not utilized.

1.12.2.1. *Name, Grade, SSN.

1.12.2.2. *Flying organization (assigned or attached).

1.12.2.3. *Present crew qualification including special qualifications.

1.12.2.4. *Total flying time in PAA.

- 1.12.2.5. *Specific nature of waiver
- 1.12.2.6. *Reason and valid justification for waiver
- 1.12.2.7. Crew qualification to which person is qualifying or upgrading.
- 1.12.2.8. Previous attendance at any formal instructor course (include course identifier and graduation date).
- 1.12.2.9. Training start date.
- 1.12.2.10. The prescribed mandatory upgrade or qualification date.
- 1.12.2.11. Date event last accomplished and normal eligibility period.
- 1.12.2.12. Remarks, to include formal school courseware required.
- 1.12.2.13. *Requesting unit point of contact (name, rank, telephone number, and functional address symbol).

1.12.3. Units will submit an annual report of all incomplete training to HQ ACC/DOY (info copy to NAF/DO) by 31 October. Prior to submitting the annual report, units are reminded to prorate incomplete training as detailed in **Chapter 4** of this instruction. Reports will be submitted using the format detailed in **Attachment 3**. The reasons for training not being accomplished must be specified and whether failure to accomplish the training resulted in regression, retraining, or was waived by the OG/CC. Negative reports are required.

Table 1.1. Monthly Sortie Requirements.

I=Inexperienced E=Experienced	Monthly Sortie				3 Month Lookback			
	BMC		CMR		BMC		CMR	
Position	I	E	I	E	I	E	I	E
Pilot/Nav/FE/FA	2	1	4	3	6	3	12	9
Mission Systems/ Communications Crew	1				3			
NOTE: For ALL crew positions the RAP sortie requirement is one per month. If this is not met, the look back requirement is three RAP sorties within the last three months.								

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. Scope. This chapter contains prerequisites and minimum training requirements necessary to prepare prospective crewmembers to perform duties in the E-4 aircraft.

2.2. Time Period to Qualify:

2.2.1. All time limitations specified in **Table 3.4.** begin on the date of the first aircraft flight after entry into a training program. For mission crew multiple position qualification, the time limits apply to each position's initial qualification period, which may run concurrently.

2.2.2. Extension of Time Limits. Time limits may be extended by the number of days:

2.2.2.1. The aircraft is not available for training, or

2.2.2.2. The member is not available for training (emergency leave, Duty Not Involving Flying (DNIF) status, non-flying TDY, or awaiting security clearance). Individuals in formal training under the provisions of this manual should not be sent TDY unless it is absolutely necessary. Requests to interrupt training with TDY will be approved by the 1 ACCS/CC. Provide as much training as possible while awaiting security clearance.

2.2.3. After entry into formal training, individuals will not normally be granted ordinary leave until such training is completed. Exceptions to this policy must be approved by the 1 ACCS/CC and documented in the individual's training folder.

2.3. Ground/Flying Requirements:

2.3.1. Pilots and flight engineers complete an FAA approved commercial training course for Boeing 747 aircraft, followed by in-unit initial qualification training specified in **Table 2.1.**

2.3.1.1. FAA approved commercial training course.

2.3.1.1.1. Training consists of Aircraft General Systems, Normal Procedures, Abnormal/Emergency Procedures, and Flight Simulators per the contract. The flight simulators will allow pilots 50% time in both seats with the flight engineer performing panel operation half of the time and observing the other half.

2.3.1.1.2. The training is complete upon satisfactory completion of an FAA simulator evaluation.

2.3.2. Navigators receive initial qualification in-unit in accordance with **Table 2.1.**

2.3.3. Flight Attendants complete an FAA approved commercial training course for passenger type aircraft followed by in-unit initial qualification training specified in **Table 2.1.**

2.3.4. Communication Control Officers, Airborne Communication Specialty, and SHF crewmembers receive IQT or TX in-unit IAW **Table 2.2.**

2.3.5. Academic training should be completed prior to flight training and will be accomplished in accordance with initial qualification training requirements of **Table 2.1.** or **Table 2.2.**

2.3.6. An instructor of like specialty will recommend individuals for evaluation. The individual's upgrade monitor will review the training records prior to the evaluation to ensure all appropriate training has been completed and documented.

2.4. Requalification. All individuals requalifying in the E-4 will accomplish the training prescribed in [Table 2.1.](#) or [Table 2.2.](#) as well as [Table 3.1.](#), [Table 3.2.](#) or [Table 3.3.](#), as applicable under the time constraints of [Table 3.4.](#) Pilots and flight engineers will also accomplish a Flight Simulator Continuation Training Block with an instructor pilot.

2.4.1. Unqualified up to 2 years. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and an evaluation. Squadron commander will determine if attendance of a FAA approved training course is required.

2.4.2. Unqualified 2 to 5 years. Complete appropriate ETCA requalification course.

2.4.3. Unqualified over 5 years. Complete the appropriate ETCA formal initial qualification course.

Table 2.1. Initial Qualification Training Requirements P/N/FE/FA.

TRAINING EVENT	P	N	FE	FA
Marshaling Exam	1			
3 Engine Missed Approach	P		P	
Circling Approach	P			
ILS Approach	P			
ILS Approach Auto (Cat II/IIIa)	P			
ILS Approach-Cat II (Manual)	P			
Missed Approach-Auto	P			
Missed Approach-Manual	P			
PAR Approach	P			
RMI Only-ADF (NDB)/VOR Approach	P			
Visual Pattern	P			
VOR/TAC/LOC Approach	P			
Takeoff	P		P	
Simulated Engine Loss on Takeoff	P		P	
Day Landing	P		P	
Night Landing	P		P	
3 Engine Landing (Full Stop)	P		P	
Full Stop Landing	P		P	
Touch & Go Landing	P		P	
Category II/IIIa Autoland	P		P	
Maximum Brake Full Stop Landing	1			
Flight Simulator Continuation Training***	1		1	

TRAINING EVENT	P	N	FE	FA
GPS Approach	P	P		
Holding Pattern	P	P		
Instrument Refresher Course (IRC)	1	1		
Systems Navigation Leg		P		
Flight Management System (FMS) Operation		P		
General Navigation		P		
Briefing and Controlling Passengers				P
CPR				1
Forms Knowledge				P
Menu Planning				P
Checklist Procedures/Use	P	P	P	P
Crew Coordination	P	P	P	P
Departure Through Level-off Procedures	P	P	P	P
Descent Procedures	P	P	P	P
Emergency Procedures	P	P	P	P
Equipment Operation and Aircraft Systems	P	P	P	P
Forward Lobe Stairway Operation	P	P	P	P
Post-flight Procedures	P	P	P	P
Pre-flight Procedures	P	P	P	P
Mission Planning and Briefing	P	P	P	P
Sortie	P	P	P	P
E-4 Systems Course*	1	1	1	1
Regulation and Directive Orientation	1	1	1	1
Anti-Hijacking Procedures*	1	1	1	1
CRM (Crew Resource Management)**	1	1	1	1
Local Area Survival*	1	1	1	1
Water Survival Training (WST)	1	1	1	1
Life Support Equipment (LSE) Training	1	1	1	1
Egress Training, Non-ejection*	1	1	1	1
Combat Survival, Low Threat	1	1	1	1
* Must be completed prior to first flight.				
** AFI 11-202, Volume 2, Qualification Evaluation may be conducted prior to CRM completion. Complete CRM as soon as training is available.				
*** This event is for Requal pilots and flight engineers only per paragraph 2.4. and must be accomplished with an instructor pilot.				

**Table 2.2. Initial Qualification Training or Transition Training Requirements.
ACS-S/ACS-R/ACS-D/ACS-T/DTWO/SHF/CCO.**

TRAINING EVENT	All Positions
Anti-Hijacking Procedures*	1
Crew Resource Management (CRM)	1
Local Area Survival*	1
Water Survival Training (WST)	1
Life Support Equipment Training*	1
Egress Training, Non-ejection*	1
Combat Survival, Low Threat	1
COMSEC**	1
E-4 Systems Course*	1
Emergency Procedures	P
Regulation & Directive Orientation	1
* Must be completed prior to first flight.	
** Individuals need to possess a TS/SBI clearance for this event.	
NOTE: IQT can be in any of the above positions. The requirements above must be completed first, then continue position training on the events listed in Table 3.2. or Table 3.3.	

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. Scope. This chapter prescribes requirements an individual must accomplish to complete Mission Qualification Training.

3.2. Mission Qualification Training. [Table 3.1.](#), [Table 3.2.](#), and [Table 3.3.](#) list training that must be completed by a crewmember before the squadron commander can declare the individual CMR. MQT may be accomplished concurrently and dual credited with other training requirements in this instruction.

3.3. Alert Participation. Only current and qualified BMC/CMR crewmembers will be placed on alert. Unqualified crewmembers with proper clearance may be attached to the alert crew for training purposes but are not considered part of the alert team. Individuals declared BMC/CMR but subsequently delinquent in Instructor/Evaluator Duties or Touch & Go Landings may still be placed on alert.

Table 3.1. Mission Qualification Training Requirements P/N/FE/FA.

TRAINING EVENT	P	N	FE	FA	Notes
Category II/IIIa Certification	1				1
Air Refueling Tanker Autopilot Off	P				
Enroute Rendezvous		P			
Overrun Procedures	P	P			
Point Parallel Rendezvous		P			
Receiver Rendezvous	P	P			
Receiver Breakaway Procedures	P	P	P		
Receiver Night Air Refueling	P				4
Receiver Air Refueling	P		P	P	
SIOP Study (Initial)	1	1	1		
SIOP Certification	1	1	1		
Short Field Landing	P				2, 5
Low Pass Visual Rendezvous	P	P			3, 5
Rendezvous Procedure Exercise	P	P	P	P	3
Block Time Control Exercise	P	P			5
Alert Start Procedures	P	P	P	P	3
TWA Activity	P	P	P		
Alert Procedures	1	1	1	1	
Aircraft Commander's Responsibilities	1				
Opposite Seat Exercise	P				
Radio Silent, Visual Signals	1		1		
Closed Book Test	1	1	1	1	

TRAINING EVENT	P	N	FE	FA	Notes
Open Book Test	1	1	1	1	
AFI 11-202, Volume 2, Qualification Evaluation	1	1	1	1	
NOTES:					
1. Category II/IIIa Certification will be accomplished in conjunction with the AFI 11-202, V2 Qualification Evaluation.					
2. For pilots, proficiency is required in Day Landings before Short Field Landings may be accomplished.					
3. For pilots in IQT, Alert Start Procedures, LPVR and Rendezvous Procedures Exercise will be accomplished in the right seat.					
4. Pilots, flight engineers, and flight attendants log Receiver Air Refueling when pilots accomplish Receiver Night Air Refueling.					
5. Requalification pilots must attain proficiency in Short Field Landing, LPVR and Block Time Control Exercise from the left seat. No proficiency in Short Field Landing, LPVR or Block Time Control Exercise is required from pilots in IQT/MQT. Proficiency in these events will be demonstrated as part of Alert Aircraft Commander Upgrade.					

Table 3.2. Mission Qualification Training Requirements: ACS-S, CCO, ACS-R and ACS-D.

TRAINING EVENT	ACS-S	CCO	ACS-R	ACS-D
AUTODIN Systems Review		P		P
Call Processing	P	P		
Console, Equipment Controls	P	P	P	P
DSCS ECCM Networks		P		P
EAM Procedures	P	P	P	P
EHF Net Procedures		P		P
EHF System		P		P
Encryption/Decryption/Authentication		P	P	P
Force Report Back Procedures		P	P	P
HF Communication System		P	P	
HF Networks		P	P	
HHD Procedures		P	P	
IFF			P	
INMARSATP		P	P	
Internal Communications System	P	P	P	P
Lowspeed Systems Review		P		P

TRAINING EVENT	ACS-S	CCO	ACS-R	ACS-D
MF Radio		P	P	
MILSTAR Systems Review		P		P
MPS Procedures		P		P
MWTTY		P		P
Operational Procedures	P	P	P	P
Radio Systems Review		P	P	
SASS Systems Review	P	P		
SCT Network		P		P
Secure Data Circuits		P		P
Secure Voice Systems		P	P	
Special User Systems	P	P	P	
UHF Command Radio System		P	P	
UHF DAMA System		P		P
UHF Networks	P	P	P	
UHF SATCOM (AFSAT)		P		P
UHF Sat Voice Radio System		P	P	
VLf/LF Systems Review		P		P
Alert Procedures	1	1	1	1
Checklist Procedures/Use	P	P	P	P
Crew Coordination	P	P	P	P
Mission Planning and Briefing	P	P	P	P
Sortie	1	1	1	1
Close Book Test	1	1	1	1
Open Book Test	1	1	1	1
AFI 11-202V2, Qualification Evaluation	1	1	1	1

Table 3.3. Mission Qualification Training Requirements: TC-1, TC-2, RM-1, RM-2, DTWO, CCO and SHF.

TRAINING EVENT	TC-1	TC-2	RM-1	RM-2	DTWO	SHF	CCO
Airborne Performance Monitor		P		P			
Antenna Pointing Group						P	P
AN/USC-28						P	P
CAPS						P	P
Circuit Configuration/Operation		P				P	P
Cooling Air	P					P	P
Cooling Liquid	P					P	P
Crypto/Teletype						P	
Digital Wall Clock System			P				
DTWA Controls and Indicators					P		P
DTWA Modes of Operation					P		P
Electrical Systems-AC	P					P	P
Electrical Systems-DC	P					P	P
Electronic Switching System				P			P
FDMA						P	P
Ground Entry Point Knowledge		P					P
Ground Line Facilities		P					P
HF Communication System				P			P
INMARSAT			P				P
Internal Communications Systems			P				P
Message Processor System P P							
MF Radio P P							
MIB Knowledge	P	P	P			P	
MILSTAR System				P		P	P
Miscellaneous Electronics		P		P			P
Multiplex System		P					P
Nuclear Planning & Execution System				P			P
Patch and Test Facility		P				P	P
Receiver Transmitter Group						P	P
Secure Voice Systems				P			P
SHF Console						P	P
Single Channel Transponder						P	P
Special User Systems				P			P

TRAINING EVENT	TC-1	TC-2	RM-1	RM-2	DTWO	SHF	CCO
Switchboard				P			P
Tape Recorder System			P				
TC-1 Console	P						P
TC-2 Console		P					P
UHF Command Radio SystemP							
UHF/FDMP P P							
UHF Satellite Voice Radio System				P			P
VLF/LF Communication System			P	P			P
VLF PA-C/DTWA Operations	P						P
VLF PA-C Operations (RM-1)			P				P
Alert Procedures	1	1	1	1	1	1	1
Checklist Procedures/Use	P	P	P	P	P	P	P
Crew Coordination	P	P	P	P	P	P	P
General Maintenance Practices	P	P	P	P			
Mission Planning and Briefing	P	P	P	P	P	P	P
Sortie	1	1	1	1	1	1	1
Close Book Test	1	1	1	1	1	1	1
Open Book Test	1	1	1	1	1	1	1
AFI 11-202V2, Qualification Evaluation	1	1	1	1	1	1	1

Table 3.4. Mission Qualification Time Limits (All).

CREW SPECIALTY	TIME LIMIT (Days)
Pilot (P)	120
Navigator (N)	90
Flight Engineer (FE)	120
Flight Attendant (FA)	90
Communication Control Officer (CCO)	120
Airborne Communications Specialist-SASS (ACS-S)	90
Airborne Communications Specialist-Radio (ACS-R)	120
Airborne Communications Specialist-Data (ACS-D)	180
Dual Trailing Wire Operator (DTWO)	120
Radio Maintenance 1 (RM-1)	120
Radio Maintenance 2 (RM-2)	120
SHF Maintenance/Operator (SHF)	150
Technical Control 1 (TC-1)	120
Technical Control 2 (TC-2)	120
Instructor	60

Chapter 4

CONTINUATION TRAINING

4.1. Scope. This chapter prescribes training standards to maintain qualification and currency of crewmembers in the E-4.

4.2. Ground Training. Commanders will direct additional training, as necessary, to ensure all aircrew attain and maintain a state of proficiency, which will permit immediate and successful completion of the unit's assigned mission.

4.2.1. Ground training is intended to be accomplished at regular intervals, which are contained in **Table 4.2**. The following symbols will be used to establish the regular frequency of training.

4.2.1.1. A - Annual. Accomplished every 12 months. Each accomplishment establishes a new currency reference date. For example, an individual establishes a currency reference date of 8 Jan 03 by accomplishing training on 8 Jan 02. The individual accomplishes the same training again 20 Nov 02 and establishes a new currency reference date of 20 Nov 03 etc.

4.2.1.2. AR - As Required. As required by governing instructions.

4.2.1.3. B - Biennial. Accomplished every 24 months. Each accomplishment establishes a new currency reference date. For example, an individual establishes a currency reference date of 8 Jan 04 by accomplishing training on 8 Jan 02. The individual accomplishes the same training again 20 Nov 03 and establishes a new currency reference date of 20 Nov 05 etc.

4.2.1.4. C - Cycle. The 17-month cycle based on in-flight evaluation completion date. IRC, open and closed book testing, and in-flight evaluations are required 17 months after previous in-flight evaluation. The period to complete training, testing and evaluation is the 6 months preceding the qualification evaluation expiration date. See AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and appropriate MAJCOM supplement.

4.2.1.5. I - Initial. Must be accomplished once during initial qualification training or if event is a new requirement.

4.2.1.6. M - Monthly. Must be accomplished each calendar month.

4.2.1.7. Q - Quarterly. Accomplished four times each training period, once in each three-month period (Oct-Dec, Jan-Mar, Apr-Jun, Jul-Sep).

4.2.1.8. SA - Semiannual. Must be accomplished no later than the end of the 6th month from the month last accomplished.

4.2.2. An individual who instructs a class receives credit for that ground training requirement.

4.2.3. Ground training accomplished during any phase of qualification training may be credited toward continuation training requirements for the training cycle in which it was accomplished.

4.2.4. Crewmembers that lose CMR/BMC status because of overdue ground training will regain CMR/BMC status upon completion of training.

4.3. Flying Training. All aircrew will accomplish the events shown in their respective continuation flight tables (**Table 4.3.**) during the continuation training period. Failure to accomplish these events may require additional training as determined by the SQ/CC.

4.3.1. Flight training accomplished during qualification/mission training is not creditable to continuation training requirements. The dates that events were accomplished during qualification/mission training can be used to establish currency dates.

4.3.2. The continuation training period is based on a static 12-month period: 1 Oct through 30 September.

4.4. Proration of Training:

4.4.1. Training requirements for crewmembers who are not available for duties as outlined in AFI 11-202V1, will be prorated. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies or to meet RAP lookback requirements.

4.4.2. Enter the number of months a crewmember is unavailable into the ARMS to prorate remaining training. ARMS prorates the annual event table using the following formula:

4.4.2.1. Events remaining = Annual Events X (# months available/12), truncated to the nearest whole number.

4.4.3. Crewmembers completing MQT and receiving CMR certification during a given month start continuation training on the first day of the following month. Training accomplished during IQT/MQT is not counted toward CT requirements remaining after attaining CMR status. Initial currency dates for recurring training events are established by the date of the AFI 11-202V2 evaluation. For events not accomplished on the initial evaluation (such as night landings) the initial currency date is established by the date the event was last accomplished and graded proficient. All requirements for crewmembers departing PCS or separating will be prorated to the last day of the month preceding the month of departure. Refer to AFI 11-202V1, for further guidance.

4.4.4. Flying and academic training requirements for crewmembers that are not available for normal duties will be prorated according to **Table 4.1.**

Table 4.1. Pro-ration Table.

Continuous Days Unavailable	Months Proration
0-30	0
31-45	1
46-75	2
76-105	3
106-135	4
136-165	5
166-195	6
196-225	7
226-255	8
256-285	9
286-315	10
316-345	11
346-366	12
Non-Continuous Days Unavailable	
>45	2

4.5. Failure to Complete Training Requirements. Individuals who fail to complete their BMC/CMR ground and flight requirements will be designated N-BMC/N-CMR and will have their recent training history reviewed by the squadron commander. The squadron commander will determine what training is necessary for the crewmember to regain BMC/CMR status. This make-up training is creditable towards the new training period. If this review indicates a proportionate/realistic volume of the BMC/CMR events were recently accomplished that would ensure combat proficiency, the squadron commander may declare the individual BMC/CMR.

4.6. Loss of Currency. Individual's non-current in one or more continuation training events will be placed in supervised status for those events and declared N-BMC/N-CMR (N/A for Instructor/Evaluator Duties and Touch & Go Landings). Currency will be regained by demonstrating proficiency with an instructor of like specialty for delinquent items IAW AFI 11-202V1. If a flight check is not required, annotate on the AFTO Form 781, ARMS Aircrew/Mission Flight Data Document, and MAR that currency is regained. Individuals can maintain or regain currency for those events listed in [Table 4.3](#) by which training is conducted in the simulator.

4.7. Commercial Contract Aircraft Continuation Training. When commercial contract B-747 training (wet lease) is available, pilots and flight engineers will maximize logging flying events in that aircraft under the provisions of the commercial vendor. Events that are not necessarily E-4 specific should be

accomplished and counted for currency and volume. Complete mission accomplishment reports as you would for an E-4 sortie.

4.7.1. Flight Attendants will complete an FAA approved commercial training course for passenger type aircraft annually. This training will also fill the requirement for Water Survival Training.

4.8. US/Russia Prevention of Dangerous Military Activities. Initial, annual refresher, and pre-deployment training for the Prevention of Dangerous Military Activities will be conducted to ensure that all pilots are familiar with the agreement and the implementing provisions contained in CJCSI 2311.01.

4.9. Crew Resource Management (CRM). Unit will participate in MAJCOM established CRM course. Each pilot, navigator, flight engineer, flight attendant, airborne communications specialist, communications control officer, super high frequency operator, and dual trailing wire operator is required to participate in one session every 24 months.

4.10. Aircrew Chemical Defense Equipment (ACDE) Training. E-4B crewmembers by nature of their mission are exempt from the aircrew chemical defense ensemble.

Table 4.2. Ground Training Requirements.

AIRCREW TRAINING					
COURSE	REFERENCE DIRECTIVE	FREQ	POS	GRNDG	AFFECT CMR/BMC
ACS-Data Refresher	AFI 11-2E-4V1	Q	ACS-D	NO	NO
ACS-Radio Refresher	AFI 11-2E-4V1	Q	ACS-R	NO	NO
ACS-SASS Refresher	AFI 11-2E-4V1	Q	ACS-S	NO	NO
ACS-TC/DTWO Refresher	AFI 11-2E-4V1	Q	ACS-TC, DTWO	NO	NO
Anti-Hijacking Procedures	AFI 13-207 (FOUO)	B	ALL	NO	NO
Closed Book Test	AFI 11-202V2	C	All	NO Note 5	NO
Cockpit Procedural Trainer	AFI 11-2E-4V1	SA	P/FE	NO	NO
Combat Survival, Low Threat Training AFI 11-301 and	ACCI 11-301	B	ALL	NO	NO
Combat Survival Training Course S-V80-A	ACCI 11-301	Initial	ALL	NO	NO
CPR	AFI 11-2E-4V1	A	FA	NO	NO
CRM	AFI 11-290 ACCI 11-290	B	P/N/FE/ FA/ACS/ CCO/ SHF/ DTWO	YES Note 1	YES
Egress Training, Non-Ejection	AFI 11-301 and ACCI 11-301	A	ALL	YES	YES
Emergency/Normal Procedures and Systems Review	AFI 11-2E-4V1	SA	ACS, CCO, SHF, DTWO	NO	NO
Flight Attendant Contract Training	AFI 11-2E-4V1	A	FA Note 4	NO	NO
Flight Simulator Continuation Training	AFI 11-2E-4V1	SA	P/FE	YES	YES
Flying Safety Training	AFI 91-202	Q	P/N/FE/ FA	NO	NO

COURSE	REFERENCE DIRECTIVE	FREQ	POS	GRNDG	AFFECT CMR/BMC
Instructor Refresher	AFI 11-2E-4V1	Q	IACS/ ISHF/ IDTWO/ ICCO	NO	NO
Instrument Refresher Course	AFMAN 11-210 and AFI 11-202V2	C	P/N	NO Note 5	NO
Life Support Equipment Training	AFI 11-301 and ACCI 11-301		ALL	NO	NO
Local Area Survival	AFI 11-301 and ACCI 11-301	Initial	ALL	YES	YES
Marshaling Exam	AFI 11-218	Initial and after a PCS	P	NO	NO
Open Book Test	AFI 11-202V2	C	All	NO Note 5	NO
Physiological Training (Altitude Chamber)	AFI 11-403	Every 5 years	ALL	YES	YES
Qualification Evaluation	AFI 11-202V2	C	All	YES Note 2/5	YES
SHF Refresher	AFI 11-2E-4V1	Q	SHF	NO	NO
SIOP Certification	ACCI 10-450	18 mo.	P/N/FE	YES Note 3	YES
SIOP Study (Recurring)	ACCI 10-450	SA	P/N/FE	YES Note 3	YES
Supervisor Safety Training	AFI 91-301	Initial	P/N	NO	NO
Water Survival Training-WST	AFI 11-301 and ACCI 11-301	B	ALL Note 4	NO	NO
Water Survival Training, Non-parachuting S-V90-A	ACCI 11-301	Initial	ALL	NO	NO
AIR FORCE AWARENESS PROGRAM TRAINING					
Code of Conduct	AFI 36-2209	B	ALL	NO	NO
Drug & Alcohol Substance Abuse Program	AFI 44-121	Initial and After PCS	ALL	NO	NO

COURSE	REFERENCE DIRECTIVE	FREQ	POS	GRNDG	AFFECT CMR/BMC
Laws of Armed Conflict	AFPD 51-4, AFI 51-401	A	ALL	NO	NO
Prevention of Dangerous Military Activities	CJCSI 2311.01	A	ALL	NO	NO
Protection of the President and Others	AFI 71-101V2	Initial and After PCS	ALL	NO	NO

NOTES:

1. CRM is not grounding during initial qualification training. OG/CC is the waiver authority for this event.
2. Grounding item when performing duties as a primary crewmember (not grounding if under instructor supervision)
3. Grounding item for performing alert duties (not grounding for other missions).
4. Flight attendants receive credit for Water Survival Training when accomplishing Flight Attendant Contract Training.
5. This event is required as part of evaluation criteria IAW AFI 11-202V2. Currency for the event is tracked on the AF Form 8. Record of Evaluations is tracked using AF Form 942, Record of Evaluation.

Table 4.3. Continuation Flight Training Annual BMC/CMR Requirements.

PILOT	BMC		CMR		Max in Sim (Note 8)		Freq	Notes
	I-Inexperienced	E-Experienced	I	E	I	E		
TRAINING EVENT	I	E	I	E	I	E		
Total Approaches	48	30	96	60	24	15	1/45	*
3 Engine Missed Approach	2	2	4	3	2	2		*
Circling Approach	6	4	12	8				2
GPS Approach	6	4	12	8				
ILS Approach	24	14	48	28	15	9		* 2,7
ILS App Auto (Cat II/IIIa)	8	5	18	10	5	3		*
ILS App Cat II (Manual)	16	9	30	18	10	6		* 2,7
Missed Approach-Auto	4	3	9	5				
Missed Approach-Manual	6	4	12	8	3	2		*

Non-Precision Approach	18	12	36	24	9	6		*
PAR Approach	6	4	12	8				2
Pilot Proficiency Exercise	4	2	5	3				5
Precision Approach	30	18	60	36	15	9		* 2
RMI Only-ADF (NDB)/VOR Approach	6	4	12	8	5	3		* 9
Visual Pattern	6	4	12	8				
VOR/TAC/LOC Approach	6	4	12	8	4	3		*
Descent Procedures	12	8	24	16	6	4		*
IP Supervised Instructor Proficiency	2	1	2	1				5
Category II/IIIa Certification							1/180	
Air Refueling Tanker AP Off	4	2	10	4				
Receiver Rendezvous	4	2	14	8				
Receiver Breakaway Pro	3	2	7	5				
Receiver Night Air Refueling	4	2	8	4			1/90	3
Receiver Air Refueling	12	10	28	20			1/45	3
Category II/IIIa Refresher							1/180	
Total Landings	44	27	87	55	22	13	1/45	* 1
Day Landing					17	10		* 1
Night Landing	11	7	21	13	5	3	1/90	* 1
3 Engine Landing (Full Stop)	5	3	10	6	3	2		*
Full stop Landing	15	9	29	18	7	4	1/60	* 1
Touch & Go Land (IP Only)							1/45	* 1,4
Category II/IIIa Autoland	4	2	9	5	2	1		* 1
Short Field Landing	3	2	6	4	2	1	1/180	* 1,6
Instructor/Evaluator Duties	2	1		2				
Low Pass Visual Rendezvous	3	3	6	6	2	2		*
Rendezvous Procedures Exercise	3	3	6	6				
Block Time Control Exercise	3	3	6	6				6
Alert Start Procedures	6	6	12	12				

TWA Activity	2	1	4	2				
Pilot RAP Sortie	12	12	12	12				
Sortie	36	24	48	36				
Total Takeoffs	12	8	24	16	6	4	1/45	*
Dept-LO Procedures	12	8	24	16	6	4		*
Simulated Engine Loss on Takeoff	4	2	8	5	3	2		*

NOTES:

* Items may be logged in the simulator, not to exceed the max allowed in the simulator during the training cycle. However, continue to log the events for currency update. The simulator can also be used to regain currency.

1. Credit Total Landings when accomplishing Day Landing, Night Landing, Touch & Go Landing, Full Stop Landing, 3 Engine Landing (Full Stop), Category II/IIIa Autoland or Short Field Landing.
2. Credit Precision Approach when accomplishing ILS Approach, ILS Approach Auto (Cat II/IIIa), ILS Approach Cat II (Manual), or PAR Approach.
3. Credit Receiver Air Refueling when accomplishing Receiver Night Air Refueling.
4. Loss of currency in Touch & Go Landing does not result in N-BMC or N-CMR status.
5. Credit Pilot Proficiency Exercise when accomplishing IP Supervised Instructor Proficiency Exercise.
6. Short Field Landings & Block Time Control Exercises are for Alert Aircraft Commanders only.
7. Credit ILS Approach when accomplishing ILS Approach Auto (Cat II/IIIa) or ILS Approach Cat II (Manual).
8. Max in Sim applies to both BMC and CMR.
9. Do not dual log RMI Only-ADF (NDB)/VOR Approach with VOR/TAC/LOC Approach when accomplishing the RMI Only approach using a VOR.

NAVIGATOR	BMC		CMR		Freq	Notes
I-Inexperienced E-Experienced						
TRAINING EVENT	I	E	I	E		
Descent Procedures	16	12	40	30		2
Enroute Rendezvous	2	2	4	2		1,2
Point Parallel Rendezvous	8	6	16	12		1,2

Receiver Rendezvous	10	8	20	14	1/60	1,2		
Instructor/Evaluator Duties	2	2		2				
Low Pass Visual Rendezvous	2	2	4	4				
Rendezvous Procedures Exercise	2	2	4	4		2		
Block Time Control Exercise	3	2	6	4	1/60	2		
Alert Start Procedures	4	4	8	4		2		
System Navigation Leg	4	4	4	4		2		
TWA Activity	2	1	4	2		2		
Navigator RAP Sortie	12	12	12	12		2		
Sortie	36	24	48	36				
Dept-LO Procedures	16	12	40	30		2		
NOTES:								
1. Credit Receiver rendezvous when accomplishing a Point Parallel Rendezvous or Enroute Rendezvous.								
2. Credit may be awarded while instructing these items.								
FLIGHT ENGINEER	BMC		CMR		Max in Sim (Note 4)		Freq	Notes
I-Inexperienced E-Experienced								
TRAINING EVENT	I	E	I	E	I	E		
FE Proficiency Exercise	4	3	12	4				
Receiver Air Refueling	5	4	24	10				1
Total Landings	2 0	16	52	36	9	6	1/45	*1,3
Full Stop Landing	1 6	12	38	24	9	6	1/45	*1,3,5
Touch & Go Landing							I=1/45 E=1/60	*1,2,3,5
Instructor/Evaluator Duties	2	1		2				
Rendezvous Procedures Exercise	2	2	4	4				1
Alert Start Procedures	4	2	8	4				

TWA Activity	2	1	5	1				
Engineer RAP Sortie	1 2	12	12	12				
Sortie	3 6	24	48	36				
Total Takeoffs	1 6	12	48	24	9	6	1/45	*1,3

NOTES:

* Items may be logged in the simulator, not to exceed the max allowed in sim for training cycle. However, continue to log the events for currency update. The simulator can also be used to regain currency.

1. Credit may be awarded when instructing a Takeoff, a Landing, a Touch & Go Landing, a Full Stop Landing, Receiver Air Refueling and a Rendezvous Procedures Exercise only when the student is non-current, or unqualified.
2. Loss of currency in Touch & Go Landings does not result in N-BMC or N-CMR status.
3. Takeoffs, Landings, Touch & Go Landings and Full Stop Landings can be logged only once per simulator training period.
4. Max in Sim applies to both BMC and CMR.
5. Credit Total Landings when accomplishing Touch & Go Landings or Full Stop Landings.

FLIGHT ATTENDANT	BMC		CMR		Freq	Notes
I-Inexperienced E-Experienced						
TRAINING EVENT	I	E	I	E		
Receiver Air Refueling	3	2	6	6		1,2
Instructor/Evaluator Duties	1	1		2		3
Rendezvous Procedures Exercise	2	2	4	4	1/90	2
Alert Start Procedures	4	2	8	4		
FA RAP Sortie	12	12	12	12		
Sortie	36	24	48	36		

NOTES:

1. Credit Receiver Air Refueling when pilots accomplish Receiver Air Refueling or Receiver Night Air Refueling.
2. Credit may be awarded when instructing Receiver Air Refueling and Rendezvous Procedure Exercise only when the student is non-current or unqualified.
3. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.

SHF

I-Inexperienced E-Experienced	BMC		CMR		Freq	Notes
TRAINING EVENT	I	E	I	E		
SHF Operations/Maintenance		3	8	4		
Instructor/Evaluator Duties					1/60	1
Sortie	12	12	12	12	1/60	
Communications RAP Sortie	12	12	12	12		

ACS-TC (SE)

I-Inexperienced E-Experienced	BMC		CMR		Freq	Notes
TRAINING EVENT	I	E	I	E		
DTWA Operations	5	3	8	4		
Radio Maintenance One (RM1)	5	3	8	4		
Radio Maintenance Two (RM2)	5	3	8	4		
Technical Control One (TC1)	5	3	8	4		
Technical Control Two (TC2)	5	3	8	4		
TWA Cycle	5	3	8	4		
Instructor/Evaluator Duties					1/60	1
Sortie	12	12	12	12	1/60	
Communications RAP Sortie	12	12	12	12		

ACS-SASS

I-Inexperienced E-Experienced	BMC		CMR		Freq	Notes
TRAINING EVENT	I	E	I	E		
SASS Operations	6	4	10	8		
Sortie	12	12	12	12	1/60	
Communications RAP Sortie	12	12	12	12		

ACS-RADIO

I-Inexperienced E-Experienced	BMC		CMR		Freq	Notes
TRAINING EVENT	I	E	I	E		
SASS Operations	6	4	10	8		
Radio Operations	6	4	10	8		
Instructor/Evaluator Duties					1/60	1
Sortie	12	12	12	12	1/60	
Communications RAP Sortie	12	12	12	12		
ACS-DATA						
I-Inexperienced E-Experienced	BMC		CMR		Freq	Notes
TRAINING EVENT	I	E	I	E		
Autodin Operations	6	4	10	8		
SASS Operations	6	4	10	8		
Milstar Operations	6	4	10	8		
Lowspeed Data Operations	6	4	10	8		
VLF/LF Operations	6	4	10	8		
Message Processing System Operations	6	4	10	8		
Instructor/Evaluator Duties					1/60	1
Sortie	12	12	12	12	1/60	
Communications RAP Sortie	12	12	12	12		
COMMUNICATION CONTROL OFFICER						
I-Inexperienced E-Experienced	BMC		CMR		Freq	Notes
TRAINING EVENT	I	E	I	E		
Commo Operations	4	2	8	4		
Instructor/Evaluator Duties					1/90	1
Sortie	12	12	12	12	1/60	
Communications RAP Sortie	12	12	12	12		
NOTE:						
1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.						

Chapter 5

SPECIALIZED TRAINING

5.1. Scope. This chapter contains prerequisites and training requirements necessary to prepare crewmembers to perform specialized duties in the E-4 aircraft. This includes instructor upgrade for all positions, alert Aircraft Commander qualification, and any other specialized training above the BMC/CMR qualification.

5.2. Instructor Upgrades. This section prescribes the requirements to be an instructor on the E-4 in all applicable specialties.

5.2.1. Prerequisites. Flying time requirements are depicted in **Table 5.1**. Instructor candidates in E-4 aircraft must satisfy these prior to being designated as instructors and performing instructor duties. Training and evaluation requirements may be accomplished prior to attaining these minimums, however the individual may not be designated as an instructor nor perform instructor duties until these requirements are met.

Table 5.1. Minimum Flying Time Requirements for Instructor Upgrade.

POSITION	TOTAL E-4 TIME
Pilot	500 or 300 (NOTE 1)
Navigator	500 or 300 (NOTE 1)
Flight Engineer	500 or 300 (NOTE 1)
Flight Attendant	400 or 100 (NOTE 1)
ACS-S/ACS-R/ACS-D/CCO/SHF/DTWO	100 (NOTE 2)
ACS-TC (Systems Engineer (SE))	50 (NOTE 3)
NOTES:	
1. One-year of prior instructor experience in another TTB aircraft and one year as an E-4 aircraft commander, navigator, flight engineer or flight attendant.	
2. Should have 100 hours in their primary position or one year as a mission ready crewmember.	
3. Should have 50 hours or six months as a Systems Engineer.	

5.2.1.1. MAJCOM Instructor Course. To develop a more professionally trained instructor force, it is mandatory that pilots, navigators, flight engineers, flight attendants and ACS/ DTWO/SHF/CCO personnel complete a MAJCOM approved instructor course prior to performing instructor duties. Instructors who have previously completed this or a MAJCOM approved Instructor Qualification course need only accomplish the portions pertaining to regulations and manuals, in-unit academic training, and in-unit flying requirements. An ADSC may be incurred for members attending a MAJCOM approved formal instructor upgrade course.

5.2.1.2. All instructors will complete CRM instructor training prior to assuming duties as an instructor. Instructor CRM training is a one-time requirement and must be included in all instructor upgrade syllabi as a 2-hour block of instruction. Initial instructor candidates receive this train-

ing as part of the formal instructor upgrade course. Aircrew members who have previously completed a MAJCOM approved Instructor Qualification course will complete instructor CRM training prior to entering instructor upgrade training. If contractor training is not available before or during the period of instructor upgrade, waivers can be requested IAW AFI 11-290 Para. 2.1.1.3, until the next available training date but no later than 1 year after upgrade. Aircrews taking the instructor CRM training will receive credit for CT training requirements.

5.2.2. Responsibilities for Instructor Upgrades:

5.2.2.1. All instructors will complete CRM instructor training prior to assuming duties as an instructor. Instructor CRM training is a one-time requirement and must be included in all instructor upgrade syllabi as a 2-hour block of instruction. Initial instructor candidates receive this training as part of the formal instructor upgrade course. Aircrew members who have previously completed a MAJCOM approved Instructor Qualification course will complete instructor CRM training prior to entering instructor upgrade training. If contractor training is not available before or during the period of instructor upgrade, waivers can be requested IAW AFI 11-290 Para. 2.1.1.3, until the next available training date but no later than 1 year after upgrade. Aircrews taking the instructor CRM training will receive credit for CT training requirements.

5.2.2.2. Instructors will instruct, demonstrate and supervise activity involving aircraft normal, emergency, and instrument procedures/techniques. Instructors will also administer all requalification training for loss of currency and recurring academic training.

5.2.3. Instructor Training Requirements:

5.2.3.1. Upgrade Requirements. Candidates will complete a course for their specialty developed by the 1 ACCS/DOT and successfully complete an AFI 11-202V2 evaluation. Candidates are allowed 60 days after entry into the program to complete training. Additional training beyond these prescribed minimums will be at the discretion of the squadron commander.

5.2.3.2. Proficiency. Instructor candidates will demonstrate proficiency in all activities in which they could be required to instruct (**Table 5.2.** and **Table 5.3.**). Instructors who have been non-current as instructors in excess of one year must re-accomplish these training requirements. Those who have been non-current less than one year will receive training as directed by the 1 ACCS Squadron Commander.

5.2.3.3. Academics. Instructor candidates who have previously completed Instructor Academic Training, for this or any other MAJCOM approved program need not accomplish this event.

5.2.3.4. Student Briefing and Critique. Each candidate will receive training in student briefing and critique. The instructor giving this training will use the guidelines outlined under instructor check in AFI 11-2E-4V2, *E-4 Aircrew Evaluation Criteria*.

5.2.3.5. Flight Training. Training for all crew positions will be IAW the requirements outlined in the applicable instructor course syllabi. Schedule a minimum of two missions. For pilots one mission must include night transition, touch-and-go landings and night receiver air refueling. All pilot flight training requirements must be accomplished from the right seat. Instructor candidates will demonstrate and instruct in all phases of flight. Emphasis will be placed on proper procedures, flying and instructional techniques, and safety.

5.2.3.6. Policies. Upgrade training will be administered by instructor qualified crewmembers of like specialty and will be IAW with HQ ACC/XO approved syllabi.

5.2.4. Evaluations:

5.2.4.1. An instructor of like specialty will recommend individuals for an evaluation. The individual's upgrade monitor will review the individuals training records after the recommendation and prior to the evaluation to ensure all appropriate training has been successfully completed and documented. The instructor recommending a student for evaluation should not act as the evaluator for the student's evaluation.

5.2.4.2. Flight Examiner Upgrades. For flight examiner upgrade requirements, see AFI 11-202V2.

Table 5.2. Instructor Upgrade Training Requirements P/N/FE/FA.

TRAINING EVENT	PILOT	NAV	FE	FA
3 Engine Missed Approach	P		P	
Circling Approach	P			
GPS Approach	P			
Holding Pattern	P	P		
ILS Approach	P			
ILS Approach Auto (Cat II/IIIa)	P			
ILS Approach-Cat II (Manual)	P			
Missed Approach-Auto	P			
Missed Approach-Manual	P			
PAR Approach	P			
RMI Only-ADF(NDB)/VOR Approach	P			
Visual Pattern	P			
VOR/TAC/LOC Approach	P			
Descent Procedures	P	P	P	P
Category II/IIIa Certification	1			
Category II/IIIa Refresher	P			
Day Landing	P		P	
Night Landing	P			
3 Engine Landing (Full Stop)	P		P	
Full Stop Landing	P		P	
Touch & Go Landing	P		P	
Category II/IIIa Autoland	P		P	
Short Field Landing	P			
Air Refueling Tanker Autopilot Off	P			
En route Rendezvous		P		
Overrun Procedures	P	P		
Point Parallel Rendezvous		P		
Receiver Rendezvous	P	P		
Receiver Breakaway Procedures	P	P	P	
Receiver Night Air Refueling	P			

TRAINING EVENT	PILOT	NAV	FE	FA
Receiver Air Refueling	P		P	P
Receiver Pilot Air Refueling Boom Limit Demonstration.	P			
Radio Silent, Visual Signals	P		P	
Total Takeoffs	P		P	
Dept-LO Procedures	P	P	P	P
Simulated Engine Loss on Takeoff	P		P	
Systems Navigation Leg		P		
FMS Operation		P		
General Navigation		P		
INU Operation		P		
Forms Knowledge		P		
Menu Planning				P
Briefing and Controlling Passenger				P
Alert Start Procedures	P	P	P	P
Low Pass Visual Rendezvous	P	P	P	
Rendezvous Procedures Exercise	P	P	P	P
Block Time Control Exercise	P	P		
Sortie	P	P	P	P
Alert Procedures	1	1	1	1
Checklist Procedures/Use	P	P	P	P
Crew Coordination	P	P	P	P
Emergency Procedures	P	P	P	P
Equipment Operation and Aircraft Systems	P	P	P	P
Forward Lobe Stairway Operation	P	P	P	P
Mission Planning and Briefing	P	P	P	P
Pre-flight Procedures	P	P	P	P
Post-flight Procedures	P	P	P	P
Regulation & Directive Orientation	1	1	1	1
Briefings/Critique	P	P	P	P
Demonstration and Performance	P	P	P	P
Instructional Ability	P	P	P	P
Instructor Academic Training (See Note)	1	1	1	1
AFI 11-202V2, Qualification Evaluation	1	1	1	1
NOTE: Instructor candidates who have previously completed Instructor Academic Training, for this or any other MAJCOM approved program need not accomplish this event.				

Table 5.3. Instructor Upgrade Training Requirements ACS-R/ACS-D/CCO/SE/SHF/DTWO.

TRAINING EVENT	ALL
Briefings/Critique	P
Demonstration and Performance	P
Instructional Ability	P
Regulation & Directive Orientation	P
Instructor Qualification Evaluation	P
NOTE: All initial instructor upgrade candidates must attend a MAJCOM approved instructor qualification course IAW Para 5.2.1.1., this regulation, prior to beginning any squadron level instructor upgrade training.	

5.3. Alert Aircraft Commander Qualification Training. All 1 ACCS pilots are initially qualified to serve as first pilots for National Airborne Operations Center (NAOC) alert missions. For all other 1 ACCS missions, pilots are initially certified to serve as aircraft commanders and as first pilots.

5.3.1. Prerequisites. Pilots should serve one year as a qualified first pilot (use IQT AFI 11-202V2 evaluation date to begin timing) before serving as an Alert Aircraft Commander. Training events leading to Alert Aircraft Commander certification may be accomplished prior to this anniversary.

5.3.2. Upgrade to Alert Aircraft Commander is not automatic. It is presumed that in one year a pilot will accumulate approximately 300 flying hours, accomplish 7 to 8 alert tours, and gain exposure to all the routine alert airfields in the continental United States. This level of experience is crucial for consideration for Alert Aircraft Commander qualification.

5.3.3. Procedures. Aircraft commanders will be administratively certified by the squadron commander to serve as an Alert Aircraft Commander and the documentation for this certification will be maintained in the individual's training folder.

5.3.3.1. The following events must be completed in the left seat and documented under the supervision of an instructor to complete administrative certification as an Alert Aircraft Commander: Alert Simulator Profile, Alert Aircraft Commander Responsibilities, Short Field Landing, Low Pass Visual Rendezvous, and Block Time Control Exercise. An alert tour under the supervision of an instructor must also be accomplished.

5.4. Functional Check Flight (FCF) Crew Training. The 1 ACCS squadron commander will identify crewmembers for FCF qualification. Consideration for FCF designation should only be given to the most experienced and most proficient crewmembers in the squadron.

5.4.1. Qualification Criteria/Procedures: All flight requirements may be accomplished during a training sortie, FCF flight, or simulator for pilots and flight engineers. Squadron CCX and training flight will identify events required for the FCF qualification. FCF qualification will be tracked in the crewmembers training folder and squadron letter of Xs.

5.4.1.1. Aircraft Commanders -- Will be instructor qualified and must satisfactorily perform at least one FCF profile under the supervision of an FCF qualified aircraft commander. Qualified

FCF First pilots are automatically qualified as FCF aircraft commanders upon upgrade to instructor pilot status.

5.4.1.2. First pilots -- Will be highly experienced and proficient (preferably instructors but not mandatory). Must perform at least one FCF profile under the supervision of an FCF qualified aircraft commander.

5.4.1.3. Navigators -- Will be highly experienced and proficient (instructors are preferred, but not mandatory). Must perform at least one FCF profile under the supervision of an FCF qualified navigator.

5.4.1.4. Flight Engineers -- Will be instructor qualified. Must perform at least one FCF profile under the supervision of an FCF qualified flight engineer.

5.4.1.5. Flight Attendants -- Will be highly experienced and proficient (instructors are preferred, but not mandatory). Must perform at least one FCF profile under the supervision of an FCF qualified flight attendant.

Chapter 6

NAVIGATOR TRAINING PROCEDURES

6.1. Scope. Navigation training procedures and standards for E-4B navigators.

6.2. Systems Navigation Leg:

6.2.1. Establish the navigation leg routing during mission planning. Base minimum navigation leg duration on the scheduled and available flight plan time. The intent is to fly the duration specified for the type of navigation leg being accomplished. Due to weather deviations, controller restrictions, adverse tailwind components, etc., the navigation leg may be terminated early to meet mission timing. In this case, credit will be awarded if minimum events are accomplished.

6.2.2. Establish control time and positions if required for type of navigation leg being flown. Alternate control time and positions may be used when in-flight replanning, controller restrictions, weather deviations or operational requirements prohibit reaching planned control time and positions.

6.2.3. All navigation training legs should adhere to planned course and airspeed except as noted above. Navigation leg requirements should not be accomplished during climbs, after takeoff, rendezvous, descent before landing, holding patterns, air refueling orbits, transition or landing. Navigation leg requirements, including checklist items, should be completed not later than 10 minutes prior to a rendezvous point, anchor point, Initial Approach Fix (IAF), beginning of a Standard Terminal Arrival (STAR), or planned starting point for an enroute descent.

6.2.4. Start and end navigation may be determined by any fixing/dead reckoning available.

6.2.5. Announce final Estimated Time of Arrival (ETA) prior to reaching termination point. ETAs may be revised any time to accommodate changes in ground speed. The navigation leg is considered complete after the termination fix has been taken and plotted.

6.2.6. Alteration or reworking of data is not permitted after navigation leg is terminated. After it has been terminated, log or chart only alterations and entries for clarification, or log completion will be permitted. Alterations and entries may be made in flight or after landing, but will not be accomplished during the period of penetration to final landing.

6.2.7. Minimum duration: 30 minutes

6.2.8. Minimum Accomplishments:

6.2.8.1. Two radar fixes if available.

6.2.9. Procedures.

6.2.9.1. Steering will be through FMS autopilot coupled.

6.2.9.2. The positions determined by radar, TACAN, VOR, or FMS, need not be used to direct the aircraft. They will be used to check the FMS position in any mode of operation.

6.2.10. Authorized Aids.

6.2.10.1. Radar.

6.2.10.2. TACAN, VOR, GPS/FMS

6.2.10.3. All modes of the INS/FMS.

6.2.11. Accuracy Standards.

6.2.11.1. Maintain 100 percent of scored positions within 10 Nautical Miles of planned course.

6.2.11.2. Maximum allowable terminal fix: 10 Nautical Miles

6.3. Air Traffic Rules:

6.3.1. During all general navigation activity, attempt to maintain centerline at all times. Deviations from Air Route Traffic Control Center (ARTCC) approved routing will not exceed 10 Nautical Miles (4 Nautical Miles along airways) unless approved by ARTCC. See Flight Information Publications (FLIP), FAA Handbook 7110.65 and AFI 11-202V3, *General Flight Rules*, for additional requirements and restrictions.

Chapter 7

SIMULATOR TRAINING PROGRAM

7.1. Scope. This chapter applies to pilots and flight engineers. Use these guidelines to conduct an effective simulator training program. Adherence to these guidelines ensures subject material is employed in a realistic manner on a regular basis.

7.2. Concept of Training:

7.2.1. Effective use of the flight simulator along with other training devices greatly enhances flight training programs. Crewmembers attending simulator training must prepare for each mission with the same emphasis given to aircraft missions. Review the flight profile and study the applicable abnormal/emergency procedures. Precede each simulator mission with a comprehensive briefing. The information presented should reinforce mission tasks. Cover Crew Resource Management (CRM) techniques as well as all data required to complete the profile.

7.2.2. Stress realism in all phases of trainer operation. Use the training device as if it were the aircraft to the maximum extent reasonable to include proper operation of communication, personal, and emergency equipment. Emphasize and practice correct communications and instrument flight procedures. Include realistic navigational aid and flight instrumentation failures. Emphasize CRM during instrument penetration and approach to landing. Instructors must insure the simulator environment is as realistic as possible.

7.2.3. The basic content of each simulator mission is included in separate lesson outlines (para. 7.6). Accomplish malfunction and emergencies as outlined to insure maximum exposure to these areas/systems. Deviation from the lesson plan to meet specific training needs is encouraged since it enhances training. Satisfactorily complete simulator period 1 and simulator period 2 before advancing to simulator period 3.

7.2.4. Conduct the Cockpit Procedures Trainer (CPT) (GS51) prior to sim period 3. CPT training is designed as an open forum for the crewmember to tailor training to their own needs. Include review of checklist procedures with each aircraft system.

7.2.5. Accomplish Continuation Flight Training requirements as allowed in **Table 4.3**. Due to the fidelity/certification level of the simulator, individuals can maintain or regain their currency in the simulator for the allowable events identified in **Table 4.3**. Therefore, if the maximum number allowed in the sim has been met/exceeded for the training cycle, continue to log the events for currency updates. If regaining currency annotate on the AFTO Form 781 and MAR as per paragraph 4.6.

7.2.6. Review lesson plans biannually.

7.3. Objectives:

7.3.1. Insure all flight crews maintain the proficiency required to safely operate the aircraft and effectively perform the assigned mission.

7.3.2. Provide realistic simulator in-flight mission training for E-4 crewmembers to include: abnormal and emergency procedures, normal procedures, crew coordination, system operation, instrument training, and SIOP scenario.

7.4. References. T.O. 1E-4B-1, Volume 1 & 2, *Flight Manual E-4B*, 1E-4B-1-1, Volume 3, *E-4B Performance Data Manual*, and AFM 11-217 V1, *Instrument Flight Procedures*.

7.5. Instructional Materials. B-747-100/200/238/300 flight simulator with visual air refueling capability and a minimum of Phase C level FAA certification, B-747-100/200/238/300 cockpit procedural trainer, and aircraft system mock-ups.

7.6. Lesson Outlines:

7.6.1. Simulator Period 1:

7.6.1.1. Duration: 4 hours.

7.6.1.2. Pre-Mission Requirements. Review: Normal procedures, crew resource management (CRM), CAT II/IIIa procedures, instructor procedures and techniques, flight characteristics (stalls, steep turns) and engine failure takeoff continued emergency procedures.

7.6.1.3. Overview. Accomplish a training profile that includes normal operating procedures, instrument procedures including CATII/IIIa procedures, and emergency procedures relating to the takeoff phase.

7.6.1.4. Mission scenario:

7.6.1.4.1. Flight deck preflight.

7.6.1.4.2. Engine start and taxi procedures.

7.6.1.4.3. Normal Take-off.

7.6.1.4.4. Area departure.

7.6.1.4.5. Flight characteristics (steep turns, approaches to stalls)

7.6.1.4.5.1. Unusual attitude recognition and recovery

7.6.1.4.6. Instrument procedures:

7.6.1.4.6.1. Holding.

7.6.1.4.6.2. ILS

7.6.1.4.6.3. NDB

7.6.1.4.7. Rejected landing.

7.6.1.4.8. Missed Approach.

7.6.1.4.9. Autoland.

7.6.1.4.10. Takeoff emergencies:

7.6.1.4.10.1. Rejected takeoff.

7.6.1.4.10.2. Simulated Engine loss on takeoff.

7.6.1.4.10.3. Three engine approaches.

7.6.2. Simulator Period 2:

7.6.2.1. Duration: 4 hours.

7.6.2.2. Pre-Mission Requirements. Review: Normal procedures, CRM, emergency and abnormal procedures, two-engine approach and landing procedures, and aircraft systems.

7.6.2.3. Overview. Accomplish a training profile that includes normal operating procedures, various aircraft system malfunctions, emergency procedures and two-engine approach and landing procedures.

7.6.2.4. Mission scenario:

7.6.2.4.1. Flight deck preflight

7.6.2.4.2. Engine start (abnormal), alternate start procedures

7.6.2.4.3. Takeoff and departure at maximum gross weight

7.6.2.4.4. Aircraft system malfunctions:

7.6.2.4.4.1. Electrical fire/failure

7.6.2.4.4.2. Hydraulic failures

7.6.2.4.4.3. Landing gear abnormalities

7.6.2.4.4.4. Flap malfunction

7.6.2.4.4.5. Flight control malfunctions

7.6.2.4.4.6. Brake failure/fire

7.6.2.4.4.7. Pressurization failure (Rapid Decompression)

7.6.2.4.4.8. Normal landing

7.6.2.4.4.9. Takeoff emergencies:

7.6.2.4.4.9.1. Rejected takeoff (MGW)

7.6.2.4.4.9.2. MGW Simulated engine loss on takeoff.

7.6.2.4.4.9.3. Fuel jettison

7.6.2.4.4.9.4. Engine failure/fire in-flight

7.6.2.4.4.9.5. Two-engine approach/landing

7.6.2.4.4.9.6. Aircraft evacuation.

7.6.3. Simulator Period 3:

7.6.3.1. Duration: 4 hours.

7.6.3.2. Pre-Mission Requirements. Review: SIOP Alert Procedures, CRM, emergency and abnormal procedures, tactical doctrine, and air refueling procedures.

7.6.3.3. Overview: The crew will accomplish a simulated SIOP mission operating in an Eastern United States locale.

7.6.3.4. Mission Scenario:

7.6.3.4.1. Alert Quick start

7.6.3.4.2. Abnormal Engine start

- 7.6.3.4.3. Three-engine takeoff with Base escape departure
- 7.6.3.4.4. Orbit delay with spiral descent to LPVR
- 7.6.3.4.5. Three engine landing at weights above normal
- 7.6.3.4.6. Air Refueling
- 7.6.3.4.7. Three engine landing
- 7.6.4. Cockpit Procedural Trainer (CPT):
 - 7.6.4.1. Duration: 2 hours.
 - 7.6.4.2. Overview: CPT provides systems refresher training for pilots and flight engineers.
 - 7.6.4.3. System Topics include:
 - 7.6.4.3.1. Electrical System:
 - 7.6.4.3.1.1. Electrical Smoke or Fire
 - 7.6.4.3.1.2. High or Rising IDG Oil Temperature
 - 7.6.4.3.1.3. IDG Oil Low Pressure Light On
 - 7.6.4.3.1.4. 1, 2, or 3 Generators in One System Inoperative
 - 7.6.4.3.1.5. Loss of All Generators
 - 7.6.4.3.1.6. Generator Drive (IDG) Disconnect
 - 7.6.4.3.1.7. Unbalanced or Oscillating KW/KVAR Indications
 - 7.6.4.3.1.8. Generator Circuit Breaker Open Light On and Field Off Light Off
 - 7.6.4.3.1.9. Failed T/R Unit, DC Ammeter Reads Zero Generator
 - 7.6.4.3.1.10. Circuit Breaker (GCB) Open Light and Field Off Light Off
 - 7.6.4.3.1.11. Essential Bus Off Light On
 - 7.6.4.3.1.12. Bus Tie Open Light On
 - 7.6.4.3.1.13. Split System Breaker Closed
 - 7.6.4.3.1.14. Locate 1 or 2 Open C/Bs Using T.O. 1E-4B-1
 - 7.6.4.3.2. Air Conditioning/Pneumatics:
 - 7.6.4.3.2.1. Air Conditioning Smoke
 - 7.6.4.3.2.2. Duct Pressure Low
 - 7.6.4.3.2.3. Wing Overheat
 - 7.6.4.3.2.4. Pack(s) Trip
 - 7.6.4.3.2.5. Bleed Air Overheat Light On
 - 7.6.4.3.2.6. High Stage Bleed Air Valve Failure
 - 7.6.4.3.2.7. Manual Pack Operation

- 7.6.4.3.2.8. Bypass, Inlet or Exit Doors Not in Preposition
- 7.6.4.3.2.9. Zone Overheat Light On
- 7.6.4.3.2.10. Trim Air Valve (Master) Closed
- 7.6.4.3.3. Pressurization:
 - 7.6.4.3.3.1. Rapid Depressurization
 - 7.6.4.3.3.2. Auto Fail Light On
 - 7.6.4.3.3.3. Pressurization System Manual Operation
 - 7.6.4.3.3.4. Pressurization System Partial Manual Operation
 - 7.6.4.3.3.5. Unscheduled Cabin Pressure Change
 - 7.6.4.3.3.6. Automatic Pressurization Electrical Power Interruption
- 7.6.4.3.4. Equipment Cooling:
 - 7.6.4.3.4.1. Loss of Flight Avionics Cooling
 - 7.6.4.3.4.2. Equipment Cooling Smoke Light On
- 7.6.4.3.5. Hydraulics:
 - 7.6.4.3.5.1. Hydraulic Systems Leak or Loss
 - 7.6.4.3.5.2. Engine Driven Hydraulic Pump Low Pressure Light On
 - 7.6.4.3.5.3. Hydraulic System Overheat Light On
 - 7.6.4.3.5.4. Air Driven Hydraulic Pump Low Pressure Light On (With ADP Switch in auto and Pneumatic Manifold Pressurized)
- 7.6.4.3.6. Engines:
 - 7.6.4.3.6.1. Engine Fire, Severe Damage or Separation
 - 7.6.4.3.6.2. Engine Failure and Shutdown
 - 7.6.4.3.6.3. In-flight Reverse Thrust Engine Restart In-flight
 - 7.6.4.3.6.4. Engines Stuck in Reverse During Ground Operations
 - 7.6.4.3.6.5. Starter Valve Fails to Close
 - 7.6.4.3.6.6. Start Valve Open Light On In-flight
 - 7.6.4.3.6.7. Engine Overtemp on the Ground Other Than Start
 - 7.6.4.3.6.8. Tailpipe Fire
 - 7.6.4.3.6.9. Engine Overlimits
 - 7.6.4.3.6.10. Oil Filter Bypass Light On
 - 7.6.4.3.6.11. Engine Stalls
 - 7.6.4.3.6.12. High Engine Vibration
 - 7.6.4.3.6.13. Fuel Filter Bypass Light On

- 7.6.4.3.6.14. Ground Idle Light On In-flight
- 7.6.4.3.6.15. Multiple Engine Loss
- 7.6.4.3.7. Fire Protection Systems
 - 7.6.4.3.7.1. Engine Nacelle Overheat
 - 7.6.4.3.7.2. Fire Detection Light On
 - 7.6.4.3.7.3. APU Fire Detector Fault Light On
 - 7.6.4.3.7.4. Wheel Well Fire
- 7.6.4.3.8. Landing Gear:
 - 7.6.4.3.8.1. Partial Main Gear Landing
 - 7.6.4.3.8.2. Alternate Landing Gear Extension
 - 7.6.4.3.8.3. Gear Not Centered Light On
 - 7.6.4.3.8.4. Landing Gear Lever Will Not Move To Up Position
 - 7.6.4.3.8.5. Gear Door Open Light On
 - 7.6.4.3.8.6. Anti-skid Hydraulic Light On
 - 7.6.4.3.8.7. Anti-skid Grd Mode Light Does Not Come On During Ground Test
 - 7.6.4.3.8.8. Ground Safety Relay Light On In-flight
 - 7.6.4.3.8.9. Red Gear Light Remains On (Throttles(s) not at Idle Setting)
 - 7.6.4.3.8.10. Anti-skid Light On
 - 7.6.4.3.8.11. Auto Brake Light On
- 7.6.4.3.9. Flight Controls:
 - 7.6.4.3.9.1. Unscheduled Stabilizer Trim
 - 7.6.4.3.9.2. Asymmetrical Trailing Edge Flaps
 - 7.6.4.3.9.3. Split Trailing Edge Flaps
 - 7.6.4.3.9.4. One or More Leading Edge Flaps Inoperative
 - 7.6.4.3.9.5. Alternate Leading Edge Flap Operation
 - 7.6.4.3.9.6. Alternate Trailing Edge Flap Operation
- 7.6.4.3.10. Automatic Flight:
 - 7.6.4.3.10.1. Auto Stab Trim (A or B) Light On
 - 7.6.4.3.10.2. Auto Throttle Light On
 - 7.6.4.3.10.3. Yaw Damper Light On (Upper or Lower)
- 7.6.4.3.11. Navigation:
 - 7.6.4.3.11.1. Both (Pilot and Copilot) Central Instrument Warn Lights Flashing

- 7.6.4.3.11.2. One (Pilot or Copilot) Central Instrument Warn Light Flashing
- 7.6.4.3.11.3. Warning Flags (No CIWS Lights)
- 7.6.4.3.12. Engine Starting Malfunctions:
 - 7.6.4.3.12.1. Hot Start
 - 7.6.4.3.12.2. Hung Start
 - 7.6.4.3.12.3. No EGT Rise
 - 7.6.4.3.12.4. N2 Acceleration is Sluggish
 - 7.6.4.3.12.5. EGT Climbing Through 750C
 - 7.6.4.3.12.6. Dense Fuel Fogging Prior to Start Lever Movement
 - 7.6.4.3.12.7. Instantaneous Light Off
 - 7.6.4.3.12.8. Initial Fuel Flow Greater than 700 lbs/hr
 - 7.6.4.3.12.9. Abnormal Oil Pressure After 30 Seconds After Start Switch On
 - 7.6.4.3.12.10. No Indication of N1 Rotation

7.7. Forms Adopted/Prescribed IAW AFI 33-360 V1, para 3.24.4.:

- 7.7.1. Adopted Forms listed in this AFI:
 - 7.7.1.1. AF Form 8, **Certificate of Aircrew Qualification**
 - 7.7.1.2. AF Form 847, **Recommendation for Change of Publication**
 - 7.7.1.3. AF Form 942, **Record of Evaluations**

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DCS/Air & Space Operations

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

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202 Volume 1, *Aircrew Training*

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

AFI 11-202 Volume 3, *General Flight Rules*

AFI 11-401, *Aviation Management*

AFI 11-2E-4 Volume 2, *E-4 Aircrew Evaluation Criteria*

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

AFI 36-2110, *Assignments*

AFI 36-2201, *Air Force Training Program Total Force Training And Education Review Process*

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

AFMAN 11-217 Volume 1, *Instrument Flight Procedures*

AFMAN 37-139, *Records Disposition Schedule*

ACCI 11-460, *Operations Systems Management*

Abbreviations and Acronyms

ACC/DO—Air Combat Command Director of Aerospace Operations

ACS—Airborne Communications Specialist

ACS-D—Airborne Communications Specialist-Data

ACS-R—Airborne Communications Specialist-Radio

ACS-S—Airborne Communications Specialist-Semi-Automatic Switching System

ACS-T—Airborne Communications Specialist-Technical Control

ARMS—Aviation Resource Management System

API—Aircrew Position Indicator

ARTCC—Air Route Traffic Control Center

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

BSP—Battle Staff Personnel

CCO—Communications Control Officer

COMM—Communications

CMR—Combat Mission Ready
CRM—Cockpit/Crew Resource Management
CT—Continuation Training (Phase III)
DNIF—Duty Not Involving Flying
DOT—Deputy Operations for Training
DOY—Battle Management Division
DOYR—Battle Management Division, Reconnaissance Branch
DTWO—Dual Trailing Wire Operator
E—Experienced
FA—Flight Attendant
FCF—Functional Check Flight
FE—Flight Engineer
HELO—Helicopter
HHD—Higher Headquarters Directed
I—Inexperienced
IAW—In Accordance With
INU—Inertial Navigation Unit (for FMS/GPS mod aircraft)
IP/IN/IFE/IFA—Instructor Pilot/Navigator/Flight Engineer/Flight Attendant
IQT—Initial Qualification Training (Phase I)
MAJCOM—Major Command
MAR—Mission Accomplishment Report
MPS—Message Processing System
MQT—Mission Qualification Training (Phase II)
N—Navigator
NAOC—National Airborne Operations Center
NMR—Non-mission Ready
NPES—Nuclear Planning and Execution System
OPS—Operations
P—Pilot
RAP—Ready Aircrew Program
RM—Radio Maintenance
SASS—Semi-Automatic Switching System

SE—System Engineer

SHF—Super High Frequency

TAR—Training Accomplishment Report

TC—Tech Controller

TX—Transition Training (Phase I)

UQ—Unqualified

Terms

Academic Training—This training includes classroom, Computer Based Instruction (CBI), and Aircrew Training Devices (ATD) related to aircraft systems and operation, flight characteristics and techniques, performance, normal and emergency procedures, and safety of flight items. Academic courses prepare crew members for flight training and are normally completed before flight training.

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

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

Alert Aircraft Commander—An Aircraft Commander who is certified to serve as “Pilot in Command” for NAOC alert.

Continuation Training—Training required by qualified personnel to maintain their assigned level of proficiency.

Critical Phases of Flight—Defined as; Takeoff, air refueling, approach to landing, landing and any flight maneuvers that require direct instructor supervision. Approaches to planned missed approaches and air refueling rendezvous/closure are not considered critical phases of flight.

Currency Events—Those events that must be accomplished at prescribed intervals to maintain the proficiency required to safely operate the aircraft or perform in-flight duties. Establishes the maximum amount of time, which may elapse without performing the event properly/safely.

Flight Crew —The pilots, navigator, flight engineer, and flight attendant (P, N, FE, and FA).

Instructor—An individual who has been trained to instruct and is designated by the squadron commander.

Mission Accomplishment Report—A computer generated product used for recording continuation training activity.

Mission Crew—Includes these crew positions: CCO, ACS-R, ACS-D, ACS-S, ACS-T, SHF, and DTWO and USSTRATCOM assigned personnel.

Non-mission Ready—An individual who is not current or qualified in the aircraft, or has not completed the required continuation training, or is not certified to perform the unit mission.

Proficient—Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without assistance.

Reporting Status—A readiness indicator, which relates completion of, required training to the Status of Resources and Training System (SORTS). See AFI 10-201, *Status of Resources and Training System*.

Supervised Status—A status assigned to an individual who is; delinquent in a currency event, qualification level III IAW AFI 11-202V2, or has been so designated by the squadron commander. An individual in this status must be supervised by an instructor of like specialty while performing the non-current/unqualified event. The individual will be considered NMR (except for ME21 and LD11).

System Engineer—An individual who is qualified and maintains currency as a TC-1, TC-2 and RM-2. They also have completed an initial Systems Engineer evaluation.

Upgrade Training—Training conducted to qualify a crewmember as an instructor. Flight examiner upgrade will be IAW AFI 11-202V2. (Could also mean alert aircraft commander or special mission upgrade.)

Attachment 2

TRAINING EVENT DESCRIPTION TABLE

Table A2.1. Alphabetical Listing of Events

	ACS-Data Refresher. Written proficiency training exams or hands on training. Should consist of Operating Procedures, Mission Equipment, Alert and Emergency Procedures.
	ACS-Radio Refresher. Written proficiency training exams or hands on training. Should consist of Operating Procedures, Mission Equipment, Alert and Emergency Procedures.
	ACS-SASS Refresher. Written proficiency training exams or hands on training. Should consist of Operating Procedures, Mission Equipment, Alert and Emergency Procedures.
	ACS-TC/DTWO Refresher. Written proficiency training exams or hands on training. Should consist of Operating Procedures, Mission Equipment, Alert and Emergency Procedures.
	AFI 11-202V2, Qualification Evaluation. Required as a course completion item for all initial/mission qualification and requalification training. Partial checks are required in conjunction with difference training when difference qualification involves any new area in which not currently qualified.
	Airborne Performance Monitor. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Air Refueling Tanker Autopilot Off. All axes of the tanker autopilot must be disengaged to satisfy receiver training requirements. Receiver pilots must practice contacts for a minimum of five minutes.
	Aircraft Commander's Responsibilities. Pilots must receive a comprehensive briefing on their responsibilities while performing aircraft commander duties. This briefing will include, but not limited to, command and control, chain of command, ICAO procedures, foreign clearance guide, billeting, security, aircraft performance and limitations, crew rest and crew duty day.
	Alert Aircraft Commander's Responsibilities. Pilots must receive a comprehensive briefing on their responsibilities while performing alert aircraft commander duties. This briefing will include but not be limited to alert fuel loads, minimum onboard alert rations, alert chain of command and alert weather minimums and guidelines.

	<p>Alert Procedures. Consists of a discussion period with an instructor covering all alert checklists and phases of alert procedures. Included are:</p> <p>Aircraft Acceptance & Cocking</p> <p>Scramble Procedures, Alert Start, Alert Takeoff (3 & 4 engine), EWO Departure, Rendezvous Procedures, Maintenance Status, Uncocking and Recocking</p> <p>On-site inspection tour (MOB/FOB).</p> <p>Physical layout of alert vehicle response routes, alert taxi routes for launch, increased posture, exercise recovery.</p> <p>Emphasize obstacles, sharp turns, taxi speed and additional hazards of weather and darkness.</p> <p>A thorough review of MAJCOM OPORD and host base supporting plans concerning MOB/FOB operations.</p>
	<p>Alert Start Procedures. This training event consists of alert cocking, engine start and taxi to the runway hold line. Credit may be awarded by either of the following means:</p> <p>An alert taxi exercise accomplished while on ground alert.</p> <p>An alert start and taxi exercise accomplished on any training sortie.</p>
	<p>AN/USC-28. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.</p>
	<p>Antenna Pointing Group. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.</p>
	<p>Anti-Hijacking Procedures. Conduct IAW AFI 13-207, Preventing and Resisting Aircraft Piracy (High-Jacking). Must be completed prior to first flight.</p>
	<p>AUTODIN Operations. Assigned to this position and performed associated duties.</p>
**	<p>AUTODIN Systems Review. Should consist of the following as required by mission/sortie profile: Console Equipment/Controls, Internal Communications Systems, Single Channel Transponder (SCT) Network, MPS Procedures, Encryption/Decryption/Authentication, Operational Procedures, Alert Procedures, Mission Planning/Briefing, Crew Coordination, and Checklist Procedures/Use.</p>
	<p>Block Time Control Exercise. Time Control from en route cruise to touchdown, overhead runway midpoint, or to final ramp parking destination. Accomplishment of LPVR & Rendezvous Procedure Exercise in conjunction with this event is desired but not required. (In order for pilot to log, must be the pilot flying).</p>
	<p>Briefing and Controlling Passengers. Demonstration of proficiency in knowledge of passenger briefing and control. Areas must include applicable operations manual and directive restrictions.</p>

	Briefings/Critique. Student instructor's briefings were well organized, accurate and thorough. Reviewed student's present level of training and defined mission events to be performed. Demonstrated ability during critique to reconstruct the flight, offer mission analysis and provide corrective guidance where appropriate. Completed all training documents according to prescribed directives. Correct grades awarded. See text paragraph 5.2.3.4 .
*	Call Processing. An instructor demonstration and student performance on all possible incoming and out going calls.
	CAPS. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Cardiopulmonary Resuscitation Training (CPR).
	Category II/IIIa Autoland. This event requires a fully coupled approach to touchdown. Credit Total Landings, ILS Approach Auto, ILS Approach, Precision Approach and Touch & Go or Full Stop Landing as applicable when accomplishing this event.
	Category II/IIIa Certification. Log this event to signify satisfactory demonstration of Category II/IIIa ILS procedures to an instructor. Must accomplish a Cat II/IIIa Auto-go, a Cat II/IIIa Auto-land and a 3 engine (simulated outboard engine failure) ILS Cat II Manual to minimums with a 3 engine missed approach, and Category II/IIIa refresher ground training. Dual log with Total Approaches (3), Precision Approach (3), ILS Approach (3), ILS Approach Auto (2), ILS Approach-Cat II (Manual), Missed Approach-Manual, Missed Approach-Auto, 3 Engine Missed Approach, Category II/IIIa Autoland, and Category II/IIIa Refresher when accomplishing this event. Initial certification is accomplished in conjunction with the AFI 11-202V2, qualification evaluation.
	Category II/IIIa Refresher. A review of Category II/IIIa operating procedures with an instructor during mission planning when accomplishing Category II/IIIa Certification.
	Checklist Procedures/Use. Demonstration of appropriate flight manual checklist procedures and air refueling checklists.
	Circling Approach. Credit when accomplishing any circling approach as defined in AFM 11-217. Credit Non-precision Approach when accomplishing this event.
	Close Book Test. Administered and graded IAW AFI 11-202V2.
	Circuit Configuration/Operations. A discussion/demonstration of all configurations and operations of circuits for the associated position.
	Cockpit Procedural Trainer (CPT). Aircraft systems refresher session accomplished in E-4B or contractor provided CPT.
	Code of Conduct. Training that prepares US military personnel to meet the obligations stated in the Code of Conduct and to return with honor from any combat, evasion, or captivity situation.
	Combat Survival, Low Threat (LTCMB Survival). Biennial event conducted to review with aircrew members their survival and rescue procedures.

	Combat Survival Training Course, S-V80-A. Presents training in principles, procedures, equipment and techniques which enable individuals to survive, regardless of climatic conditions or unfriendly environments, and return to their organization.
	Communication RAP Sortie. An alert, FEMA or President and Secretary of Defense support sortie can count as a RAP sortie provided the person is a primary crewmember. To receive RAP sortie credit during any other sortie, the person must be on a sortie with all communications crew positions manned. Credit Sortie when accomplishing this event. EXCEPTION: RAP sortie credit can also be taken when a complete 8hr shift on the primary alert aircraft is accomplished without flying (this type of RAP sortie does not dual credit with a "Sortie" or count for Sortie currency).
	COMSEC. Accomplished by 1ACCS Communication COMSEC office. A TOP SECRET/SBI clearance is required before this can be accomplished.
*	Console Equipment/Controls. Consists of all equipment, consoles, and controls that are a part of the noted system or are used in conjunction with the noted system.
	Cooling Air. A discussion/demonstration of all associated equipment to include function and operation.
	Cooling Liquid. A discussion/demonstration of all associated equipment to include function and operation.
	Crew Coordination. Instruct each crewmember in the techniques and procedures for close coordination with other crew positions in accordance with the flight manual and applicable publications. Emphasize crew coordination during mission planning, preflight, and throughout each flight. Each crewmember must understand the need for close crew coordination. The aircraft commander must demonstrate the ability to command a crew in an effective and efficient manner while performing pilot duties.
	CRM (Cockpit/Crew Resource Management). Contractor provided Crew Resource Management training for P/N/FE/FA/ACS/CCO/SHF/DTWO.
	Crypto/Teletype. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Day Landing. Used to track landing currency. Credit Total Landings when accomplishing this event.
**	Defense Satellite Communications System Electronic Counter-Countermeasure (DSCS ECCM) Networks. A discussion of all related regulations, procedures & equipment.
	Demonstration and Performance. Student instructor effectively demonstrated procedures and techniques on the ground and inflight. Demonstrated thorough knowledge of aircraft systems, procedures and all applicable publications and regulations.

	<p>Departure Through Level-off Procedures (Dept-LO Proc). Credit when accomplishing the following by crew position:</p> <p>(P) Performed departure as published/directed IAW the aircraft flight manual and AFM 11-217, Instrument Flying.</p> <p>(N) Monitored headings, altitudes and aircraft position throughout the departure. Provided headings, ETAs and other required information in a timely manner. Ensured adequate terrain clearance and followed through on the SID, if applicable.</p> <p>(FE) Monitored engine/aircraft system indicators; complied with the AC's briefing; accomplished required procedures IAW the flight manual.</p> <p>(FA) Accomplished after loading and before taxi/takeoff procedures IAW the flight manual. Ensured passenger compliance. Ensured cabin/galley secured. Ensured AC received corrected crew/passenger manifests. Presented required briefings.</p>
	<p>Descent Procedures. Credit when accomplishing the following by crew position:</p> <p>(P) Accomplished IAW the aircraft flight manual and AFM 11-217. Only the pilot who flew the descent may take credit.</p> <p>(N) Accomplished IAW the aircraft flight manual. Monitored aircraft position, approach instructions and appropriate FLIP terminal plates. Furnished the pilot with headings, ETAs, and other information when required. Ensured terrain clearance.</p> <p>(FE) Accomplished required checks and procedures IAW the aircraft flight manual. Monitored engine/aircraft system indicators and complied with AC's briefing.</p> <p>(FA) Accomplished required checks and procedures IAW the aircraft flight manual. Ensured passenger compliance with descent/landing requirements and cabin/galley secure.</p>
	<p>Digital Wall Clock System. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.</p>
	<p>Drug & Alcohol Substance Abuse Program. Provides guidance for the identification, treatment and management of personnel with substance abuse problems and describes Air Force policy regarding alcohol and drug abuse.</p>
	<p>DTWA Controls and Indicators. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.</p>
	<p>DTWA Modes of Operation. A discussion/demonstration of all DTWA modes of operations.</p>
	<p>Dual Trailing Wire Antenna Operations. Assigned to this position and performed associated duties.</p>
	<p>E-4 Systems Course (Initial Qual/Requal). This course is designed to introduce the student to the various aircraft systems of the E-4. Credit will not be awarded until all course requirements are satisfied. The course will consist of the topics depicted below for each crew position.</p>

PILOTS/FLIGHT ENGINEERS		FLIGHT ATTENDANTS
Aircraft General		Aircraft General
Engines/APU/Fire Protection		Air Stair Operation
Fuel/Air Refueling		Alert Procedures
Electrical System		Associated Directives
Hydraulics/Landing Gear/Brakes		Emergency Equipment/Procedures
Flight Controls		Mission Planning
Air Cond./Press/Equipment Cooling		Food handlers
Ice & Rain Protection		Communications
Communications		Galley Operations
Automatic Flight Control System		CPR Training
Navigation Systems		Commercial Flight Academy
Flight Instruments		
Mission Equipment		
Weight & Balance/Performance		ACS-S/ACS-R/ACS-D/ACS-T/ CCO/DTWO/SHF
NAVIGATORS		Aircraft General/Technical Orders/Flight Manuals
Air Refueling Rendezvous Procedures		Aircraft Interphone Systems
Aircraft General		Communications Equipment
Communications and Avionics Equipment		Emergency Equipment & Procedures
Flight Management/Inertial Navigation Systems		Emergency Procedures Communications Equipment
Mission Planning (Comp Flight Planning)		
Normal Procedures		
Radar		
Timing Control		
**	EAM Procedures. A discussion of transmit, receive, and correction procedures for all types of Emergency Action Messages.	
	Egress Training, Non-ejection. Event conducted prior to the first flight that evaluates the aircrew's ability to demonstrate use of aircrew and passenger LSE and primary and secondary air and ground egress points. Practice egress scenario to enforce the importance of aircrew coordination actions required for emergency situations. Ensure crewmembers are aware of their responsibilities for conducting safety briefings IAW AFI 11-202V3.	
**	EHF System. A discussion of all procedures & associated equipment.	
**	EHF Net Procedures. A discussion of all procedures & regulations associated with operational nets and configurations.	
	Electrical Systems – AC. A discussion/demonstration of all associated equipment to include function and operation.	

	Electrical Systems – DC. A discussion/demonstration of all associated equipment to include function and operation.
*	Electronic Switching System. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Emergency Procedures. Consists of demonstrated emergency procedure knowledge as outlined in the operations manual as applicable to each aircraft specialty.
	Emergency/Normal Procedures and Systems Review. Emergency and normal procedure knowledge of applicable aircraft systems.
**	Encryption/Decryption/Authentication. An instructor led demonstration and performance of all related documents and equipment.
	Enroute Rendezvous. Procedure used when join-up is to be accomplished at an RZ PT at a scheduled time. Timing may be accomplished using ground speed control, orbit delay, or timing triangle. Dual log with Receiver Rendezvous.
	Equipment Operation and Aircraft Systems. Crewmembers must demonstrate proficiency in normal and emergency procedure knowledge of applicable aircraft systems and equipment.
	FDMA. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Flight Attendant Contract Training. Accomplished IAW Contract training syllabus.
	Flight Attendant RAP Sortie. An alert, FEMA or President and Secretary of Defense support sortie can count as a RAP sortie provided the flight attendant is a primary crewmember. To receive RAP sortie credit during any other sortie, the FA must log Alert Start Procedures and Rendezvous Procedures Exercise. Credit Sortie when accomplishing this event.
	Flight Engineer Proficiency Exercise. Credited in conjunction with a Pilot Proficiency Exercise or IP Supervised Instructor Proficiency Exercise. Flight engineers will perform crew specialty functions required during the pilot's proficiency exercise. See Pilot Proficiency Exercise for events to be accomplished. Flight engineers are exempt from the 1.5 hour continuous condition.
	Flight Engineer RAP Sortie. An alert, FEMA or President and Secretary of Defense support sortie can count as a RAP sortie provided the flight engineer is a primary crewmember, a preflight was accomplished and alert checklist procedures were used. To receive RAP sortie credit during any other sortie, 5 of the 8 events listed below must be accomplished. Credit Sortie when accomplishing this event.
Preflight	Touch and Go Landing
Takeoff	Receiver Air Refueling
Landing, Full Stop	Rendezvous Procedure Exercise
Shutdown Checklist	TWA Activity
	Flight Management System (FMS) Operation. Demonstration of proficiency in FMS knowledge and procedures in accordance with the flight manual.

	<p>Flight Simulator Continuation Training.</p> <p>Simulator 1. The crew will accomplish a training profile that includes normal operating procedures, instrument procedures including CATII/IIIa ILS operations, and emergency procedures relating to the takeoff phase.</p> <p>Simulator 2. The crew will accomplish a training profile that includes normal operating procedures, various aircraft system malfunctions, emergency procedures and two-engine approach/landing procedures.</p> <p>Simulator 3. The crew will accomplish a simulated SIOP mission operating in an Eastern United States locale.</p> <p>NOTE: Simulator Training Credit for each event is the same, however, 3 periods of 4 hours each for a total of twelve hours of contract simulator training per training period (semiannual) are required for each pilot and flight engineer. Refer to Chapter 7 for lesson outlines.</p>
	<p>Flying Safety Training. Establishes mishap prevention program requirements, assigns responsibilities for program elements, and contains program management information.</p>
**	<p>Force Report Back Procedures. Procedures, regulations and definitions associated with the ACS-R, ACS-D, & CCO normal procedures.</p>
	<p>Forms Knowledge. (FA) Knowledge and completion of border clearance forms, to include General Declarations, Individual Declarations and Foreign Declarations.</p> <p>(ACS, DTWO, SHF, CCO) Knowledge and completion of all applicable forms, to include aircraft maintenance forms, communication logs, and Mission Accomplishment Reports (MAR).</p>
	<p>Forward Lobe Stairway Operation. Demonstrated proficiency in air stair operations in accordance with the flight manual.</p>
	<p>Full Stop Landing. Used to track full stop landing currency Credit Total Landings when accomplishing this event.</p>
	<p>General Maintenance Practices. Consists of a discussion period and demonstrations in the aircraft covering general maintenance practices to include: ESDS; Cable maintenance; common use of tools; Technical Order usage and Aerospace form usage.</p>
	<p>General Navigation. Includes maintaining in-flight log/chart information, fixing, maintaining track, establishing reliable ETAs and meeting control times.</p>
	<p>Global Positioning System (GPS) Approach. Credit when accomplishing any GPS approach as defined in AFM 11-217. Credit Non-precision Approach when accomplishing this event.</p>
	<p>Ground Entry Point Knowledge. A discussion/demonstration of all GEP knowledge objectives.</p>
	<p>Ground Line Facilities. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.</p>

*	HF Communication System. A discussion of HF radio control heads, antenna locations, and HF system operations.
**	HF Networks. Discussion of HF networks associated with the operator's normal & special operations.
**	HHD Procedures. Discussion of procedures, regulations & equipment involved with these types of missions.
	Holding Pattern. Pilot and navigator will demonstrate the ability to load FMS and accomplish any holding pattern as defined in AFM 11-217.
	IFF. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	ILS Approach (Cat I, II or IIIa). Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit when accomplishing a Category I ILS, an ILS Approach Auto (Cat II/IIIa) or an ILS Approach-Cat II (Manual). Also credit Precision Approach when accomplishing this event.
	ILS Approach Auto (Cat II/IIIa). Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit ILS Approach (Cat I, II, or IIIa) and Precision Approach when accomplishing this event.
	ILS Approach-Cat II (Manual). Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit ILS Approach (Cat I, II, or IIIa) and Precision Approach when accomplishing this event.
	INMARSAT. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
*	Internal Communications Systems. This is an instructor led demonstration and discussion of operations and related equipment to all interphone systems on aircraft.
	Instructional Ability. Student instructor demonstrated ability to communicate effectively. Provided appropriate corrective guidance when necessary. Planned ahead and made timely decisions. Correctly analyzed student errors.
	Instructor Academic Training. MAJCOM approved instructor course, for those who have not attended a MAJCOM instructor course. Those not required by this manual to attend this course, may substitute in unit academic training.
	Instructor/Evaluator Duties. Only certified instructors/evaluators log this event when actually instructing or evaluating crewmembers of like specialty. Loss of currency in this event results in supervised status in this event only. The individual is still considered mission ready and may be placed on alert.
	Instructor Refresher. Written proficiency training exams or hands on training. Should consist of flight instructor, principles of instruction, student motivation, preparing to teach, instructional techniques, instructional methods, training aids, student/instructor relationships, evaluation procedures, evaluation techniques, regulations and manuals, instructor survival, and training records.
	Instrument Refresher Course (IRC). Credit when accomplished IAW AFM 11-210, Instrument Refresher Course Program.

	INU Manual Update. With FMS equipped aircraft, demonstrate the procedures to update an INU from another INAV solution.
	IP Supervised Instructor Proficiency Exercise. An IP accomplishing a Pilot Proficiency Exercise under the supervision of another IP (including contract instructors) will log this event. Dual log with Pilot Proficiency Exercise.
	Laws of Armed Conflict. Protection of combatants and noncombatants from unnecessary suffering; safeguarding the basic rights of civilians, POWs, the wounded and the sick.
	Life Support Equipment Training. Academic and equipment training in which aircrew members demonstrate their academic ability to locate, preflight, and use all aircrew and passenger LSE carried aboard unit aircraft or issued to crewmembers. Ensure crewmembers are briefed on the limitations and safety issues related to LSE.
	Local Area Survival. One time event conducted prior to the first flight at home-station to familiarize aircrew members with local equipment and rescue procedures.
	Low Pass Visual Rendezvous (LPVR). Accomplished IAW operational procedures. Accomplishment of Rendezvous Procedure Exercise & Block Time Control Exercise in conjunction with this event is desired but not required.
	Low Speed Data Operations. Assigned to this position and performed associated duties.
**	Low Speed Systems Review. Should consist of the following as required by mission/sortie profile: Console Equipment/Controls, Internal Communications Systems, Defense Satellite Communications System Electronic Counter-Countermeasure (DSCS ECCM) Networks, Missile Warning Teletype (MWTTY), Secure Data Circuits, Force Report Back Procedures, Encryption/Decryption/Authentication, Operational Procedures, EAM Procedures, Alert Procedures, Mission Planning/Briefing, Crew Coordination, and Checklist Procedures/Use.
	Marshaling Exam. Prescribes rules for the operation, movement, and control of aircraft on the ground.
	Maximum Brake Full Stop Landing. Accomplishment of a short field landing using maximum brakes. An initial qualification training event.
	Menu Planning. Procurement of food, storage, preparation, presentation, timing, and customs/agriculture restrictions.
	Message Processing System Operations. Performed associated duties.
*	Message Processor System. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
*	MF Radio. A discussion of the purpose, control head, and system operation.
	MIB Knowledge. A discussion/demonstration of all associated knowledge items.
	MILSTAR Operations. Assigned to this position and performed associated duties.
	MILSTAR System. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.

**	MILSTAR Systems Review. Should consist of the following as required by mission/sortie profile: Console Equipment/Controls, Internal Communications Systems, UHF Satcom (AFSAT), UHF DAMA System, EHF System, EHF Net Procedures, Force Report Back Procedures, Encryption/Decryption/Authentication, Operational Procedures, EAM Procedures, Alert Procedures, Mission Planning/Briefing, Crew Coordination, and Checklist Procedures/Use.
	Miscellaneous Electronics. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Missed Approach-Auto. Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit ILS Approach (Cat I, II, or IIIa), ILS Approach Auto (Cat II/IIIa) and Precision Approach when accomplishing this event. For Initial Qual/Requalification training, this event will not be accomplished until a briefing has been conducted by an instructor pilot on power requirements and programmed aircraft attitude.
	Missed Approach-Manual. Accomplished in accordance with the aircraft flight manual and AFM 11-217.
**	Missile Warning Teletype (MWTTY). A discussion of all related regulation, procedures & equipment.
	Mission Crew CRM (Crew Resource Management). Contractor provided Crew Resource Management training for ACS, CCO, SHF and DTWO.
	Mission Planning and Briefing. An instructor of like specialty for each training sortie must supervise this activity. Accomplish mission planning and mission briefing IAW applicable directives. During mission planning, discuss appropriate aircraft and air refueling technical orders as they apply to the scheduled activity on the mission. FE's will compute weight and balance, TOLD, and appropriate aircraft performance for mission. For instructor upgrade, the candidate will brief all phases of the flight and maneuvers to be performed with emphasis on correct techniques, procedures and safety.
**	MPS Procedures. A discussion of all procedures & associated equipment.
	Multiplex System. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Navigator RAP Sortie. An alert, FEMA or President and Secretary of Defense support sortie can count as a RAP sortie provided the navigator is a primary crewmember. To receive RAP sortie credit during any other sortie, 5 of the 8 events listed below must be accomplished. Instructors can also log while instructing items that meet the definition of a RAP sortie. Credit Sortie when accomplishing this event.
	Dept-LO Procedures
	Systems Navigation Leg
	Alert Start Procedures
	Receiver Rendezvous
	Descent Procedures
	TWA Activity
	Block Time Control Exercise
	Rendezvous Procedure Exercise
	Night Landing. Used to track night landing currency. Credit Total Landings when accomplishing this event.

	Non-precision Approach. Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit when accomplishing any non-precision approach (VOR, TAC, LOC, NDB, GPS).
	Nuclear Planning and Execution System. A discussion/demonstration of all associated equipment.
	Open Book Test. Administered and graded IAW AFI 11-202V2.
**	Operational Procedures. A discussion of all daily and special procedures associated with the noted system.
	Opposite Seat Exercise. During Initial Qualification training, this event requires the pilot to occupy the right seat and demonstrate proficiency during an approach and landing (Touch & Go or Full Stop). Required to become dual seat qualified.
	Overrun Procedures. Accomplish IAW air refueling technical order 1-1C-1-28.
	PAR Approach. Accomplished in accordance with the aircraft flight manual and AFM 11-217. Also credit Precision Approach when accomplishing this event.
	Patch and Test Facility. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Physiological Training (Altitude Chamber). Teaches the physiological stresses and human factor implications of modern military aviation and prepares the flyer to meet these challenges. Enhances flight safety by helping to reduce the number of human factor mishaps.
	<p>Pilot Proficiency Exercise. 1.5 hour block of transition, instrument and emergency procedures practice. Once the block commences, do not disrupt for any other type of training. Pilots must log IP or primary time for the entire block to award credit. Aircraft commanders must be supervised by an IP. IP's must accomplish 50 percent of their proficiency exercises under the supervision of another IP (See IP Supervised Instructor Proficiency Exercise). Credit when accomplishing an IP Supervised Instructor Proficiency Exercise. Accomplish an appropriate sampling of the following:</p> <p>Precision Approaches (ILS, PAR)</p> <p>Non Precision Approaches (VOR, TAC, LOC, NDB, GPS)</p> <p>Missed Approaches</p> <p>Visual pattern and landing (weather permitting).</p> <p>Accomplish as many practice emergency procedures as possible in the time when conditions permit. Place particular emphasis on simulated systems malfunctions and simulated engine out operation. These may include but are not limited to:</p> <p>Simulated Engine Loss on Takeoff</p> <p>3 Engine Missed Approach</p> <p>Simulated 3-engine landing</p> <p>Alternate Gear and Flap Lowering</p>

	Pilot RAP Sortie. An alert, FEMA or President and Secretary of Defense support sortie can count as a RAP sortie provided the pilot is a primary crewmember. To receive RAP sortie credit during any other sortie, 5 of the 8 events listed below must be accomplished. Credit Sortie when accomplishing this event.
Alert Start Procedures	Receiver Air Refueling
Missed Approach (Man or Auto)	Low Pass Visual Rendezvous
Rendezvous Procedure Exercise	TWA Activity
Instrument Approach	Landing, Short Field
	Point Parallel Rendezvous. A point parallel rendezvous using radar beacon, differential TACAN or computer DME, timing, DF steer, ATC/GCI assistance, or any combination of these. Dual log with Receiver Rendezvous.
	Post-flight Procedures. Demonstration of appropriate post-flight procedures to include transfer of aircraft to maintenance or oncoming crew, aircraft maintenance form annotations, and post mission paperwork.
	Precision Approach. Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit when accomplishing any precision approach (ILS (Cat I, II or IIIa), or PAR).
	Pre-flight Procedures. Demonstration of appropriate pre-flight procedures to include acceptance of aircraft from maintenance or off going crew, pre-flight and briefings.
	Prevention of Dangerous Military Activities (PODMA). Commits the United States and the Russian Federation to (1) ensure the safety of the personnel and equipment of their respective Armed Forces when operating in proximity to one another in peacetime by avoiding certain dangerous activities and (2) expeditiously and peacefully resolve any incidents between their Armed Forces that may arise from such activities.
	Protection of the President and Others. Air Force members' responsibilities reporting all information, no matter how innocent, about immediate and present dangers or past incidents affecting the security of any person or facility under the protection of the United States Secret Service. This information can be threat, plan, or attempt to physically harm or kidnap the President, Vice President, their family members, or other high government officials.
**	Radio Maintenance One. Assigned to this position and performed associated duties.
	Radio Maintenance Two. Assigned to this position and performed associated duties.
	Radio Operations. Assigned to this position and performed associated duties.
	Radio Silent, Visual Signals. Consists of a discussion period with an IP covering all radio silent visual signals, IAW the air refueling technical order 1-1C-1-28.

**	<p>Radio Systems Review. Should consist of the following as required by mission/sortie profile: Console Equipment/Controls, Internal Communications Systems, UHF Command Radio System, UHF Satellite Voice Radio System, HF Communication System, MF Radio, UHF Networks, Special User Systems, Secure Voice Systems, HF Networks, HHD Procedures, Force Report Back Procedures, Encryption/Decryption/Authentication, Operational Procedures, EAM Procedures, INMARSAT, Alert Procedures, Mission Planning/Briefing, Crew Coordination, and Checklist Procedures/Use.</p>
	<p>Receiver/Transmitter Group. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.</p>
	<p>Receiver Breakaway Procedures. Pilots must demonstrate proficiency in executing breakaway during air refueling. Both pilots in the seats can log this event. Navigator and flight engineer should be able to describe circumstances and procedures for requesting a breakaway.</p>
	<p>Receiver Night Air Refueling. Same as Receiver Air Refueling except it's accomplished between sunset and sunrise. Credit Receiver Air Refueling when accomplishing Receiver Night Air Refueling.</p>
	<p>Receiver Pilot Air Refueling Boom Limit Demonstration. Demonstrate the aerial refueling envelope in lateral, vertical, and longitudinal axes.</p>
	<p>Receiver Air Refueling. (P) Consists of air refueling including closure and contacts. The receiver pilot must accomplish ten minutes toggles engaged time and attempt to onload some amount of fuel. Toggles engaged time does not apply during tanker autopilot off air refueling or during higher headquarters missions.</p> <p>(FE & FA) The flight engineer and the flight attendant must complete all air refueling checklists for credit.</p>
	<p>Receiver Rendezvous. (P) Credit when accomplishing the closure from 1 NM to the pre-contact position IAW procedures in air refueling technical order 1-1C-1-28.</p> <p>(N) Credit when accomplishing Point Parallel or Enroute Rendezvous.</p>
	<p>Regulation and Directive Orientation. Introduce crewmembers to the command/wing specific regulations and directives associated with E-4 operations.</p>
	<p>Rendezvous Procedures Exercise. Creditable whenever applicable rendezvous procedures and coordination are accomplished. Accomplish taxi back checklist and, if possible, make a subsequent takeoff. Actual physical rendezvous need not be accomplished to credit this training. Accomplishment of LPVR & Block Time Control Exercise in conjunction with this event is desired but not required.</p>
	<p>RMI Only-ADF (NDB)/VOR Approach. Credit when accomplishing any ADF, NDB or VOR approach using RMI only procedures as defined in AFM 11-217. Also credit Non-precision Approach when accomplishing this event. Do not dual log this event with VOR/TAC/LOC Approach when accomplishing the RMI Only approach using a VOR.</p>
	<p>SASS (Semi-Automatic Switching System) Operations. Assigned to this position and performed associated duties.</p>

**	SASS (Semi-Automatic Switching System) Systems Review. Should consist of the following as required by mission/sortie profile: Console Equipment/Controls, Internal Communications Systems, Call Processing, UHF Networks, Special User Systems, Operational Procedures, EAM Procedures, Alert Procedures, Mission Planning/Briefing, Crew Coordination, and Checklist Procedures/Use.
**	Secure Data Circuits. A discussion of all procedures & regulations associated with operating secure data nets.
*	Secure Voice Systems. A discussion/demonstration of the secure voice panels, secure telephones, and all other associated secure voice equipment.
	SHF Console. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	SHF Operations/Maintenance. Assigned to this position and performed associated duties.
	SHF Refresher. Written proficiency training exams or hands on training. Should consist of Operating Procedures, Mission Equipment, Alert and Emergency Procedures.
	Short Field Landing. Pilot will demonstrate the ability to stop the aircraft within 6,000 feet of runway, turn aircraft around on the runway using no more than 150 feet turn diameter and return to takeoff position. Emphasis will be on a safe approach profile to provide a touchdown with maximum runway remaining and safe ground handling techniques. Credit Total Landings when accomplishing this event.
	Single Integrated Operations Plan (SIOP) Certification. Demonstrate knowledge of all applicable mission requirements by each crewmember specialty to an appropriate certifying official.
	Single Integrated Operations Plan (SIOP) Study. (Initial) Student will receive a Unit Mission Brief, a mission communications capabilities brief from a 1ACCS Comm Officer, a Classified Mission Brief from NAOC, complete GS30 with an instructor of like specialty, complete a Regulations and CMF study period with 1ACCS Plans and finally receive a 55WG Unit Mission Brief from wing plans. (Recurring) Study of unit's classified mission.
	Simulated Engine Loss on Takeoff. Simulated engine failure after rotation during the takeoff phase and above 200 feet AGL.
	Single Channel Transponder. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
**	Single Channel transponder (SCT) Network. A discussion of all related regulations, procedures & equipment.
	Sortie. Credit whenever AFTO Form 781 time is logged while performing primary duties and at least one training event is accomplished.
*	Special User Systems. A discussion to consist of all related regulations, procedures & associated equipment.
	Supervisor Safety Training. To minimize loss of Air Force resources and to protect Air Force people from occupational deaths, injuries, or illnesses by managing risks.

	Switchboard. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Systems Navigation Leg. Minimum duration is 30 minutes. Consists of two radar fixes (if available) and an INU Manual Update. When accomplished, dual log with appropriate events.
	Tape Recorder System. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	TC-1 Console. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	TC-2 Console. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.
	Technical Control One. Assigned to this position and performed associated duties.
	Technical Control Two. Assigned to this position and performed associated duties.
	Three Engine Landing (Full Stop). Pilot will demonstrate the ability to land and full stop with a simulated engine out IAW flight manual procedures. Credit Total Landings when accomplishing this event.
	Three Engine Missed Approach. Accomplished in accordance with the aircraft flight manual and AFM 11-217. Credit Missed Approach-Manual when accomplishing this event.
	Total Approaches. Used to track instrument approach currency. Credit Total Approaches when accomplishing either a Precision or Non-precision Approach.
	Total Landings. All landings will be multiple logged under this item.
	Total Takeoffs. Used to track takeoff currency. Credit when accomplishing the full takeoff procedure IAW the aircraft flight manual. May not be credited from a touch & go landing.
	Touch & Go Landing. Instructor pilots and flight engineers accomplish to maintain currency. Loss of currency in this event results in supervised status in this event only. The individual is still considered mission ready and may be placed on alert. Credit Total Landings when accomplishing this event.
	TWA Activity. Credited when activity is accomplished. TWA activity is defined as extension, drag, or retraction activity, which requires the flight crew and communications crew to demonstrate knowledge of applicable TWA procedure in coordination with DTWO and RM operations.
	TWA Cycle. Consists of an extension and retraction of the trailing wire antenna, flight crew coordination, recording of position and completion of all log entries required for submission of the mission report.
*	UHF Command Radio System. An instructor guided discussion of the UHF Command Radio equipment locations, controls, and operation.
**	UHF DAMA System. A discussion of all procedures & regulations associated with operation nets and screen configurations.
	UHF/FDM. A discussion/demonstration of all associated equipment to include function, operation, and malfunction analysis.

*	UHF Networks. A discussion of all UHF networks associated with the radio operators' normal procedures.
**	UHF Satcom (AFSAT). A discussion of all procedures & associated equipment.
*	UHF Satellite Voice Radio System. A discussion of the UHF satellite voice system, equipment location and operation.
	Visual Pattern. Any visual approach to a runway without the aid of radio navigational aids or controller guidance.
*	VLF/LF Communication System. A discussion/overview for system familiarization.
	VLF/LF Operations. Assigned to this position and performed associated duties.
**	VLF/LF Systems Review. Should consist of the following as required by mission/sortie profile: Console Equipment/Controls, Internal Communications Systems, MPS Procedures, Force Report Back Procedures, Encryption/Decryption/Authentication, Operational Procedures, EAM Procedures, Alert Procedures, Mission Planning/Briefing, Crew Coordination, and Checklist Procedures/Use.
**	VLF PA-C/DTWA Operations. A discussion/demonstration of all duties associated with VLF power amplifier and wire operations.
	VLF PA-C Operations (RM-1). Operate PA-C on the dual trailing wires or dummy load.
	VOR/TAC/LOC Approach. Credit when accomplishing any VOR, TACAN or Localizer approach as defined in AFM 11-217. Credit Non-precision Approach when accomplishing this event.
	Water Survival Training – WST. Academic and equipment training designed to provide aircrew members the opportunity to demonstrate their ability to use weapon system specific flotation devices and LSE components available during an over water emergency. Also demonstrate ability to employ water survival techniques and rescue procedures.
	Water Survival Training, Non-parachuting, S-V90-A. Trains non-parachute carrying aircrew personnel in principles, procedures, techniques, and use of equipment, which enable them to survive in a water environment, to assist in their recovery, and to return to friendly control.
*	Reference T.O. IE-4B-43-1-1 and T.O. IE-4B-43-2-1.
**	Reference as applicable. DOD, JCS, NAOC, USAF, MAJCOM, and local directives, Allied Communication Publications (ACPs), Joint Army, Navy, Air Force Publications (JANAPS), Operations Orders (OPORDs), Defense Satellite Communications Systems Operating Instruction (DOIs), KAOs, Technical Orders/Manuals, Crew member Aids (AAs), and Forms.

Attachment 3**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR HQ ACC/DOY (A-36)

205 Dodd Blvd., Ste 101

Langley AFB, VA 23665-2789

SUBJECT: 1 ACCS Training Shortfalls

FROM:

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

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

--SPECIFIC REASONS FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--LIMFACS

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

1st Ind, OG/CC

TO: HQ ACC/DOY

Cc: NAF/DO

Attachment 4

TRAINING DOCUMENTATION MANAGEMENT

A4.1. General Information. This attachment provides guidelines on proper documentation of aircrew training accomplished in the E-4B. Instructions are provided for creating and maintaining aircrew training folders that contain 55OG Form 44A, **Training Accomplishment and Progress Report**, 55OG Form 45A, **Master Training Accomplishment Report**, and 55OG Form 46A, **Summary/Closeout Training Accomplishment Report**.

A4.1.1. 1 ACCS Training Flight will maintain training folders on all assigned and attached flyers. Initiate a training folder upon trainee's entry into IQT, MQT, special qualification or certification training, upgrade program, requalification training, or for any corrective action or additional training.

A4.1.2. **Disposition** . Newly assigned personnel should hand carry any training documentation received from contract training and any records from other bases or MDS aircraft to 1 ACCS Training Flight. The trainee's former records will not be purged and any electronic copies will be stored in the newly created training folder. Relevant documentation should be retained in the training folder in the training history section.

A4.1.3. **Format** . The training folder will be a six-part folder. The sections will be labeled as outlined below. A floppy disk will be attached beneath Section 1 and will contain the available electronic representations of the training records. Backups of this data at other locations are highly recommended.

A4.1.4. **Section 1: Table of Contents/Review Administration**

A4.1.4.1. A table of contents will be the first page in this section. This section will have a review sheet indicating individuals who have reviewed the training folder. Training folder review timing and procedures are left to the discretion of the squadron commander.

A4.1.5. **Section 2: Certifications and Waivers**

A4.1.5.1. All certification letters, waiver letters, or memorandums for record will be placed in section 2 in reverse chronological order with the most recent on top.

A4.1.6. **Section 3: Qualification/Difference Training**

A4.1.6.1. All qualification or difference training records will be maintained in this section. The contents will be placed in this order: 55 OG Form 46A, 55 OG Form 45A and then 55 OG Forms 44A in reverse chronological order. When an individual enters another qualification or difference training course, the contents will be moved to section 5, Training History.

A4.1.7. **Section 4: Instructor/Upgrade Training**

A4.1.7.1. All instructor or upgrade training records will be maintained in this section. The contents will be placed in this order: 55 OG Form 46A, 55 OG Form 45A and then 55 OG Forms 44A in reverse chronological order. When an individual enters another instructor or upgrade training course, the contents will be moved to section 5, Training History.

A4.1.8. **Section 5: Training History**

A4.1.8.1. This section will house the training history of an individual. 55 OG Form 46A and Form 45A on top and then 55 OG Forms 44A in reverse chronological order. Any training from a different base or MDS will be included in this section.

A4.1.9. Section 6: Miscellaneous

A4.1.9.1. **This section will be used at the discretion of the squadron. This section is optional.**

A4.2. Training Accomplishment and Progress Report. The Training Accomplishment and Progress Report (TAPR) should be used to document all flight and ATD training, except continuation training. The 1 ACCS will use the 55 OG Electronic Form 44A as the TAPR (**Figure A4.1**). All information will be typed into the form template and stored on a disk in the folder.

A4.2.1. The 55 OG Form 44A TAPR should be filled out as outlined below.

A4.2.1.1. Student's Name: Last name, First name / Rank.

A4.2.1.2. Sortie number: S-101, S-102, etc. for simulators; M-101, M-102, etc. for flights.

A4.2.1.3. Flight Date: DD MMM YY.

A4.2.1.4. Duration: Hours and tenths (7.5hrs)

A4.2.2. The number of scheduled and accomplished events will be totaled in the "SCHED" and "ACC" columns respectively.

A4.2.3. A grade will be given for every event that was accomplished IAW **Table A4.1**. Half-point grades will not be given.

Table A4.1. Grading Criteria

Level 1.0	Lack of student knowledge, demonstration required by instructor
Level 2.0	Significant student errors or deviations; required substantial assistance
Level 3.0	Student performed at basic proficiency level and was only coached for technique
Level 4.0	Student performance beyond required proficiency level, no guidance required

A4.2.4. An overall grade will be given for the sortie IAW **Table A4.2**. Half point grades will not be given. Instructors should consult the appropriate course syllabus for mission grading standards.

Table A4.2. Overall Grading Criteria.

Level 1.0	Unsatisfactory: Lack of student knowledge, remedial training required prior to next sortie
Level 2.0	Marginal: Significant student errors or deviations, below expected learning curve
Level 3.0	Satisfactory: Student performed at basic proficiency level, on the expected learning curve.
Level 4.0	Excellent: Student performance beyond required proficiency level, well above the expected learning curve

A4.2.5. The narrative portion of the TAPR should be directed towards other instructors. This is a tool to document events that occurred during training and pass information to other instructors about the student's progression. It may also include information targeted for the student and used as a debriefing tool at the discretion of the instructor. However, the instructor must document overall performance, strengths, weaknesses, areas requiring improvement, and his/her recommendations. These areas are critical for subsequent instructors' review and action.

A4.2.6. Student and instructor's signatures are required prior to next flight or simulator.

A4.3. Training Accomplishment Report (Master TAPR). A master TAPR will be used to track the number and grades of events accomplished during training. The 55 OG Electronic Form 45A will be used as the master TAPR (**Figure A4.2.**). The master TAPR summarizes the Forms 44A and has three blocks: header, main body, and signatures.

A4.3.1. The header section should be filled out as outlined below.

A4.3.1.1. Student Name: Last Name, First Name / Rank

A4.3.1.2. Course: Name of training program, i.e.

A4.3.2. The main body will have, at the minimum, all the required training events as per AFI 11-2E-4 Vol 1.

A4.3.2.1. The number of scheduled and accomplished events will be automatically totaled in the "SCHD" and "ACC" columns respectively.

A4.3.2.2. A grade will be given for every event that was accomplished IAW table 1-2.

A4.3.3. Training review:

A4.3.3.1. While in a training program, the student's progress should be monitored by the primary instructor. Instructors should review the student's folder prior to each flight.

A4.3.3.2. The student, primary instructor and the operations officer (or representative) will sign the 55 OG Electronic Form 45A prior to the student's check ride to ensure all training was accomplished IAW AFI 11-2E-4 Vol 1.

A4.4. Training Summary Closeout Report (Closeout TAPR). A closeout TAPR will be used to document completion of formal training and signifies that student is ready for evaluation, if required. The 55 OG Electronic Form 46A will be used as the closeout TAPR (**Figure A4.3.**). The closeout TAPR has three major blocks: header, main body, and signatures.

A4.4.1. The header section should be filled out as outlined below.

A4.4.1.1. Student's Name: Last Name, First Name / Rank

A4.4.1.2. Course: Name of training program, i.e. Pilot Initial Qual

A4.4.1.3. Date: DD MMM YY

A4.4.1.4. Total Flight Hours: to the nearest tenth

A4.4.2. The main body should detail the individual's strengths, weaknesses, overall performance, and other pertinent information. Ensure these comments do not reflect personal opinion or biases.

A4.4.3. The signatures of Training Flight and Squadron Commander/Ops Officer indicate agreement with the student's preparedness for evaluation.

A4.5. Electronic Media. To the maximum extent possible, training documentation will be generated and maintained on electronic media (floppy disk, hard drive, CD-R, etc.). Sufficient backup precautions should be taken to prevent loss of information due to single disk failure. Training documentation from non-55 OG programs that are not provided with an electronic representation need not be transferred to electronic media. Students already entered into formal training prior to the approval of these procedures should complete their program using existing forms/media.

A4.5.1. Floppy disks maintained within the permanent folder will be labeled with the name of the crewmember (i.e., Cox, Tony) and contain Privacy Act notification information on the front.

A4.5.2. Each training program (initial qualification, upgrade, etc.) should be a separate file. The file should be named appropriately (i.e., Smith_IQT, Smith_INUP, etc.).

A4.5.3. All forms for a particular training program should be in one electronic file. However, if squadrons so desire, they may separate the master TAPR and closeout TAPR from the TAPRs and place them in a different electronic file. All TAPRs should be in one file for instructor review and use. At the end of the training program, all training forms must be consolidated into one electronic file.

A4.5.4. As each form (Excel worksheet) in the file is used, consideration should be given to "locking"/protecting the information on that form to prevent inadvertent overwriting or deletion.

A4.6. Status Change Letter. Upon a student's successful completion of a training or certification program, 1 ACCS Training Flight will generate a Status Change Letter on each student. This letter is a memorandum for Training Flight (CCT) from the Squadron Commander (CC) certifying completion of all training for which a change in the student's training level, duty code, or AFSC is required (**Figure A4.4**).

A4.6.1. Once signed by the Squadron Commander, the Status Change Letter will be filed in the student's training folder on top of all training documentation. Copies will be sent to Flight Management/ARMS (DOOS) to update flying records, the Orderly Room (CCQA) for filing in the student's PIF, and ACC/TRSS Det 10.

Figure A4.4. Status Change Letter.

10 October, 2003

MEMORANDUM FOR 1 ACCS/CTT

FROM: 1 ACCS/CC

SUBJECT: Status Change Letter

1. The following is to certify completion of training

- a. RANK AND NAME: Capt Ima J. Pilot
- b. SSAN: 123-45-6789
- c. AIRCRAFT AND BASIC CREW POSITION: E-4B, Aircraft Commander
- d. TRAINING LEVEL / DUTY CODE / EFFECTIVE DATE: CMR (Inexp) A / MPAN / 4 Jan 01
- e. NEW AFSC: 11R3B / Aircraft Commander, E-4B
- f. CREW / POSITION: N/A / MP
- g. TYPE TRAINING COMPLETED: Initial / Mission Qualification
- h. ENTRY DATE: 27 Sep 01
- i. REQUIRED COMPLETION DATE: 27 Jan 01
- j. ACTUAL COMPLETION DATE: 10 Jan 01
- k. FLIGHT EVAL DATE: 10 Jan 01
- l. REMARKS: None.

2. PRIVACY ACT: Data herein is personal in nature and will not be released to the general public without consent of the individual.

JOSEPH J. DOUEZ, Lt Col, USAF
Commander

cc: 1 ACCS / DOOS / CCQA / ACC TRSS, Det 10