

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

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VOLUME 1**

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Flying Operations

T-43 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 minimum Air Force standards for training and qualifying personnel performing duties in the T-43 aircraft. It applies to T-43 units. It does not apply to Air National Guard or Air Force Reserve Command units. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information used in this publication.

Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this instruction through HQ AETC/DOFV to HQ USAF/XOOT for approval prior to publication according to AFD 11-2. After their supplements are approved and published, MAJCOMs will send copies to HQ USAF/XOOT, HQ AETC/DOFV, and the user-MAJCOM office of primary responsibility (OPR). Field units below MAJCOM level will forward copies of their supplements to the parent MAJCOM OPR for post-publication review. See paragraph 1.7. of this instruction for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS), covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, *Incentive Pay*; Public Law 92-204, Section 715, *DoD Appropriations Act for 1972, December 18, 1971*, Public Law 93-294, *Aviation Career Incentive Act of 1974, May 31, 1974*; Public Law 93-570, *Continuing Appropriations, 1975, February 28, 1975*, DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report, February 5, 1976*; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943*. The *Paperwork Reduction Act of 1995* as amended in 1996 affects this instruction.

Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123, *Management of Records*, and are disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* at <https://webrims.amc.af.mil>.

SUMMARY OF REVISIONS

This document has been significantly reorganized to implement many updates and a variety of changes. It must be reviewed in its entirety. **Chapter 2** is significantly reorganized to group training and documentation requirements by crew position. The old Chapter 6 is now integrated into **Chapter 2**, which also includes requirements for the functional check flight program, senior officer qualification, general officers and indoctrination flyers, and flying training wing key personnel.

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Chapter 1

RESPONSIBILITIES AND GENERAL REQUIREMENTS

1.1. Safety. Flying safety is a primary consideration and takes precedence over the requirements and guidance in this instruction.

1.2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF IMT 847, **Recommendation for Change of Publication**, to the parent MAJCOM via standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOF. HQ USAF/XO is the approval authority for changes or revisions to this instruction; the MAJCOM DO is waiver authority. Waiver requests may be submitted in a message, electronic, or memorandum format.

1.3. Lead-MAJCOM Responsibilities. The lead-MAJCOM director of operations (HQ AETC/DO) will:

- 1.3.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the office of collateral responsibility (OCR) and applicable MAJCOM representatives.
- 1.3.2. Process all publication change requests.
- 1.3.3. Determine training requirements.
- 1.3.4. Annually review subordinate unit supplements and training programs.

1.4. Wing and Group Responsibilities. Wing and group personnel will:

- 1.4.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support.
- 1.4.2. Develop programs to ensure training objectives are met. Forward copies of unit training programs that expand on the minimum guidelines of this instruction to HQ AETC/DOF for review.
- 1.4.3. Annually review supplements and training programs.
- 1.4.4. Identify training shortfalls through appropriate channels.

1.5. Squadron Commander Responsibilities. Squadron commanders will:

- 1.5.1. Ensure adequate continuity and supervision of individual training needs, experience levels, and proficiencies of assigned or attached navigators and pilots.
- 1.5.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training to determine the training required to achieve qualification and to ensure provisions of this instruction have been met. Brief new instructors on their responsibilities prior to accomplishing student or continuation training.
- 1.5.3. Determine and certify missions or events in which aircrew members may participate (for example, letter of Xs).

1.5.4. Report end-of-cycle training deficiencies through the operations group to the appropriate MAJCOM.

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

1.5.6. Help the wing or group develop unit training programs.

1.6. Flight Commander Responsibilities. Flight commanders will:

1.6.1. Monitor individual assigned or attached aircrew member's currencies and requirements.

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

1.7. Aircrew Member Responsibilities. Individual aircrew members will: (*NOTE:* Except for unusual circumstances, an aircrew member undergoing qualification training will receive ground and flight instruction with a minimum of interruption.)

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

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

1.7.3. Only participate in ground and flying activities they are qualified and current in.

1.8. Electronic Warfare Officer. For the purpose of this instruction, electronic warfare officers will comply with training, evaluation, upgrade, and currency requirements of navigators or instructor navigators (IN), as appropriate.

1.9. Phases of Training:

1.9.1. **Initial Qualification Training (IQT).** This training is necessary to qualify pilots and navigators for their primary mission in the T-43 aircraft. This may include qualification to first pilot (FP) or instructor pilot (IP). IQT will only be accomplished with a MAJCOM-approved syllabus.

1.9.2. **Mission Qualification Training (MQT).** This training is necessary to qualify navigators for specific unit or local area requirements. Pilots will receive MQT in conjunction with IQT.

1.9.3. **Continuation Training (CT).** This is training in which qualified pilots maintain the assigned level of proficiency and/or increase flight qualifications.

1.10. Training Concepts and Procedures:

1.10.1. Unless specifically directed, the squadron commander determines 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 or IN may be required. If mission objectives require directed supervision, a squadron supervisor may be warranted.

1.10.2. This instruction and AFI 36-2201, Volume 1, *Training Development, Delivery, and Evaluation*, govern all required ground and ancillary training for T-43 crewmembers.

1.10.3. The training cycle is 12 months (1 January through 31 December). Units will complete training requirements during the appropriate training cycle. Exceptions must be specifically directed or authorized by this instruction.

1.11. Training Records and Reports. Units will:

1.11.1. Maintain pilot records for individual training and evaluations according to AFI 11-202, Volume 1, and the RDS.

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

1.11.3. Prepare and forward training reports according to MAJCOM directives.

1.11.4. Maintain flying and ground training records according to AFI 11-202, Volume 1, and this AFI. **NOTE:** To document aircrew training in the Aviation Resource Management System (ARMS), use the forms specified in AFI 11-202, Volume 1.

1.11.5. Track the following information for all pilots, as applicable:

1.11.5.1. Ground training.

1.11.5.2. Sortie requirements by 30, 60, or 90 days and cumulative totals.

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

1.11.5.4. Currencies.

1.12. Crewmember Assignments:

1.12.1. Commanders will ensure wing crewmembers fill only authorized positions according to unit manning documents (UMD). They will also ensure crew status is properly designated. The overall objective is for crewmembers to perform operations-related duties.

1.12.2. Supervisors may assign crewmembers 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 tasking, flying proficiency, currency, and experience.

1.12.3. The following duties will not be assigned to squadron-level crewmembers without the operations group commander's approval: Air Force Innovative Development Through Employee Awareness (IDEA) Program monitor, weapons or explosive safety manager, operations security (OPSEC) monitor, fund campaign (Combined Federal Campaign, etc.) manager, building custodian, unit communications security (COMSEC) program monitor, disaster preparedness monitor, enlisted career advisor, functional area documentation manager, 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, fitness program monitor, small computer program monitor, and base duties.

1.12.4. The following duties may be assigned to aircrew position indicator (API)-1/2 crewmembers: weapons and tactics officer, programmer, flying safety officer, supervisor of flying (SOF), mobility or contingency plans, training (except ARMS documentation), stan/eval liaison officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations.

API-1 and -2 will not be attached to or serve in wing staff positions unless total wing API-1, -2, and -6 manning is 100 percent or better. Commanders will ensure wing staff crewmembers (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

Chapter 2

QUALIFICATION TRAINING AND DOCUMENTATION

2.1. Overview:

2.1.1. This chapter outlines the IQT program for the T-43A. On completion of the IQT program, aircrew will be qualified according to AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2T-43, Volume 2, *T-43A Aircrew Evaluation Criteria*.

2.1.2. Students must complete training within the time specified by the syllabus. Failure to complete within the specified time limit requires notifying the gaining wing commander of the aircrew member's name, grade, reason for delay, planned actions, and estimated completion date.

2.2. Pilot Upgrade Training and Documentation. See paragraphs 2.2.2. through 2.2.6. for minimum requirements for pilot upgrade and certification. **NOTE:** Record all training on AF IMT 4061, **Record of Training**, or AF IMT 4293, **Student Activity Record**, as required. File the form in the qualification and training record.

2.2.1. **Pilot Qualification and Training Record.** The chief of training will ensure each pilot has a qualification and training folder. He or she will also ensure qualification and training documentation is maintained in a six-part folder as follows:

2.2.1.1. Section I. (Leave blank or include a memorandum for record [MFR]).

2.2.1.2. Section II. FP upgrade (AF IMT 4061 and any locally developed form).

2.2.1.3. Section III. (Leave blank.)

2.2.1.4. Section IV. AC upgrade (AF IMT 4061 and any locally developed form).

2.2.1.5. Section V. IP upgrade (AF IMT 4061 and any locally developed form).

2.2.1.6. Section VI. Other.

2.2.2. **Pilot IQT and Qualification Upgrade Training.** Pilots will receive IQT and upgrade training as outlined in Course F-V5A-H (or equivalent), *T-43 Pilot Training*.

2.2.3. **Pilot MQT.** Pilot MQT will consist of two (2) line mission familiarization sorties.

2.2.4. **First-Pilot (FP) Upgrade.** T-43 qualified copilots must have a minimum of 500 hours total flying time. Do not count "other" time. Copilots will complete the following ground and flying training requirements:

2.2.4.1. Conduct at least one cockpit procedure training session of approximately 4 hours in length, emphasizing accomplishment of the left-seat checklist.

2.2.4.2. Fly three upgrade sorties (approximately 4 hours total primary time), emphasizing left-seat aircraft control and crew coordination procedures. At a minimum, one of the three sorties will be a student training mission, emphasizing left-seat line duties and crew coordination.

2.2.4.3. Fly one instrument qualification evaluation.

2.2.4.4. Document all training in the grade folder.

2.2.5. **Aircraft Commander (AC) Prerequisites:**

2.2.5.1. Pilots arriving with an AC qualification from a multi-pilot major weapon system (MWS) may receive initial qualification as an AC, followed by a minimum of 100 hours of T-43 flight experience. The squadron commander will certify individuals to perform AC duties.

2.2.5.2. Each AC candidate will complete a CT sortie with an experienced IP supervisor to obtain the recommendation necessary to begin AC qualification training according to Course F-V5A-H.

2.2.5.3. The CT sortie and recommendation will be documented in the student's upgrade training folder (AF IMT 4061) and retained for at least 3 months after completion of the training phase.

2.2.6. **IP Prerequisites.** The squadron commander will select IP candidates from the most highly qualified ACs.

2.3. Navigator Upgrade Training and Documentation. See paragraphs 2.3.3. through 2.3.3.3. for the minimum requirements for navigator upgrade and qualification. Training mission commander (TMC), simulator complex instructor (SCI), and navigator instructor training (NIT) instructor checkout qualifications require selection by the squadron commander or operations officer, completion of the upgrade training program, and certification of the completion by the squadron commander or operations officer, unless otherwise noted. INs are selected for upgrade based upon experience level, demonstrated proficiency, and a thorough knowledge of the training mission. All upgrade training will be documented on AF IMT 4061, and the form will be filed in the instructor's training folder.

2.3.1. **Navigator Instructor Training (NIT) and Qualification Record.** The training flight commander will ensure each IN has a grade folder. Maintain qualification and training documentation in a six-part folder as follows:

2.3.1.1. Section I. Instructor monitoring.

2.3.1.2. Section II. Follow-on training (FOT) documentation (AF IMT 4061 and any locally developed form).

2.3.1.3. Section III. Advanced upgrades to include progress check (PC), elimination check (EC), functional check flight (FCF), and FLY-BY certification memo.

2.3.1.4. Section IV. Instructor upgrades to include TMC, SCI, flight examiner (FE), checks, etc. (AF IMT 4061 and certification memo).

2.3.1.5. Section V. MQT (AF IMT 4061).

2.3.1.6. Section VI. Other.

2.3.2. **Navigator IQT.** Aircrew members will receive IQT as outlined in Course N-V9-IT, *Navigator/NFO/EWO Instructor Training (T-43)*, or N-V9E-IT, *EWO Instructor Training (Academic/T25/T-43)*, or equivalent.

2.3.3. **IN MQT:**

2.3.3.1. Prior to the initial or requalification instructor evaluation, IN candidates will complete a minimum of one student sortie in each appropriate phase of training.

2.3.3.2. Candidates will not instruct students in the commander's awareness program (CAP) for flying deficiencies.

2.3.3.3. Following MQT completion, IN candidates must be recommended for and complete an instructor evaluation before performing instructor duties.

2.3.4. Training Mission Commander (TMC) Certification:

2.3.4.1. Because the TMC is responsible for the overall conduct of the flying training mission, the squadron commander or operations officer will nominate only highly experienced instructors to be upgraded to TMC.

2.3.4.2. INs selected for TMC upgrade will complete two training missions as a TMC candidate under the supervision of a TMC-certified instructor. Following TMC training, the candidate will complete a TMC certification mission administered by a highly qualified TMC.

2.3.4.3. With the approval of the assistant operations officer (or higher), the TMC-certified instructor may instruct one navigator student while supervising a TMC upgrade candidate.

2.3.5. T45 Simulator Complex Instructor (SCI) Upgrade Training:

2.3.5.1. The SCI is responsible for the overall conduct of the simulator training mission.

2.3.5.2. An SCI is required for all missions except when a non-SCI qualified squadron commander or operations officer perform a progress or elimination checkride with a console operator present.

2.3.5.3. SCI upgrade training will include the following items:

2.3.5.3.1. Academic instruction to include a review of instructor or console operator controls and displays and a study of mission management techniques.

2.3.5.3.2. Hands-on training at the simulator console.

2.3.5.3.3. Four (4) full-task student missions under the supervision of a qualified SCI. If more practice is warranted, the grade sheet will reflect the need for additional supervised training. Otherwise, SCI candidates will receive their upgrade certification on their fourth full-task student mission.

2.3.5.4. The squadron commander or the operations officer may authorize proficiency advancement.

2.3.6. Checks Instructor (CKS) Certification:

2.3.6.1. The CKS IN is responsible for accomplishing student-only checkrides per syllabus requirements.

2.3.6.2. For CKS upgrade training, the CKS candidate will:

2.3.6.2.1. Receive a student checks indoctrination briefing from squadron DOV.

2.3.6.2.2. Observe one student check ride, either in flight or in the simulator, being administered by a CKS-certified IN to include all briefs and critiques.

2.3.6.2.3. Administer one student check ride, either in flight or in the simulator, while under the supervision of an experienced CKS-certified IN.

2.3.7. NIT Instructor (NITI) Checkout. The NITI candidate is responsible for accomplishing IN MQT in accordance with syllabus requirements. For NITI upgrade training, the NITI candidate will:

2.3.7.1. Receive an NITI checkout mission briefing from training flight covering all duties and responsibilities inherent in the NITI checkout qualification.

2.3.7.2. Receive a briefing from the operations officer covering NITI checkout philosophy and procedures.

2.3.7.3. Not be required to accomplish simulator or flying training. Certification is based on individual IN experience and qualification as recommended by the squadron commander or operations officer.

2.3.8. **Progress Checks (PC) and Elimination Checks (EC):**

2.3.8.1. INs selected for PC or EC upgrade training will review the appropriate areas of AFI 36-2205, *Applying for Flying Training, Air Battle Manager, and Astronaut Programs*, covering PC or EC procedures. Additionally, PC or EC candidates must receive briefings from the squadron commander and operations officer on PC or EC philosophy and procedures.

2.3.8.2. No simulator or flying training is required.

2.4. **Functional Check Flight (FCF) Program:**

2.4.1. **Overview.** The operations group commander will designate one FCF pilot as the chief of the FCF section and one pilot as the lead T-43 FCF pilot. This operations group commander will also determine the number of additional duty FCF pilots required. The chief of the FCF section and the lead T-43 FCF pilot will be assigned to the operations group, and they will work closely with maintenance quality assurance personnel. The chief has primary responsibility for supervising and scheduling the aircraft FCF program in accordance with TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*, and TO 1T-43-6CF-1, *Functional Check Flight Procedures*. Squadron-assigned additional duty FCF pilots and FCF instructors will be appointed by memorandum from the operations group commander.

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

2.4.2.1. Supervise and administer the wing aircraft FCF program in accordance with policy and procedures.

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

2.4.2.3. Develop an FCF CT program for the 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.

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

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

2.4.2.6. Designate FCF pilots as engine runup evaluators and monitor in accordance with AFI 11-218, *Aircraft Operations and Movement on the Ground*.

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

2.4.2.8. Maintain the AF IMT 2400, **Functional Check Flight Log**, and the AF IMT 4290, **Aircraft Functional Check Flight/Supersonic Event Log and Flight Order**, as the local flight clearance record.

2.4.2.9. Appoint a foreign object damage (FOD) prevention program officer.

2.4.3. FCF Pilot and Navigator Requirements. FCF pilots and navigators will be selected from highly qualified IP or INs. Pilots and navigators selected must have a minimum of 1,000 total flying hours and 100 IP/IN hours in type. INs selected for FCF upgrade will receive a comprehensive briefing on FCF procedures from an FCF-qualified IN followed by performing an FCF mission under the supervision of an FCF-qualified IN. IPs selected as additional duty FCF pilots will perform FCFs in one series aircraft only.

2.4.4. FCF Instructor Requirements. Instructors selected to be FCF IPs or INs must have at least four months experience conducting FCFs. FCF IPs or INs will train new FCF pilots and navigators and administer FCF standardization check flights in accordance with local unit training programs.

2.4.5. Restrictions. FCFs will not be conducted with other type missions except FCF CT, FCF upgrade training, or FCF standardization check flights. All FCF requirements will be accomplished by an FCF pilot or navigator or a pilot or navigator in training status with an FCF IP or IN on board.

2.5. Flight Surgeon IQT. Flight surgeon flying rates and requirements are according to AFI 11-202.

2.6. Experience Identifiers. With the squadron commander's concurrence, pilots who have completed AC qualification will be designated as "experienced." FPs and copilots will be designated as "inexperienced."

2.7. Letter of Xs. This is the method used by supervisors to track, manage, and forecast aircrew mission qualifications for the unit. See [Table 2.1.](#) for a sample Letter of Xs for pilots and navigators.

Table 2.1. Sample T-43 Letter of Xs for Pilots and Navigators.

| I T E M | A | B | C | D | E | F | G | H |
|------------------|----------------------------------|----|----|----|----|-------------------------|----|------------------------|
| | Position | FP | AC | IP | IN | FCF Pilot/ Navigator | FE | Squadron Supervisor |
| 1 | Squadron Commander | | | | X | | X | X |
| 2 | Director of Operations | | | | X | | X | X |
| 3 | Assistant Director of Operations | | | X | X | | X | X |
| 4 | A-Flight Commander | | | | X | | | |
| 5 | Navigator | | | | X | X | | |
| 6 | Navigator | | | | X | | | |
| 7 | Attached Navigator | | | | X | | | |
| 8 | B-Flight Commander | | | X | | | | |
| 9 | Pilot | | X | | | | | |
| 10 | Pilot | X | | | | | | |
| 11 | Attached Pilot | X | | | | | | |
| 12 | C-Flight Commander | | | X | | X | | |
| 13 | Pilot | | X | | | | | |

| I T E M | A | B | C | D | E | F | G | H |
|------------------|---------------------|----|----|----|----|-------------------------|----|------------------------|
| | Position | FP | AC | IP | IN | FCF Pilot/ Navigator | FE | Squadron Supervisor |
| 14 | Pilot | X | | | | | | |
| 15 | Attached Pilot | | | X | | | | |
| 16 | Wing Vice Commander | | | | X | | X | |

2.8. Training Folders. Document training in a grade folder for each aircrew member and retain the records in accordance with AFMAN 37-139, Table 36-44.

2.9. Senior Officer Qualification. Senior officers (colonel selectees and above) must meet course entry prerequisites and complete all syllabus requirements unless waived in accordance with syllabus directives.

2.10. General Officers and/or Indoctrination Flyers. Individuals occupying general officer operational and/or indoctrination flying positions will comply with the guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 2. In addition, the following restrictions or requirements apply:

2.10.1. General officer flying training wing commanders will be fully qualified and have completed AF IMT 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.

2.10.2. General officers will accomplish the following initial checkout:

2.10.2.1. Review the flight manual with an IP.

2.10.2.2. Complete egress training in accordance with lead-command directives prescribing the life support program.

2.10.2.3. 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 maybe used if crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics are emphasized.

2.10.3. General officers will complete a ground training program prior to beginning flights that includes review of aircraft systems, emergency procedures, and egress in accordance with lead-command directives prescribing the life support program.

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

2.11. Flying Training Wing Key Personnel. Requirements for these personnel are as follows:

2.11.1. For multiple aircraft qualification, comply with AFI 11-202, Volume 1.

2.11.2. Wing commanders will ensure equal representation of senior leaders in all wing aircraft types by selecting primary and secondary aircraft (IP or FP, IN or instructor electronic warfare [IE]) qualification for each senior leader for approval by the 19 AF Commander.

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

Chapter 3

CONTINUATION TRAINING (CT) AND REQUIREMENTS

3.1. CT Meeting. Commanders will direct and supervise quarterly CT meetings for permanent party flyers attached to their squadron. The purpose of these meetings is to increase general knowledge and discuss instructional techniques and grading practice standardization. Commanders will discuss a cockpit/crew resource management (CRM) topic or scenario in each CT meeting with reference to the CRM core concepts in AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

3.2. CT Annual Training Cycle. The annual CT training cycle begins 1 January and ends 31 December each calendar year. Training quarters are January - March, April - June, July - September, and October - December.

3.3. Emergency Ground Egress and Life Support Training. This training will be administered to all aircrew members according to AFI 11-403, *Air Force Aerospace Physiological Training Program*, and/or other lead-command guidance.

3.4. Ground Training:

3.4.1. Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which the training was accomplished. **Table 3.1.** outlines ancillary and ground training requirements.

Table 3.1. T-43 Crewmember Ancillary and Ground Training (by Category).

| I T E M | A | B | C | D |
|---|---|---------------------------------------|---|-----------|
| | Subject | Frequency | Reference | Grounding |
| Category I—Functional Training | | | | |
| 1 | Physiological training (alt chamber) | <i>Every 5 years</i> | AFI 11-403 | yes |
| 2 | Instrument refresher course (IRC) (note 1) | Periodically | AFI 11-202, Volume 2, and AFMAN 11-210 | |
| 3 | Life support equipment training | Annually | AFI 11-301, Volume 1, and MAJCOM directives | |
| 4 | Life support egress training | | | |
| 5 | Life support local area survival, LS01 (block training) | | | |
| 6 | Situational emergency procedures training (SEPT) (note 2) | Semiannually | AFI 11-2T-43, Volume 1 | |
| 7 | Recall (boxed) items exam (note 2) | Monthly | | |
| 8 | CRM | Annually | AFI 11-2T-43, Volume 1, and AFI 11-290 | |
| Category II—General Training | | | | |
| 9 | Self-aid and buddy care training | Initially and refresher every 2 years | AFI 36-2238 | no |
| 10 | Life support water survival training (wet drills), LS03 | Every 3 years | AFI 11-301, Volume 1, and MAJCOM directives | |
| 11 | Flying safety training (note 1) | Quarterly | AFI 91-202 | |
| 12 | Social actions | Initially and refresher every 4 years | AFPD 36-27 | no |
| 13 | Supervisor safety training | Initially only | AFI 91-301 | |
| Category III—Awareness Program Training (Note 3) | | | | |
| 14 | Joint ethics | As required | AFI 71-101, Volume 1 | no |
| 15 | Law of armed conflict | | AFPD 51-4 | |

NOTES:

1. Not applicable to flight surgeons.

2. Pilots only.
 3. These programs are conducted through the use of newspaper articles, pamphlets, bulletins, web-based training, electronic media, and commanders calls.
- 3.4.2. The following programs comprise ground training:
- 3.4.2.1. Physiological training according to AFI 11-403 and the lead-MAJCOM's supplement.
 - 3.4.2.2. Instrument refresher course (IRC) according to AFI 11-202, Volume 2, and AFMAN 11-210, *Instrument Refresher Course (IRC) Program*.
 - 3.4.2.3. Survival and life support training according to AFI 11-301, Volume 1, *Aircrew Life Support (ALS) Program*; AFI 36-2209, *Survival and Code of Conduct Training*; applicable supplements; and applicable life support publications. T-43 crewmembers must accomplish T-43 egress, wet drill, personal survival equipment, and local and deployment survival training, as necessary. Portions of this training may be in conjunction with primary mission design series (MDS) training (AFI 11-2 [MDS]).
 - 3.4.2.4. Ancillary training. This training is required for all Air Force personnel. The three ancillary training categories are functional training (Category I), general training (Category II), and awareness programs training (Category III). Frequency requirements are shown in [Table 3.1](#). Failure to accomplish this training does not affect qualification status, except as noted in [Table 3.1](#), and does not require professional quality index action. **NOTE:** Categories I and II must be documented; Category III does not have to be documented.
 - 3.4.2.5. CRM training. Units will ensure assigned pilots and navigators are scheduled to attend CRM training annually. Using core concepts from AFI 11-290, training will build on the basic CRM skills taught in undergraduate flight training and the formal training unit. This requirement will be tracked in HARMS. Failure to attend CRM training will result in grounding. (This is waivable by operations group commander.) Dual-qualified crewmembers will accomplish CRM training in their primary aircraft. Briefings and debriefings will include the core curriculum of CRM training requirements of AFI 11-290 and lead-command guidance.
 - 3.4.2.6. Situational emergency procedures training (SEPT). This training is not an evaluation; it is a review of abnormal and emergency procedures as well as aircraft systems operations and limitations during realistic scenarios. SEPT training may be conducted during pilot CT flights, CT meetings, or in the simulator. Recall (boxed) items and squadron special interest items should be emphasized. The following elements will be incorporated into the squadron SEPT program:
 - 3.4.2.6.1. SEPT scenarios, using T-43 mishaps or incidents as baseline cases.
 - 3.4.2.6.2. At least two emergency procedures for each phase of flight during the SEPT session.
 - 3.4.2.6.3. Two SEPTs each training period with an IP or squadron supervisor, including divert discussions. **NOTE:** Annual simulator training will count as one SEPT session.

3.5. Minimum Flying Requirements. Pilots, navigators, and flight surgeons will maintain currency and perform required evaluations according to AFI 11-202, Volumes 1 and 2. Minimum flying requirements and events necessary to maintain proficiency in basic flying skills are listed in [Table 3.2](#).

Table 3.2. Minimum Quarterly and Annual Event Requirements.

| I T E M | A | B | C | D | E | F | G |
|----------------------------|---|---|-----------|--------------|------------------|-----------|-----------------------|
| | | Number Required Quarterly (and Annually) | | | | | |
| | Event | Pilot | | | Navigator | | Flight Surgeon |
| | | CP/FP | AC | IP/FE | BMC | MR | |
| 1 | Initial takeoff | 3 (12) | 3 (12) | 3 (12) | | | |
| 2 | Landing | 8 (32) | 6 (24) | 6 (24) | | | |
| 3 | Night landing (note 1) | 0 (2) | 0 (2) | 0 (2) | | | |
| 4 | Precision approach | 8 (32) | 6 (24) | 6 (24) | | | |
| 5 | Nonprecision approach | 4 (16) | 3 (12) | 3 (12) | | | |
| 6 | NDB approach (note 2) | 1 (4) | 1 (4) | 1 (4) | | | |
| 7 | Single-engine approach or landing | 2 (8) | 2 (8) | 2 (8) | | | |
| 8 | Single engine approach or missed approach | 2 (8) | 2 (8) | 2 (8) | | | |
| 9 | Airwork (note 3) | 0 (2) | 0 (2) | 0 (2) | | | |
| 10 | Missed approach | 2 (8) | 2 (8) | 2 (8) | | | |
| 11 | Circling approach | 1 (4) | 1 (4) | 1 (4) | | | |
| 12 | Proficiency (CT) sortie (note 4) | 3 (12) | 2 (8) | 1 (4) | 2 (8) | | |
| 13 | Proficiency simulator (note 4) | 0 (3) | 0 (3) | 0 (3) | | | |
| 14 | Instructional sortie (note 4) | | | | | 2 (10) | |
| 15 | Instructional simulator | | | | | 2 (8) | |
| 16 | Sorties | | | | | | 0 (12) |
| 17 | Night sorties | | | | | | 0 (2) |
| 18 | Simulator hours | 0 (12) | 0 (12) | 0 (12) | | | |

NOTES:

1. Each pilot must accomplish a night landing semiannually.
2. NDB approaches may be dual logged as nonprecision approaches.
3. Area work includes approach to stalls in at least two of the standard three configurations—clean, turning, and landing; unusual attitudes; and steep turns. Area work will be accomplished at least semiannually.
4. All pilot proficiency sorties must be flown under IP supervision. IPs and pilot FEs will fly their required sorties with another IP. Flight evaluations, upgrade continuation training sorties, instructor qualification training sorties, and refresher simulator training sorties may count as proficiency sorties. In addition, the following requirements apply for completion of navigator sorties: (1) sor-

ties must have a flight duration of 1.5 hours or more; (2) on navigator proficiency sorties, a flight plan will be computed to include (as a minimum) magnetic headings and leg times for each leg of the mission route; and (3) INs not directly involved with the instruction, evaluation, and grading of students or upgrading of INs (or INs not acting as TMCs) will not log instructor sorties.

Chapter 4

CURRENCY AND REQUALIFICATION CRITERIA

4.1. Ground Training:

4.1.1. **Overview.** Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which it was accomplished.

4.1.2. **CRM Training.** Units will ensure aircrew are scheduled to attend CRM training. Training will build upon the basic CRM skills taught in undergraduate flight training and the formal training unit. This is an annual requirement and will be tracked in HARMS. Failure to attend CRM training will result in grounding. (This is waivable by operations group commander.) Dual-qualified pilots will accomplish CRM training in their primary aircraft. Briefings and debriefings will include the core curriculum of CRM training in accordance with AFI 11-290 and lead-command guidance.

4.2. Pilots:

4.2.1. A pilot will accomplish a takeoff, instrument approach, and landing once every 45 days to maintain currency in the aircraft.

4.2.2. A pilot who has not accomplished a takeoff, instrument approach, and landing:

4.2.2.1. In 46 to 90 days must accomplish at least one satisfactory takeoff, instrument approach, and landing with an IP.

4.2.2.2. In 91 to 180 days must accomplish one cockpit procedures trainer with an IP to include normal and emergency procedures. In addition, the pilot must complete a minimum of one familiarization flight with an IP. As a minimum, the familiarization flight should include area work, instrument approaches, visual patterns, and a cross section of emergency procedures and patterns.

4.2.2.3. In more than 180 days must complete requalification training in accordance with AFI 11-202, Volume 1.

4.2.3. An IP who has not performed IP or FE duties:

4.2.3.1. In 91 to 180 days will complete a minimum of one familiarization flight with an IP before resuming IP or FE duties. As a minimum, the noncurrent IP must demonstrate the ability to perform and instruct area work, instrument approaches, visual patterns, and a cross section of emergency procedures and patterns.

4.2.3.2. In 181 days up to 2 years will complete a flight evaluation and the requirements listed in paragraph 4.2.3.1. The evaluation will consist of all items required for the IP instrument or qualification evaluation in accordance with AFI 11-2T-43, Volume 2. The IP will demonstrate the ability to instruct a representative cross section of the items evaluated.

4.2.3.3. For more than 2 years will complete IP upgrade training as specified in the applicable training syllabus.

4.3. Navigators:

4.3.1. Basic mission capable (BMC) navigators who have not performed in-flight proficiency duties and INs or evaluator navigators (EN) who have not performed in-flight IN or EN duties in 61 to 90

days are noncurrent. To regain currency, they must perform these respective duties under the direct supervision of a current IN or EN.

4.3.2. BMC navigators who have not performed in-flight proficiency duties and mission ready (MR) navigators who have not performed in-flight IN or EN duties in 91 to 180 days are noncurrent. These navigators must complete a squadron commander-approved recurrency training program under the direct supervision of an IN or EN before flying unsupervised. At the squadron commander's discretion, INs may continue to perform simulator and academic duties provided they have not exceeded 180-day currency for in-flight instructor duties and 90-day currency for simulator instructor duties.

4.3.3. BMC navigators who have not performed in-flight proficiency duties and INs or ENs who have not performed in-flight IN or EN duties for more than 180 days are unqualified. To regain qualification, they must successfully complete ground and flight retraining (according to qualification requirements), open and closed book examinations, and a qualification flight evaluation with an EN.

4.4. Currency of Flight Surgeons. Flight surgeons must fly a sortie each 60 days to maintain currency, and they must fly at least half of their annual requirements in their assigned wing aircraft each semiannual period. Other requirements are listed in AFI 11-202, Volume 1.

Chapter 5

PROFICIENCY REQUIREMENTS

5.1. Planning:

5.1.1. Properly planned and flown CT sorties will ensure pilots have the basic proficiency required to perform their specific in-flight duties. CT sorties will be allocated by the squadron director of operations (DO). The CT sortie requirements directed in [Table 3.2.](#) will be allocated and flown on a quarterly or annual calendar-year basis.

5.1.2. In addition to CT sortie and currency requirements, each pilot will accomplish the proficiency events listed in [Table 3.2.](#) on a quarterly (or, in some cases, semiannual) basis. These events should be accomplished and logged under IP supervision during CT sorties whenever practical. However, these events may be logged when flown on any sortie with another qualified pilot (CP, FP, or AC). No simulated emergency or touch-and-go landings will be performed except under the direct supervision of an IP or EP. These currency requirements are the minimum considered necessary to maintain basic proficiency.

5.2. Annual Requirements. These requirements are effective on the first day of the month following the qualification evaluation (pilots) or on the first day of the month following the signing of the instructor qualification letter by the squadron commander. CT requirements will be met annually (1 January through 31 December).

5.3. Failure To Accomplish Annual Requirements. If an aircrew member fails to accomplish the appropriate requirements, he or she is noncurrent and will not fly unsupervised until the operations group commander reviews the aircrew member's status. The operations group commander will determine whether additional training is necessary or whether the individual should be removed from flying status. The numbered Air Force (NAF) DO is the reviewing authority for NAF FEs.

5.4. Prorating Flying Requirements. Reduce annual requirements by 1 month's requirement for each 30-day period of nonavailability. Proration is based on total days of nonavailability for flying duty. (Nonavailability is defined as the absence from flying or simulator duty due to leave, TDY, or duty not involving flying [DNIF] at any time during the annual period.) Prorate requirements in approximately equal monthly increments and round them off to the nearest whole number. See [Table 5.1.](#) for a proration allowance.

Table 5.1. Proration Allowance.

| I T E M | A | B |
|----------------------------|--------------------------------------|----------------------------|
| | Consecutive Days of Nonflying | Months of Proration |
| 1 | 0 - 15 | 0 |
| 2 | 16 - 45 | 1 |
| 3 | 46 - 75 | 2 |

| I T E M | A | B |
|------------------|-------------------------------|---------------------|
| | Consecutive Days of Nonflying | Months of Proration |
| 4 | 76 - 105 | 3 |
| 5 | 106 - 135 | 4 |
| 6 | 136 - 165 | 5 |
| 7 | 166 - 180 | 6 |

5.5. Quarterly Requirements. These requirements are effective on the first day of the month following the pilot's qualification evaluation or navigator's certification. If any crewmember fails to accomplish quarterly sortie or event requirements, the squadron commander will review the crewmember's status and determine if additional training is required. The chief of training will record additional training sorties in the crewmember's training folder. The NAF DO is the reviewing authority for NAF FEs.

5.6. Proficiency Responsibilities:

5.6.1. The NAF DO will review the status of NAF FEs who fail to meet quarterly or semiannual sortie and event requirements and take appropriate action.

5.6.2. On a quarterly basis, the squadron commander will review the accomplishment of quarterly or semiannual sortie and event requirements.

5.6.3. The squadron commander will identify any crewmember who fails to maintain quarterly sortie and event requirements. He or she will review the crewmember's status to determine if additional training is required.

5.6.4. Squadron DOs or assistant directors of operations (ADO) will:

5.6.4.1. Send the squadron commander a monthly recap of each crewmember's remaining quarterly sortie and event requirements.

5.6.4.2. Develop a quarterly flying plan to ensure successful accomplishment of sortie and event requirements.

5.6.4.3. Accomplish a monthly review of each crewmember's remaining quarterly and semiannual sortie and event requirements.

5.6.5. Flight commanders will:

5.6.5.1. Supervise overall scheduling and training of navigators and pilots assigned and attached to the flight.

5.6.5.2. Ensure pilots are scheduled for appropriate CT profiles to maintain quarterly and semiannual requirements.

5.7. Flying and Ground Training Products. The squadron operations systems management office will ensure a system is in place to provide squadron and wing supervisors with accurate flying and ground training products that display currencies and annual or quarterly requirements. Current products will be

posted in the squadron at least weekly. The ARMS database should be validated to ensure accuracy of products.

5.8. Circling Approaches. Circling approaches may be logged at the termination of an instrument approach or by using the low-closed procedure at the home field or another military installation where procedures are established.

5.9. Night-Landing Credit. To obtain night-landing credit, a pilot must land during the period of darkness. Darkness is defined as the period from 30 minutes after sunset to 30 minutes before sunrise.

5.10. Touch-and-Go Landings. These landings do not count as takeoff requirements.

5.11. B737-200 Simulator. Sorties and events (except landings) flown in the B737-200 simulator are creditable toward pilot training requirements.

5.12. IMTs Adopted. AF IMT 8, **Certification of Aircrew Qualification**; AF IMT 847, **Recommendation for Change of Publication**; AF IMT 2400, **Functional Check Flight Log**; AF IMT 4061, **Record of Training**; AF IMT 4290, **Aircraft Functional Check Flight/Supersonic Event Log and Flight Order**; and AF IMT 4293, **Student Activity Record**.

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

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 36-27, *Social Actions*

AFPD 37-1, *Information Management* (projected to be AFPD 33-3)

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

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 Operations and Movement on the Ground*

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

AFI 11-401, *Aviation Management*

AFI 11-2T-43, Volume 2, *T-43 Aircrew Evaluation Criteria*

AFI 11-301, Volume 1, *Aircrew Life Support (ALS) Program*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-201, *Air Force Airspace Management*

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

AFI 36-2205, *Applying for Flying Training, Air Battle Manager, and Astronaut Programs*

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

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

AFMAN 37-123, *Management of Records*

AFI 71-101, Volume 1, *Criminal Investigations*

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

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

Air Force Records Disposition Schedule (RDS)

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

TO 1T-43-6CF-1, *Functional Check Flight Procedures*

Abbreviations and Acronyms

API—aircrew position indicator

ARMS—Aviation Resource Management System
CKS—checks instructor
CRM—cockpit/crew resource management
CT—continuation training
DO—director of operations
EC—elimination check
EN—evaluator navigator
FCF—functional check flight
FE—flight examiner
FOT—follow-on training
FSO—flying safety officer
FTS—flying training squadron
IE—instructor electronic warfare officer
IP—instructor pilot
IQT—initial qualification training
ITSC—instructor navigator training school checkout
MDS—mission design series
MQT—mission qualification training
NAF—numbered Air Force
NDB—nondirectional beacon
NIT—navigator instructor training
NITI—navigator instructor training instructor
PC—progress check
SCI—simulator complex instructor
SEPT—situational emergency procedures training
stan/eval—standardization/evaluation
UMD—unit manning document

Terms

Aircraft commander (AC)—A rated pilot aircrew member qualified and designated to perform duties as a pilot in command on a training or passenger-carrying mission. A qualified AC will be designated as the pilot in command on all flights except AC upgrade evaluation flights. On those flights, the AC candidate is the pilot in command any time the FE is not occupying a seat with access to the flight controls. The AC is responsible for all aspects of the mission except student training.

Basic mission capable (BMC)—The training level used to determine CT requirements for navigators who have successfully completed the aircrew IQT. These navigators are not instructors.

Copilot (CP)—A pilot aircrew member qualified and designated to perform copilot duties in the right seat only.

First pilot (FP)—A pilot aircrew member qualified and designated to perform pilot duties. Members may perform in-flight duties in either the left or right seat.

Instructor navigator (IN)—A navigator fully qualified as an instructor, responsible for direct training of assigned student navigators.

Mission ready (MR)—The training level used to determine the CT requirements for navigators who have successfully completed MQT. These navigators are designated as instructors.

Pilot flight simulator—A B737-200 advanced simulator used for flight training.

Training mission commander (TMC)—An IN who is the primary instructor and responsible for all matters concerning student training on board/during a T-43 flight training mission.

Training period—The annual period (1 January through 31 December) in which training requirements are accomplished.