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Flying Operations

E-9--AIRCREW TRAINING



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It applies to USAF E-9A units. It does not apply to Air National Guard or Air Force Reserve Command units. This volume establishes the minimum Air Force standards for training and qualifying military and civilian contractor personnel performing duties in the E-9A. Major commands (MAJCOM)/direct reporting units (DRU)/field operating agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/XOFT, 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/XOFT, and the user MAJCOM/DRU/FOA 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 mention of DRU and FOA 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 volume.

SUMMARY OF REVISIONS

This change incorporates interim change (IC) 2000-1. There are administrative changes throughout. Chapter 2 has been renamed to Formal Training. Table 4.2, E-9 Annual Flying Training Requirements, was decreased to more accurately reflect requirements. Table 4.3, E-9 Pilot Currencies, single engine landing and go-around events were changed from 45 and 90 to 60 and 120. A (j) indicates revisions from the previous edition.

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Chapter 1

GENERAL GUIDANCE

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

1.2. Responsibilities:

1.2.1. **USAF Air Warfare Center (AWC)**. Will review subordinate unit program supplements to this volume annually.

1.2.2. **HQ ACC/DO**. Is designated as the responsible agency for this volume IAW AFPD 11-2, *Aircraft Rules and Procedures*. They will:

1.2.2.1. Host periodic conferences to review ground and flying training requirements/programs for Combat Air Force (CAF) units. Conference participants will include the OPR and applicable representatives from MAJCOMs.

1.2.2.2. Process all changes to the OPR.

1.2.3. **53rd Weapons Evaluation Group (WEG)**. The 53 WEG will:

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

1.2.3.2. Develop programs to ensure training objectives are met. Forward copies of unit training plans and subsequent changes to the next HHQ for review. Review programs annually.

1.2.3.3. Identify training shortfalls through appropriate channels.

1.2.4. **Unit Commanders**. The unit CC will:

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

1.2.4.2. Review training and evaluation records of newly assigned aircrews and those completing training to ensure provisions of this volume are met.

1.2.4.3. Ensure training scenarios and missions are oriented to conditions anticipated in the unit mission.

1.2.4.4. Review qualifications and training requirements of non-crewmembers and determine appropriate flight restrictions.

1.2.4.5. Report end-of-cycle training deficiencies through channels to HQ ACC/DOTO. Review subordinate unit training programs annually.

1.2.5. **Unit DO/Flight Commander**. The unit DO/flight CC will:

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

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

1.2.6. **Aircrews**. The individual aircrews will:

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

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume.

1.2.6.3. Ensure they are neither scheduled for nor participate in flying activities for which they are not qualified and current.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this volume to HQ ACC/DOTO on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. HQ ACC/DOTO will process recommendation for change.

1.3.3. Time sensitive changes will be addressed by Flight Crew Information File (FCIF).

1.4. Training Concepts and Policies:

1.4.1. Training programs will be designed to achieve the highest degree of proficiency consistent with flight safety and resource availability. Training must consider aircrew capabilities and safety. This volume provides training guidelines and policies to be used with operational procedures specified in AFI 11-2E-9V3, *E-9--Operations Procedures*.

1.4.2. Training missions will be designed to achieve proficiency in unit-tasked roles and enhance mission accomplishment and safety.

1.4.3. Aircrew proficiency and competence varies and must be closely monitored at the unit level to ensure progression. Unit commanders must ensure that training programs consider local conditions and individual capabilities to maximize training continuity.

1.4.4. Aircrews will not be required to accomplish ground training except as required by this volume and AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.4.5. For ACC units, the aircrew training cycle is 12 months (1 October through 30 September). Units will complete training requirements during the training cycle except where specifically exempted.

1.5. Ready Aircrew Program (RAP) Policy and Management. N/A to E-9.

1.6. Ready Aircrew Program (RAP) Sortie Program. N/A to E-9.

1.7. Training Records and Reports:

1.7.1. Units will maintain aircrew records for individual training and evaluations IAW AFI 11-401 and AFI 37-139, *Records Disposition Schedule*; and appropriate MAJCOM directives. Also, units will:

1.7.1.1. Document and maintain aircrew certification/upgrade training in individual training folders IAW AFI 37-139. Units will also maintain formal course or equivalent training records for assigned/attached aircrews IAW ACCR 50-31, *Training Records and Performance Evaluation in Formal Flying Training Programs*.

1.7.1.2. Prepare and forward training reports IAW MAJCOM directives.

1.7.1.3. Maintain flying and ground training records IAW AFI 11-401 as supplemented. Develop and use AFORMS/ADOTS comparable forms and computer printouts used in lieu of wall charts.

1.7.2. The following information will be tracked for all aircrews (as applicable):

1.7.2.1. Ground training.

1.7.2.2. Individual sortie requirements and accomplishments. Event requirements and accomplishments will be tracked by cumulative total for the training cycle.

1.7.2.3. Currencies.

1.8. Armament Recording. N/A.

1.9. Aircrew Utilization Policy:

1.9.1. Commanders will ensure that aircrews (API-1/6s) fill authorized positions IAW unit manning documents and that crew status is properly designated. The overall objective is that aircrews perform flying related duties. Supervisors may assign aircrews 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.

1.9.2. The following duties will not be assigned at the SQ level: AF Suggestion Program Monitor, Weapons/Explosive Safety Manager, OPSEC Monitor, base details.

1.9.3. Duties required by various directives that may be assigned to CAF API-1 aircrews are weapons and tactics officer, programmer, flying safety, SOF, mobility/contingency plans, training (except AFORMS/ADOTS documentation), SQ SELO, and SQ life support officer; electronic combat officer, and other duties directly related to flying operations. In some instances, such as SQ assigned flying safety, API-1s may be attached to the group staff or man group staff positions if the group is manned less than 100 percent. CCs will ensure staff aircrews (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMD.

1.9.4. The following SQ duties will not normally be performed by aircrews: ancillary training, building custodian, unit COMSEC program, disaster preparedness, enlisted career advisor, functional area documentation manager, fund/campaign manager, unit ground safety program, information officer/NCO, INTRO monitor, resource advisor, cost center manager, records management program monitor, Freedom of Information Act monitor, Privacy Act officer, security manager, telephone control officer, vehicle control officer, voting advisor, enlisted advisory council, human resources council, SQ executive officer, and unit historian.

1.10. Sortie Allocation Guidance:

1.10.1. Inexperienced aircrews will receive sortie allocation priority over experienced aircrews. Attached personnel for flying will receive minimum required sorties to maintain currency requirements.

1.10.2. Priority for sortie allocation should be requirements directed by MAJCOM, training required to prepare for assigned projects/programs/taskings, IQT/MQT, instructor upgrade, and basic mission capable (BMC) training requirements that cannot be accomplished on primary missions.

1.11. Waiver Authority. Waiver authority for requirements of this volume is HQ ACC/DO unless specifically noted otherwise in the appropriate section.

1.11.1. Units subordinate to a NAF will forward requests directly to MAJCOM/DOT and provide their NAF/DO with an information copy.

1.11.2. Waivers to this volume will be valid until end of training cycle.

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines the initial qualification of aircrews into the E-9 aircraft.

2.1.1. IQT will be conducted using the local contractor-developed upgrade transition/requalification training course and syllabus. Tailor ground training to individual background and experience; however, use available phase manuals, texts, instructor guides, and audiovisual programs as supporting material to the maximum extent possible. Exceptions to mission outline requirements, other than proficiency advancement, must be submitted for 53 WEG/CC waiver. When requesting a waiver to mission outline, include the following:

2.1.1.1. Summary of individual's flying experience.

2.1.1.2. Date training will begin and expected completion date.

2.1.1.3. Exceptions requested, with rationale.

2.1.2. Successful completion of IQT requires the upgrading crewmember to complete an aircraft qualification and instrument evaluation IAW AFI 11-2E-9V2, *E-9--Aircrew Evaluation Criteria*.

2.1.3. Initial/requalification flight training for colonel selectees and above requires HQ ACC/DO approval.

2.2. Prerequisites. Prerequisites will be IAW Education and Training Course Announcements (ETCA) and syllabus requirements.

2.3. Ground Training. The government flight representative will direct contractor academic instructors to develop blocks of instruction covering areas pertinent to the mission as determined by the unit CC. Academic training will be completed and documented in the pilot's training folder prior to beginning flying training. Simulator training is not required. Contractor developed system reviews and refresher courseware will be used in lieu of simulator training. Ground training may be accomplished in conjunction with flight training.

2.4. Flying Training:

2.4.1. Complete flying training within 90 calendar days of the beginning of flying training. Failure to complete within the specified time requires notification through channels to 53 WEG/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

2.4.2. Aircrews in IQT will fly under IP supervision until completion of the qualification check ride.

2.4.3. The following table outlines the minimum items to be performed by initial qualification pilots. Actual number of sorties may vary dependant on proficiency.

Table 2.1. IQT Flying Requirements.

Event Code	Event	Aircraft Commander (AC)	Co-pilot (CP)	Notes
SX00	Sorties	3	5	1
SX19	Mission Sortie	1	2	1
SX11	Proficiency Sortie	1	2	1
TO01	Takeoff	3P	4P	1
	Departure	2P	2P	
	Steep Turns	1P	2	
	Stalls	1P	2	
AP01	Precision Approach	3P	5P	
	ILS	1P	2P	
	PAR	1P	2P	2
AP04	Non-precision Approach	3P	5P	1
	VOR Approach		1P	
	ASR	1P	1P	2
	LOC		1P	
	NDB	1P	1P	2
	TACAN		1P	
	Circle Approach	1P	1P	
AP13	Single Engine Approach	2P	2P	1
AP71	Single-Engine Missed Approach	1P	1P	1
AP39	Missed Approach	1P	1P	1
LD01	Landing	4P	8P	
	Single Engine Landing	1P	1	
	Manual Gear Extension	1P	1	
	Range Patrol	1	1	
	Telemetry Gathering	1	1	
Notes:				
1. Credit events toward continuation training.				
2. If unable to do event do to facilities outage or unavailable, verbally brief approach.				

2.4.4. Telemetry Operator and Radar System Operator ground and flight training will be accomplished IAW contractor developed training programs.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. This chapter outlines training requirements to upgrade an aircrew qualified in the unit aircraft to BMC status. This training may be combine with initial qualification training.

3.1.1. The MQT program should be individually tailored based on the MQT student's previous E-9 experience, total flying time, currency, documented performance, and formal training.

3.1.2. During academic and flying training, special emphasis should be placed on: Sea Surveillance Radar Operation, Telemetry Equipment, UHF Radio Relay Operation, WSEP Mission Profiles, Electrical System Considerations, and Mission System Operator responsibilities.

3.1.3. MQT will be completed within 90 calendar days of completing IQT training. Failure to complete within specified time interval requires notification to 53 WEG/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

3.1.4. Upon completion of MQT, pilot will complete a Mission Evaluation unless combined with Instrument/Qualification Evaluation.

3.2. Simulator Training. N/A for E-9.

3.3. Flying Training:

3.3.1. **Supervision.** IP supervision required.

Table 3.1. MQT Flying Requirements.

Event	AC	CP	Note
Mission Sortie	2	2	
Normal Procedures	2P	2P	
Range Patrol	1P	1P	
Telemetry Gathering	1P	1P	
UHF Radio Relay	1P	1P	1
Note: This event will be verbally briefed if unable to accomplish in aircraft do to mission constraints.			

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines annual training requirements for civilian contractor and military E-9 pilots. Refer to **Chapter 5**, Specialized Training, for additional program specifics. Civilian contractor pilots should refer to AFJI 10-220V1, *Contractor's Flight and Ground Operations*; and AFJI 10-220V2, *Government Flight Representative Guidance*; for additional requirements. Aircrews must be qualified IAW AFI 11-2E-9V2 and have completed MQT to be BMC, and eligible to enter continuation training.

4.2. Ground Training. Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. The programs in **Table 4.1** comprise ground training only. **Chapter 5** contains specialized programs with both flying and ground training requirements.

4.2.1. Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

4.2.2. Instrument Refresher Course. IAW AFMAN 11-210, *Instrument Refresher Course Program*; AFI 11-202V2; and MAJCOM supplements.

4.2.3. Survival, Evasion, Resistance, and Escape (SERE) Code of Conduct Continuation Training (CoCCT). SERE CoCCT will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*, and MAJCOM supplements thereto, and AFI 11-301, *Life Support Programs*. SERE CoCCT will be a coordinated Intelligence, Life Support, and Survival Specialist effort.

4.2.4. Situational Emergency Procedures Training (SEPT). This training is not an evaluation but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. One pilot should establish a situation and the other(s) discuss actions necessary to cope with the malfunction and carry it to logical conclusion. All BOLDFACE procedures will be covered. Each pilot should share equal time responding to emergency situations. SEPTs will be accomplished each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.5. US/Russia Prevention of Dangerous Military Activities. Initial, annual refresher, and pre-deployment training for the Prevention of Dangerous Military Activities will be conducted to ensure that all pilots are familiar with the agreement and the implementing provisions contained in the JCS Memorandum of Policy (MOP) No. 2. Training requires review of CJCSI 2311.01. The procedures for the Prevention of Dangerous Military Activities between the U.S. and Russia section of the Flight Information Handbook.

4.2.6. Crew Resource Management (CRM). Units will track CRM. Each aircrew member is required to participate in one training session every 2 years. Dash 8 aircraft CRM will be acquired through commercial means. CRM will be taught by CRM qualified Facilitators/Instructors.

4.2.7. Ancillary Training. Required for all Air Force personnel. Frequency for this training will be IAW **Table 4.1**. There are three ancillary training categories: Functional Training (Category 1), General Training (Category 2), and Awareness Programs (Category-3). Category 1 training (i.e., small arms, chemical warfare, and self-aid buddy care) does not apply to 82 ATRS personnel due to the non-mobility nature of the unit. Failure to accomplish Category 2 or 3 training does not affect BMC

status, except as noted in [Table 4.1.](#), and does not require PQI action. Category 2 must be documented, while Category 3 does not have to be documented.

Table 4.1. E-9 Annual Flying Training Requirements. (N/A for WEG staff pilots attached for flying.)

Event Code	Event	BMC Rate
SX19	Mission Sortie	20
TO01	Takeoff	20
SX11	Pilot Proficiency Sortie	8
AP01	Precision Instrument Approach	15
AP04	Non-Precision Instrument Approach	15
AP13	Single Engine Approaches	4
SX00	Minimum Total Sorties	40

4.3. Basic Mission Capable (BMC) Requirements:

4.3.1. Pilots will accomplish the minimum requirements as shown on [Table 4.2.](#) as applicable. Failure to accomplish these requirements will not affect BMC status, but will require additional training as determined by the SQ/CC.

Table 4.2. E-9 Pilot Currencies.

Event	To Update Fly:	INEXP	EXP	Affects BMC	To Regain Currency Fly:	Notes
Sortie	Event	30	45	No	Sortie	1, 2
Landing	Event	30	45	No	Landing	2, 3
Single Engine Landing	Event	60	120	No	Single Engine Landing	2
Single Engine Go-Around	Event	60	120	No	Event	2
Takeoff	Event	60	90	No	Event	2
Precision Approach	Event	30	45	No	Event	2
Pilot Proficiency Sortie	Event	120	120	No	Pilot Proficiency Sortie	2
Touch-n-Go Landing	Event	N/A	60	No	Event	2, 4
Night Landing	Event	180	180	No	Event	2, 3

NOTES:

- Sortie can be a mission or pilot proficiency sortie to regain currency.
- IP supervision required with direct access to controls to regain currency.
- A landing in either seat updates currency for dual-seat qualified pilots.

4. Aircraft Commander and IP only.

4.3.2. WEG staff pilots attached for flying need only to comply with [Table 4.3](#).

4.4. Flight Surgeon (FS)/Non-Rated Aircrew:

4.4.1. Flight surgeons and non-rated aircrew may fly selected missions. Initial checkout IAW paragraph [5.3](#).

4.4.2. FS and non-rated aircrew flying rates and requirements will be IAW AFI 11-202V1.

4.5. Currencies/Recurrencies:

4.5.1. **Currency.** [Table 4.3](#) defines currency requirements for all E-9 aircrews. If a pilot loses a particular currency, that sortie/event may not be performed except under direct IP supervision.

Table 4.3. E-9 Pilot Currencies.

Event	To Update Fly:	INEXP	EXP	Affects BMC	To Regain Currency Fly:	Notes
Sortie	Event	30	45	No	Sortie	1, 2
Landing	Event	30	45	No	Landing	2, 3
Single Engine Landing	Event	45	90	No	Single Engine Landing	2
Single Engine Go-Around	Event	45	90	No	Event	2
Takeoff	Event	60	90	No	Event	2
Precision Approach	Event	30	45	No	Event	2
Pilot Proficiency Sortie	Event	120	120	No	Pilot Proficiency Sortie	2
Touch-n-Go Landing	Event	N/A	60	No	Event	2, 4
Night Landing	Event	180	180	No	Event	2, 3
Notes:						
1. Sortie can be a mission or pilot proficiency sortie to regain currency.						
2. IP supervision required with direct access to controls to regain currency.						
3. A landing in either seat updates currency for dual-seat qualified pilots.						
4. Aircraft Commander and IP only.						

4.6. Proration of Training. Aircrews who fail to complete requirements of this volume will either meet PQI action IAW AFI 11-401, be regressed to MQT status, or be removed from flying status depending on the particular currency requirements and circumstances for non-currency. When DNIFs and non-flying TDY/exercises preclude training for a portion of the training period, the unit CC may prorate as per [Table 4.4](#).

Table 4.4. Proration Allowance.

Consecutive Days of Non-Flying	Months of Proration Allowed
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
166-195	6
196-225	7
Over 225	See paragraph 4.7.3 .

4.6.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.7. Requalification. Loss of landing currency beyond 90 days requires the following action (timing starts from date that aircrew member last accomplished a landing; does not apply to touch-n-go, or night landings):

4.7.1. **91-135 Days.** Pilot proficiency sortie, regain landing currency with IP.

4.7.2. **136-210 Days.** Same as [4.7.1.](#), plus take "Spot" Evaluation/Qualification in Landings.

4.7.3. **211 or More Days.** Repeat IQT and MQT.

Chapter 5

SPECIALIZED TRAINING

5.1. Orientation Flights. Information and procedures for familiarization, incentive, or orientation flights are in ACCI 11-450, *Orientation Flight Program* (to be incorporated into AFI 11-401_ACC SUP 1); and AFI 11-401.

5.2. Flight Surgeon/Non-Rated Aircrew:

5.2.1. **Ground Training.** Flight surgeons and non-rated aircrew, who are attached to E-9 units and who have not previously flown the unit aircraft, will accomplish the following before flight briefing: Aircraft general review; egress and protective equipment training; emergency procedures review with an instructor (1 hour minimum). Flight surgeons and non-rated aircrew will also complete appropriate items in **Table 5.1.** before flying on the E-9.

Table 5.1. Flight Surgeon/Non-Rated Aircrew Ground Training Requirements.

Event	Frequency	Notes
Flight Physical	Annual	
Physiological Training	Every 3 years	1
CRM	Initial only	2
Life Support Equipment Training	Annual	
Ground Egress Training	Annual	
Life Support Water Survival Training	Biannual	
Notes:		
1. If training was accomplished in FY 99 or later, currency is extended to 5 years.		
2. Requirement for flight surgeons only in primary assigned aircraft.		

5.2.2. **Flight Training.** The first flight in the unit-assigned aircraft will be flown with an IP and may be flown in conjunction with other training sorties. The briefing and sortie will emphasize crew coordination, aircraft egress, communications, and emergency equipment.

5.2.3. Flight surgeons will follow sortie requirements per AFI 11-202V1.

Table 5.2. Flight Surgeon Sorties/Training Requirements.

Event	Semi-Annual Period	Yearly Period	Currency
Sortie	Minimum: 6	Minimum: 12	60 Days
Night Sortie	Minimum: 1	Minimum: 2	180 Days
Note: Table is for quick reference only. Refer to AFI 11-202V1 for notes.			

5.3. Instructor Pilot (IP) Upgrade. Squadron CC will select only the most qualified aircrews as instructors, considering ability, judgment, technical knowledge, skill, and experience. The 53 WEG/CC may waive requirements based on previous instructor experience.

5.3.1. Instructor Pilot Prerequisites:

5.3.1.1. 1,000 total IP/MP/FP hours with 100 hours in E-9 or Dash 8.

5.3.2. **Ground Training.** Upgrading aircrews must satisfactorily complete the following contractor developed blocks of instruction prior to certification as an IP:

5.3.2.1. **Principles of Instruction.** Learning objectives, instructor responsibilities, IP/student relationship, training facilities and publications.

5.3.2.2. **Techniques of Flight Instruction.** Training objectives and environment, recognition and analysis of common student errors, instructor demo's, and IP only maneuver restrictions.

5.3.2.3. **Conduct of Flight Briefing.** Training objectives, order of presentation, use of briefing guides and audio-visual aids, debriefing techniques.

5.3.2.4. **Student Evaluations.** Grading systems and preparation/use of grade sheets.

5.3.3. **Table 5.3.** outlines the minimum items to be performed during IPUG training. Actual number of sorties may vary dependant on proficiency.

Table 5.3. Instructor Pilot Upgrade Flying Requirements.

Event Code	Event	IP	Note
SX00	Sortie	3	1
SX19	Mission Sortie	1	1
SX11	Proficiency Sortie	2	1
TO01	Takeoff	2P	1
AP01	Precision Approach	2P	1
AP04	Non-Precision Approach	2P	1
AP13	Single Engine Approach	2P	1
AP71	Single Engine Missed Approach	1P	1
LD01	Landing	3P	1
	Touch-n-go Landing	2P	
	Single Engine Landing	1P	
	Stall Series	2P	
	Steep Turns	2P	
	Emergency Gear Extension	2P	
	Range Patrol	1P	
	Telemetry Gathering	1P	
	Emergency Descent	1P	

Note: Events may be credited to continuation training.

5.3.4. Successful completion of IPUG training requires the upgrading crewmember to complete an Initial Instructor Pilot Flight Evaluation IAW AFI 11-2E-9V2. Other evaluations may be combined with this sortie provided prerequisites are accomplished.

5.4. Night Qualification. Aircrews will be qualified for night flying based on mission requirements.

5.4.1. **Ground Training.** Before flight, aircrews must sit down with an instructor and cover night specific items for a minimum of 1 hour. Briefing should cover: operation of lights, electrical out procedures, night illusions, spatial disorientation, and other night related topics as seen appropriate by the instructor.

5.4.2. **Flying Training.** Training consists of one night flight with an instructor and satisfactorily making three night landings. If there are no IPs current or qualified in night landings, both pilots will have made a day landing within the 21 days before flying at night.

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

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

DoD 5500.7-R, *Joint Ethics Regulation (JER)*

AFJI 10-220V1, *Contractor's Flight and Ground Operations*

AFJI 10-220V2, *Government Flight Representative Guidance*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-201, *Flight Information Publications*

AFI 11-202V1, *Aircrew Training*

AFI 11-2E-9V2, *E-9--Aircrew Evaluation Criteria*

AFI 11-2E-9V3, *E-9--Operations Procedures*

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

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 33-360V1, *Publications Management Program*

AFI 33-360V2, *Forms Management Program*

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

AFPD 36-27, *Social Actions*

AFPAM 36-2705, *Discrimination and Sexual Harassment*

AFI 36-2706, *Military Equal Opportunity and Treatment Program*

AFI 36-2707, *Nondiscrimination in Programs and Activities Assisted or Conducted by the Department of the Air Force*

AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*

AFMAN 37-139, *Records Disposition Schedule*

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

AFI 71-101V2, *Protective Service Matters*

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

ACCI 11-450, *Orientation Flight Program (to be incorporated into AFI 11-401_ACC SUP 1)*

ACCR 50-31, *Training Records and Performance Evaluation in Formal Flying Training Programs*

Education and Training Course Announcements (ETCA)

Abbreviations and Acronyms

ACC—Air Combat Command

ACCI—Air Combat Command Instruction

ACCR—Air Combat Command Regulation (old designation)

AFORMS—Air Force Operations Resource Management System

AFSC—Air Force Specialty Code

AC—Aircraft Commander

API—Aircrew Position Indicator

ASR—Airport Surveillance Radar

ATRS—Aerial Targets Squadron

AWC—Air Warfare Center

BMC—Basic Mission Capable

CAF—Combat Air Force

CC—Commander

CP—Copilot

CRM—Cockpit Resource Management

CT—Continuation Training

DNIF—Duty Not Including Flying

DO—Director of Operations

EP—Emergency Procedure

FCIF—Flight Crew Information File

FEB—Flying Evaluation Board

FP—First Pilot

FS—Flight Surgeon

HQ—Headquarters

HHQ—Higher Headquarters

IAW—In accordance with

IFR—Instrument Flight Rules

ILS—Instrument Landing System

INTRO—Introduction

IP—Instructor Pilot

IPUG—Instructor Pilot Upgrade

IQT—Initial Qualification Training

LOC—Localizer

MAJCOM—Major command

MQT—Mission Qualification Training

NCO—Noncommissioned officer

NDB—Nondirectional Radio Beacon

OPR—Office of Primary Responsibility

OPSEC—Operational Security

PAA—Primary Aircraft Authorized

PAR—Precision Approach Radar

PQI—Professional Qualification Index (AFPD 11-4 and AFI 11-401)

RTB—Return to Base

SEFE—Stan/Eval Flight Examiner

SELO—Stan/Eval Liaison Officer

SEPT—Situational Emergency Procedures Training

SOF—Supervisor of Flying

SQ/CC—Squadron Commander

TACAN—Tactical Air Navigation

TDY—Temporary Duty

UIP—Upgrading Instructor Pilot

UMD—Unit Manning Document

USAFAWC—United States Air Force Air Warfare Center

VFR—Visual Flight Rules

WEG—Weapons Evaluation Group

XOF—Training Division (ACC)

Terms

Ancillary Aircrew Training—Ground training given to aircrews that relate to flying operations (category 2) as well as being a member of the Air Force (category 3).

Contractor Equivalent—This is a civilian pilot who is the contractor equivalent of a squadron supervisor and holds the position of flight operations supervisor.

Emergency Procedures Evaluation—An evaluation of aircrew knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE.

Experienced Aircrew—For pilots: hours are FP/MP/IP hours logged in aircraft with an assigned AFSC

of 11xx. Either 200 hrs E-9 or Dash 8 time, or 1,000 hrs FP/MP/IP, of which 100 are E-9 or Dash 8 time.

Initial Qualification Training (IQT)—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for mission-support status.

Basic Mission Capable (BMC)—A status of an aircrew member who has satisfactorily completed training prescribed to perform the unit mission.

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions.

Pilot Qualification Index (PQI)—AFPD 11-4 and AFI 11-401 index used to identify aircrews who fail to complete basic training minimums and requirements that have not been waived.

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

Specialized Training—Training in specialized systems or flight responsibilities such as instructor. This training may be conducted in MQT or CT, as required.

Squadron Supervisor—Squadron commander, operations/assistant operations officers, flight commanders.

Addresses

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1480 Air Force Pentagon
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1279 Florida Ave, Suite 231
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Attachment 2**IC 2000-1 TO AFI 11-2E-9 VOLUME 1, E-9—AIRCREW TRAINING****8 DECEMBER 2000****SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 2000-1. There are administrative changes throughout. Chapter 2 has been renamed to Formal Training. Table 4.2, E-9 Annual Flying Training Requirements, was decreased to more accurately reflect requirements. Table 4.3, E-9 Pilot Currencies, single engine landing and go-around events were changed from 45 and 90 to 60 and 120. A (H) indicates revisions from the previous edition.

OPR: HQ ACC/DOTO (F. Stampley Walden)

This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. This volume establishes the minimum Air Force standards for training and qualifying military and civilian contractor personnel performing duties in the E-9A. Major commands (MAJCOM)/direct reporting units (DRU)/field operating agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTO, for approval prior to publication IAW AFPD 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/DOTO, and the user MAJCOM/DRU/FOA 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 mention of DRU and FOA in this paragraph refers 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 volume.

(in Table of Contents) **Chapter 2—FORMAL TRAINING**

1.2.2. HQ ACC/DO. Is designated as the responsible agency for this volume IAW AFPD 11-2, *Aircraft Rules and Procedures*. They will:

1.2.4.5. Report end-of-cycle training deficiencies through channels to HQ ACC/DOTO. Review subordinate unit training programs annually.

1.3.1. Forward recommendations for change to this volume to HQ ACC/DOTO on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. HQ ACC/DOTO will process recommendation for change.

1.11. Waiver Authority. Waiver authority for requirements of this volume is HQ ACC/DO unless specifically noted otherwise in the appropriate section.

(title after "Chapter 2") **FORMAL TRAINING**

2.1.3. Initial/requalification flight training for colonel selectees and above requires HQ ACC/DO approval.

Table 4.1. E-9 Annual Flying Training Requirements. (N/A for WEG staff pilots attached for flying.)

Event Code	Event	BMC Rate
SX19	Mission Sortie	20
TO01	Takeoff	20
SX11	Pilot Proficiency Sortie	8
AP01	Precision Instrument Approach	15
AP04	Non-Precision Instrument Approach	15
AP13	Single Engine Approaches	4
SX00	Minimum Total Sorties	40

Table 4.2.E-9 Pilot Currencies.

Event	To Update Fly:	INEXP	EXP	Affects BMC	To Regain Currency Fly:	Notes
Sortie	Event	30	45	No	Sortie	1, 2
Landing	Event	30	45	No	Landing	2, 3
Single Engine Landing	Event	60	120	No	Single Engine Landing	2
Single Engine Go-Around	Event	60	120	No	Event	2
Takeoff	Event	60	90	No	Event	2
Precision Approach	Event	30	45	No	Event	2

Event	To Update Fly:	INEXP	EXP	Affects BMC	To Regain Currency Fly:	Notes
Pilot Proficiency Sortie	Event	120	120	No	Pilot Proficiency Sortie	2
Touch-n-Go Landing	Event	N/A	60	No	Event	2, 4
Night Landing	Event	180	180	No	Event	2, 3

Notes:

1. Sortie can be a mission or pilot proficiency sortie to regain currency.
2. IP supervision required with direct access to controls to regain currency.
3. A landing in either seat updates currency for dual-seat qualified pilots.
4. Aircraft Commander and IP only.

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