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***Flying Operations***

***T-1A AIRCREW TRAINING***



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 11-2, Aircraft Rules and Procedures, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel who perform duties in the T-1A aircraft. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information used in this publication. This instruction does not apply to the Air National Guard.

Forward proposed MAJCOM-level supplements to this volume through HQ AETC/DOFV to HQ USAF/XOOT for approval prior to publication according to AFD 11-2. After approval and publication, send copies of MAJCOM-level supplements to HQ USAF/XOOT, HQ AETC/DOFV, and user-MAJCOM office of primary responsibility (OPR). Field units below MAJCOM level will forward copies of their supplements to their parent MAJCOM OPR for postpublication review. See paragraph **1.1** for guidance on submitting comments and suggesting improvements to this instruction.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of the system is 37 U.S.C. 301a (Incentive Pay); Public Law 92-204 (Appropriation Act for 1973, Section 715; Public Laws 93-570 (Appropriations Act for 1974), Public Act 93-294 (Aviation Career Incentive Act of 1974), DoD Directive 7730.57 (Aviation Career Incentive Act and Required Annual Report; and Executive Order 9397). The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4).

This instruction contains references to the following field (subordinate-level) publication which, until converted to a departmental-level publication, may be obtained from the AETC publications web site (<http://www.aetc.randolph.af.mil/im/>): AETCMAN 11-203, *Mission Employment—T-1A Aircrew Procedures* (will become AFMAN 11-2XX).

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.**

It adopts AF Form 4290 (previously AETC Forms 202 and 203) and updates guidance on the functional check flight (FCF) program (paragraph 1.7.), expands IQT guidance (paragraph 2.1.2.), deletes bomber requirements throughout the publication, changes qualification criteria to reflect use of requalification syllabus for pilots who have not instructed for a period of 2 to 5 years (paragraph 4.2.), prescribes AF Form 4286 (previously AETC Form 25E) (paragraph 4.6.), and adds buddy instructor pilot (BIP) guidance (paragraph 5.6.).

<b>Chapter 1—GENERAL GUIDANCE</b>	<b>4</b>
1.1. Recommended Changes and Waivers. ....	4
1.2. Responsibilities: .....	4
1.3. Phases of Training: .....	5
1.4. Training Concepts and Procedures: .....	6
1.5. Training Records and Reports. ....	6
1.6. Pilot Utilization: .....	6
1.7. Functional Check Flight (FCF) Program. ....	7
1.8. Sortie Allocation Guidance: .....	8
 <b>Chapter 2—INITIAL QUALIFICATION TRAINING (IQT) PROGRAM</b>	 <b>9</b>
2.1. Overview: .....	9
2.2. Prerequisites. ....	9
2.3. Ground Training. ....	9
2.4. Flying Training: .....	9
2.5. IQT for Senior Officers. ....	9
2.6. Flight Surgeons (FS): .....	10
 <b>Chapter 3—REQUIREMENTS AND CURRENCIES</b>	 <b>11</b>
3.1. Overview. ....	11
3.2. Ground Training. ....	11
Table 3.1. Pilot Ancillary and Ground Training. ....	12
3.3. Flying Training. ....	12
Table 3.2. Quarterly Minimum T-1A Sortie Requirements. ....	13
Table 3.3. Quarterly Minimum T-1A Event Requirements. ....	13

Table 3.4.	Annual Minimum T-1A Flying Requirements. ....	14
3.4.	Special Categories: .....	14
3.5.	Currency. ....	15
3.6.	Recurrency. ....	16
3.7.	Landing and/or Sortie Recurrency. ....	16
3.8.	Loss of IP Status: .....	16
3.9.	Annual Training Requirements: .....	16
3.10.	Proration of End-of-Cycle Requirements. ....	17

Table 3.5.	Proration Allowance. ....	17
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#### **Chapter 4—T-1A CONTINUATION TRAINING (CT) 18**

4.1.	Egress Training. ....	18
4.2.	Currency and Qualification Criteria. ....	18
4.3.	Annual EPs and CRM Training: .....	18
4.4.	CT Sortie and Event Requirements. ....	18
4.5.	Requirements To Log Events: .....	19
4.6.	Functional Check Flight (FCF) Training. ....	19
4.7.	Training Documentation: .....	19
4.8.	Recent Specialized Undergraduate Pilot Training (SUPT) Graduate Flying. ....	20
4.9.	T-1A Letter of Xs. ....	20
Table 4.1.	Sample T-1A Letter of Xs (Squadron Aircrew Qualifications). ....	20

#### **Chapter 5—T-1A MISSION QUALIFICATION TRAINING (MQT) 21**

5.1.	Performing MQT: .....	21
5.2.	Documentation. ....	21
5.3.	MQT Sorties. ....	21
5.4.	MQT Waiver. ....	21
5.5.	Responsibilities: .....	21
5.6.	Buddy Instructor Pilot (BIP) Program. ....	22
5.7.	Night Qualification. ....	26
5.8.	Form Prescribed. ....	26
5.9.	Forms Adopted. ....	26

#### **Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION 27**

## Chapter 1

### GENERAL GUIDANCE

**1.1. Recommended Changes and Waivers.** Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM through standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOFV. In accordance with AFPD 11-2, HQ USAF/XO is approval authority for changes and revisions to this instruction. The MAJCOM director of operations (DO) is waiver authority for this instruction. Waiver requests may be submitted in message or memorandum format.

#### **1.2. Responsibilities:**

1.2.1. Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and for identifying areas for which additional training is needed.

1.2.2. HQ AETC/DO, the responsible agency for this instruction according to AFI 11-202, Volume 1, will:

1.2.2.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the OPR and applicable MAJCOM representatives.

1.2.2.2. Process all change requests.

1.2.2.3. Determine training requirements.

1.2.2.4. Annually review subordinate unit supplemental publications and supplemental training programs.

1.2.3. Wings and groups will:

1.2.3.1. Assist subordinate units in managing 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 programs that expand on the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM for review.

1.2.3.3. Review programs and supplements annually.

1.2.3.4. Identify training shortfalls through appropriate channels.

1.2.4. Squadron commanders will:

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

1.2.4.2. Ensure review of training and evaluation records of newly assigned pilots and those completing formal training to determine the training required to achieve qualification and to ensure provisions of this instruction have been met.

1.2.4.3. Determine and certify missions and events in which individual pilots may participate (for example, Letter of Xs).

1.2.4.4. Report end-of-cycle training deficiencies through the operations group (OG) to the appropriate MAJCOM.

1.2.4.5. Unless specifically directed otherwise, identify the levels of supervision required to accomplish the required training.

1.2.4.6. Help the wing and group develop unit training programs.

1.2.5. Flight commanders will:

1.2.5.1. Monitor individual assigned or attached pilot currencies and requirements.

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

1.2.6. Individual pilots will:

1.2.6.1. Hand-carry their available training records to help the gaining unit assess their qualifications and training requirements.

1.2.6.2. Complete training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified and current unless the activity is part of an upgrade syllabus leading to qualification.

### 1.3. Phases of Training:

**1.3.1. Initial Qualification Training (IQT).** This training is necessary to qualify pilots for their primary mission in the T-1A aircraft. This may include qualification to first pilot (FP) or instructor pilot (IP). In this phase, upgrades to FP or IP will only be accomplished with a MAJCOM-approved syllabus.

**1.3.2. Mission Qualification Training (MQT).** This training is necessary to qualify pilots in specific unit or local area requirements. MQT requirements are specified in [Chapter 5](#).

**1.3.3. Continuation Training (CT).** Continuation training sorties are flown to increase IP instructional skills, enhance basic flying skills, and meet currency requirements. CT also allows inexperienced IPs to learn and refine techniques while flying with experienced IPs. OG and squadron commanders will develop procedures to address instructor solo CT scheduling, squadron supervisor review of mission profiles, and mission requirements.

**1.3.4. Experienced/Inexperienced Designation.** Squadron commanders will designate instructors and aircrew members as "experienced" or "inexperienced," as follows:

**1.3.4.1. Experienced Pilots.** T-1A pilots who have been certified as mission ready (MR) and have 150 rated hours primary flight time in the aircraft and 600 hours total rated time or 250 rated hours in the aircraft and 450 hours total rated time will be designated experienced after squadron commander certification. For the purpose of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron DO are designated as experienced pilots.

**1.3.4.2. Inexperienced Pilots.** Pilots who do not qualify as experienced or who are not certified as such by the squadron commander are considered inexperienced. Pilots designated as inexperienced will progress through a program managed by the flight commander to develop sound flying and instructional skills. Flight commanders will tailor each program based on the new instructor's

performance at pilot instructor training (PIT) and his or her past flying experience. No time limit is established to transition from inexperienced to experienced.

**1.3.4.3. CT Meetings.** Commanders will direct and supervise quarterly CT meetings for aircrew members. The purpose of these meetings is to discuss, standardization, mission-related topics, instructional techniques, grading practices, and increase general knowledge. A cockpit/crew resource management (CRM) topic or scenario should be discussed in each CT meeting, referring to CRM core concepts from AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

#### **1.4. Training Concepts and Procedures:**

1.4.1. Training programs will be designed to achieve the highest degree of qualifications consistent with flight safety and resource availability. This instruction provides training guidelines and procedures to be used in applicable flying operations publications.

1.4.2. Unless specifically directed, the squadron commander will determine the level of supervision required to accomplish in-flight training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an IP may be required. If mission objectives require directed supervision, a squadron supervisor may be warranted.

1.4.3. IPs and qualified squadron supervisors may allow any pilot to lead limited portions of a mission if appropriately briefed. This provision will only be used to allow a pilot to practice events in which he or she is already qualified or to help determine if the pilot is ready for an upgrade program. In either case, the IP or squadron supervisor is responsible for the flight.

1.4.4. This instruction and AFI 36-2201, *Developing, Managing, and Conducting Training*, govern all required ground and ancillary training for T-1A pilots.

1.4.5. The pilot training cycle is 12 months, 1 January through 31 December. Units will complete training requirements during the appropriate training cycle except where specifically exempted.

**1.5. Training Records and Reports.** Units will maintain pilot records for individual training and evaluations in accordance with AFI 11-202, Volume 1, and AFMAN 37-139. These units will:

1.5.1. Maintain formal course or equivalent training records for assigned and attached pilots.

1.5.2. Prepare and forward training reports in accordance with MAJCOM directives.

1.5.3. Maintain flying and ground training records in accordance with AFI 11-202, Volume 1, and this instruction. Use the forms specified in AFI 11-202, Volume 1, to document aircrew training in AFORMS.

1.5.4. Track the following information for all pilots (as applicable):

1.5.4.1. Ground training.

1.5.4.2. Sortie requirements by 30-, 60-, and 90-day totals and cumulative totals.

1.5.4.3. Event requirements and accomplishments by cumulative total for the training cycle.

1.5.4.4. Currencies.

#### **1.6. Pilot Utilization:**

1.6.1. Commanders will ensure that wing pilots fill only authorized positions in accordance with unit manning documents and that pilot status is properly designated. The overall objective is that pilots perform operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board member, mishap board member, etc.), but they must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.6.2. The following duties will not be assigned to pilots at the squadron level: Air Force Innovative Development Through Employee Awareness (IDEA) Program monitor, weapons explosive safety manager, operations security monitor, building custodian, unit communications security program monitor, disaster preparedness monitor, enlisted career advisor, functional area documentation manager, fund or campaign manager (Combined Federal Campaign, etc.), unit ground safety program monitor, information officer, resource advisor, cost center manager, records management program monitor, wing or squadron quality officer, Freedom of Information Act monitor, Privacy Act officer, security manager, telephone control monitor, vehicle control monitor, voting advisor, enlisted advisory council representative, human resources counsel representative, squadron executive officer, unit historian, weight control program monitor, small computer program monitor, and/or base duties. However, OG commanders may authorize assigned pilots to perform the above duties.

1.6.3. Duties required by various publications that may be assigned to aircrew position indicator (API) -1 pilots are weapons and tactics officer, programmer, flying safety officer, supervisor of flying, mobility and/or contingency plans, training (except AFORMS documentation), stan/eval liaison officer, squadron life support officer, electronic combat officer, and other duties directly related to flying operations. API-1 pilots will not be attached to wing staffs or fill wing staff positions unless total wing pilot API-1/6 manning is 100 percent or better. Commanders will ensure wing staff pilots (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents.

**1.7. Functional Check Flight (FCF) Program.** The OG commander will designate one FCF pilot as the chief of the FCF section, designate one pilot as the lead T-1A FCF pilot, and determine the number of additional duty FCF pilots required. The chief of the FCF section and the lead T-1A FCF pilot will be assigned to the OG and work closely with maintenance quality assurance personnel. The chief of the FCF section has primary responsibility for supervising and scheduling the aircraft FCF program (TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*, and applicable TO IT-1A-6CF-1, *Check Flight Acceptance and Functional Procedures, T-1A*). Squadron assigned additional duty FCF pilots and FCF instructors will be appointed by letter from the OG commander.

**1.7.1. Chief of the FCF Section Responsibilities.** The chief will:

1.7.1.1. Supervise and administer the wing aircraft FCF program according to policy and procedures.

1.7.1.2. Maintain an FCF operational information file (OIF) in the FCF briefing areas. The FCF OIF will not duplicate the flight crew information file.

1.7.1.3. Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

1.7.1.4. Ensure CT requirements are met by assigned and attached FCF pilots.

1.7.1.5. Act as a liaison member of the wing stan/eval division.

1.7.1.6. Designate FCF pilots as engine runup evaluators and monitors (AFI 11-218, *Aircraft Operation and Movement on the Ground*).

1.7.1.7. Ensure local flight clearance is coordinated between FCF section and air traffic control agencies.

1.7.1.8. Maintain AF Form 4290, **Aircraft Functional Check Flight/Supersonic Event Log and Flight Order**, for recording FCFs and as a local flight clearance record.

1.7.1.9. Appoint a foreign object damage prevention program officer.

**1.7.2. FCF Pilot Requirements.** FCF pilots will be selected from highly qualified wing IPs. Pilots selected must be off MQT and have 600 hours total and 100 IP or FP hours in the T-1.

**1.7.3. FCF IP Requirements.** Pilots selected to be an FCF IP must have at least 4 months of experience conducting FCFs. FCF IPs will train new FCF pilots and administer FCF certification flights according to local unit training programs.

## **1.8. Sortie Allocation Guidance:**

1.8.1. T-1A sortie and event requirements are described in **Chapter 3**, paragraph **3.3**.

1.8.2. Inexperienced API-1 pilots will receive sortie allocation priority over experienced pilots. Priorities for sortie allocation in formal syllabus training are as follows:

1.8.2.1. API-1 CT.

1.8.2.2. API-2 CT (if applicable).

1.8.2.3. API-6 CT.

1.8.2.4. API-8 CT or upgrade training.

1.8.2.5. Flight surgeon (FS) flying requirements.

1.8.2.6. Incentive flights.

1.8.3. API-8 flying authorizations and FS requirements will be according to AFI 11-401, *Flight Management*, and AFI 11-202, Volume 1, as supplemented.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT) PROGRAM

#### 2.1. Overview:

2.1.1. This chapter outlines the IQT program for the T-1A. On completion of the IQT program, pilots will be qualified according to AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2T-1, Volume 2, *T-1A Aircrew Evaluation Criteria*.

2.1.2. Except for unusual circumstances, aircrew members undergoing IQT will receive ground and flight instruction with a minimum of interruption and complete training within the time specified by the syllabus. Failure to complete training within the specified time limit requires notifying the gaining wing commander of the pilot's name, grade, reason for delay, planned actions, and estimated completion date.

**2.2. Prerequisites.** Course prerequisites will be in accordance with the appropriate formal course syllabus.

**2.3. Ground Training.** Ground training will follow the syllabus flow, but may be tailored to the individual's background and experience as well as local conditions.

#### 2.4. Flying Training:

2.4.1. Pilots in IQT will fly under IP supervision until they complete the qualification checkride.

2.4.2. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training due to student nonprogression is available within the constraints of the formal course syllabus.

**2.5. IQT for Senior Officers.** Senior officers (colonel selectees and above) must meet course entry prerequisites and complete all syllabus requirements unless waived in accordance with syllabus directives. Senior officers qualified under the senior officer syllabus must fly with an IP at the other set of controls. The following requirements also apply:

**2.5.1. General Officers.** Individuals occupying general officer operational and indoctrination flying positions will comply with the guidance provided in AFI 11-401 and AFI 11-202, Volume 2. In addition, the following restrictions apply:

2.5.1.1. General officer flying training wing commanders will be fully qualified IPs and have completed AF Form 8, **Certification of Aircrew Qualification**, according to the requirements of AFI 11-401 and AFI 11-202, Volume 2. (The 19 AF commander may be a fully qualified IP.) General officers in command billets may fly without an IP in their primary aircraft if they are current and qualified. Other general officers and those maintaining basic qualifications or less must fly with an IP.

2.5.1.2. General officer indoctrination fliers will accomplish the following initial checkout:

2.5.1.2.1. Review the flight manual with an IP (TO IT-1A-1, *Flight Manual USAF Series T-1 Aircraft*).

2.5.1.2.2. Complete egress training according to MAJCOM guidance.

2.5.1.2.3. Complete one instrument flight simulator or trainer mission with an IP. The simulator is the preferred method. However, a cockpit procedures trainer or aircraft cockpit review may be used if crew coordination, proper checklist use, normal and emergency procedures (EP) applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics are emphasized.

2.5.1.3. General officer indoctrination fliers will complete an annual ground training program to include review of aircraft systems, emergency procedures, and egress training according to MAJCOM guidance. They are exempt from other annual flying requirements.

2.5.1.4. Initial and annual training will be documented in the flight evaluation folder.

#### 2.5.2. Flying Training Wing (FTW) Key Personnel:

2.5.2.1. Senior leaders (wing commanders, wing vice commanders, OG commanders, and OG deputy commanders) will complete the initial instructor qualification checkout program.

2.5.2.2. Wing commanders, wing vice commanders, OG commanders, and OG deputy commanders may be dual qualified (that is, IP qualified in one type aircraft and FP qualified in another).

2.5.2.3. Wing commanders will ensure equal representation of senior leaders in all wing aircraft types by selecting primary and secondary aircraft (IP or FP) qualification for each senior leader for approval by the 19 AF commander. The OG commander will be flight-examiner (FE) qualified in the primary aircraft.

2.5.2.4. Wing flying safety officers (FSO) will maintain IP qualification in their primary mission aircraft. There will be at least one FSO for each primary mission aircraft.

## 2.6. Flight Surgeons (FS):

**2.6.1. Ground Training.** FSs with a T-1A flying requirement who are assigned to units but have not previously flown in the T-1A will accomplish the following before their initial flight briefing:

2.6.1.1. Aircraft general review.

2.6.1.2. CRM training (AFI 11-290).

2.6.1.3. Hanging harness training (as applicable).

2.6.1.4. Egress training.

2.6.1.5. Protective equipment training.

2.6.1.6. Instrument and emergency procedures review with an instructor.

2.6.1.7. Annual FS written examination. The OG vice commander is the OPR for development and administration. The examination will be a minimum of 20 questions from the master question file with 85 percent minimum required for passing.

**2.6.2. Flight Training.** The first flight in unit-assigned aircraft will be with an IP and may be flown in conjunction with other training sorties. The briefing and sortie will emphasize crew coordination, communications and equipment, instrument interpretation, and aircraft performance envelope.

## Chapter 3

### REQUIREMENTS AND CURRENCIES

**3.1. Overview.** This chapter outlines ground and flying training requirements for T-1A pilots.

**3.2. Ground Training.** Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which it was accomplished. **Table 3.1.** outlines ground training requirements. The following programs comprise ground training:

3.2.1. Physiological training in accordance with AFI 11-403, *Aerospace Physiological Training Program*, as supplemented.

3.2.2. The instrument refresher course in accordance with AFI 11-202, Volume 2, and AFMAN 11-210, *Instrument Refresher Course (IRC) Program*.

3.2.3. Survival and life support training in accordance with AFI 11-301, *Aircrew Life Support (ALS) Program*; AFI 36-2209, *Survival and Code of Conduct Training*; applicable supplements; and applicable life support publications. All T-1A pilots must complete T-1A egress, personal survival equipment, and local and deployment survival training. Portions of this training may be conducted in conjunction with primary mission design series training.

3.2.4. Ancillary training, which is required for all Air Force personnel. There are two ancillary training categories; functional training (category I) and general training (category II). The frequency of this training will be in accordance with **Table 3.1.** of this instruction. Failure to accomplish this training does not affect qualification status except as noted in **Table 3.1.** and does not require professional quality index (PQI) action.

3.2.5. Cockpit/crew resource management (CRM) training. Units will ensure pilots attend CRM training, which will build on the basic CRM skills taught in joint specialized undergraduate pilot training (JSUPT) and the formal training unit. This is a yearly requirement and should be tracked in AFORMS. Failure to attend CRM training will result in grounding, which maybe waived by the OG commander. Dual-qualified pilots will accomplish CRM in their primary aircraft. Briefings and debriefings will include the core curriculum of CRM training according to AFI 11-290 and applicable MAJCOM guidance.

**Table 3.1. Pilot Ancillary and Ground Training.**

I T E M	A	B	C	D
	Subject	Frequency	Reference Directive	Grounding
<b>Category I—Functional Training</b>				
1	Physiological Training (Altitude Chamber)	Every 5 years	AFI 11-403	Yes
2	Instrument Refresher Course	Prior to instructor examination	AFI 11-202, Volume 2	
3	Life Support Equipment Training, LS06	Annually	AFI 11-301 and MAJCOM directives AFI 36-2209	
4	Life Support Egress Training, LS07 (block training)			
5	Life Support Personal Descent Training, LS09 (block training)			
6	Life Support Local Area Survival, LS01 9 (block training)	Once		
7	Emergency Procedures Simulator	Semiannually	AFI 11-2T-1, Volume 1	
8	Boldface Examination	Monthly		
9	CRM Training	Annually	AFI 11-2T-1, Volume 1, and AFI 11-290	
<b>Category II—General Training</b>				
10	Self-Aid and Buddy Care Training	Initial; then every 2 years	AFI 36-2238	No
11	Life Support Water Survival Training (wet drills), LS03	Every 3 years	AFI 11-301 and MAJCOM directives	
12	Supervisor Safety Training	Once	AFI 91-301	

**3.3. Flying Training.** All pilots will accomplish the sortie and event requirements shown in [Table 3.2.](#), [Table 3.3.](#), and [Table 3.4.](#) In addition, the following are required:

- 3.3.1. A qualification evaluation in accordance with AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2.
- 3.3.2. An instructor and/or mission evaluation in accordance with AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2, if performing instructor and or mission duties.
- 3.3.3. Currencies in accordance with this instruction.

**Table 3.2. Quarterly Minimum T-1A Sortie Requirements.**

I T E M	A	B	C	D
	Mission	AFORMS Identifier	Number Required (Experienced/Inexperienced)	
			Quarterly	Semiannually
1	Emergency procedures simulator	EP01	0/1	1/2
2	Mission familiarization (airdrop)	PM02	1/2 (notes 1 and 2)	
3	Mission familiarization (air refueling)	PM03	1/2 (notes 1 and 2)	
4	Navigation (high and low level)	PN01		4/4 (note 3)
5	Transition	PT01	1/2	
6	Night sortie	SN01		2/2 (notes 1, 4 and 5)

**NOTES:**

1. Only required for pilots who maintain mission qualification.
2. Mission familiarization sorties should be flown in formation.
3. Low level is only required for pilots who maintain mission qualification.
4. In AETC, the HQ AETC/IG, 19 AF FEs, and 12 FTW aircrew members will fly a minimum of one night sortie semiannually.
5. Night requirements may be logged on any night sorties.

**Table 3.3. Quarterly Minimum T-1A Event Requirements.**

I T E M	A	B	C
	Event	AFORMS Identifiers	Number Required (Experienced/Inexperienced) Quarterly
1	Circle	AC01	1/2
2	Low altitude approach	AL01	
3	SE missed approach	AM02	1/1
4	Nonprecision approach	AN01	
5	SE nonprecision approach	AN02	
6	NDB approach	AN03	
7	Precision approach	AP01	
8	SE precision approach	AP02	
9	Air refueling rendezvous (note 1)	AR01	1/2
10	Precontact and contact (note 1)	AR02	
11	Traffic pattern stalls	BM03	1/1

I T E M	A	B	C
	Event	AFORMS Identifiers	Number Required (Experienced/Inexperienced) Quarterly
12	Visual formation (note 1)	FM01	1/1
13	Cell formation (note 1)	FM04	
14	Night landing (note 1)	LN01	2/2 (note 2)
15	Tactical overhead/landing	LN02	1/1
16	No-flap pattern/landing	LN03	
17	SE pattern/landing	LN04	
18	SE go-around	LN05	
19	30-flap pattern/landing	LN30	
20	Simulated airdrop (note 1)	SA01	1/2

**NOTES:**

1. Only required for pilots who maintain mission qualification.
2. Required semiannually.

**Table 3.4. Annual Minimum T-1A Flying Requirements.**

I T E M	A	B	C	D	E	F
	Event	IP	Pilot	FS	Senior Officers	IN
1	Total sorties (note 1)	52	24	12	12	4
2	Student instructional sorties	36				
4	Precision approaches	12	12		6	
5	Nonprecision approaches	12	12		6	
6	Circling approaches	6	6			
7	Total landings	24	24		12	

**NOTE:**

1. Instructor navigators (IN) must complete a proficiency sortie every 90 days. To take credit for a proficiency sortie, the IN must occupy the right seat for a minimum of 1 hour and monitor a takeoff and landing from the right seat.

**3.4. Special Categories:****3.4.1. Flight Surgeon (FS).** FSs will accomplish:

- 3.4.1.1. Flying requirements according to AFI 11-202, Volume 1.

3.4.1.2. Annual life support and egress training according to MAJCOM guidance, followed by a closed book examination which must be passed with a minimum score of 85 percent (corrected to 100 percent). This training will be accomplished in the 5-month period before the last day of the expiration month.

**3.4.2. Higher Headquarters API-8 Pilots.** For training other than that conducted in support of a formal inspection, higher headquarters personnel must coordinate with the supporting unit as follows:

3.4.2.1. Units will ensure appropriate AFORMS data is maintained and provided according to AFI 11-401.

3.4.2.2. Higher headquarters-assigned pilots will submit qualification and authorization documentation to the supporting squadron commander or DO prior to flying with that unit.

3.4.2.3. Units will review the accomplishments and currencies of higher headquarters-assigned pilots before authorizing them to fly.

3.4.2.4. Units will evaluate the demands of each mission scenario and ensure the higher headquarters-assigned pilot's ability and/or proficiency will not be exceeded.

**3.4.3. FCF Pilots.** FCF pilots will fly a minimum of six FCF flights per calendar half. If an FCF is flown dual, it may be counted as a FCF flight for both pilots if a proportionate number of test items are accomplished by each pilot. FCF pilots who fail to meet these requirements are classified as FCF non-current and decertified. To be recertified, pilots must review the FCF OIF, pass a ground evaluation, and fly an FCF certification flight on a full FCF profile.

**3.4.4. Senior Officer Pilots.** Senior officers maintaining basic qualification will always fly with an IP at a set of controls and, as a minimum, accomplish annual events listed in [Table 3.4](#).

**3.5. Currency.** If a pilot loses currency, he or she may not perform that sortie or event except for the purpose of regaining currency with a current and qualified instructor.

**3.5.1. Basic Proficiency.** Pilots will maintain currency and perform required evaluations according to AFI 11-2T-1, Volume 2; MAJCOM-specific supplements; and this instruction.

**3.5.2. Instrument Approach Currency.** Experienced IPs in T-1A aircraft will accomplish at least one instrument approach every 90 days. Inexperienced IPs will accomplish at least one instrument approach every 60 days. Guidance in AFI 11-202, Volume 3, *General Flight Rules*; AFI 11-202, Volume 1; and MAJCOM-specific supplements apply. Currency may be regained by flying an approach with an approach-current IP.

**3.5.3. Landing Currency.** Pilots must accomplish a landing once every 45 days to maintain currency in the aircraft. See paragraph [3.7](#) for recurrency requirements.

**3.5.4. Formation Currency.** Pilots must fly a formation, airdrop, or air refueling formation sortie at least once every 120 days to maintain formation currency. Currency may be regained by flying with a formation-current IP.

**3.5.5. Instructor Navigator (IN) Currency.** An IN who has not accomplished a proficiency sortie for 91 to 145 days may regain currency by flying a proficiency sortie with a qualified IN in the jump seat. An IN who has not accomplished a proficiency sortie for 146 to 180 days must accomplish a minimum of two proficiency sorties with a current and qualified IN in the jump seat, a qualification

flight evaluation, and a ground evaluation. An IN who has not accomplished a proficiency sortie for more than 180 days must complete qualification training.

**3.6. Recurrency.** Recurrency is required when a pilot does not meet a currency requirement in this instruction. Overdue training requirements must be satisfied before the pilot is qualified to perform flying related duties. Training identified as not affecting qualification status does not require regression although it may result in grounding until training is completed (for example, life support training). 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 squadron commander.

**3.7. Landing and/or Sortie Recurrency.** Loss of landing and/or sortie currency requires the following action: (*NOTE:* Timing starts from the last landing.)

3.7.1. For 46 to 90 days—regain landing currency by accomplishing at least three satisfactory landings with a landing-current IP.

3.7.2. For 91 to 135 days—same as paragraph 3.7.1., plus an instructor-supervised EP instrument review session (normal, emergency, and instrument procedures).

3.7.3. For 136 to 225 days—same as paragraphs 3.7.1. and 3.7.2., plus recurrency flight and qualification written examinations and an EP evaluation (EPE). Documentation on AF Form 8, **Certificate of Aircrew Qualification**, is not required.

3.7.4. For 226 or more days—same as paragraphs 3.7.1. through 3.7.3., plus a locally administered qualification program approved by the OG commander including an instrument/qualification evaluation.

### **3.8. Loss of IP Status:**

3.8.1. IPs will be decertified if they:

3.8.1.1. Fail a flight evaluation. To regain IP status, IPs must successfully complete a flight evaluation in accordance with AFI 11-202, Volume 2.

3.8.1.2. Fail a qualification or instrument written examination. To regain IP status, IPs must successfully reaccomplish the written examination.

3.8.2. If IPs becomes noncurrent in an event or sortie, their IP status may be retained, but they will not instruct in that event or sortie until the required currency is regained. Supervision by an IP is required to regain currency.

### **3.9. Annual Training Requirements:**

3.9.1. Pilots who fail to complete annual sortie and/or event requirements at the end of the training cycle may need PQI action in accordance with AFI 11-401. Additional training may be required, depending on the type and magnitude of the deficiency. The OG commander's review is required before the pilot can fly in the new training cycle. *NOTE:* Refer to paragraph 3.10. for proration guidance.

3.9.2. Failure to meet total sortie and/or event requirements may be cause for PQI action. The OG commander will determine if additional training is required. The reviewing waiver authority for 19 AF FEs is 19 AF/DO.

3.9.3. Squadron DOs will develop profiles for all required CT sorties. Profiles will detail the minimum events and/or currency items to be accomplished on the CT sortie; for example, traffic pattern TP stalls, normal and emergency single-engine (SE), and no-flap pattern and/or landing.

**3.10. Proration of End-of-Cycle Requirements.** At the end of the training cycle, the squadron commander may prorate training requirements for duty not involving flying, emergency leave, nonflying temporary duty, nonflying exercises, and mandatory training required for civilian employment (Air Force Reserve Command). The following guidelines apply:

3.10.1. Prorate only to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

3.10.2. Proration is based on consecutive days of nonflying in the training cycle and can be applied separately for each period of nonflying. Use **Table 3.5.** to determine the number of months to be prorated, based on each period of consecutive calendar days of nonflying.

3.10.3. If IQT is reaccomplished, a pilot's training cycle will start over at a prorated share following completion of IQT.

3.10.4. Prorated numbers resulting in fractions of less than 1/2 will be rounded to the next lower whole number, but no requirement may be prorated below one (1).

3.10.5. For proration purposes, newly assigned or converted pilots and pilots achieving qualification after the 15th of the month are considered to be in CT on the first day of the following month. Events and sorties for the remainder of the training cycle may be prorated.

**Table 3.5. Proration Allowance.**

I T E M	A	B
	Consecutive Days of Nonflying	Months of Proration
1	0 to 15	0
2	16 to 45	1
3	46 to 75	2
4	76 to 105	3
5	106 to 135	4
6	136 to 165	5
7	166 to 180	6

## Chapter 4

### T-1A CONTINUATION TRAINING (CT)

**4.1. Egress Training.** Emergency ground egress training will be administered to all aircrew members according to AFI 11-301.

**4.2. Currency and Qualification Criteria.** The following subparagraphs provide criteria for requalifying IPs. JSUPT, Euro-North Atlantic Treaty Organization (NATO) joint jet pilot training (ENJJPT), and PIT instructors who have not performed inflight instructor duties for:

4.2.1. A period of up to 225 days will refer to paragraph 3.7. , Table 3.2., and Table 3.3.

4.2.2. A period of 226 days to 2 years may complete a locally generated upgrade at the discretion of the OG commander. An individual upgrade recurrency program will be developed, taking into account the pilot's previous experience and currency. Send a copy of the proposed training to 19 AF/DO for approval. Highly experienced IPs will conduct the flying training. An instrument/qualification evaluation and an instructor flight evaluation will be completed for recertification.

4.2.3. A period of 2 to 5 years must complete the appropriate requalification syllabus.

4.2.4. More than 5 years must complete the appropriate PIT syllabus.

**4.3. Annual EPs and CRM Training:**

4.3.1. All pilots will maintain EP and CRM mission currency. Accomplish the mission in the simulator (procedural trainer for the 80 FTW) with a certified simulator instructor (CSI). If no CSI is available, a T-1A IP may administer the simulator mission. If requirements are not met, pilots will not fly until their currency is reestablished by completing the remaining requirements.

4.3.2. Use the simulator EP and CRM instructor guide when administering the simulator mission. All critical and selected noncritical action emergencies will be emphasized. On each EP and CRM simulator sortie, at least one CRM practice scenario will be briefed, accomplished, and debriefed, using CRM core concepts from AFI 11-290.

4.3.3. Pilots must attend an academic CRM refresher each calendar year.

**4.4. CT Sortie and Event Requirements.** Sortie and events covered by CT training are comprehensive and ensure IP currency and proficiency to meet mission demands. Individuals who maintain IP qualifications in one aircraft and FP qualifications in another are expected to meet CT requirements for the aircraft in which they instruct. Dual-qualified aircrew members must complete at least 50 percent of their requirements in this primary aircraft.

**4.4.1. Failure To Maintain Quarterly Sortie and/or Event Requirements.** If an instructor fails to maintain quarterly sortie or event requirements, the squadron commander will review the instructor's status to determine if additional training is required. The reviewing authority for 19 AF FEs is 19 AF/DO.

**4.4.2. Minimum Flying Requirements.** The requirements specified in Table 3.2., Table 3.3., and Table 3.4. are the minimum considered necessary to maintain basic proficiency.

**4.4.3. Circling Approaches.** Circling approaches may be logged at the termination of an instrument approach or by using a low closed pattern at the home or auxiliary field if local procedures are established.

**4.4.4. Logging Proficiency Sorties.** T-1A instructors flying a sortie of 2 hours or more may log a sortie for each instructor. Both instructors may log night sorties. IPs not logging the sortie may log events if it does not detract from the dedicated CT sortie for the other IP. **EXCEPTION:** Any experienced IP flying with another experienced IP may dual log instrument and navigation sorties. **NOTE:** Proficiency events, when accomplished, may be dual logged. For example, an SE instrument landing system may be logged as both the completion of an SE event and a precision approach event.

#### **4.5. Requirements To Log Events:**

4.5.1. Event requirements may be accomplished and logged with student instructional training when the instructor demonstrates the maneuver or event.

4.5.2. Instrument approaches may be updated on student sorties only when flown at night or in weather.

4.5.3. COMTRAWING SIX instructors may log events during joint undergraduate navigator training (JUNT) and naval flight officer training sorties.

4.5.4. Maneuvers will be performed in accordance with AETCMAN 11-203 (will become AFMAN 11-2XX).

4.5.5. For the following maneuvers with multiple tasks, log an event as follows:

**4.5.5.1. Traffic Pattern Stalls.** Perform at least two stalls (nose-low final turn, nose-high final turn, or landing attitude stall).

**4.5.5.2. Air Refueling Rendezvous Procedures.** Perform a rendezvous as the tanker or receiver.

**4.5.5.3. Precontact and Contact.** Perform a precontact and contact position as the receiver.

**4.5.5.4. Simulated Airdrop.** As lead or wing, perform a leg, turn point, slowdown maneuver, simulated airdrop, and escape.

**4.6. Functional Check Flight (FCF) Training.** Aircrew receiving initial FCF certification will complete a local checkout program covering, as a minimum: AFI 11-401; AFI 13-201, *Air Force Airspace Management*; TO 1-1-300; *Operational Checks*; TO 1T-1A-6CF-1; and local FCF procedures. A pilot will fly a representative sample of FCF profiles as a trainee prior to being designated a qualified FCF pilot. On completion of the training program, the FCF IP will complete an AF Form 4286, **Functional Check Flight Certification Record—T-1A Aircraft.**

#### **4.7. Training Documentation:**

4.7.1. Maintain a training folder for each aircrew member.

4.7.2. Record each flight and ground training event in the training folder.

4.7.3. Retain the training folder according to AFMAN 37-139 (will become AFMAN 33-322, Volume 4).



## Chapter 5

### T-1A MISSION QUALIFICATION TRAINING (MQT)

#### 5.1. Performing MQT:

5.1.1. MQT is the beginning of the local IP upgrade process. It is during MQT that skills learned at PIT are reinforced in the local flying environment. New IPs will fly a local familiarization sortie prior to the specific category rides required for MQT. This sortie will allow new IPs to absorb as many of the local idiosyncrasies as possible before concentrating on required category rides. IPs in MQT will fly with assistant flight commanders and above, check pilots, or IPs designated by the squadron commander.

5.1.2. Before performing instructor duties in any category of training, IPs will complete sorties in transition, out-and-back navigation (including air refueling), and low-level navigation (including identifying drop points). When applicable, these sorties may be combined if all training objectives are met. These sorties will include normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields.

**5.2. Documentation.** Record MQT in the training folder.

**5.3. MQT Sorties.** MQT sorties will be logged as mission support sorties and will meet quarterly sortie and event requirements during the quarter in which they are flown. After successfully completing all MQT requirements, the new IP will be certified as an MR instructor by the squadron commander.

**5.4. MQT Waiver.** For IPs who complete PIT and remain at the base where they received PIT training, MQT is waived if the squadron commander certifies the IPs as MR. Additional sorties and requirements to become MR are at the discretion of the squadron commander.

#### 5.5. Responsibilities:

5.5.1. The squadron commander will:

5.5.1.1. Brief new IPs on their instructor responsibilities prior to their accomplishing any student training. (The squadron DO may conduct this briefing if the squadron commander is not available.)

5.5.1.2. Review completed MQT folders and certify squadron IPs as MR.

5.5.1.3. Fly a sortie with the new IP in the MQT program. (The squadron DO or assistant DO [ADO] may fly this sortie if the squadron commander is not available.) The squadron commander will discuss policies, techniques, and grading practices in conjunction with this sortie, document any deviations, and identify emphasis areas in the IP's training folder.

5.5.2. The squadron DO or ADO will:

5.5.2.1. Review completed MQT folders prior to the squadron commander's review.

5.5.2.2. Fly a sortie with the new IP in the MQT program (if the squadron commander is not available) and discuss policies, techniques, and grading practices in conjunction with this sortie.

5.5.3. The flight commander will:

5.5.3.1. Supervise overall scheduling, training, and progress of the flight MQT program. On a case-by-case basis, the flight commander will add additional training sorties tailored to correct the new IP's deficiencies (or emphasis areas) if required.

5.5.3.2. Brief the new IP on the flight's policies, techniques, grading practices, and any other applicable items before the new IP conducts student training.

5.5.3.3. Fly a sortie with the new IP during MQT.

5.5.3.4. Certify the new IP has completed all the requirements to be declared MR.

5.5.4. The squadron or flight training officer will:

5.5.4.1. Maintain MQT training folders in the flight. Secure electronically generated training folders may be used.

5.5.4.2. Inspect MQT folders on IPs who have completed the MQT program and forward the folders through the flight commander and squadron DO to the squadron commander for certification of MR status. Completed MQT records will be kept in each IP's continuation training folder.

5.5.4.3. Establish a system for monitoring and planning MQT training with the flight. After approval by the flight commander, ensure the flight scheduler requests the sorties required to meet the flight's MQT requirements.

5.5.5. The new instructor will obtain the necessary briefings prior to starting MQT.

**5.6. Buddy Instructor Pilot (BIP) Program.** The BIP program formalizes and standardizes the training a new IP accomplishes from PIT graduation to being designated "experienced." This program applies to joint pilot primary pilot training (JPPT), JSUPT, and ENJJPT undergraduate flying training units.

#### **5.6.1. Program Administration:**

5.6.1.1. Following MQT, each new IP will be assigned to a highly qualified BIP who will monitor the new IP's performance and provide guidance in all areas of job requirements until the new IP has instructed through each category of training.

5.6.1.2. Due to different experiences of new IPs, two different BIP courses are available—long and short. The BIP short program (paragraph 5.6.3.) is for new IPs with previous instructor experience or extensive major weapon system (MWS) experience. The BIP long program (paragraph 5.6.4.) expands on the short program and is mandatory for first-assignment IPs and recommended for individuals who have not instructed or have limited MWS experience. Squadron commanders will designate which program new IPs will enter based on their PIT performance, MQT, and previous experience.

5.6.1.3. The training prescribed in the following paragraphs is the minimum required. Squadron commanders should tailor each individual's BIP program and provide additional training as required. Key wing personnel (wing commanders, wing vice commanders, OG commanders, and OG deputy commanders) are exempt from this program.

#### **5.6.2. Program Responsibilities:**

5.6.2.1. The squadron commander will:

5.6.2.1.1. Set squadron BIP policies and guidance.

5.6.2.1.2. Brief new IPs on BIP policies and responsibilities before the new IP flies with students. (The squadron DO may conduct this briefing in the absence of the squadron commander.)

5.6.2.1.3. Review completed BIP documentation and certify new IPs who have completed the BIP program.

5.6.2.2. The squadron DO or ADO will:

5.6.2.2.1. Monitor all aspects of the BIP program.

5.6.2.2.2. Chair a monthly CT meeting for IPs in the BIP program. The regularly scheduled quarterly CT meeting fulfills the requirement for that month's meeting.

5.6.2.2.3. Review completed BIP documentation prior to the squadron commander's review.

5.6.2.3. The flight commander will:

5.6.2.3.1. Supervise overall scheduling, training, and progress of the flight BIP program.

5.6.2.3.2. Recommend an individually tailored BIP training program to the squadron commander based on the new IP's past performance and experience.

5.6.2.3.3. Brief new IPs on flight policies, techniques, grading practices, and other applicable topics before the new IP conducts student training. (The assistant flight commander may conduct this briefing in the absence of the flight commander.)

5.6.2.3.4. Fly at least one sortie with each new IP in the BIP program. (The assistant flight commander may fly this sortie in the absence of the flight commander.)

5.6.2.3.5. Verify that new IPs have met all BIP requirements before sending documentation up the chain of command for review.

5.6.2.4. The flight training officer will:

5.6.2.4.1. Maintain BIP documentation in a BIP folder and forward it to the squadron training officer for review once a month as a minimum.

5.6.2.4.2. Inspect BIP documentation on new IPs who have completed the BIP program and forward the paperwork through the flight commander to the squadron DO.

5.6.2.4.3. Ensure the flight scheduler requests sorties required to meet BIP requirements.

**5.6.3. BIP Long Program.** This program should last approximately 3 to 6 months (a minimum of 3 months). New IPs will accomplish training requirements listed below. (Briefings accomplished during MQT may be used to fulfill these requirements.)

**5.6.3.1. Ground Training.** Ground training will consist of the following:

5.6.3.1.1. Squadron policies briefing (before flying with students).

5.6.3.1.2. BIP briefing (before flying with students).

5.6.3.1.3. Instructor responsibilities briefing (before flying with students).

5.6.3.1.4. Commander's Review (CR) or Commander's Awareness Program (CAP) briefing.

5.6.3.1.5. Grading practices briefing.

- 5.6.3.1.6. Merit Assignment Selection System briefing.
- 5.6.3.1.7. CT requirements briefing.
- 5.6.3.1.8. Scheduling briefing.
- 5.6.3.1.9. Time Related Instruction Management (TRIM), Training Integration Management System (TIMS), and/or Training Management System (TMS) briefings.
- 5.6.3.1.10. Gradebook briefing.
- 5.6.3.1.11. Flying safety briefing.
- 5.6.3.1.12. Stan/eval briefing.
- 5.6.3.1.13. Check section briefing.
- 5.6.3.1.14. Checkflight ground evaluation monitoring.
- 5.6.3.1.15. Runway supervisory briefing (RSU) briefing (optional).
- 5.6.3.1.16. RSU tour of duty monitoring (optional).
- 5.6.3.1.17. EP and CRM simulator mission with CSI.
- 5.6.3.1.18. Graduate evaluation program briefing.
- 5.6.3.1.19. Open book syllabus test (locally generated).
- 5.6.3.1.20. Open book course training standards test (locally generated).

**5.6.3.2. Flying Training.** The flying training portion of the BIP program will consist of two different kinds of sorties, BIP and sponsor, as follows:

**5.6.3.2.1. BIP Sorties:**

5.6.3.2.1.1. BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, flight unit stan/eval monitor (USEM), or any supervisor (assistant flight commander or above) in the new IP's chain of command. The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques.

5.6.3.2.1.2. On each BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and possible pitfalls the new IP should avoid. These sorties will be documented in the new IP's BIP record.

5.6.3.2.1.3. Multiple mission requirements may be flown on one BIP sortie. At least one mission will be flown in each of the following categories of training: transition, copilot duties, navigation out and back (to include low level), air refueling, and airdrop.

**5.6.3.2.2. Sponsor Sorties:**

5.6.3.2.2.1. The BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly sponsor sorties with the new IP's students to ensure the students are being taught proper techniques. These sorties may be accomplished on student missions with the BIP observing from the jumpseat.

5.6.3.2.2.2. New IPs will fly a series of sorties (three transition, three navigation [including one low level], three mission familiarization [including one formation], one air refueling, and one airdrop) with the same student, after which the BIP will fly with that student. The BIP will provide feedback to the new IP (within 2 workdays) on instructional techniques and grading practices. All sponsor sorties and debriefings will be documented in the new IP's BIP training record.

**5.6.3.3. Initial Student Sorties.** Before the new IP flies any pre-solo student sorties, he or she will complete a minimum of three sorties with a post-solo student (in any phase of training). These sorties will be documented in the IP's BIP record.

**5.6.3.4. Student Solo.** Before the new IP sends his or her first student on an initial solo sortie, someone in the BIP chain of command will fly one of the last four dual sorties. (This sortie will not be the last sortie prior to the initial solo.) This sortie will be documented in the IP's BIP record.

**5.6.4. BIP Short Program.** The BIP short program should last approximately 1 to 3 months and is designed for the new IP who has come from a major weapon system with previous instructor experience. After MQT and prior to accomplishing any student sorties, the new IP will obtain a briefing from the squadron commander on his/her instructor responsibilities. During the briefing, the squadron commander signs the new IP's letter of appointment and BIP track letter. In the squadron commander's absence, the squadron DO will accomplish this brief.

**5.6.4.1. Ground Training.** New instructors will accomplish the same ground training requirements listed in the BIP long program (paragraph 5.6.3.1.).

**5.6.4.2. Flying Training.** The flying training portion of the BIP program will consist of two different kinds of sorties, BIP and sponsor, as follows:

**5.6.4.2.1. BIP Sorties.** BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command. The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques. At least one BIP sortie will be flown. It can be in any category of training (transition, navigation, air refueling, airdrop, or formation). On the BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, possible pitfalls the new IP should avoid, local flying policies, and common student errors. All sorties and debriefings will be documented in the new IP's BIP record.

**5.6.4.2.2. Sponsor Sorties.** The BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly sponsor sorties with the new IP's students to ensure the students are being taught proper techniques. At least one sponsor sortie will be flown (in any category of training) after the student has had sufficient exposure to be influenced by the new IP's techniques. This sortie may be accomplished on student missions with the BIP observing from the jumpseat. All sorties and debriefings will be documented in the new IP's BIP record.

**5.6.4.3. Initial Student Sorties.** Before the new instructor flies any pre-solo student sorties, the IP will complete a minimum of three sorties with a post-solo student (in any phase of training). All sorties and debriefings will be documented in the new IP's BIP record.

**5.6.4.4. Student Solo.** Before the new IP sends his or her first student on an initial solo sortie, someone in the BIP chain of command will fly one of the last four dual sorties. (This sortie will not be the last sortie prior to the initial solo.) This sortie will be documented in the IP's BIP record.

**5.6.5. BIP Program Complete.** After completion of all of the ground and flying training events, the squadron commander will certify program completion. BIP training records will be placed in the IP's training folder.

**5.7. Night Qualification.** Night qualification will consist of a night IP sortie and spatial disorientation training accomplished in the Vertigon or Barany chair. This training will be accomplished before the first night student sortie. Spatial disorientation training accomplished in conjunction with the IP's most recent physiological training will satisfy this requirement. The night IP sortie will be a transition sortie emphasizing spatial disorientation, night instruments, local area (transition out base), traffic pattern procedures, and visual references. Before flying a night student sortie, the new IP will accomplish a simulated emergency SE pattern and landing, no-flap pattern and landing, tactical overhead pattern and landing, and two-engine circling approach at night.

**5.7.1. Night Sortie Credit.** To obtain night sortie credit, fly a portion of the sortie during the period of darkness. Darkness is defined as that period from 30 minutes after sunset to 30 minutes before sunrise.

**5.7.2. Night Landings.** Night landings required to gain initial night qualification will be accomplished between 30 minutes after official sunset and 30 minutes before official sunrise. **NOTE:** Log all landings accomplished between official sunset and official sunrise as night landings on AFTO Form 781, **AFORM Aircrew/Mission Flight Data Document**. Supervisors must ensure night qualification landings are accomplished as outlined in paragraph 5.7.

**5.7.3. Night Sortie Qualifications.** IPs who are not night qualified will not fly night instructional sorties with SUPT students.

**5.7.4. Documentation.** Record night qualification training on AF Form 4061, **Record of Training**. This record will be maintained in the training folder.

**5.8. Form Prescribed.** AF Form 4286.

**5.9. Forms Adopted.** AF Forms 8, 847, 4061, and 4290; AFTO Form 781.

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

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

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2T-1, Volume 2, *T-1 Aircrew Evaluation Criteria*

AFI 11-2T-37, Volume 1, *T-37B Aircrew-Training*

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

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

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

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

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

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

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

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-201, *Air Force Airspace Management*

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

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4)

AFI 38-401, *Innovative Development Through Employee Awareness (IDEA) Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program*

AETCMAN 11-203, *Mission Employment—T-1A Aircrew Procedures* (projected to be AFMAN 11-2XX)

TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*

TO 1T-1A-1, *Flight Manual USAF Series T-1 Aircraft*

TO 1T-1A-6CF-1, *Check Flight Acceptance and Functional Procedures, T-1A*

***Abbreviations and Acronyms***

**ADO**—assistant director of operations

**AFORMS**—Air Force Operations Resource Management System

**AFTO**—Air Force technical order

**API**—aircrew position indicator

**BIP**—buddy instructor pilot (program)

**CAP**—Commander's Awareness Program

**CFT**—cockpit familiarization trainer

**CPT**—cockpit procedures trainer

**CR**—Commander's Review

**CRM**—cockpit/crew resource management

**CSI**—certified simulator instructor

**CT**—continuation training

**DO**—director of operations

**ENJJPT**—Euro-North Atlantic Treaty Organization (NATO) joint jet pilot training

**EP**—emergency procedure

**EPE**—emergency procedures evaluation

**FCF**—functional check flight

**FE**—flight examiner

**FL**—flight lead

**FP**—first pilot

**FS**—flight surgeon

**FSO**—flying safety officer

**FTW**—flying training wing

**IN**—instructor navigator

**IP**—instructor pilot

**IQT**—initial qualification training

**JPPT**—joint primary pilot training

**JSUPT**—joint specialized undergraduate pilot training

**JUNT**—joint undergraduate navigator training

**MAJCOM**—major command

**MQT**—mission qualification training

**MR**—mission ready

**MWS**—major weapon system

**OFT**—operational flight trainer

**OG**—operations group

**OIF**—operational information file  
**OPR**—office of primary responsibility  
**PIT**—pilot instructor training  
**PQI**—professional quality index  
**RSU**—runway supervisory unit  
**SE**—single engine  
**SEFE**—standardization/evaluation flight examiner  
**stan/eval**—standardization/evaluation  
**SUPT**—specialized undergraduate pilot training  
**TIMS**—Training Integration Management System  
**TMS**—Training Management System  
**TRIM**—Time Related Instruction Management  
**USEM**—unit stan/eval monitor

### *Terms*

**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.

**Collateral sorties**—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs, such as ferry flights, deployments, noneffective sorties, etc.

**Continuation training (CT)**—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to mission ready and mission support aircrews.

**Currency**—A measure of how frequently and or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

**Emergency procedures evaluation (EPE)**—An evaluation of aircrew knowledge and responsiveness to critical and noncritical EPs conducted by a SEFE orally or in a cockpit training device.

**Experienced pilots**—T-1A pilots who have 150 rated hours primary flight time in the aircraft and 600 hours total rated time OR 250 rated hours in the aircraft and 450 hours total rated time and have been certified as MR will be designated experienced after squadron commander certification. The wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron DO are designated experienced pilots for the purposes of this instruction.

**Familiarization**—This normally requires a minimum of six weapons deliveries for PGMs and bombing events in a 12-month cycle.

**Flight lead (FL)**—As designated on flight orders, this is the individual responsible for overall conduct of

mission from preflight preparation and briefing to postflight debriefing, regardless of actual position within the formation. A certified Four-ship FL may lead formations and missions in excess of four aircraft, unless restricted by the unit commander. A two-ship FL is authorized to lead an element in a larger formation.

**Formal course**—Training courses listed in the Air Force Education and Training Course Announcements (ETCA) located at <http://hq2af.keesler.af.mil/etca.htm>.

**Inexperienced pilots**—Pilots who do not meet the hour requirements for experienced pilots or who do not receive squadron commander certification will be designated as inexperienced.

**Initial qualification**—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

**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.

**Mission qualification**—An aircrew member engaged in training to qualify in an assigned aircrew position to perform the command or unit mission.

**Night sortie**—A sortie in which either takeoff or landing and at least 50 percent of flight duration or 1 hour, whichever is less, occur between the period of official sunset to official sunrise.

**Office of primary responsibility (OPR)**—Any headquarters, agency, or activity having the primary functional interest in, and responsibility for, a specific action, project, plan, program, or problem.

**Operational flight trainer (OFT)**—A training device that dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training.

**Professional qualification index (PQI)**—The AFI 11-401 index used to identify aircrews who fail to complete basic training minimums and requirements that have not been waived.

**Proficiency**—A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Squadron supervisor**—Squadron commander, ops officer, assistant ops officers, flight commanders, and weapons officer are squadron supervisors for purposes of this instruction.