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Operations

E-8C AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: HQ ACC/DOYA (Maj Mark A. Burnette)

Certified by: HQ USAF/XOO
(Brig Gen Teresa M. Peterson)

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This instruction implements guidance in AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum standards for training and qualifying personnel performing duties in the E-8C Joint Surveillance Target Attack Radar System (Joint STARS). It applies to all E-8C units. This instruction is not applicable to the Air Force Reserve Command. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOYA, for approval prior to publication IAW AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOYA, and the user MAJCOM/DRU/FOA and ANG offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this publication.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

This revision reflects transition of the E-8C Joint STARS wing from an active duty organization to a total force organization. This instruction is applicable to ANG members; changes office requiring training shortfall report (paragraph 1.2.3.6.); directs SQ/CC is responsible for maintenance of training folders (paragraph 1.2.4.2.); allows SQ/CC to have discretion on downgrading training status (paragraph 1.2.4.10.); clarifies training levels based on API-code (paragraph 1.4.4.); streamlines criteria for experienced rating (paragraph 1.4.4.5.); added training requirement for non-prior flight engineers (paragraph 1.5.4.1.5.); changes annual training cycle to ANG guidance (paragraph 1.5.5.); prescribes SQ/CC training

priorities (paragraph 1.6.1.); states BMC crewmembers above wing level sortie requirements (paragraph 1.6.7.1.); waiver process changed to reflect total force (paragraph 1.12.); gives OG/CC decision authority for course selection (paragraph 2.1.2.); entry into FP course defined (Table 2.1.); ABM course selection criteria consolidated (paragraph 2.1.2.4.); establishes FTU instructor certification (paragraph 2.4.1.); replaces AFCAT 36-2223, *USAF Formal Schools*, with the Air Force Education and Training Course Announcement (ETCA) (paragraph 2.5.1.); delegates CT waiver authority to OG/CC (paragraph 4.4.); outlines flying requirements for AFOTEC and USAFWS personnel (paragraph 4.4.4.); outlines responsibilities for development and maintenance of theater orientation training (paragraph 4.5.); allows mission crew, navigator to log systems ops while instructing (paragraph 4.6.2.); redefines flight crew and mission crew ATD requirements (Table 4.3. and Table 4.4.); consolidates recurrency/requalification requirements and incorporates current guidance (Table 4.5.); increase category I training days to 60 for pilot upgrade courses (paragraphs 5.5.1.2.1. and 5.6.1.2.1.); adds AC touch and go landing qualification requirement (paragraph 5.7.); adds CP AAR qualification requirement (paragraph 5.8.); moves Chapter 7 to unit control; reflects updates to Attachment 1, Glossary of References and Supporting Information; consolidates all ground training requirements (Attachment 6); revises flying training requirements (Attachment 7 and Attachment 8); defines training events (Attachment 9).

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information. The authority for maintenance of ARMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), and Executive Order 9397. Records disposition: Ensure that all records created by this AFI are maintained in accordance with AFMAN 37-123, *Management of Records*, and disposed IAW AFMAN 37-139, *Records Disposition Schedule*.

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

Publications: ACCI 11-301, ACCI 11-464

Forms: None

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Chapter 1

E-8C AIRCREW TRAINING PROGRAM

1.1. General. HQ ACC/DO is designated as the responsible agency for this instruction in accordance with (IAW) AFPD 11-2.

1.2. Responsibilities:

1.2.1. HQ ACC/DO will:

1.2.1.1. Host periodic conferences to review ground and flying training requirements/programs for CAF units. Conference participants will include OPR and applicable representatives from major commands (MAJCOMs).

1.2.1.2. Process all change requests.

1.2.2. All applicable MAJCOMs will:

1.2.2.1. Determine training requirements to meet expected wartime tasking and contingency operations.

1.2.2.2. Serve as OPR for all E-8C Course Training Documents (CTDs) prescribing the overall training strategy.

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

1.2.3. Wings/groups will:

1.2.3.1. Develop training programs for USAF E-8C units to ensure that all aircrew members are prepared to perform E-8C roles and missions.

1.2.3.2. Provide training programs and materials to USAF E-8C units.

1.2.3.3. Provide E-8C training materials for review and distribution to HQ ACC/DO.

1.2.3.4. Serve as the OCR for all E-8C Course Training Documents (CTDs).

1.2.3.5. Assist subordinate units in the management of training programs, ensure programs meet unit needs and provide necessary training staff support.

1.2.3.6. Identify training shortfalls and recommend corrective actions to HQ ACC/DOY. See [Attachment 4](#) for format.

1.2.3.7. Conduct periodic reviews of each subordinate squadron's Ready Aircrew Program (RAP) training and will evaluate their respective groups overall RAP training to ensure training is well balanced and equitably allocated.

1.2.3.8. Serve as the OPRs for their respective Threat Knowledge and Counter Measures (TKCM)/Aircrew Intelligence Training (AIT) programs.

1.2.3.9. Attach aircrew position indicator (API) 6/8/B/D flyers to a flying squadron. Designate the training level for each aircrew member. Provide HQ ACC/DOYA 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.

1.2.3.10. If applicable, forward supplements of this instruction and other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.4. SQ/CCs will:

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

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

1.2.4.3. Ensure training scenarios and 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.

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

1.2.4.5. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.

1.2.4.6. Determine utilization of BMC aircrew.

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

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

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

1.2.4.10. SQ/CC may downgrade any aircrew member to non-CMR (N-CMR) or non-BMC (N-BMC) at his/her discretion.

1.2.5. Flight CCs will:

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

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

1.2.6. Individual aircrew members will:

1.2.6.1. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.6.2. Ensure they participate only in ground and flying activities for which they are qualified and current, unless under the direct supervision of an instructor or has acquired the appropriate waiver authorization.

1.3. Submitting Comments and Suggesting Improvements:

1.3.1. Recommendations for improvements to this volume will be submitted on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM. MAJCOM-approved recommendations will be forwarded to HQ ACC/DOYA.

1.3.2. HQ ACC/DOYA will process recommendations for change through channels to HQ USAF/XOOT. HQ USAF/XO approves all changes to this volume.

1.4. Training . Normally, aircrew training is designed to progress the crewmember from Initial Qualification Training (IQT), Transition Training (TX), or Requalification Training (RQ) to Mission Qualification Training (MQT) and finally to Continuation Training (CT) with training scenarios based on employment plans, location, current intelligence, and threat capabilities. Because of the unique, worldwide mission employment characteristics of the E-8C, the normal progression for training in the E-8C differs. The standard progression of training for all E-8C crew positions includes portions of IQT conducted simultaneously with MQT. MQT may be completed at the gaining squadron at the discretion of the SQ/CC. E-8C Qualification Training (QT) includes a balanced mixture of flight, simulator, and academic training, to prepare aircrew for E-8C qualification.

NOTE: Training requirements for aircrew enrolled in E-8C QT and Upgrade/Specialized training are IAW with the appropriate syllabus or course training document. Continuation training is IAW guidelines established in **Chapter 4** of this volume.

1.4.1. QT provides training necessary to qualify aircrew members in a specific crew position. Upon completion of E-8C QT, the crewmember attains status of a basic aircraft qualified (BAQ) crewmember. Except for general officers above the wing level, BAQ is not a long-term qualification status. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew members may fly unsupervised. BAQ aircrew members will only fly, without an instructor/evaluator, on local training sorties performing those duties for which they have been trained and qualified. BAQ aircrew will not participate, without an instructor, in composite force exercises, or other advanced scenarios. BAQ crewmembers will not participate in operational/contingency missions without appropriate COMAFFOR approval.

1.4.2. The MQT portion of QT provides the training necessary to qualify or re-qualify a crewmember in a specific crew position to perform the mission assigned to a specific E-8C unit. E-8C aircrew have no qualification status until they have completed E-8C QT. Completion of E-8C QT is a prerequisite for BMC and CMR.

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

1.4.4. Ready Aircrew Program (RAP) is the CT program designed to focus on ground and flying training to accomplish a unit's basic tasked missions. Following completion of E-8C QT, an aircrew member will have received training in all the basic missions of a specific unit, unless exempted in **Chapter 2**. The crewmember will be assigned to a Basic Mission Capable (BMC) or Combat Mission Ready (CMR) position by gaining squadron commander.

1.4.4.1. CMR. All API-1/2/A positions, line flying officers, and enlisted aircrew members, flying SQ/CC and SQ/DO positions, are designated CMR positions. OG/CCs may designate other API-6/B positions not assigned to a flying squadron as CMR. **EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD)

to CMR and designate the overage BMC. In this case, approximately 50% of the aircrew selected for CMR must be inexperienced. CMR aircrew will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to N-CMR status.

1.4.4.2. BMC. BMC positions are filled by aircrew who have a primary job performing HQ, NAF, and wing supervision or staff functions that directly support the flying operation (API-6/8/B/D and 605 TS, Det 2 personnel). However, these aircrew are required to provide addition sortie generation capability, in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew will accomplish mission-related ground training as listed in [Attachment 6](#) and maintain familiarization with all unit core missions. Failure to complete BMC required training results in regression to N-BMC status. BMC aircrew may only deploy OCONUS in a flying position after they have attained CMR status. To attain CMR status, Squadron DOT will devise a training plan for the BMC crewmember to accomplish CMR ground training as well as flight training as required to meet one month E/CMR lookback. This plan should take 30 days or less to accomplish.

1.4.4.3. N-CMR/N-BMC. Aircrew members that regress to N-CMR/N-BMC status will accomplish training directed by the SQ/CC to regain CMR/BMC status. N-CMR aircrew members do not require an instructor to fly, if current. If an aircrew member becomes N-CMR for a flying event (including lookback) the member may not deploy to an overseas exercise or real-world contingency as an aircrew member; the member may deploy in a ground position (Joint Services Work Station (JSWS) Operator, Liaison Officer (LNO), Mission Planning Team, etc.) provided they meet theater specific ground training requirements

NOTES:

Aircraft Commanders (ACs) N-CMR for lookback will not serve as pilot-in-command.

Mission Crew Commanders (MCCs) N-CMR for lookback will not serve as mission crew commander of record.

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

1.4.4.4.1. Enrolled in E-8C Qualification Training (E-8C QT).

1.4.4.4.2. Downgraded for being non-current more than 6 months IAW [Table 4.5](#).

1.4.4.4.3. Downgraded for a demonstrated lack of ability.

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

1.4.4.5. Experience Levels. Aircrew Experience Levels tell unit commanders how much flying and Aircrew Training Device (ATD) training CMR and BMC aircrew members need to maintain RAP requirements. There are two Experience Levels for aircrew members who receive CMR qualification--" Inexperienced" and "Experienced."

1.4.4.5.1. "Inexperienced" aircrew members have the least amount of experience in their current crew position. They gain more experience through additional training requirements to increase their proficiency and remain Combat Mission Ready.

1.4.4.5.2. "Experienced" aircrew members have more experience in their current crew position IAW paragraph 1.4.4.7. and require less training to maintain proficiency and remain Combat Mission Ready.

1.4.4.5.3. Assigning Inexperience/Experience Levels. Base new training cycle requirements on the aircrew member's current inexperienced or experienced status and the SQ/CC certification of RAP level. When an inexperienced aircrew member becomes experienced, do not prorate any new training requirements. Instead, requirements accomplished as inexperienced, will be credited to experienced requirements.

1.4.4.6. Experience Level Progression. Aircrew members are considered "inexperienced" when they are initially certified by the squadron commander as CMR in their current crew position. Squadron commanders may reclassify CMR aircrew members as "experienced" based on the progression guidelines or demonstrated proficiency to handle reduced training requirements. Squadron DOT documents reclassification as "Combat Mission Ready/ Experienced" in Section II of the aircrew member's training record on unit-approved form.

1.4.4.6.1. Squadron DOT will document the reclassification to "Experienced" in the individual's training records and forward to the OSS/OST for management of the wing's aircrew.

1.4.4.6.2. Squadron DOT will document the CMR/BMC and experience level breakout for all individuals assigned/attached to the unit and forward to OSS/OST for management of the wing's aircrews.

1.4.4.7. Minimum Progression Criteria for Combat Mission Ready Experienced (CMR/E) Classification

1.4.4.7.1. First Pilots (FP) are considered inexperienced.

1.4.4.7.2. Copilots (CP) are considered inexperienced.

1.4.4.7.3. Flight Engineers (FE) have been qualified in the E-8C for a minimum of 1 year and have either 2000 hours total flying time with 200 hours E-8C time, 1000 hours total flying time with 300 hours E-8C time, or 600 hours E-8C time.

1.4.4.7.4. All other crew positions have 300 hours as a CMR crew member in their respective position.

1.4.5. Specialized Training. Specialized training includes training in special skills necessary to execute the unit's assigned missions not required by every aircrew member. Specialized training consists of upgrade training (UGT) such as AC, MCC, senior director (SD), senior director technician (SDT), sensor management officer (SMO), and instructor upgrade. Specialized training is normally accomplished after an aircrew member is assigned BMC/CMR status. Unless otherwise specified, aircrew member in BMC or CMR positions may hold special capabilities/qualifications as long as all additional training requirements are accomplished.

1.4.6. Special Capabilities and Qualifications (SCQs). SCQs are not separate qualification levels. Under the RAP, units are required to maintain aircrews trained to special capabilities or qualifications to meet all DOC and training requirements. The nature of the capability or qualification either pre-

cludes or does not require training the entire unit. Sortie requirements specified for a special capability are over and above the individual qualification sortie requirement unless otherwise noted. CMR and BMC aircrew members may carry special qualifications. Additional sorties, associated events, and qualifications must be accomplished for a designated special capability. CT may be required to maintain proficiency and qualification in unit tasked special capabilities and missions (e.g. qualification in Personal Computer-Improved Data Modem (PC-IDM), JSWS, LNO, etc). Squadron DOTs are responsible for establishing a training program for unit-specific SCQ and monitoring all the SCQs qualifications held in the squadron.

1.5. Training Concepts and Policies:

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

1.5.2. ACC/TRSS will develop and validate training programs when tasked by OG/CC.

1.5.3. Training missions will be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training mission should emphasize either basic combat skills or scenarios that reflect procedures and operations based on actions applicable to combat scenarios (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intelligence briefing and debriefing).

1.5.4. In-flight Supervision:

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

1.5.4.1.1. Unqualified aircrew members.

1.5.4.1.2. Non-current aircrew members while performing event(s) for which they are non-current. Pilots require instructor supervision when non-current for any currency event. **EXCEPTION:** Pilots non-current in air refueling, night air refueling, or touch-and-gos, may fly without instructor supervision as long as these events are not accomplished by the non-current individual.

1.5.4.1.3. All aircrew members in initial, upgrade, or requalification flying training. Qualified crewmembers may continue to fly unsupervised in their current crew position.

1.5.4.1.4. Any senior officer who has not completed initial qualification training requirements as prescribed in **Chapter 2** of this volume to include an appropriate flight evaluation.

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

1.5.5. The aircrew training cycle is 12 months; 1 July through 30 June. Units will complete training requirements during the appropriate training cycle except where specifically excepted.

1.6. Ready Aircrew Program (RAP) Policy and Management

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

1.6.2. The total number of RAP sorties/system ops for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of events is provided as a guide to be followed as closely as possible or with minor variations. Variations may be used as a basis for regression by the SQ/CC.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successful completion of a significant portion of events applicable to that sortie type.

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

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. Lookback at the higher sortie rate.

1.6.5.2. Qualification in all missions and specialized mission training required by the CMR level.

1.6.5.3. Completion of mission-related ground training and verification of that training.

1.6.5.4. SQ/CC certification.

1.6.5.5. SQ/CCs may progress individuals to CMR for deployments if all ground events are met and the commander assesses that the individual is qualified to perform the tasked mission.

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

1.6.7. BMC and CMR aircrew members, except as noted below, will fly the required monthly sortie rate. If unable, refer to paragraph [4.18](#).

1.6.7.1. Aircrew members with API-8/D assigned above wing level, and 605 TS, Det 2 personnel, with assigned RAP level of BMC are only required to accomplish a minimum of one sortie/system ops every 60 days.

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

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements apply to CMR and BMC aircrew, as well as, those carrying special capabilities or qualifications IAW guidance in [Chapter 4](#) of this volume. The standard sortie requirements establish the minimum number of sorties per training cycle for each of the following levels of training:

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

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

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

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

1.8.1. Units will document and maintain aircrew certification/upgrade training in individual training folders IAW AFMAN 37-139, Table 36.44 and using the appropriate unit directed forms.

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

1.8.3. Units using the ARMS will maintain flying and ground training records IAW ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*; and AFI 11-401, *Aviation Management*, as supplemented. When documenting aircrew training in ARMS, use AF Form 1520, **ARMS Mission/Multi-Crewmember Scheduled Event Input**; AF Form 1521, **ARMS Individual Scheduled Event Input**; AF Form 1522, **ARMS Additional Training Accomplishment Input**; and AF Form 3526, **ARMS OMR Event Accomplishment Report**. If additional forms are needed, see AFI 33-360V2, *Forms Management Program*, for guidance.

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

1.8.4.1. Ground training.

1.8.4.2. Currencies.

1.8.4.3. Requirements and accomplishment of individual sorties, RAP sorties (using 1-month and 3-month running totals for lookback), sortie types, and events cumulatively for the training cycle.

1.9. Lesson Plans. Training programs and materials are developed using the Instructional System Development (ISD) process IAW AFI 36-2201, Volume 1, *Training, Development, Delivery, and Evaluation*; AFMAN 36-2234, *Instructional System Development*; AFH 36-2235V1, *Information For Designers Of Instructional Systems ISD Automated Tools/What Works*; AFH 36-2235V2, *Information for Designers of Instructional Systems*; and AFH 36-2235V3, *Information For Designers Of Instructional Systems Application To Acquisition*.

1.10. Aircrew Utilization Policy:

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

1.10.2. MAJCOM and NAF staff aircrew personnel assigned to positions that require them to perform flying duties, API-8/D, non-rated officer aircrew members, and enlisted aircrew members must comply with paragraph 1.4.4.2. of this instruction. API-8/D personnel should limit their flying to no more than 12 E-8C sorties per annual period.

1.10.3. ACW and OG staff aircrew (API-6) will maintain BMC or CMR status as directed by the wing or operations group commander. Wing commanders, wing vice commanders, operations group commanders, and operations group deputy commanders will maintain BMC status, at a minimum.

1.10.4. Aircrew members whose status is duty not including flying (DNIF) will continue to complete and log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon who signs the AF 1042, **Medical Recommendation for Flying of Special Operational Duty**, placing the crewmember in DNIF status, should be consulted if the crewmember's ability to complete training is in question.

1.11. Sortie Allocation Guidance:

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

1.11.1.1. Formal Training Units. Formal E-8C QT, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties.

1.11.1.2. Operational Units. CMR, then BMC.

1.12. Waivers. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of this instruction is HQ ACC/DO.

1.12.1. Submit waiver requests through channels to HQ ACC/DOY. HQ ACC/DOYA will coordinate formal training waivers with ANG/XOT and all other waivers with HQ ACC/DOG. All waivers from HQ ACC/DO will include ANG/XOT and ANG/XOO as information addressees.

1.12.2. Waivers issued by other than HQ ACC/DO will include HQ ACC/DO, HQ ACC/DOY, HQ ACC/DOG, ANG/XOO and ANG/XOT as information addressees.

Chapter 2

E-8C QUALIFICATION TRAINING (COMBINED PHASE I [IQT] AND PHASE II [MQT])

2.1. E-8C Qualification Training (QT). This chapter contains prerequisites and minimum training requirements necessary to prepare aircrew members to perform aircrew duties during E-8C operational and training missions. The OG/CC administers E-8C QT IAW detailed objectives and requirements found in the appropriate ACC syllabi/courseware.

2.1.1. E-8C QT is required for personnel who fall into any of the following categories:

2.1.1.1. Personnel not previously qualified in the E-8C.

2.1.1.2. Personnel previously E-8C qualified in one crew position who re-enter into a different crew position, excluding UGT.

2.1.2. E-8C QT Course Selection Criteria

NOTE: OG/CC will have the final decision on which qualification course individual students will attend. The decision will be based on the student's background, recent experience, previous experience

2.1.2.1. Reference **Table 2.1.** for pilot course selection criteria.

2.1.2.2. Flight Engineers (FEs) with less than 500 flight hours will attend E-8C QT course, those with greater than 500 flight hours may attend E-8C TX course.

2.1.2.3. Navigators with greater than 750 hours may attend E-8C TX course. All other navigators will attend the E-8C QT course.

2.1.2.4. Air Battle Manager (ABM) E-8C QT Courses selection is based upon prior experience. ABMs previously qualified as SD, weapons assignment officer (WAO), air weapons officer (AWO), or air surveillance officer (ASO) may enter into the SD E-8C QT course. Previous SD or system equivalent experience in Ground Tactical Air Control System (GTACS), Airborne Warning And Control System (AWACS), Airborne Battlefield Command And Control Center (ABCCC), and Sector Air Operations Center (SAOC) must have been qualified within the past three years. ABMs not previously qualified will enter into the AWO/SMO E-8C QT course. The following specific determinants will be used:

2.1.2.4.1. Previous assignment and systems experience in Theater Air Control System (TACS).

2.1.2.4.2. Previous flying experience in either AWACS/ABCCC or assigned to GTACS, and the highest previous qualification.

2.1.2.5. AFSC 1A4X1 E-8C QT courses train the Airborne Operations Technician (AOT) and Senior Director Technician (SDT) positions. Course selection is based upon skill level and previous experience. Personnel with a 7-skill level will attend SDT QT. Personnel with a 5-skill level and cross-trainees from AFSC 1C571 may attend SDT QT.

Table 2.1. Pilot E-8C QT Course Selection Criteria.

PREVIOUSLY QUALIFIED HEAVY JET WITH AIR REFUELING	TOTAL FLIGHT HOURS	DESIGNATED CREW POSITION	E-8C QT COURSE
Yes	> 1,500	AC	TX
	<1,500 and >1,000	FP	QT
	< 1,000	CP	QT/TX
No	> 1,500	AC	QT
	<1,500 and >1,000	FP	QT
	< 1,000	CP	QT/TX

Notes:

1. E-8C TX course by design provides CPs all required training. CPs may be entered into E-8C QT in order to pair up with ACs required to complete E-8C QT course.
2. Reference [Chapter 5](#) for AC upgrade criteria.
3. OG/CC may waive course selection criteria based upon past flying experience.

2.2. Time Period To Qualify. Personnel start and complete training IAW AFI 11-401, AFI 11-202V1, the current Programmed Flying Training (PFT) document, and the appropriate syllabus. Failure to complete training within 120 days of the first flight (240 days for traditional ANG personnel) requires notification sent to HQ ACC/DOY (info copy ACC/DOG and ANG/XOT) with aircrew member's name, rank, reason for the delay, planned actions, and estimated completion date. HQ ACC/DOYA will forward notification to ANG/XOT.

2.2.1. If a student completing a formal qualification course fails a qualification evaluation, additional training will be assigned and completed IAW AFI 11-202V2.

2.2.2. The assigned additional training will be written and maintained in the student's training folder until successful completion of the training. After the additional training is complete, SQ/DOT will sign the additional training notification letter and return to DOV.

2.3. CMR/BMC Certification. Upon completion of E-8C QT, the gaining squadron commander certifies aircrew members as CMR or BMC. Certification documents are filed in the crewmember's training folder.

2.4. Instructor Utilization. All flying and ATD training during E-8C QT/TX is conducted under the supervision of a qualified civilian/military instructor, as designated by the CTS SQ/CC. Requalification (RQ)/Upgrade may be conducted by any instructor.

2.4.1. Formal Training Unit (FTU) Instructor Certification. Instructors certified for FTU duties by the CTS SQ/CC and annotated on the individual's squadron's letter of Xs.

2.5. Waiver Coordination:

2.5.1. Waiver authority for Education Training Command Advisory (ETCA) selection criteria is HQ ACC/DOY for active duty members and ANG/XOT for ANG members.

2.5.2. HQ ACC/DOY is the waiver authority for PFT and course syllabi. DOY will coordinate all syllabi waiver requests with HQ ACC/DOG and ANG/XOT prior to determining disposition.

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

2.6. Aircrew Training Requirements.

2.6.1. Ground Training Requirements. All academic and ATD training will be accomplished IAW appropriate syllabi including completion of TKCM/AIT, and Chemical Warfare Defense Training (CWDT).

2.6.1.1. Theater Deployment Training will be accomplished in the gaining squadron. Successful completion of theater deployment training is the final event required to progress from "CMR/BMC-eligible" to CMR/BMC.

2.6.2. Flying Training Requirements. Approved in-unit training must be accomplished according to applicable formal training and IAW AFI 11-202, Volume 1.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. Mission Qualification Training. E-8C QT incorporates IQT and MQT requirements. **Chapter 2** addresses all QT issues. Thus, **Chapter 3** is not used in this instruction.

Chapter 4

CONTINUATION TRAINING (CT) (PHASE III)

4.1. Continuation Training. This chapter prescribes training standards to maintain E-8C qualification, currency, and to requalify previously qualified aircrew members in the E-8C.

4.2. Prerequisites. Aircrew members must complete E-8C QT/TX course and have BMC or CMR certification to receive credit for RAP events.

4.3. Annual Training Period. The primary training period for flight and Aircrew Training Device (ATD) Continuation Training is the annual period. The annual training period starts on 1 Jul and ends on 30 Jun. Other periods for training requirements are specified in this chapter. Because the E-8C is subject to worldwide tasking, every attempt should be made to balance training. Every attempt should be made toward completing 25% of the training in each quarter of the prescribed annual cycle.

4.3.1. Accomplishment of annual training events is critical to aircrew proficiency. Training and flying programs should be built to accomplish all training events in an even distribution throughout the training year. Crewmembers are required to accomplish all flying training events by the end of the training year. End-of-Cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle. Commanders will report delinquencies to OSS/OST, which will process them for higher headquarter as required.

4.4. Waivers/Special Categories. OG/CC has waiver authority for annual flight and ATD continuation training requirements.

4.4.1. Squadron commanders forward, through OSS/OST to OG/CC, a list of aircrew members requiring waivers and aircrew members downgraded for failure to meet continuation training requirements.

4.4.2. Waiver requests arrive at OG/CC 15 Jul for the previous annual period.

4.4.3. After final review and determination of waiver requests, OG/CC will notify subordinate units of the approval/disapproval of the waiver request. Info copy will be sent to HQ ACC/DOYA, HQ ACC/DOG, ANG/XOOC and ANG/XOTO.

4.4.4. MAJCOM (includes Detachment 2, 605 TS), ANG, NAF, AFOTEC, and USAFWS API-6/8/D crew members:

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

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

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

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

4.4.4.2. MAJCOM (includes Detachment 2, 605 TS), ANG, NAF, AFOTEC, and USAFWS flying personnel maintaining BMC status are exempt from academic ground training, chemical warfare (CW) training, and special training programs within authorized mission areas (except when required in preparation for theater deployment or as required in [Table A6.1](#)).

4.4.4.3. Aircrew members will:

4.4.4.3.1. Review accomplishments and currencies for accuracy.

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

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

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

4.5. Theater Deployment Training (IE06). Because the E-8C is liable for worldwide tasking without regard to a specific theater of operation, CMR aircrew members will, as a minimum, receive annual training in JCS designated high priority theaters of operation. Aircrew members must also complete applicable theater training prior to assuming operational duties within a theater.

4.5.1. Annual Theater Deployment Training will include a summary of current plans the E-8C is written into as identified by the ACW/XP plans office. Aspects of the plan that should be covered are the objective, the deployment routing and beddown strategy, the threat, and the employment plans/considerations. For standardization of training across the wing, the briefs will be prepared and maintained by OSS/OSK, but administered by the squadron tactics officers.

4.6. Logging of CT Requirements

4.6.1. Aircrew Training Device Training:

4.6.1.1. Flight crew may not receive credit for ATD training events through the performance of instructor/evaluator duties unless in the seat actively demonstrating the events.

4.6.1.2. Mission crew positions may not receive credit for ATD training events through the performance of instructor/evaluator duties unless in the seat actively demonstrating the events.

4.6.2. Flying Training:

4.6.2.1. Pilots and instructor pilots must control the aircraft to credit a training event. Instructor and evaluator pilot in the opposite pilot/copilot seat supervising the touch and go may credit a touch and go landing.

4.6.2.2. Mission crew and navigator instructors may log System Ops when performing instructor duties in flight. AMSS and FE instructors may only log System Ops if in the seat actively demonstrating events for at least half the sortie.

4.6.2.2.1. All other RAP training events can only be logged when crewmember is primary in the position.

4.6.2.3. BAQ aircrew members must log flying events for currency only.

4.7. Prorated Training Requirements. Commanders will not prorate sorties to meet RAP lookback requirements.

4.7.1. At the end of the training cycle, the SQ/CC may prorate all training requirements when DNIFs, emergency leaves, and/or non-flying TDY/exercises preclude training for a portion of the training period.

4.7.2. Proration is based on cumulative days of non-flying in the training cycle and can be applied separately for each period of non-flying. Use **Table 4.1.** to determine the number of months to be prorated based on each period of consecutive calendar days of non-flying.

4.7.3. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.7.4. Newly assigned/converted aircrew members and aircrew members achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated. A prorated share of RAP sorties must be completed in CT. Crewmembers completing E-8C QT and receiving BMC or CMR certification start CT the following month. Training accomplished during E-8C QT is not counted towards CT requirements.

4.7.5. An aircrew member's last month on station prior to departing on permanent change of station (PCS) may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

Table 4.1. Proration of Training Requirements.

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

4.8. Delinquencies (Failure to Complete Required Training). Required continuation ground and flying training is prescribed in [Attachment 6](#), [Attachment 7](#), [Attachment 8](#), and paragraph [4.17.](#)

4.8.1. If an aircrew member fails to complete any training requirements and the squadron commander determines that the training deficiency warrants downgrading, the crewmember may be downgraded to N-CMR/N-BMC. Recurrency/requalification will be IAW paragraph [4.17.](#)

4.8.2. Failure to accomplish the annual flying training requirements by the end of the training period results in regression to N-CMR/N-BMC. Regression to N-CMR is not required if member is only delinquent for annual total sorties/system ops, but meets lookback requirements. Members only delinquent for sorties/system ops, but maintaining CMR must accomplish delinquent sorties within 30 days. Provisions of this paragraph do not apply if a waiver is obtained IAW paragraph [4.4.1.](#)

4.9. Demonstrated Lack of Ability. If an aircrew member demonstrates a lack of ability in his/her current qualification, the squadron commander may downgrade the crewmember to UQ. Re-qualification will be IAW [Table 4.5.](#)

4.10. Ground Training. [Attachment 6](#) contains ground training subjects, governing directives, and OPRs.

4.11. Senior Officer Ground Training Requirements. Senior Officers maintaining CMR/BMC status will comply with [Attachment 6](#) for ground training requirements. Senior officers maintaining BAQ in the E-8C are required to complete, as a minimum, the following:

- 4.11.1. LL03 Emergency Egress Training, Non-Ejection Seat.
- 4.11.2. GA23 Crew Resource Management.

- 4.11.3. LL06 Aircrew Life Support Equipment Training (ALSE).
- 4.11.4. Flight Physical.
- 4.11.5. Physiological Training.
- 4.11.6. Flight Records Review.
- 4.11.7. LL01 Life Support Familiarization Training (LSFT).

4.12. Flight Surgeon Ground Training Requirements. Flight surgeons will accomplish ground training events IAW [Attachment 6](#) with the following exceptions:

- 4.12.1. GA50 Ground Chemical Warfare Defense Training is required biennially.
- 4.12.2. GA03 Anti-Hijacking is required biennially.
- 4.12.3. LL04 Aircrew Chemical Defense Training (ACDT) is required biennially.

4.13. Flying Continuation Training Requirements. Minimum flying and lookback requirements are outlined in [Attachment 7](#), [Attachment 8](#), and [Attachment 9](#).

- 4.13.1. Pilot, NAV, and FE flying training requirements are IAW [Attachment 7](#). Descriptions of flying training events are in [Attachment 9](#).
- 4.13.2. Mission crew flying training requirements are IAW [Attachment 8](#). Descriptions of flying training events are in [Attachment 9](#).

4.14. Special Categories:

- 4.14.1. Flight Surgeon (FS) flying rates and requirements will be IAW AFI 11-202V1 and [Table 4.2](#).

Table 4.2. Flight Surgeon Continuation Flight Training Requirements.

ARMS CODE	TRAINING EVENT	ANNUAL	SEMI-ANNUAL	NOTE
SG08	Sortie	12	6	1,2,4
SG09	Night Sortie	2	1	3,5

NOTES:

1. MAJCOM establishes procedures for flight surgeons to regain flying currency (AFI 11-401).
2. Only one sortie is creditable per single calendar day
3. 1 hour or more is required for a night sortie and only one night sortie may be logged on a Non-Primary assigned aircraft annually
4. Flights on Non-Primary assigned aircraft-limited to six flights annually; three flights semi-annually
5. Dual log with Sortie.

4.15. BAQ Training Requirements:

4.15.1. BAQ aircrew members will maintain all flying currencies and ground training required for associated aircraft events. BAQ aircrew members may fly unsupervised or supervised IAW paragraph [1.4.1.](#)

4.15.2. Aircrew remaining in BAQ status longer than 9 months will be grounded (except members authorized BAQ status), unless waived by OG/CC.

4.16. ATD Training Events

4.16.1. Flight Crew. ATD sorties provide a flight crewmember with effective training in his/her primary duties using the simulator.

Table 4.3. AC, FP, CP, and FE RAP Annual ATD Requirements.

ARMS CODE	TRAINING EVENT	BMC	E/CMR	I/CMR	INSTR	NOTES
ST15	ATD Sortie	4	6	8	4	1,2
<p>KEY:</p> <p>BMC—Basic Mission Capable</p> <p>E/CMR—Experienced Combat Mission Ready</p> <p>I/CMR—Inexperienced Combat Mission Ready</p> <p>INSTR--Instructor</p> <p>NOTES:</p> <p>1. Selected flying training events may be credited from ATD scenarios (Attachment 7).</p> <p>2. Additional ATD sessions, beyond the minimum requirements are encouraged. Additional ATD sessions should be targeted to inexperienced crew members to the maximum extent.</p>						

4.16.2. Mission Crew. Effective ATD sorties will provide a mission crewmember with effective training in his/her primary duties using the applicable ATD.

Table 4.4. MCC, DMCC, SD, SMO, SDT, AWO, AOT, AIO/T, ATSS RAP Annual ATD Requirements.

ARMS CODE	TRAINING EVENT	BMC	E/CMR	I/CMR	INSTR	NOTE
ST16	Mission Scenario	4	6	8	3	1,2,3,4
KEY:						
BMC—Basic Mission Capable						
E/CMR—Experienced Combat Mission Ready						
I/CMR—Inexperienced Combat Mission Ready						
INSTR--Instructor						
NOTES:						
1. Selected flying training events may be credited from ATD scenarios (Attachment 8).						
2. Additional ATD sessions, beyond the minimum requirements are encouraged. Additional ATD sessions should be targeted to inexperienced crew members to the maximum extent.						
3. 50 percent of mission scenario requirements may be accomplished in-flight with an internally driven scenario. When a Mission Scenario event is logged a Systems Ops will not be logged.						
4. Not applicable to personnel assigned to MAJCOM (includes Detachment 2, 605 TS), ANG, NAF, AFOTEC, and USAFWS.						

4.17. Currencies/Recurrencies/Requalification.

4.17.1. Currency. See [Attachment 7](#) and [Attachment 8](#) for currency requirements for all crew positions. If an aircrew member loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted. Instructors must be current and qualified in all events they are instructing.

4.17.2. Recurrency:

4.17.2.1. Overdue training requirements must be accomplished before the aircrew member is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting RAP status will require regression to N-CMR until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR, but may affect crewmember's deployment status. The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.17.2.2. If an aircrew member fails to maintain currency in any flying event, they may not perform that event without instructor or squadron supervision as designated by the SQ/CC.

4.17.2.3. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the SQ/CC.

4.17.3. Loss of/Requalification to Instructor Status. Instructors will be decertified if:

4.17.3.1. They fail a flight evaluation. Regain instructor status IAW AFI 11-202V2.

4.17.3.2. They fail a qualification, EPE, or instrument examination. To regain Instructor status, the crewmember must successfully reaccomplish the written exam or EPE.

4.17.3.3. They become noncurrent in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require decertification. If the SQ/CC does not elect this option or if the instructor becomes noncurrent in events/sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

4.18. CMR Regression.

4.18.1. Only RAP training and operational sorties may be used for lookback. If an aircrew member does not meet lookback requirements throughout the training cycle, SQ/CCs may:

4.18.1.1. Regress the aircrew member to a N-CMR status; or,

4.18.1.2. Remove the aircrew member from a CMR manning position; or,

4.18.1.3. Initiate action to remove the aircrew member from active flying status; or,

4.18.1.4. Grant the individual a 30-day extension to complete RAP requirements by the next monthly review.

4.18.2. Failure to meet 1-month RAP lookback requires a review of the aircrew member's 3-month sortie history. If the 3-month lookback has been met, aircrew members may, at SQ/CC discretion, remain CMR. Failure to meet the 3-month lookback will result in regression to N-CMR status as appropriate.

4.19. Regaining CMR/BMC Status

4.19.1. For CMR aircrew members regressed to N-CMR for lookback, the SQ/CC will approve a re-certification program to bring the aircrew member up to CMR standards. As a minimum, this program will consist of sorties/systems ops equaling 1-month's RAP requirement.

4.19.2. To regain CMR/BMC due to failure to complete annual sorties/events, aircrew will complete all deficient sorties/events within 30 days (60 days for traditional ANG personnel) of the end of the training period. Members only delinquent for sorties/system ops, but maintaining CMR must accomplish delinquent sorties, though these sorties/events may be counted against the total requirements for the new training cycle.

4.19.3. Following QT and requalification all aircrew positions will meet the 1-month lookback to maintain CMR until a 3-month lookback is established.

4.19.4. Aircrew members who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2. Aircrew members will regress to N-CMR or N-BMC as applicable. These aircrew members will remain N-CMR/N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the SQ/CC.

Table 4.5. Recurrency/Requalification Requirements.

Length of Time Since Currency Was Lost:	Consequence:	Recurrency/Requalification Requirements
Up to 6 months	Non-current	1. Fly at least one mission with an instructor and demonstrate proficiency in required currency event(s). 2. Review emergency procedures with an instructor of like crew position. 3. SQ/CC may direct additional training to include stan/eval written exams and AFI 11-202V2 ATD/flight evaluation. 4. See paragraph 4.17.
Over 6 months – up to 2 years	Unqualified (UQ)	1. SQ/CC will determine sortie and ATD scenario requirements. E-8C QT syllabus standards must be achieved. 2. Complete stan/eval written exams and AFI 11-202V2 ATD/flight evaluation. 3. See paragraph 4.17.
Over 2 years - up to 5 years	UQ	Must complete appropriate E-8C RQ course.
Over 5 years	UQ	Must complete appropriate ETCA formal initial qualification course.

Chapter 5

UPGRADE (UGT)/SPECIALIZED TRAINING

5.1. General. This chapter establishes the minimum eligibility criteria and the training requirements for UGT.

5.2. Requirements. UGT requirements provide aircrew members with the academic, ATD, and/or flying training needed to attain a higher level of E-8C aircrew qualification. Ancillary training requirements provide aircrew members with training on common mission related topics IAW USAF and MAJCOM directives.

5.3. Extensions. Failure to complete training within 120 days of the first flight (240 days for traditional ANG personnel) requires notification to HQ ACC/DOY (info copy ACC/DOG and ANG/XOO) with aircrew member's name, rank, reason for the delay, planned actions, and estimated completion date.

5.4. Waiver Coordination. OG/CC has waiver authority of prerequisites for upgrade/specialized training.

5.5. Instructor Upgrade. Instructor aircrew UGT prepares aircrew members for qualification as an instructor in their present crew position.

5.5.1. Prerequisites. In addition to the requirements listed below, all aircrew members must be experienced IAW paragraph 1.4.4.7. and enlisted aircrew members hold a 5-skill level, or equivalent for Army personnel, in their current crew position prior to consideration for instructor upgrade. Flying time prerequisites required for upgrade are based on an instructor candidate having gained knowledge and judgment required to effectively accomplish unit missions. Additionally, candidates will be selected based on their ability to instruct, flying skills, and technical knowledge. Unit commanders must ensure continuation training programs emphasize these areas.

5.5.1.1. Previously qualified E-8C Instructors. Aircrew members who have maintained an instructor qualification in the E-8C in another E-8C position (i.e. SD was an ISMO, SMO was an IAWO, or SDT was an IAOT) must be designated "experienced" in their current position prior to starting upgrade. Upgrade may be accomplished in-unit. Member must meet end-of-course standards and maximum sortie limits of the course and receive a flight evaluation IAW AFI 11-2E-8V2. In-unit upgrade training must be approved by OG/CC.

5.5.1.2. Instructor Pilot Upgrade training is divided into two categories:

5.5.1.2.1. Category I training will consist of ground and flight training events completed prior to commencing Category II training. Category I is a maximum 60-day training period covering IP responsibilities and right-seat sorties flown with an IP and is a prerequisite for Category II training. Category I training is completed in-unit and monitored by DOT. The individual may continue to perform aircraft commander duties on a crew. Proficiency is not required for Category I training. All ground training currency events will cover the period up to Category II training completion. Category I training requires a minimum of four right-seat familiarization sorties within 60 days of commencing formal training. One sortie will include a full mission profile. The other three sorties should be dedicated P-sorties with at least two air refuelings.

Category I sortie requirements may be waived by the OG/CC. Additionally, the candidate will be required to complete an IP upgrade workbook prior to commencing Category II training. Completed workbooks will be reviewed by the sponsoring squadron DOT prior to releasing the candidate to Category II Training.

Table 5.1. IP Upgrade Category I Training Events.

Training Event	Number Accomplished
Mission Planning/Briefing	4
Checklist Procedures and Use	4
Crew Coordination/Pacing	4
Takeoff	4
Touch & Go Landing	6
Landing (to include one full-stop)	6
Flap 25-50 Landing	2
Landing Attitude Demo	2
Instrument Approach	5
Precision Approach	2
Non-Precision Approach	3
Circling Approach	2
3-Engine Approach/Landing	2
3-Engine Missed Approach	2
SEFTOC	2
VFR Pattern/Landing	6
Air Refueling Limits	2
On-Station/Orbit Procedures/Retrograde	1
Overall Instructional Briefing	4

5.5.1.2.2. Category II training will consist of academic, ATD, and flying training that will be conducted IAW the approved syllabus. Category II flying training may be conducted in-unit with approval of the OG/CC.

5.6. Positional Upgrades. Some aircrew positions have upgrades to higher qualification levels that are described below. Select upgrade candidates based on upgrade potential, retainability, and mission requirements.

5.6.1. Pilot Upgrade (Aircraft Commander)

5.6.1.1. Prerequisites: Flying time prerequisites required for upgrade are based on a copilot having gained knowledge and judgment required to effectively accomplish unit missions. Unit commanders must ensure continuation training programs emphasize these areas. Copilots will have at least 1,300 hours total rated flying time and 300 hours primary/secondary E-8C time. First assign-

ment copilots require 750 hours primary/secondary E-8C time. Additionally, the following guidance applies:

5.6.1.1.1. Complete applicable ground and flying training requirements of this instruction.

5.6.1.2. Upgrade Training: AC training is divided into two categories:

5.6.1.2.1. Category I training will consist of ground and flight training events completed prior to commencing Category II training. Category I is a maximum 60-day training period covering AC responsibilities and left-seat sorties flown with an IP and is a prerequisite for Category II training. Category I training is completed in-unit and monitored by DOT. The individual may continue to perform copilot duties on a crew. Proficiency is not required for Category I training. All ground training currency events will cover the period up to Category II training completion. Category I training requires a minimum of three left-seat familiarization sorties within 60 days of commencing formal training. One sortie will include a full mission profile (which should include air refueling). The other two sorties will be dedicated P-sorties with at least one air-refueling event scheduled. Category I sortie requirements may be waived by the OG/CC. Additionally, the AC upgrade candidate will be required to complete an AC upgrade workbook prior to commencing Category II training. Completed workbooks will be reviewed by the sponsoring squadron DOT prior to releasing the AC candidate to Category II Training

Table 5.2. AC Upgrade Category I Training Events.

Training Event	Number Accomplished
Mission Planning/Briefing	3
Checklist Procedures and Use	3
Crew Coordination	3
Takeoff	3
Landing (to include one full-stop)	6
Instrument Approach (see note)	5
Precision Approach (see note)	2
Non-Precision Approach (see note)	3
Circling Approach	1
3-Engine Approach/Landing (see note)	2
3-Engine Missed Approach (see note)	2
SEFTOC (see note)	2
VFR Pattern/Landing	4
Air Refueling	1
On-Station/Orbit Procedures	1
NOTE:	
Up to 50 percent of this requirement may be accomplished in the WST.	

5.6.1.2.2. Category II training will consist of academic, ATD, and flying training that will be conducted IAW the ACC approved syllabus. Category II flying training may be conducted in-unit at discretion of squadron commander.

5.6.2. MCC Upgrade: MCC upgrade prerequisites are: qualified E-8C SDs with 200 flying hours in the E-8C.

5.6.3. SD Upgrade: SD candidates must be previously qualified SMOs with 200 flying hours in the E-8C.

5.6.4. SMO Upgrade: SMO candidates must be previously qualified AWOs with 200 flying hours in the E-8C.

5.6.5. SDT Upgrade: SDT candidates must be previously qualified AOTs with 200 flying hours in the E-8C and hold a 5-skill level.

5.6.6. Academic Training. Academic training for all positional upgrades is accomplished IAW the appropriate CTDs.

5.6.7. ATD Training. ATD training for all positional upgrades is accomplished IAW the appropriate CTDs.

5.6.8. Flying Training. Flying training for all positional upgrades is accomplished IAW the appropriate CTDs.

5.6.9. Upgrade Limitations. Individual crewmembers will be limited to a maximum of two positional qualifications.

5.6.9.1. SD and SMO positional upgrades are not considered multiple qualifications and will maintain currency in previous position (SMO and AWO).

5.6.9.2. SDs who upgrade to MCC will not normally maintain qualification as an SD unless designated by the OG/CC.

5.6.9.3. Designated individuals who maintain two qualifications must be fully qualified to include currency requirements and RAP requirements for all positions.

5.6.9.4. When a crewmember upgrades from AWO to SMO or from SMO to SD, he becomes “inexperienced” in the new position and must accomplish all inexperienced RAP requirements for that position until he meets the requirements in paragraph 1.4.4.7. of this instruction to upgrade to “experienced”. Personnel holding an instructor rating in previous position may maintain instructor qualification in that position at the discretion of their flying squadron commander.

5.7. Aircraft Commander (AC) Touch and Go Landings/Supervision of Copilot Touch and Go Landings.

5.7.1. Refer to AFI 11-2E-8 Volume 1, 116 OG Supplement, Chapter 7.

5.8. CP Air/Air Refueling (AAR).

5.8.1. Refer to AFI 11-2E-8 Volume 1, 116 OG Supplement, Chapter 7.

Chapter 6

MAJCOM SPECIFIC GUIDANCE

6.1. Unit Supplementation. Field units supplement the basic volume or MAJCOM specific guidance using the chapter supplementation method. Field units must forward their **Chapter 7** to HQ ACC/DOYA for MAJCOM approval prior to publishing. HQ ACC DOYA will info copy ACC/DOG and ANG/XOT.

6.2. Theater Certification. Aircrew members will normally certify in a theater prior to each deployment in that theater. This certification process will be determined by the OG/CC and should normally include (time permitting):

6.2.1. A deployment spin-up brief from squadron DOW. **NOTE:** Squadrons are encouraged to develop other means to enhance aircrew members' combat readiness in reference to the wing's OPLAN requirements.

6.2.2. Mission planning for the theater, to include a thorough review of the most current Air Tasking Order (ATO), Special Instructions (SPINS), and Rules of Engagement (ROE).

6.2.3. A minimum of one theater mission crew simulator session.

6.2.4. A certification brief given by the crew to a squadron board normally consisting of the CC, DO, or their designated representatives.

6.2.5. Aircrew Intelligence and TKCM training. The program will be designed around projected real world tasking and the latest threat information. Intelligence and tactics functions will jointly develop training objectives.

6.3. Forms Adopted . AF Form 847 **Recommendation for Change of Publication**, AF Form 1520 **ARMS Mission/Multi-Crewmember Scheduled Event Input**, AF Form 1521 **ARMS Individual Scheduled Event Input**, AF Form 1522 **ARMS Additional Training Accomplishment Input**, AF Form 3526 **ARMS OMR Event Accomplishment Report**.

Chapter 7

LOCAL SPECIFIC GUIDANCE

7.1. General. This supplement will be distributed to MAJCOM/ANG/NAF OPRs, as applicable. IAW AFD 11-2, supplements will not be less restrictive than the basic documents.

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

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

116 OG OI, *Touch and Go and Air Refueling Supervision*

AFPD 10-11, *Operations Security*

AFI 10-403, *Deployment Planning and Execution*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFI 11-2E-8V2, *E-8 Aircrew Evaluation Criteria*

AFI 11-2E-8V3, *E-8 Operations Procedures*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-290, ACC Sup 1, *Cockpit/Crew Resource Management Training Program*

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

AFI 11-301V1, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Aviation Management*

AFI 11-403, *Aerospace Physiological Training Program*

ACCI 11-464, *Training Records and Performance Evaluation in Formal Training Programs*

AFI 13-213, *Airfield Management*

AFI 14-105 ACC Sup 1, *Unit Intelligence Mission and Responsibilities*

AFI 21-101, *Aerospace Equipment Maintenance Management*

AFI 31-401, *Information Security Program Management*

AFI 32-4001, ACC Sup 1, *Disaster Preparedness Planning and Operations*

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

AFI 33-360V1, *Publications Management Program*

AFI 33-360V2, *Forms Management Program*

AFI 36-2201, Volume 1, *Training, Development, Delivery, and Evaluation*

AFMAN 36-2234, *Instructional System Development*

AFH 36-2235V1, *Information For Designers Of Instructional Systems—ISD Executive Summary for Commanders and Managers*

AFH 36-2235V2, *Information for Designers of Instructional Systems—ISD Automated Tools/What Works*

AFH 36-2235V3, *Information For Designers Of Instructional Systems Application To Acquisition*

AFI 36-2226, *Combat Arms Program*

AFI 37-160V8, *The Air Force Publications and Forms Management Program—Developing and Processing Forms*

AFMAN 37-139, *Records Disposition Schedule*

AFI 48-123, *Medical Examinations and Standards*

AFPD 51-4, *Compliance With the Law of Armed Conflict*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V1, *Criminal Investigations*

AFI 91-202, ACC Sup 1, *The US Air Force Mishap Prevention Program*

Abbreviations and Acronyms

AAR—Air/Air Refueling

ABM—Air Battle Manager

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACW—Air Control Wing

AF—Air Force

AFI—Air Force Instruction

AFOTEC—Air Force Operational Test & Evaluation Center

AIO—Airborne Intelligence Officer

AIT—Airborne Intelligence Technician/Aircrew Intelligence Training

AMSS—Airborne Mission Systems Specialist

ANG—Air National Guard

ANGB—Air National Guard Bureau

AOC—Air Operations Center

AOR—Area of Responsibility

AOT—Airborne Operations Technician

API—Aircrew Position Indicator

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATSS—Airborne Target Surveillance Supervisor

AWACS—Airborne Warning and Control System

AWO—Airborne Weapons Officer
BI—Broadcast Intelligence
BMC—Basic Mission Capable
BAQ—Basic Aircraft Qualification
C3—Command, Control and Communications
CAF—Combat Air Forces
CAOC—Combined Air Operations Center
CAS—Close Air Support
CAT—Continuation Academic Training
CC—Commander
CFT—Cockpit Familiarization Trainer
CGS—Common Ground Station
C-MISSION—Combat Mission
CMR—Combat Mission Ready
COMAFFOR—Commander Air Force Forces
COMSEC—Communications Security
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CSAR—Combat Search and Rescue
CSS—Computer Systems Squadron
CST—Communications System Technician
CT—Continuation Training
CTD—Course Training Document
CTS—Combat Training Squadron
CW—Chemical Warfare
DMCC—Deputy Mission Crew Commander
DNIF—Duty Not Involving Flying
DOC—Designed Operational Capability
DOT—Training Flight/Branch
DRU—Direct Reporting Unit
DT&E—Developmental Test and Evaluation

EA—Electronic Attack
E/CMR—Experienced Combat Mission Ready
EP —Electronic Protection/Evaluator Pilot/Emergency Procedure
EPE—Emergency Procedures Evaluation
ETCA—Education and Training Course Announcement
EXP—Experienced
F—Fahrenheit
FADC—Flight Authorization Duty Code
FE—Flight Engineer
FEB—Flying Evaluation Board
FEF—Flight Evaluation Folder
FOA—Field Operating Agency
FOD—Foreign Object Damage
FP—First Pilot
FS—Flight Surgeon
HHQ—Higher Headquarters
HQ—Headquarters
IAIO—Instructor AIO
IAIT—Instructor AIT
IAMSS—Instructor AMSS
IATSS—Instructor ATSS
IAW—In Accordance With
IAWO—Instructor AWO
I/CMR—Inexperienced Combat Mission Ready
IDMCC—Instructor DMCC
ILS—Instrument Landing System
IMCC—Instructor MCC
INAV—Instructor NAV
INEXP—Inexperienced
INFOSEC—Information Security
INSTR—Instructor
IP—Instructor Pilot

IQT—Initial Qualification Training
ISD—Instructor Senior Director/Instructional Systems Development
ISDT—Instructor SDT
ISMO—Instructor SMO
Joint STARS—Joint Surveillance Target Attack Radar System
JSWS—Joint Services Work Stations
JTIDS—Joint Tactical Information Distribution System
LFE—Large Force Employment
LG—Logistics Group
LNO—Liaison Officer
LOAC—Law of Armed Conflict
MAJCOM—Major Command
MCC—Mission Crew Commander
MDT—Mission Directed Training
MQT—Mission Qualification Training
N-BMC—Non Basic Mission Capable
N-CMR—Non Combat Mission Ready
NAAR—Night Air/Air Refueling
NAF—Numbered Air Force
NAV—Navigator
NFE—Non-prior Flight Engineer
NLT—Not Later Than
OCONUS—Outside The Continental United States
OCR—Office of Collateral Responsibility
OG—Operations Group
OPR—Office of Primary Responsibility
OPSEC—Operations Security
OSS—Operations Support Squadron
OT&E—Operational Test and Evaluation
OWS—Operator Work Station
P—Pilot/Proficiency
PAR—Precision Approach Radar

PC-IDM—Personal Computer-Improved Data Modem
PCS—Permanent Change of Station
PFT—Programmed Flying Training
POC—Point of Contact
PTT—Part-Task Trainer
QT—Qualification Training
QUAL—Qualification
RAP—Ready Aircrew Program
ROE—Rules of Engagement
RQ—Requalification
SATCOM—Satellite Communications
SCDL—Surveillance Control Data Link
SCQ—Special Capabilities and Qualification
SD—Senior Director
SDT—Senior Director Technician
SMO—Sensor Management Officer
SOF—Supervisor of Flying/Special Operations Forces
SQ/CC—Squadron Commander
SQ/DO—Squadron Operations Officer
TACP—Tactical Air Control Parties
TADD—Threat Avoidance Arrival and Departure Procedures
TDY—Temporary Duty
TKCM—Threat Knowledge and Counter Measures
TRSS—Training Support Squadron
TS—Test Squadron
TX—Transition
UGT—Upgrade Training
UMD—Unit Manning Document
UQ—Unqualified
USAF—United States Air Force
USAFWS—United States Air Force Weapons School

WG—Wing

WST—Weapon System Trainer

Terms

Academic Training—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed before beginning that training.

Aircrew Training Device (ATD)—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), or other simulators.

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

Basic Aircraft Qualified (BAQ)—BAQ aircrew members have completed a flight evaluation IAW AFI 11-2E-8V2 and are qualified to perform basic aircrew duties in the E-8.

Basic Mission Capable (BMC)—BMC positions (normally API-6/8/B/D) are filled by aircrew who have a primary job performing HQ, NAF, and selected wing supervision or staff functions (subject to OG/CC discretion). BMC aircrew will maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew will accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy OCONUS in a flying position only after they have accomplished all ground training requirements required for CMR aircrew outlined in [Attachment 6](#) of this volume. BMC aircrew may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. BMC aircrew may deploy in a ground support role with little notice. Failure to complete BMC required training results in regression to N-BMC status.

Cockpit Familiarization Trainer (CFT)—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

Cockpit Procedures Trainer (CPT)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

Combat Mission Ready (CMR)—All API-1/2/A positions, line flying officer and enlisted aircrew members, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. CMR aircrew will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to N-CMR status. While N-CMR, aircrew may perform missions that they are current in and either familiar or proficient and qualified in, similar to BMC aircrew, but may not deploy OCONUS.

Continuation Training (CT)—Training designed to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties. These sorties are not flown in formal

syllabus missions, tests, or evaluations.

Course Training Document (CTD)—Documented guidance for a particular training course that includes a synopsis of training, resource requirements, and equipment allocations.

Direct Supervision—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other crew positions the instructor must be readily available to assume the primary duties if required.

E-8C Qualification Training—The combination of normal IQT and MQT into an integrated syllabus. E-8C QT specifically focuses on the employment level at which the E-8C operates. Because of the unique, worldwide mission employment characteristics of the E-8C, the normal progression for training in the E-8C includes portions of initial qualification as well as a simultaneous mission qualification training. Thus, subdividing the training phases into distinct IQT and MQT phases does not make sense. E-8C QT inclusive of IQT and MQT requirements includes a balanced mixture of flight, simulator, and academic training to prepare the aircrew for E-8C qualification.

Event—The accomplishment of a specific training element, function, or task.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, and instructor guides related to the specific course.

Inexperienced/Experienced (I/E) Aircrew—A designation used to determine the level of training a crewmember receives within each RAP level.

Lookback—Sorties for pilots, system ops for all other crew positions; calculated on a calendar month basis.

Proficiency—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Qualification (QUAL)—Aircrew has demonstrated to an instructor the capability to accomplish the event.

Ready Aircrew Program (RAP)—The CT program designed to focus on ground and flying training to accomplish a unit's basic tasked missions in support of worldwide CINC tasking.

Specialized Training—Training for specialized tactics, weapons systems, or flight responsibilities.

Attachment 2

SAMPLE WAIVER REQUEST MEMORANDUM FORMAT

MEMORANDUM FOR XX OG/CC

FROM: (SQ/CC)

SUBJECT: Annual Training Waiver Request

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

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

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

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

3. The following aircrew member(s) failed to complete annual ATD requirements:

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

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

(SQ/CC signature block)

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

A3.1. Aircrew members fly only once on the days aircrew chemical defense ensemble (ACDE) gear is worn in-flight.

A3.2. When ambient air temperature exceeds 70 degrees F, the long underwear is not worn during CT flights.

A3.3. Only one pilot at a time wears the ACDE gear during flight. The squadron commander ensures a qualified pilot who is not wearing ACDE gear has access to the flight controls during ACDE pilot training.

NOTE: Pilots will not wear ACDE gear during critical phases of flight.

A3.4. When mission profiles exceed 2 hours, equipment can be removed in-flight. Equipment must still be worn for a minimum of 45 minutes.

A3.5. During hot weather (70 degrees F or higher), ramp time should be limited to no more than 15 minutes.

Attachment 4

TRAINING SHORTFALL REPORT

MEMORANDUM FOR XX OG/CC

SUBJECT: xx SQ Training Year Shortfalls

FROM: xx SQ/CC

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

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

- SPECIFIC REASON FOR SHORTFALL
- CORRECTIVE ACTION (IF ANY)
- LIMFACS

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

(SQ/CC Signature Block)

1ST Ind, OG/CC

TO: HQ ACC/DOY

1. (Comments, if applicable, from OG/CC)
2. POC is (Who does DOY contact to answer any questions about the waiver request?)

(OG/CC signature block)

Attachment 5

PRORATION OF ANNUAL TRAINING EVENTS

A5.1. Annual Training Event Proration. Various crew positions incur different requirements for annual training events. These requirements define the minimum number the event must be performed to keep the crewmember current. [Table A5.1.](#) provides guidance for proration of these events when a portion of the annual training period was unavailable due to circumstances outlined in AFI 11-202V1.

Table A5.1. Proration of Annual Training Events.

	Number of Months Remaining After Proration											
	11	10	9	8	7	6	5	4	3	2	1	0
Annual Requirement	Prorated Requirement											
1	1	1	1	1	1	1	0	0	0	0	0	0
2	2	2	2	1	1	1	1	1	1	0	0	0
3	3	3	2	2	2	2	1	1	1	1	0	0
4	4	3	3	3	2	2	2	1	1	1	0	0
5	5	4	4	3	3	3	2	2	1	1	0	0
6	6	5	5	4	4	3	3	2	2	1	1	0
7	6	6	5	5	4	4	3	2	2	1	1	0
8	7	7	6	5	5	4	3	3	2	1	1	0
9	8	8	7	6	5	5	4	3	2	2	1	0
10	9	8	8	7	6	5	4	3	3	2	1	0
11	10	9	8	7	6	6	5	4	3	2	1	0
12	11	10	9	8	7	6	5	4	3	2	1	0
13	12	11	10	9	8	7	5	4	3	2	1	0
14	13	12	11	9	8	7	6	5	4	2	1	0
15	14	13	11	10	9	8	6	5	4	3	1	0
16	15	13	12	11	9	8	7	5	4	3	1	0
17	16	14	13	11	10	9	7	6	4	3	1	0
18	17	15	14	12	11	9	8	6	5	3	2	0
19	17	16	14	13	11	10	8	6	5	3	2	0
20	18	17	15	13	12	10	8	7	5	3	2	0
22	20	18	17	15	13	11	9	7	6	4	2	0
24	22	20	18	16	14	12	10	8	6	4	2	0
26	24	22	20	17	15	13	11	9	7	4	2	0
28	26	23	21	19	16	14	12	9	7	5	2	0

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

Attachment 6

GROUND TRAINING REQUIREMENTS

A6.1. Grounding Event. Aircrew members who fail to complete the ground training events in [Table A6.1](#) will be considered N-BMC/N-CMR, are grounded, and will not fly until the event is complete. BAQ aircrew members are grounded until the event is complete.

Table A6.1. Grounding Events.

ARMS CODE	EVENT TITLE	FREQUENCY	REFERENCE
LLO1	Life Support Familiarization Training (LSFT)	Initial	ACCI 11-301
LL03	Emergency Egress, Non-Ejection Seat	Annual	ACCI 11-301
N/A	Physiological Training	5-years	AFI 11-403
N/A	Flight Physical	Annual	AFI 48-123
GA23	Crew Resource Management (CRM)	Biennial	AFI 11-290, ACC Sup 1

A6.2. Events affecting BMC/CMR status. Aircrew members who fail to complete the applicable ground training events in **Table A6.2.** will be considered N-BMC/N-CMR until the event is complete.

Table A6.2. BMC/CMR Events

ARMS CODE	EVENT TITLE	BMC	CMR	FREQUENCY	REFERENCE	NOTES
GA50	Nuclear, Biological, and Chemical (NBC) Defense Training	X	X	Annual	AFI 32-4001, ACC Sup 1	1,3
IE01	Threat Knowledge and Countermeasure (TKCM)		X	Annual	AFI 14-105, ACC Sup 1	2,3
LL04	Aircrew Chemical Defense Training (ADCT)		X	Annual	ACCI 11-301	2,3
LL06	Aircrew Life Support Equipment Tng (ALSE)	X	X	Annual	ACCI 11-301	1
SS02	Combat Survival Training (CST)	X	X	Triennial	ACCI 11-301	
SS05	Water Survival Training	X	X	Triennial	ACCI 11-301	1

NOTES:

1. BAQ personnel require currency in event.
2. For members assigned BMC training level, event must be accomplished prior to OCONUS deployment.
3. Not applicable to MAJCOM (including Detachment 2, 605 TS), ANG, NAF, AFOTEC, USAFWS personnel.

A6.3. Aircrew Ground Training. Ground training events in [Table A6.3](#) are required for all aircrew members. Delinquency in event does not affect RAP status, but could affect qualification or mobility status of member.

Table A6.3. Aircrew Ground Training

ARMS CODE	EVENT TITLE	BMC	CMR	FREQUENCY	REFERENCE	NOTES
IE05	ISOPREP Review		X	Semiannual	AFI 14-105	1
IE06	Theater Deployment Training		X	Annual	Chapter 4	1
GA20	Boldface	X	X	Monthly	AFI 11-202V2	2,3
A102	Instrument Refresher Course and Exam	X	X	Checkride Cycle	AFI 11-202V2 AFI 11-2E-8V2	2,4
CW70	Aircrew CWD Flight Training		X	Annual	Chapter 7	
CA08	Continuation Academic Training	X	X	Quarterly	Chapter 7	2
GA03	Anti-Hijack	X	X	Annual	AFI 13-207	2

NOTES:

1. For members assigned BMC training level, event must be accomplished prior to OCONUS deployment.
2. BAQ personnel require currency in this event.
3. Required for pilots only.
4. Required for pilots and navigators. Frequency is in conjunction with qualification evaluation (e.g., every 17 months).

A6.4. Air Force Awareness Program Training. The training events in **Table A6.4.** are part of the Air Force Awareness Program. These events do not affect RAP status, but may affect mobility status.

Table A6.4. Air Force Awareness Program Training.

ARM CODE	EVENT TITLE	FREQUENCY	REFERENCE	NOTES
FO43	Foreign Object Damage (FOD)	Annual	AFI 21-101	
GA01	Small Arms Training (9mm)	Triennial	AFI 36-2226	1
GA07	Flight Line Driver Training	Annual	AFI 13-213,	1,2
GA10	Law of Armed Conflict (LOAC)	Annual	AFI 51-401, AFPD 51-4	
GA 12	Operations Security (OPSEC)	Annual	AFPD 10-11	
GA13	Communication Security (COMSEC)	Annual	AFI 33-211	
GA13A	COMSEC Required Reading	Annual	AFI 33-211	3
GA14	Protection from Terrorism	As Required	AFI 31-210	4
GA55	Flight Safety Meeting	Quarterly	AFI 91-202, ACC Sup 1	
GA58	Disaster Preparedness	Annual	AFI 32-4001	
IS01	Information Security (INFOSEC)	Annual	AFI 31-401	
RC07	Reporting and Countering the Human Intelligence Threat (HUMINT)	Annual	AFI 31-401, AFI 71-101, Volume 1	
N/A	Flight Records Review	Annual	AFI 11-401	5
UC01	Mobility Review	Semi-Annual	AFI 10-403	1

NOTES:

1. Not applicable to MAJCOM (includes Detachment 2, 605 TS), ANG, NAF, AFOTEC, and USAFWS personnel unless directed by their commander. As a Total Force organization, all personnel are considered "ANG Category C".
2. Required by personnel identified by SQ/DO.
3. CST position only.
4. Required within six months of any deployment, leave, or travel OCONUS.
5. Not applicable to U. S. Army personnel

Attachment 7

FLIGHT CREW CONTINUATION TRAINING REQUIREMENTS

A7.1. Pilot Continuation Training Requirements. Table A7.1. contains minimum annual training events, currency requirements, and lookback requirements for EP, IP, AC, FP, and CP. Event definitions are in Attachment 9. FPs and CPs are considered inexperienced and will complete inexperienced CMR requirements. BMC personnel are considered experienced for currency requirements.

Table A7.1. Pilot Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
AP42	Instrument Approach	1,2	45	45	13	26	36
AP01	Precision Approach	1,2			7	14	18
AP04	Non-Precision Approach	1,2			6	12	18
AP30	Circling Approach				2	4	4
AP39	Three Engine Approach/Missed Approach	1			4	8	10
AR01	Air Refueling	3,4	60	45	5	10	12
AR02	Night Air Refueling	3,4	120	90	2	4	6
AR14	Autopilot-Off Air Refueling	4,7	180	180	2	4	6
LD01	Landing	5	45	45	10	20	28
LD02	Night Landing	5	120	120	3	4	6
LD11	Touch-and-Go Supervision	1,6,7	45	30			
LD27	Three Engine Landing	5,7,8	120	90	4	8	10
RO03	Retrograde				2	4	4
ST10	Sortie				9	18	30
SX10	Pilot Proficiency Sortie				3	6	8
TO01	Takeoff	1	45	45	10	20	28
TO16	SEFTOC	1			3	6	8
VT41	TAAD	1			2	4	4
	Sortie RAP Lookback						
	1-Month Requirement					1	3
	3-Month Requirement					5	8

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
KEY							
EP—Evaluator Pilot							
IP—Instructor Pilot							
AC—Aircraft Commander							
FP—First Pilot							
CP—Copilot							
Exp—Experienced							
Inexp—Inexperienced							
BMC—Basic Mission Capable							
E/CMR—Experienced Combat Mission Ready							
I/CMR—Inexperienced Combat Mission Ready							
NOTES							
1. 50 percent of requirement (maximum of 8) can be accomplished in WST.							
2. Accomplishment of AP01 and AP04 updates currency for AP42.							
3. Accomplishment of AR02 updates currency for AR01.							
4. Air Refueling currency and event requirement do not affect Copilots RAP status.							
5. Accomplishment of LD02 and LD27 updates currency of LD01.							
6. Currency for ACs certified to supervise touch-and-goes is 30 days. This event is a non-RAP requirement.							
7. Currency may be lost while deployed and is not required for deployed operational/ contingency sorties. Currency must be regained within 30 days after re-deployment, then para 1.5.4.1.2 applies.							
8. For copilots, this is a non-RAP event and currency does not apply.							

A7.2. Navigator Continuation Training Requirements. Table A7.2. contains minimum annual training events, currency requirements, and lookback requirements for all navigators. Event definitions are in Attachment 9. BMC personnel are considered experienced for currency requirements.

Table A7.2. Navigator Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
SO04	System Ops	1	60	60	6	12	24
AR15	Air Refueling Rendezvous		120	90	4	8	10
RO03	Retrograde				4	4	4
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Combat Mission Ready

I/CMR—Inexperienced Combat Mission Ready

NOTES

1. Up to four System Ops requirement may be logged on Pilot Proficiency Sorties if Air Refueling is accomplished.

A7.3. Flight Engineer Continuation Training Requirements. **Table A7.3.** contains minimum annual training events, currency requirements, and lookback requirements for flight engineers. Event definitions are in **Attachment 9**. BMC personnel are considered experienced for currency requirements.

Table A7.3. Flight Engineer Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
SO04	System Ops		60	60	6	12	24
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6
KEY							
Exp—Experienced							
Inexp—Inexperienced							
BMC—Basic Mission Capable							
E/CMR—Experienced Combat Mission Ready							
I/CMR—Inexperienced Combat Mission Ready							

Attachment 8

MISSION CREW CONTINUATION TRAINING REQUIREMENTS

A8.1. MCC/DMCC Continuation Training Requirements. Table A8.1. contains minimum annual training events, currency requirements, and lookback requirements for MCCs and DMCCs. Event definitions are in Attachment 9.

Table A8.1. MCC/DMCC Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
LF01	Large Force Employment	1			1	2	2
RO03	Retrograde	1			2	4	4
SO04	System Ops		60	60	6	12	24
SR05	CSAR	1,3			1	2	2
ST16	C-Mission Scenario	2			4	6	8
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Combat Mission Ready

I/CMR—Inexperienced Combat Mission Ready

NOTES

1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.
2. 50 percent of requirement can be accomplished through airborne simulation, see Table 4.4.
3. 50 percent of requirement can be accomplished through simulation (training device or airborne).

A8.2. SD/SMO/AWO Continuation Training Requirements. [Table A8.2.](#) contains minimum annual training events, currency requirements, and lookback requirements for SDs, SMOs, and AWOs. Event definitions are in [Attachment 9](#).

Table A8.2. SD/SMO/AWO Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
AS18	Attack Support	1,2,3	90	90	8	16	24
LF01	Large Force Employment	1			1	2	2
SC34	Sensor Setup	1,4,5			5	10	12
S004	System Ops		60	60	6	12	24
SO35	Sensor Operations	1,4,5			5	10	12
SR05	CSAR	1,2			1	2	2
ST16	C-Mission Scenario	6			4	6	8
ST19	EA/EP	1,2,4,5,6			2	4	4
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					5	8

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Combat Mission Ready

I/CMR—Inexperienced Combat Mission Ready

NOTES

1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.
2. 50 percent of requirement may be accomplished by simulation (training device or airborne).
3. SD require 25% and SMO require 50% of total requirement.
4. SD require 50% of total requirement.
5. Not applicable to AWO position.
6. 50 percent of requirement can be accomplished through airborne simulation, see [Table 4.4.](#)

A8.3. SDT/AOT Continuation Training Requirements. [Table A8.4.](#) contains minimum annual training events, currency requirements, and lookback requirements for SDTs and AOTs. Event definitions are in [Attachment 9](#).

Table A8.3. SDT/AOT Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
LF01	Large Force Employment	1			1	2	2
SO04	System Operations		60	60	6	12	24
ST16	C-Mission Scenario	2			3	6	8
VT01	Voice Tell	1			3	6	6
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Mission Ready

I/CMR—Inexperienced Combat Ready

NOTES

1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.
2. 50 percent of requirement can be accomplished through airborne simulation. See [Table 4.4.](#)

A8.4. AIO/AIT Continuation Training Requirements. [Table A8.4.](#) contains minimum annual training events, currency requirements, and lookback requirements for AIOs and AITs. Event definitions are in [Attachment 9.](#)

Table A8.4. AIO/AIT Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
BI03	Broadcast Intel	1,3			3	6	12
LF01	Large Force Employment	1			1	2	2
RO03	Retrograde	1			2	4	4
SO04	System Ops		60	60	6	12	24
SR05	CSAR	1,3			1	2	2
ST16	C-Mission Scenario	2			4	6	8
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Mission Ready

I/CMR—Inexperienced Combat Mission Ready

NOTES

1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.
2. 50 percent of requirement can be accomplished through airborne simulation. See [Table 4.4.](#)
3. 50 percent of requirement can be accomplished through simulation (ATD or airborne).

A8.5. ATSS Continuation Training Requirements. [Table A8.5.](#) contains minimum annual training events, currency requirements, and lookback requirements for ATSSs. Event definitions are in [Attachment 9](#).

Table A8.5. ATSS Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
LF01	Large Force Employment	1			1	2	2
SO04	System Ops		60	60	6	12	24
SO05	SCDL	1			2	4	4
CE09	SATCOM Data	1			2	4	4
ST16	C-Mission Scenario	2			4	6	8
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Combat Mission Ready

I/CMR—Inexperienced Combat Mission Ready

NOTES

1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.

2. 50 percent of requirement can be accomplished through airborne simulation. See [Table 4.4.](#)

A8.6. CST Continuation Training Requirements. Table A8.6. contains minimum annual training events, currency requirements, and lookback requirements for CSTs. Event definitions are in Attachment 9.

Table A8.6. CST Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
CE09	SATCOM Data	1			2	4	4
JS16	JTIDS	1			2	4	4
BI03	Broadcast Intel	1			2	4	4
SO04	System Ops		60	60	6	12	24
SO05	SCDL	1			2	4	4
ST16	C-Mission Scenario	2			4	6	8
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6

KEY

Exp—Experienced

Inexp—Inexperienced

BMC—Basic Mission Capable

E/CMR—Experienced Combat Mission Ready

I/CMR—Inexperienced Combat Mission Ready

NOTES

1. Instructors/Evaluators accomplish 50 percent of experienced RAP requirements but not less than one where only one is required.

2. 50 percent of requirement can be accomplished through airborne simulation. See Table 4.4..

A8.7. AMSS Continuation Training Requirements. Table A8.7. contains minimum annual training events, currency requirements, and lookback requirements for AMSSs. Event definitions are in [Attachment 9](#).

Table A8.7. AMSS Continuation Training Requirements.

ARMS CODE	EVENT	NOTES	CURRENCY		ANNUAL REQUIREMENT		
			Exp	Inexp	BMC	E/CMR	I/CMR
SO04	System Ops		60	60	6	12	24
	System Ops Lookback						
	1-Month Requirement					1	2
	3-Month Requirement					3	6
KEY							
Exp—Experienced							
Inexp—Inexperienced							
BMC—Basic Mission Capable							
E/CMR—Experienced Combat Mission Ready							
I/CMR—Inexperienced Combat Mission Ready							

Attachment 9

TRAINING EVENTS AND DESCRIPTIONS

A9.1. Training Events and Descriptions. The following are descriptions of training events, ARMS codes, and requirements for completion. Specific aircrew requirements are identified in [Attachment 7](#) and [Attachment 8](#).

- A9.1.1. **AA01J—Aircraft Qualification Evaluation.** Accomplish IAW AFI 11-2E-8, Volume 2.
- A9.1.2. **AA11J—Instrument Qualification Evaluation.** Accomplish IAW AFI 11-2E-8, Volume 2.
- A9.1.3. **AP01—Precision Approach.** Dual log with AP42 when accomplishing an ILS or PAR approach.
- A9.1.4. **AP04—Non-Precision Approach.** Dual log with AP42 when accomplishing a TACAN, Localizer, VOR, NDB, or ASR approach.
- A9.1.5. **AP30—Circling Approach.** Dual log with AP04 and AP42. Any non-precision approach culminating in a circling maneuver to reach the desired landing runway.
- A9.1.6. **AP39—Three-Engine Approach/Missed Approach.** Dual log with AP42 and AP01 or AP04 if accomplished from an instrument approach. Any approach using only 3 engines culminating in a planned low approach. Purpose is to demonstrate thrust and directional control requirements during a three-engine go-around.
- A9.1.7. **AP42—Instrument Approach.** Dual log with AP01 and AP04.
- A9.1.8. **AR01—AAR.** Accomplish 10 minutes of closure/contact time. Time requirement does not apply during tanker auto-pilot off refueling or during HHQ missions. Dual log with AR02 and AR14.
- A9.1.9. **AR02—Night AAR.** Same as AR01 conducted between the hours of sunset and sunrise. Dual log with AR01.
- A9.1.10. **AR14—Autopilot-off AAR.** Same as AR01 conducted with all axis of tanker autopilot disengaged. Practice closure and contacts for a minimum of 10 minutes. Dual log with AR01.
- A9.1.11. **AR15—AAR Rendezvous.** NAV successfully utilizes all available equipment to assist rendezvous to one nautical mile from the tanker. Flight instructors may dual log any training rendezvous instruction.
- A9.1.12. **AS18—Attack Support.** Provide direct attack support to an attack asset that results in the successful acquisition or prosecution of the target. Assets may include: fixed or rotary-wing aircraft, tactical air control parties (TACP), or other fire units (army artillery, naval gunfire, etc.). One attack support event is defined as direct support to one asset or set of assets from check-in to checkout. Event can be accomplished via simulation on training device or airborne. For airborne simulation, SQ/DOW will develop attack support scenarios.
- A9.1.13. **BI03—Broadcast Intelligence (BI).** Configure and operate the BI system.
- A9.1.14. **CE09—SATCOM Data.** Establish a SATCOM data link with another airborne or ground agency and accomplish successful transfer of data.

A9.1.15. **JS16—JTIDS.** Establish a JTIDS link with another airborne or ground agency. There must be a successful transfer of messages between terminals, but the link does not have to be declared operational. CST only.

A9.1.16. **LD01—Landing.** Any landing accomplished when physically controlling the airplane. Pilot only.

A9.1.17. **LD02—Night Landing.** Any landing that occurs between the hours of civil twilight. Dual log with LD01. Pilot only.

A9.1.18. **LD11—Touch and Go Landing/Supervision.** Instructor pilots and certified ACs may dual log with LD01, LD02, LD27, and TO01 (as applicable) while in the seat performing or supervising touch and go landings.

A9.1.19. **LD27—Three-Engine Landing.** Any landing using only 3 engines. Dual log with LD01. Pilot only.

A9.1.20. **LF01—Large Force Employment (LFE).**

A9.1.20.1. DMCC/SDT/AWO/AIO/AIT. Conduct planning and employment of the E-8C to support a composite exercise in which targeting information (voice or data) is provided to any element(s) of an integrated force package during SEAD, strike, CAS, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

A9.1.20.2. MCC/SD. Conduct planning and employment of the E-8C to support a composite exercise in which targeting information (voice or data) is provided to any element(s) of an integrated force package during SEAD, strike, CAS, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force. Perform/supervise battle management functions during all phases of LFE.

A9.1.20.3. SMO. Conduct planning and employment of the E-8C to support a composite exercise in which targeting information (voice or data) is provided to any element(s) of an integrated force package during SEAD, strike, CAS, close-in fire support, or against elements of an organized OPFOR, such as a regimental-sized maneuver force. Provide sensor support and assist with battle management functions (as required) during all phases of the LFE.

A9.1.20.4. AOT. Conduct planning and employment of the E-8C to support a composite force exercise by providing target detection, target development, tracking, monitoring, track classification, and reporting. Surveillance functions should contribute to targeting support to any element of an integrated force package during SEAD, strike, CAS, or against elements of an organized OPFOR, such as a regimental-sized maneuver force.

A9.1.21. **MC41—Mission Qualification Evaluation.** Accomplished IAW AFI 11-2E-8V2.

A9.1.22. **RO03—Retrograde Operations.** Include initiation of Phase I and II procedures. If airspace permits, Phase III will be accomplished consistent with safety of flight considerations and desired learning objectives. Pilot, NAV, MCC, AIO/T only.

A9.1.23. **SC34—Sensor Setup.** Perform a complete sensor setup to include configuring applicable TDs, configuring and checking the radar presentation to ensure it is operating properly and taking corrective actions as necessary. SD/SMO only.

A9.1.24. **SO04—System Ops.** Definition for system ops are defined below by crew position. For all crew positions, crew member must perform primary duties for a minimum of one hour. A crewmember may only log one system ops per sortie.

A9.1.24.1. NAV. The NAV performs a significant portion of the associated duties beyond mission planning which are required for successful mission accomplishment. Events should include performing preflight or post-flight duties and some part of the duties associated with the on-station or deployment phase of flight to include the use of equipment as available/required (i.e., secure communications equipment, JTIDS link information, broadcast intelligence data, and E-8C retrograde operations). A P-sortie with AAR may be logged as a system ops up to four times per annual training period.

A9.1.24.2. FE. The FE accomplishes all associated duties to include mission planning, preflight, takeoff, in-flight duties, landing and postflight.

A9.1.24.3. MCC. With the radar declared operational and the E-8C declared ops normal or on station, the MCC performs/supervises battle management functions, and manages the performance of all mission crew sections required to accomplish the mission.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.4. DMCC. With the radar declared operational and the E-8C declared ops normal or on station, the DMCC ensures surveillance, targeting, and attack control priorities are met. The DMCC coordinates with the MCC for mission completion.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.5. SD. Determine surveillance, command and control, and attack support objectives. With the radar declared operational and the E-8C declared ops normal or on station, the SD performs battle management functions within the AOR to include: planning, procuring, allocating, tasking, and monitoring combat assets. The SD also supervises the overall surveillance section to include links and employment of the radar.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.6. SMO: Employ the E-8C sensors, providing for accurate collection, display, and dissemination of the sensor data. With the radar declared operational and the E-8C declared ops normal or on station, the SMO ensures quality sensor data in support of the operational strategy and monitors system performance.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.7. SDT. The SDT evaluates the tasks and develops surveillance strategy to accomplish mission objectives. With the radar declared operational and the E-8C declared ops normal or on station, the SDT performs battle management function, assists in the management and supervision of the operations section, and facilitates the JTIDS link.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.8. AWO. The AWO is the primary coordinator between the E-8C and attack assets, providing near real time target information and threat updates. With the radar declared operational and the E-8C declared ops normal or on station, the AWO executes surveillance, command and control, and attack support functions within the AOR.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.9. AOT. With the radar declared operational and the E-8C declared ops normal or on station, the AOT executes surveillance functions. Responsibilities include detection, tracking, monitoring, track classification, reporting, and target development within the assigned AOR.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.10. AIO/T. With the radar declared operational and the E-8C declared ops normal or on station, the AIO/T receives, fuses, analyzes, and disseminates mission-related intelligence to the E-8C crew.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.11. ATSS. With the radar declared operational and the E-8C declared ops normal or on station, the ATSS manages the Army requirements for radar allocation and collection priorities. The ATSS is the primary coordinator between the E-8C and Common Ground Station modules (CGS), and is responsible for ensuring ground objectives are fulfilled.

NOTE: Personnel assigned to 605th TS, Det 2, will log system ops when accomplishing testing missions (for example: DT&E, OT&E).

A9.1.24.12. CST. Operates and maintains communications equipment to support mission requirements.

A9.1.24.13. AMSS. Operates, maintains, and troubleshoots sensor systems or computer systems in flight to support mission requirements.

A9.1.25. **SO05—SCDL Operations.** Establish a SCDL link with Army CGS modules. There must be a successful transfer of data. CST and ATSS only.

A9.1.26. **SO35—Sensor Operations.** Configure and optimize sensor systems, execute timeline management to accomplish assigned mission, and coordinate to correct sensor deficiencies as required. For the SD, this must be done for at least 30 uninterrupted minutes of on station time. SD, SMO only.

A9.1.27. **SR05—CSAR.** Employ the E-8C during an exercise scenario to support a composite exercise (may be live or simulated) in which threat warning/route monitoring is provided for extraction forces and/or support forces (RESCORT, SOF, EW, AAR) during the detection, location, identification, extraction, and transportation of isolated personnel from contested territory. This requirement may also be met by providing C3 functions (airborne mission commander, on-scene commander, communications support to a CSAR mission).

A9.1.28. **ST15—Flight Deck Sim Scenario.** ATD sorties designed to include normal, emergency, and instrument flight procedures. New scenarios are developed on a quarterly basis. Pilot/FE only.

A9.1.29. **ST16—C Mission Scenario.** Crewmembers mission plan, brief, conduct the mission ATD scenario, and debrief with the entire crew required to meet the ATD scenario objectives. Mission scenarios are developed to prepare crews for CT, operational and exercise deployments. Instructors/evaluators may not credit a mission scenario through the performance of instructor/evaluator duties. Mission crew only.

A9.1.30. **ST19—EA/EP.** Must encounter jamming and take appropriate countermeasures. If countermeasures cannot be taken due to peacetime, theater, or operational limitations, then the SMO and SD should discuss appropriate actions. SD, SMO only.

A9.1.31. **SX10—Pilot Proficiency Sortie.** A period of higher intensity pilot training emphasizing pattern work and simulated emergency procedures. Pilot logs .7 hours of primary flight time and accomplishes the following during one crew duty day. Pilot only.

A9.1.31.1. Precision Approach (both PAR and ILS if available).

A9.1.31.2. Nonprecision Approach

A9.1.31.3. VFR Pattern

A9.1.31.4. Emergency procedures will include, as a minimum (weather permitting), simulated 3-engine approach and missed approach; simulated 3-engine landing and SEFTOC.

NOTE: If a nonprecision approach, air refueling, emergency procedures, or VFR pattern cannot be accomplished due to weather or resource availability, a minimum of .7 hours of simulated or actual instrument approaches will be flown for pilot proficiency sortie credit.

A9.1.32. **TO01—Takeoff.** May be logged when accomplishing an initial takeoff or a takeoff from a touch and go. Pilot only.

A9.1.33. **TO16—Simulated Engine Failure Takeoff (SEFTOC).** Practice procedures for losing an engine immediately after a takeoff, either initial heavy-weight or after a touch and go or lightweight takeoff. Also, to demonstrate aircraft reaction to a loss of thrust causing an asymmetric condition and appropriate control inputs for recovery. Must comply with 11-2E8 Vol 3 restrictions. Pilot only.

A9.1.34. **VT01—Voice Tell.** Must provide voice tell of MTI movement to an airborne or ground unit. Types of units could include AOC, CAOC, TACP, ETAC, AFAC, GFAC, SOF, AWACS, and Army, Marine, and Navy units. Format for passing information would be based on the needs of the receiving unit. Types of information passed could include track location, heading, speed, elevation, and terrain. May also log credit for this event by receiving and passing battle damage assessment (BDA) reports or receiving CAS requests for DD Form 1972. SDT, AOT only.

A9.1.35. **VT41—Threat Avoidance Arrival and Departure (TAAD).** E-8C threat avoidance training for departure and arrival phases of flight. Applicable procedures are outlined in AFTTP 3-1, Vol. 30, Chapter 6.4, Threat Avoidance Tactics.