

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

**AIR FORCE INSTRUCTION 11-2TG-10B/C/D,
VOLUME 1**

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Flying Operations

TG-10B/C/D AIRCREW TRAINING



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and references AFI 11-202, Volume 1, *Aircrew Training*. It establishes the USAF aircrew training program for the TG-10B/C/D aircraft. File a copy of all approved waivers with this instruction. This publication does not apply to ANG. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through training channels, to 34 OSS/OST. Changes and revisions to this instruction must be approved by HQ USAF/XO. **Attachment 1** contains a glossary of references, abbreviations, and acronyms. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information. The authority for maintenance of ARMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397. This instruction is affected by the Paperwork Reduction Act as amended in 1996. Maintain and dispose of records created by processes prescribed in this publication in accordance with AFMAN 37-139, *Records Disposition Schedule*.

Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities:

1.1.1. HQ USAF/XOOT will staff MAJCOM-coordinated changes and revisions to this instruction to HQ USAF/XO for approval. Proposed changes to this volume are submitted in accordance with AFI 11-215, *Flight Manuals Program*.

1.1.2. All applicable MAJCOMs and Direct Reporting Units (DRU) will:

1.1.2.1. Determine training requirements to meet expected unit tasking.

1.1.2.2. Forward MAJCOM supplements to HQ USAF/XOOT for approval. Inform all MAJCOM/DOs of approved supplements to this instruction. Provide HQ USAF/XOOT one copy of approved MAJCOM supplements after publication.

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

1.1.3. Wings/Groups will:

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

1.1.3.2. If applicable, forward supplements or other supporting documents to the MAJCOM for review. Review supplements annually.

1.1.3.3. Identify training shortfalls that adversely impact operational capability through appropriate channels.

1.1.4. Unit supervisors will:

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

1.1.4.2. Ensure review of training and evaluation records of newly-assigned aircrews and those completing formal training, to determine the training required for them to achieve mission qualification.

1.1.4.3. Assist wing or group in developing the unit training programs.

1.1.4.4. Monitor individual assigned and attached crew member currencies and requirements.

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

1.1.5. Individual aircrews will:

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

1.1.5.2. Ensure they participate only in ground and flying activities for which they are qualified, current, and prepared.

1.2. Training. Aircrew training is designed to progress aircrews from Initial Qualification Training (IQT) to Mission Qualification Training (MQT).

1.2.1. IQT provides the training necessary for pilots to safely operate the TG-10B/C/D. MQT provides the additional training necessary for full qualification in the unit's basic mission.

1.2.2. Continuation Training (CT) reinforces basic flying and mission skills to ensure safe and effective operation of the aircraft.

1.3. Training Concepts and Policies. Training programs will be designed to achieve the highest degree of readiness and proficiency consistent with flight safety and resource availability.

1.3.1. MAJCOMs/DRUs will determine if mission requirements for TG-10B/C/D require IQT or MQT. Wings will normally provide every pilot with full MQT.

1.3.2. Wing Commanders may authorize IQT-only upgrades, in writing, if impact to the mission is minimized and upgrade training resources are available. File the authorization for IQT-only upgrade in the affected pilot's Flight Evaluation Folder (FEF).

1.4. Training Records and Reports. Units will maintain aircrew records for individual training and evaluations in accordance with, applicable Air Force instructions and local unit guidance. As a minimum, units will document required ground training, fulfillment of upgrade requirements and current qualifications.

1.5. Waiver Authority. Unless otherwise specified in this instruction, MAJCOM/DRU DO is the waiver authority for this instruction. Request waivers to the basic guidance in this instruction through chain of command channels to 34 OSS/OST, USAFA, CO. Waiver requests may be in message or memo format. Waivers to supplemental guidance will be handled by the MAJCOM/DRU agency that generated the supplement.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General. Units will specify training guidance, procedures, policy, and requirements for IQT in locally developed syllabi. Pilots in IQT will fly with instructor supervision until qualified.

2.2. Prerequisites. Units will specify prerequisites for IQT in locally developed syllabi. See AFI 11-202, Volume 1, paragraph [2.2.](#), for additional guidance.

2.3. Senior Staff Training. Colonels and above must be entered in a syllabus program by the USAFA rated manager. They will complete all training as directed by unit syllabus.

2.4. Training Completion. All pilots will advance to MQT unless a waiver is granted by the wing commander. Complete an AF Form 8, **Certificate of Aircrew Qualification**, in accordance with AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, for those pilots that do not continue on to MQT. This will result in a First Pilot (FP) qualification. Pilots will normally continue immediately into MQT and receive their AF Form 8 for flight evaluation after completing the entire IQT and MQT upgrade syllabus.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) is a unit training program that upgrades aircrew who have completed IQT. Units are allowed to tailor this program to an individual pilot's experience, currency, documented performance, and formal training. Units will specify training guidance, procedures, policy, and requirements for MQT in locally developed syllabi.

3.2. Prerequisites. IQT complete. Units will specify additional prerequisites for MQT in locally developed syllabi.

3.3. Training Completion. Pilots must complete MQT within the training time prescribed in the syllabus. Wing commander is waiver authority for training time extensions. MQT is considered complete after successful completion of an AF Form 8 for flight evaluation in the TG-10B/C/D. At USAFA, this results in an IP qualification.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training required for aircrews. Units can increase the requirements as needed.

4.2. Recurring Ground Training. The following is required for all pilots prior to flying and will be reaccomplished as indicated below. Pilots failing to obtain refresher training in the specified time will be grounded until this training is accomplished.

4.2.1. **Physiological Training.** Pilots flying sailplanes at altitudes requiring oxygen per AFI11-2TG-10B/C/DV3 will accomplish physiological training in accordance with AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM/DRU supplements.

4.2.2. **Life Support Training.** Accomplish in accordance with AFI 11-301, *Aircrew Life Support (ALS) Program*. In addition, unit commanders will review any locally developed life support courses relevant to a unit's equipment and flying environment. As a minimum, TG-10B/C/D pilots and upgraders must accomplish the requirements of **Table 4.1**.

Table 4.1. Life Support Requirements.

Type of Life Support Training:	Prior to first TG-10B/C/D flight?	Currency
Life Support Familiarization Training (LL01)	Yes	One-time*
Aircrew Life Support Equipment Training (LL06)	Yes	12 mos
Emergency (Ground) Egress Training – non-ejection (LL03)	Yes	12 mos*
Emergency Parachute (hanging harness) Training (EPT) – non-ejection (SS06)	No, prior to first mission requiring a parachute	24 mos*#

* Grounded if not accomplished

SS06 currency can be updated by completion of or participation in any formal military parachuting program

NOTE: LL01, LL06 and LL03 are not required for AM-251 students or passengers.

4.2.3. **Crew Resource Management (CRM).** Accomplish initial and refresher IAW 34OG OI 11-290, *Cockpit/Crew Resource Management Training Program*. Locally developed flight and ground training materials should emphasize concepts of CRM appropriate to the unit mission.

4.2.4. **Operational Risk Management (ORM).** Accomplish initial and refresher training IAW AFI 90-901 34OG Sup 1, *Operational Risk Management*. Locally developed flight and ground training materials should emphasize concepts of ORM appropriate to the unit mission.

4.3. Flying Training. Operations group commanders are waiver authority.

4.3.1. All TG-10B/C/D qualified pilots will accomplish the requirements shown in **Table 4.2**. If a pilot fails to complete requirements within a training cycle, his or her next sortie must be conducted under the supervision of a current and qualified instructor pilot in order to accomplish delinquent items. Profiles will be in accordance with paragraph **4.7.2**.

Table 4.2. TG-10B/C/D Monthly Sortie Requirements.

Total Sorties	2
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4.4. Flight Surgeon Training. Flight surgeon sortie requirements will not be accomplished in the TG-10B/C/D. Flight Surgeons may fly in the TG-10B/C/D, but sortie requirements of AFI 11-202, Volume 1 will be flown in either the TG-7A or the TG-14.

4.5. Special Categories. Units will define sortie and event requirements for advanced qualifications. Units flying multiple type sailplanes may allow requirements flown in the most complex sailplane to update sortie and event requirements in all sailplanes of the same family (i.e. TG-10B/C/D). MAJCOMs/DRUs may determine that their mission requirements dictate qualifications other than those listed in paragraph 5.2. In this event, units will develop syllabi and supplements detailing restrictions and currency requirements.

4.6. Multiple Qualification. Multiple sailplane qualifications are authorized for any pilot supporting the USAFA soaring program.

4.7. Currencies/Recurrencies/Requalification:

4.7.1. Currency. **Table 4.3.** defines currency requirements for all USAFA sailplane pilots. Units flying multiple type sailplanes may allow requirements flown in the most complex sailplane to update currency in all sailplanes. Operations group commanders are waiver authority.

4.7.1.1. All non-rated instructor pilots will accomplish a landing at least every 30 days. Rated IPs and MPs will accomplish a landing every 60 days. A landing in any version of the TG-10 updates other sailplane landing requirements.

Table 4.3. TG-10B/C/D Currency Requirements at USAFA.

	TG-10 Landing	TG-10 Spin Prevent	Spin Proficiency Sortie	Aerobatics*	Spin IP*	Cross Country*	High Altitude/Wave*
Rated IP/MP	60 days	60 days	180 days	120 days	120 days	1 year	1 year
Non-rated IP	30 days	30 days	180 days	90 days	90 days	120 days	1 year

*Required for pilots qualified in these areas. Spin currency is required for all IPs. Cross country currency may be accomplished in either the TG-10 or the TG-14.

4.7.2. Recurrency. Any pilot not meeting currency or requirements will regain currency by flying with an IP who is current and qualified in the noncurrent maneuvers. In addition to the paragraphs below, advanced currencies will be regained according to **Table 4.4.**

Table 4.4. Regaining a Lost Advanced Currency

Aerobatics	Spin IP	Cross Country	High Altitude/Wave
Perform one aerobatic flight with an aerobatic IP	Perform one instructional spin sortie with a spin IP; rated officers must regain currency with a rated spin IP	Perform one dual cross-country with a cross-country IP	Perform one dual wave flight in wave conditions with a wave IP

4.7.2.1. If an MP/IP loses landing currency, spin prevent currency or accomplishes less than required number of sorties per month, the IP must accomplish the following to regain status.

4.7.2.1.1. Noncurrent for 1 to 30 days for landing. The aircrew member will fly one pattern sortie with a current and qualified IP and will accomplish a landing from the rear seat (IP) or from the front seat (MP).

4.7.2.1.2. Noncurrent for 1 to 30 days for spin prevent. The aircrew member will fly one area sortie with a current and qualified IP and will accomplish a spin prevent.

4.7.2.1.3. Noncurrent for 1 to 30 days for less than required number of sorties per month. The aircrew member will fly one area sortie with a current and qualified IP and will accomplish selected area maneuvers to include a spin prevent and a landing from the rear seat (IP) or from the front seat (MP).

4.7.2.1.4. Noncurrent for 31 to 60 days for landing currency, spin prevent currency or accomplishing less than required number of sorties per month. The aircrew member will fly two sorties with a current and qualified IP. One sortie will be IAW para 4.7.2.1.3. and include a slackline. The second sortie may be a pattern tow. A landing from each seat will be accomplished.

4.7.2.1.5. Noncurrent for 61 to 180 days for landing currency, spin prevent currency or accomplishing less than required number of sorties per month. The aircrew member will fly three sorties with a current and qualified IP. Two sorties will be IAW para 4.7.2.1.3. Both sorties will include spin prevents, slacklines, slow flight, and stall series. The third sortie may be a pattern tow. A landing from each seat will be accomplished.

4.7.2.1.6. Loss of currency exceeding 180 days. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (180 days), whichever occurs first. Requalification requirements are listed in AFI 11-202 Volume 1.

4.8. Proration. Non-rated IPs are not allowed proration. At the end of the training cycle, the unit/CC may prorate all rated IP training requirements when DNIFs, emergency leaves, nonflying TDYs, or exercises preclude training for a portion of the training period. Normal annual leave will not be considered nonavailability. Extended bad weather which precludes the unit from flying more than 15 consecutive days may be considered as nonavailability. Also periods when the aircraft are not available for normal use, as determined by the unit/CC may also be considered as nonavailability. The following guidelines apply:

4.8.1. Proration will only be used to adjust genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

4.8.2. Proration is based on cumulative days of nonavailability for flying during the training cycle. Use [Table 4.4](#). Proration Allowance to determine the months available.

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

Table 4.5. Proration Allowance.

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
165-195	6
>195	See AFI 11-202, v.1

Chapter 5

UPGRADE TRAINING

5.1. General. Upgrade training is a unit training program that upgrades aircrew for more demanding missions flown by the TG-10B/C/D. Units are allowed to tailor this program for local requirements and may tailor upgrades for individual crewmembers based on their experience, currency, documented performance, and formal training.

5.2. Authorized Upgrades. Specific training guidance, procedures, policies, and requirements for each upgrade will be published in MAJCOM/DRU approved local syllabi. The following is a list of possible TG-10B/C/D upgrades. Units may authorize some, all, or none of these qualifications. Units will authorize upgrade training only to meet valid mission requirements.

- 5.2.1. Spin Pilot and Spin Instructor Pilot.
- 5.2.2. Cross Country Pilot and Cross Country Instructor Pilot.
- 5.2.3. Aerobatic Pilot and Aerobatic Instructor Pilot.
- 5.2.4. Competition Pilot and Competition Instructor Pilot (Aerobatic and/or Cross Country).
- 5.2.5. Demonstration Pilot and Demonstration Instructor Pilot.
- 5.2.6. Oxygen Qualification.
- 5.2.7. Wave Qualification and Wave Instructor Qualification
- 5.2.8. Soaring Society of America Qualification Badges.

5.3. Form Adopted. AF Form 8, **Certificate of Aircrew Qualification.**

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

AFPD 11-2, *Aircraft Rules and Procedures*

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

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

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

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

AFI 11-403, *Aerospace Physiological Training Program*

AFI 48-123, *Medical Examinations and Standards*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

ARMS—Aviation Resource Management System

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

CRM—Crew Resource Management

DNIF—Duty Not Involving Flying

DRU—Direct Reporting Unit

FEF—Flight Evaluation Folder

HQ—Headquarters

IQT—Initial Qualification Training

IP—Instructor Pilot

IRC—Instrument Refresher Course

MAJCOM—Major Command

MP—Mission Pilot

MQT—Mission Qualification Training

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

TDY—Temporary Duty

U.S.C.—United States Code

Terms

Major Command (MAJCOM)/Direct Reporting Unit (DRU) DO—Equates to Training Wing CC at USAF Academy.