

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

**AIR FORCE INSTRUCTION 11-2TG-3/4/9,
VOLUME 1**

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Flying Operations

TG-3/4/9 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-3, TG-4 and TG-9 aircraft. File a copy of all approved waivers with this instruction. 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, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS 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*.

SUMMARY OF REVISIONS

This issuance changes paragraph **4.3.1** to be more restrictive on cadet instructor pilots. An (|) indicates revisions from the previous edition.

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. Assign RPI-6/8 flyers to a flying squadron.

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

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

1.1.4. Unit supervision 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 (IQT) to Mission Qualification (MQT).

1.2.1. IQT provides the training necessary for pilots to safely operate the TG-3/4/9. 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. Design training programs 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-3/4/9 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 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 training 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. MAJCOM/DRU DO is the waiver authority for specific aircrew training requirements.

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 and will result in an 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. QT 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-3/4/9. 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 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-3/4/9 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-3/4/9 flight?	Currency
Local area survival (LS01)	Yes	One-time*
Life support equipment training (LS06)	Yes	12 mos
Non-ejection egress training (LS08)	Yes	12 mos*
Non-ejection hanging harness training (LS10)	No, prior to first mission requiring a parachute	24 mos*#

* Grounded if not accomplished

LS10 currency can be updated by completion of any formal military parachuting program

NOTE: LS01, LS06 and LS08 are not required for students or passengers.

4.2.3. **Crew Resource Management.** Accomplish refresher training once each calendar year in accordance with AFI 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.

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

4.3.1. All cadet instructor pilots will accomplish a landing at least every 30 days. A landing in the TG-9 updates TG-4 and TG-3 requirements. Likewise a landing in the TG-3 updates the TG-4 requirement.

4.3.2. In addition, all pilots will accomplish the requirements as 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 qualified instructor pilot in order to accomplish delinquent items.

Table 4.2. TG-3/4/9 Monthly Sortie and Event Requirements.

Total Sorties	1
Landings	1

4.4. Flight Surgeon Training. Flight surgeon night sortie requirements will not be accomplished in the TG-3/4/9. Otherwise, the requirements of AFI 11-202, Volume 1 apply.

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. 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 qualifications in the nonpowered TG-3, TG-4, and TG-9 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.

Table 4.3. TG-3/4/9 Currency Requirements at USAFA.

	TG-4	TG-3	TG-9	Aerobatics	Spins	Cross Country	High Altitude/Wave
Staff IP	60 days	60 days	60 days	120 days	120 days	1 year	N/A
Cadet IP	30 days	30 days	30 days	90 days	90 days	120 days	120 days
All Others	14 days	N/A	N/A	N/A	N/A	N/A	N/A

4.7.2. Recurrency. Any pilot not meeting currency or requirements will fly with a current and qualified IP to become recurrent.

4.7.2.1. Loss of currency up to 6 months. An aircrew member must demonstrate proficiency with an instructor in all delinquent items.

4.7.2.2. Loss of currency exceeding 6 months. Loss of currency will result in unqualified status requiring requalification according to paragraph 4.7.3.

4.7.3. Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months, whichever occurs first. For all aircrew personnel, except flight surgeons, requalification requirements are as follows:

4.7.3.1. Unqualified up to 2 years. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and an in-flight evaluation.

4.7.3.2. Unqualified over 2 years. Complete IQT and MQT, as appropriate, and an in-flight evaluation.

4.7.4. Instructor Requalification. Guidance of paragraphs 4.7.3.1. and 4.7.3.2. apply.

4.8. Proration. At the end of the training cycle, the unit/CC may prorate all training requirements when DNIETs, 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 4.4. Proration Allowance.

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
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-3/4/9. 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-3/4/9 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.
- 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.

CHARLES F. WALD, Lt General, USAF
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Attachment 1**GLOSSARY OF AND REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

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

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

AFI 48-123, *Medical Examinations and Standards*

AFI 11-403, *Aerospace Physiological Training Program*

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

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

AFMAN 37-139, *Records Disposition Schedule*

Forms Adopted

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFORMS—Air Force Operations Resource Management System

DNIF—Duty Not Including Flying

FAA—Federal Aviation Administration

FE—Flight Examiner

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

PIT—Pilot Instructor Training

PTS—Practical Test Standards

SFL—Simulated Forced Landing

TDY—Temporary Duty

U.S.C.—United States Code

VFR—Visual Flight Rules

Terms

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