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The OPR for this supplement is HQ AFSPC/DOSH (Maj Latishie L. Wodetzki). This supplement implements and extends the guidance of **Air Force Instruction (AFI) 11-2H-1, Volume 1, H-1 Helicopter Aircrew Training**. The AFI is published word for word without editorial review. Air Force Space Command (AFSPC) supplemental material is indicated in bold face. This supplement describes AFSPC's procedures for use in conjunction with the basic AFI. Requirements of this supplement apply to all AFSPC helicopter flying units and AFSPC helicopter aircrew personnel. It does not apply to Air National Guard nor Air Force Reserve Command units. AFSPC helicopter units must establish aircrew training programs consistent with the requirements of this supplement. This is a new supplement and it supersedes AFI36-2208\_AFSPCSUP1, **US Air Force Helicopter Aircrew Training**. Units will supplement this instruction (see paragraph 1.2.3.4. and 7.). Units will coordinate their supplement with the next higher Numbered Air Force (NAF)/MAJCOM, as applicable, prior to publication. Users should send comments and suggested improvements on AF Form 847, Recommendation for Change of Publication, through channels to HQ AFSPC/DOSH, 150 Vandenberg St., Ste 1105, Peterson AFB CO 80914-4200. Upon receipt of this integrated supplement discard the Air Force basic publication.

1.2.3. For purposes of this instruction, Helicopter Flights (HFs) are considered units. The 30 CS/SCS Flight Commander is equivalent to helicopter flight commanders and is responsible for ensuring all aerial photographers (AP) are trained IAW all applicable instructions. The 30 CS/SCS Commander will accomplish all 30 CS/SCS DO responsibilities and requirements.

1.2.3.1.1. For AFSPC units, the DO is the designated training supervisor.

1.2.3.2.1. Submit waiver requests to HQ AFSPC/DOSH through 20 AF/DOH. Follow Sample Letter provided in **Attachment 3**.

1.2.3.2.3. Flight training intended to result in initial qualification, requalification, or a crew position upgrade could require an active duty service commitment (ADSC) according to AFI36-2107, **Active Duty Service Commitments (ADSC) And Specified Period Of Time Contracts (SPTC), Table 1.5**. Unit training officers must ensure compliance with AFI36-2107 paragraphs **1.3** and **1.8**. Unit training officers must

coordinate procedures with the Military Personnel Flight (MPF) to ensure records are updated to indicate the new ADSC.

1.2.3.2.4. (Added) The primary method for AP initial qualification and upgrade training is in-unit. HQ 20 AF/DOHT and HQ AFSPC/DOSH will be informed in writing of all in-unit AP qualifications and upgrades.

1.2.3.3. Identify training shortfalls through 20 AF/DOH to HQ AFSPC/DOSH.

1.2.3.4. Route supplements through 20 AF/DOH for approval by HQ AFSPC/DOSH.

1.4. (Added) Training folders will be maintained in accordance with the procedures outlined in AFSPC Training Folder Guide.

1.4.1.7. (Added) All initial certifications and recertifications to include: Pilot Non-Hoist AIE, FCF (aircraft commander, copilot, and FE), Fire bucket, NVG Low Light, NVG Scanner, Paradrop, Cargo Sling Operations, Day Water Operations, and flight surgeon and med tech Non-Hoist AIE.

1.5.2. Direct involvement of supported user forces is encouraged for realism and training benefit.

1.7.3. Sortie/event accomplishments at night may be credited toward similar day requirements only after night requirements have been fulfilled. Total events required will not be reduced. Reference **Table 4** and **Table 5**.

1.7.4. Reference **Table 5**.

1.7.5. Example: A qualified/certified IP or IF can conduct duty familiarization training for a med tech.

1.8.1. All aircrew members will maintain mission ready status in their primary crew positions IAW AFSPCI 10-139, *Helicopter Capabilities and Mission Descriptions*, Tables A1-1 and A2-1. Do not breakdown schoolhouse courseware into separate mission qualifications/ requalifications unless a valid requirement exists (i.e., single mission qualification/requalification is required, such as NVG Qual). 20 AF/DOH and HQ AFSPC/DOSH must approve any intermediate upgrades. **EXCEPTIONS:** The 30 CS/SCS will determine how many aerial photographers will be on flying status, their qualifications, and who will maintain mission ready status. The 76 HF/CC has the option of not certifying crewmembers in cargo sling and fire bucket based on manning, currency, and mission requirements.

1.8.2. No recurring training is required.

1.11. HQ AFSPC/DOSH may authorize Air Force aircrew members of other MAJCOMs to fly as aircrew in AFSPC helicopters on a case by case basis. Route requests for intercommand aircrew training through the member's assigned MAJCOM to HQ AFSPC/DOSH. AFSPC assets desiring intercommand training with another MAJCOM unit must forward their requests to HQ AFSPC/DOSH. Reference AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2H-1, Vol 2, *H-1 Aircrew Evaluation Criteria*.

1.12.1. (Added) When APs are TDY to a new location or a location not routinely visited to perform training or operational missions, they will as a minimum review published local procedures, receive a local area briefing and receive an aircraft safety briefing.

2.1.1. The Basic Helicopter Flight Engineer (BHFE) course, the Enlisted Aircrew Undergraduate course (EAUC) and Flight Engineer initial qualification, will not be completed in-unit.

2.1.3.3. All initial/requalification requisites and mission qualification/requalification requisites will be completed prior to the individuals flight evaluation. All initial/requal mission certification requisites will

be completed prior to being certified. Waiver authority is HQ AFSPC/DOSH. Requisites include all ground/flight training outlined in SOIs, AFI 11-2H-1 Volume 1, *H-1 Helicopter Aircrew Training, Table 3*, and AFI 11-2H-1 Volume 2, *H-1 Helicopter Aircrew Evaluation Criteria*. Additionally, a DOT representative shall review the training folder, and the unit DO shall review the concerned training folder and accomplish a recommendation for evaluation. Place this review on the comments record in the training folder.

2.1.3.6. Follow Sample Letter in **Attachment 3**.

2.1.3.7. (Added) Attempt to schedule a different instructor for the recommendation sortie and the evaluation sortie for each phase of training during which an evaluation is required.

2.2. Copilot Indoctrination to Aircraft Commander Upgrade is highly encouraged. At the discretion of the unit commander, copilots in an aircraft commander upgrade may sit in the right seat during operational sorties, provided an instructor pilot occupies the left seat. Recommend a minimum of 10 hours right-seat time prior to entering the aircraft commander upgrade. Refer to *Air Force Education and Training Course Announcements (ETCA)* for formal school right-seat prerequisites. Copilots will fly in the right seat for all upgrade sorties upon entering an aircraft commander upgrade. 20 AF/DOHT will be notified in writing when additional training events are added, or when additional training flights are added, and for what purpose.

2.4.3. In-unit training time constraints will also apply to in-unit training accomplishing in-unit certifications.

3. For purposes of this instruction, the terms “qualification training” and “qualify” will include training required for certifications.

3.1. Training requirements necessary for mission qualifications are also required for mission certifications.

3.2.1.1. (Added) The MQT program for crewmembers previously qualified in the aircraft should be individually tailored based on experience, currency, documented performance and formal training requirements.

3.2.1.2. (Added) Refer to **Attachment 5, AFSPC Training Methods**, for the authorized syllabi of instruction and in-unit MQT programs in AFSPC.

3.3. Aircrew members must meet formal training course prerequisites established by *ETCA*. Forward waivers/requests for in-unit mission qualification training to HQ AFSPC/DOSH through 20 AF/DOH. Follow **Sample Letter in Attachment 3**.

3.3.1. Accomplish the NVG Lab within one year of and prior to an individual’s first NVG upgrade training flight for an initial NVG qualification. The NVG Lab must also be accomplished within one year and prior to the first requalification training flight for an individual who has been unqualified in goggles for more than 5 years.

3.3.1.1. NVG instructors must accumulate **50** hours of total NVG time (excluding scanner time) before performing in-flight instruction. Primary/secondary (total) NVG time is time spent while performing NVG duties in individual’s primary crew position. AFSPC helicopter pilots acting in an NVG Scanner capacity and logging other than primary/secondary/instructor/evaluator flight time will not log NVG time for that portion of the flight. EXAMPLE: Scanning on NVGs is not primary/secondary NVG time for a pilot or copilot. 20 AF/DOH will be waiver authority for NVG primary/secondary time qualifying crew-

members to perform instructor duties. The waiver request must include full name, social security number and expected get-well date as to when the individual will attain 50 hours of primary/secondary NVG time.

3.4. Duration of training time constraints for MQT will also apply to in-unit MQT for in-unit certifications. Follow Sample Letter in **Attachment 4**.

3.5. Reference **3.2.1.2.** and **Attachment 5**.

3.6.1.1. The DO is the designated training supervisor. Aircrew will accomplish all training prerequisites prior to the flight evaluation. A sequence of training waiver (SOTW) allows for the course flow to be altered to better match unit scheduling, maintenance, operational and weather needs. A SOTW does not allow training after the flight evaluation. The items that were accomplished out-of-sequence will be accomplished prior to the evaluation for that phase of training (see paragraph **2.1.3.3.**). Waivers for conducting training after the evaluation and for conducting training prior to requisite completion must be forwarded to HQ AFSPC/DOSH through 20 AF/DOH. This waiver must be requested prior to evaluation.

3.6.1.2. Complete all ground training in accordance with para. **2.1.3.3.**

3.6.1.3. Complete all written examinations in accordance para. **2.1.3.3.**

3.6.1.4. (Added) When formal school courseware requires the use of the simulator, the training event(s) will be accomplished IAW 20 AF/MAJCOM guidance.

3.6.1.5. (Added) Units will notify 20 AF/DOH and HQ AFSPC/DOSH of any in-unit MQT following Sample Letter in **Attachment 3**.

3.6.3. Attempt to schedule a different instructor for the recommendation sortie and the evaluation sortie for each phase of training during which an evaluation is required.

4. Reference paragraph **2.2.** Waiver authority for ground and flying continuation training is 20 AF/DOH.

4.1.1. Once an aerial photographer has received her/his basic aircraft qualification (BAQ), they are considered Mission Ready (MR/CMR). All aerial photographers will maintain mission ready status in their primary crew positions. Waiver authority is 20 AF/DOH.

Table 2. Note 3. All primary aircrew members will maintain mission ready (MR) status in their primary crew positions. The 76 HF/CC has the option of not certifying crewmembers in cargo sling and fire bucket, based on manning, currency, and mission requirements. Waiver authority is 20 AF/DOH.

4.2.1.2. The phase period applies to a reference month.

4.2.3. (Added) If an individual loses certification due to loss of currency in an event, the individual must demonstrate competency to an instructor for that event to regain certification. If certification is lost due to loss of qualification, the individual must be recertified using MAJCOM-approved initial certification courseware.

4.2.3.1.3. FCF pilots will not be certified until they are aircraft commanders. Copilots will receive AFSPC left seat FCF training. Copilots are not authorized to perform FCF preflight. Units will track FCF training (certification, left seat training) on unit Letter of Xs. Reference T.O. 1-1-300, **Acceptance/Functional Check Flights and Maintenance Operational Checks** and T.O. 1H-1UN-6CF-1, **Acceptance and Functional Check Flight Procedures**.

4.2.3.1.6. Pilots must receive certification on Non-Hoist AIE methods before acting in their crew positions on flights with such requirements.

4.2.3.1.7.1. Conduct all med tech and flight surgeon rope ladder ground and flight training with a qualified and current instructor flight engineer using MAJCOM approved courseware. Conduct all med tech and flight surgeon rappel ground and flight training with a qualified and current Helicopter Rope Suspension Training (HRST) master. Reference *ETCA*.

4.2.3.1.10. LLC may be conducted in conjunction with NVG-qualification/upgrade training.

**4.2.3.2.1. Duty Familiarization Training.** APs will fly with an instructor until this training is complete. Use MAJCOM/NAF approved courseware. Theater Indoctrination Training for APs will be coordinated with and in accordance with Secondary Weapon Systems (SWS) directives. Duty familiarization training will consist of ground and flight phases and as a minimum training will include:

4.2.3.2.1.1. Training must be accomplished within 30-days of reporting for duty.

4.2.3.2.1.2. Training must be accomplished within 30-days of reporting for duty. N/A for APs.

4.2.3.4.1. All aircrew members require small arms training. AFSPC crewmembers are grouped as Category C personnel requiring CATMs training once every two years. The unit commander will determine weapons training requirements for FEs; 9mm only, or both weapons (9mm and M-16). Pilots as a minimum are required to receive training in the 9mm. Aerial photographers require 9mm semiannually and M-16 annually.

4.2.3.4.2.1. (Added) Aircrew members who are qualified or requalified at the formal schoolhouse or in-unit, have met their biennial training requirements for CRM training. Their date completed will be the date of graduation from the course.

4.2.3.4.2.2. (Added) CRM refresher training will not be required for those aircrew members who will not be flying the same or similar aircraft beyond four months after their due date.

4.2.3.4.3.1. (Added) Aircrew members who are qualified or requalified at the formal schoolhouse or in-unit, have met their biennial training requirements for simulator refresher training. Their date completed will be the date of graduation from the course.

4.2.3.4.3.2. (Added) Simulator refresher training will not be required for those aircrew members who will not be flying the same or similar aircraft beyond four months after their due date.

4.2.3.4.3.3. (Added) Upon graduation of the simulator refresher course at the formal schoolhouse, crewmembers will credit the following requirements: CRM, systems refresher, 1 EP sortie each for pilots and flight engineers, and precision and non-precision approaches (max. of two).

4.2.3.5.2. FCF certified aircraft commanders, instructors, and flight engineers must complete the open book exam to maintain FCF currency.

4.2.3.6.10. All pilots, copilots, and flight engineers will receive tow team member training.

4.2.3.6.11. All pilots, copilots, and flight engineers will receive refuel supervisor training.

4.2.3.6.13. Completion of all ground training at the Simulator Refresher course at Kirtland AFB will fulfill this requirement. Graduation from in-unit or formal school Mission Qualification, Aircraft Commander, or Instructor academic training will also satisfy this requirement. Use graduation date of academic training or full course, whichever is later, as completion date.

4.3.1. For aerial photographer flying currency requirements, reference **Attachment 6, Table A6.1**. Units are responsible for establishing and maintaining a Letter of Xs for qualifications/certifications on all pri-

mary aircrew members to include aerial photographers. Other flying personnel qualifications/certifications may be maintained on a Letter of Xs at unit discretion.

4.3.1.1. All additional training requirements must be approved by HQ AFSPC/DOSH and sent through 20 AF/DOH for approval.

4.3.1.2. (Added) Unit training sections are responsible for tracking all flight surgeon, med tech, aerial photographer and OSF ground/flying training requirements.

4.8.2. AFSPC Unit Training Officers will forward request for in-unit instructor requalifications to HQ AFSPC/DOSH through 20 AF/DOH. Request letter should follow Sample Letter of **Attachment 3**.

5.1.1. (Added) Aircrew members who have been unqualified up to 2 years will be entered into requalification training. The unit will provide refresher training and flights using formal courseware, complete all delinquent ground training items and complete an evaluation to the level of the individual's previous qualification. Commanders may restrict them from acting in full capacity for a period of time or hours achieved in unit.

5.1.2. (Added) Aircrew members who have been unqualified from 2 - 5 years will be entered into requalification training. Complete appropriate requalification academic course, in-unit (using formal school courseware) or formal school flying training upgrade and a flight evaluation. Units will requalify the individual to their previous qualification; commanders may restrict them from acting in full capacity for a period of time or hours achieved in unit.

5.1.3. (Added) The MQT program for crewmembers previously qualified in the aircraft should be tailored based on experience, currency, documented performance and formal training. Unit chief of training and DO in conjunction with 20 AF/DOHT will determine which ground and flying training requirements will need to be accomplished prior to commencing requalification training.

5.2. Copilots must be qualified in all unit missions prior to entering the aircraft commander upgrade. Fire Bucket and Sling Certifications are exempt from this requirement.

7. Unit Supplement. Units may publish local and unique unit training procedures as an addition to this instruction. Unit supplements to this instruction, if developed, will address procedures for implementation of this instruction. Unit supplements will not be less restrictive than **AFI 11-2H-1 Vol 1** or this supplement. Forward unit supplements to 20 AF/DOH and HQ AFSPC/DOSH for approval.

**Table 3. Aircrew Requirements Summary.**

Requirement	Code	ID (3)	Source	P	F E	A G	A P	F S	M T	OSF	Phase Period
<b>Every 2 Years</b>											
CRM	G	AC05	AFI 11-290	x	x	x	x	4	4	2	6 mos prior to flt ref date <b>AFSPC: None</b>
Simulator	G	AC10	this doc	x	x						6 mos prior to due date <b>AFSPC: None</b>
<b>Annual</b>											
Ground Egress	G	LS08	AFI 11-301	x	x	x	x	x	x	x	6 mos prior to due date <b>AFSPC: None</b>
Life Support Equipment	G	LS06	AFI 11-301	x	x	x	x	x	2	2	6 mos prior to flt ref date <b>AFSPC: None</b>

Table 4. Note 3.8. (Added) Pilots and Flight Engineers may credit one EP sortie upon graduation from simulator training at the formal schoolhouse.

Table 4. Note 3.9. (Added) An EP sortie should be accomplished on a single flight. The goal of an EP sortie is to have a dedicated flight to practice emergenc procedures.

Table 4. Note 6. Limit of two approaches total per simulator refresher training.

**Table 5. Mission Qualification Flying Currency Requirements.**

Flying Events	Notes	Event ID	60 Day	Quarter	Semi Annual
Unaided Terminal Area Operations Sortie (Added)	7	S631			1

Table 5. Note 7. (Added) A sortie designed to keep NVG-qualified aircrew members proficient in the tasks of transitioning to and from en-route NVG profiles and unaided terminal profiles, and familiar with the difficulties inherent in flying at night without the benefits of NVGs. This sortie consists of a maximum performance takeoff, a marginal performance takeoff, a normal approach and landing, and a steep approach to a touchdown. Night time for currency begins 1/2 hour after official sunset and ends 3/4 hour before official sunrise.

Table 7. Note 3. For AFSPC aircrew members, night currency events can satisfy day requirements only after all night currency requirements have been met.

Table 7. Note 4. (Added) FS/MT HRST Master will accomplish all rappel quarterly and semi-annual currency requirements of Table 7. plus accomplish HRST master instructional duties of 4 rappels per quarter. (*Note 4 is applicable to items H063 and H068*)

Attachment 3 (Added)

IN-UNIT TRAINING WAIVER REQUEST/NOTIFICATION  
SAMPLE MEMORANDUM

1 Jan 00

MEMORANDUM FOR 20 AF/DOHF (MSgt Pare)  
HQ AFSPC/DOSH (Maj Wodetzki)

FROM: XX HF

Unit Address

Base, State and Zip Code

SUBJECT: In-Unit Upgrade Training/Certification (as applicable)

1. I request a waiver for the following individual to be upgraded in-unit. The in-unit training is necessary due to the following reason(s):

\_\_\_ No quota exists at KAFB during the desired time frame.

\_\_\_ No quota exists at KAFB this FY for this type of training.

\_\_\_ Other: (explain)

2. Upgrade Requested: Aircraft Commander

3. Personnel Information:

Name, Grade, SSN, Organization:

Present Crew Qualification (Including Restrictions): Co-pilot

Total Flying Time: 370 hrs

MDS Time: 250 hrs

4. Anticipated training start date is Month\_YR. Expected completion date is Month\_YR. Our unit will notify HQ AFSPC/DOSH and 20 AF/DOHT upon start of first flying event. We will also notify HQ AFSPC/DOSH and 20 AF/DOHT in writing anytime an in-unit upgrade will not be completed within the 120 day requirement. The letter will state the reasons for the delay and the expected completion date.

5. This paragraph needs to list requested exemptions to formal course syllabus, with rationale.

6. Requesting unit point of contact, e-mail address, and duty phone.

TRAINING OFFICER/NCO or DO or Higher  
SIGNATURE BLOCK

**Attachment 4 (Added)****NOTIFICATION OF FAILURE TO COMPLETE TRAINING WITHIN PRESCRIBED TIME  
SAMPLE MEMORANDUM**

28 Aug 99

MEMORANDUM FOR 20 AF/DOHF (MSgt ParÈ)

HQ AFSPC/DOSH (Maj Wodetzki)

FROM: XX HF

Unit Address

Base, State and Zip Code

SUBJECT: Notification of Failure to Complete In-Unit Training Within Prescribed Time Mandated in AFI 11-2H-1 Vol 1

1. The following individual has failed to meet the 120 day upgrade requirement prescribed in AFI 11-2H-1 Vol 1, Para 3.4.
2. Personnel Information:
  - Name, Grade, SSN, Organization:
  - Upgrade Individual is Presently In: Instructor Pilot Upgrade
  - Last Training Event Successfully Accomplished in Upgrade:
  - Number of Training Hours accomplished in Upgrade:
  - Total Flying Time: 390 hrs
  - MDS Time: 270 hrs
3. Reason for delay:
4. Explain planned course of action.
5. Anticipated training completion date is Month YR.
6. Requesting unit point of contact, e-mail address, and duty phone.

TRAINING OFFICER/NCO or DO or Higher  
SIGNATURE BLOCK

## Attachment 5 (Added)

## AFSPC TRAINING METHODS

Table A5.1. AFSPC Training Methods.

LEVEL OF TRAINING REQUIRED	TITLE OF TRAINING DOCUMENT	OPR
Initial and Requalification	Pilot/FE Mission Qual SOI	58 TRSS (Formal School)
Initial Aircraft Commander and Requalification	Aircraft Commander SOI	58 TRSS (Formal School)
Initial Instructor Qual and Requalification	Pilot/FE Instructor Qualification SOI	58 TRSS (Formal School)
Initial Qual/Requal NVG (P/FE)	Pilot/FE Mission Qual SOI (Appropriate Section)	58 TRSS (Formal School)
Initial Cert/Recertification Day Water Hoist	Pilot/FE Mission Qual SOI (Appropriate Section)	58 TRSS (Formal School)
Initial Cert/Recertification Cargo Sling (P/FE)	Pilot/FE Mission Qual SOI (Appropriate Section)	58 TRSS (Formal School)
Initial Cert/Recertification (P) Initial Qual/Requal (FE) Non-hoist AIE	Pilot/FE Non-hoist AIE Qualification/ Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
Initial Cert/Recertification FCF (P/CP/FE)	Pilot/FE FCF Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
NVG Low Light Certification (P/FE)	NVG Low Light Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
NVG Scanner Certification (P)	NVG Scanner Cert SOI	20 AF/DOHT HQ AFSPC/DOSH
Initial Cert/Recertification Fire Bucket (P/FE)	Pilot/FE Fire Bucket Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
Duty Familiarization Training (P/FE)	Duty Familiarization Training P/FE SOI	20 AF/DOHT HQ AFSPC/DOSH
Duty Familiarization Training (FS/MT)	Duty Familiarization Training FS/MT SOI	20 AF/DOHT HQ AFSPC/DOSH
Duty Familiarization Training (OSF)	Duty Familiarization Training OSF SOI	20 AF/DOHT HQ AFSPC/DOSH
Duty Familiarization Training (TDY crewmembers)	TDY Duty Familiarization SOI	20 AF/DOHT HQ AFSPC/DOSH
Duty Familiarization Training (APs)	Duty Familiarization Training SOI (AP)	30 CS/SCS 20 AF/DOH

FS/MT Mission Familiarization Training	FS/MT Mission Familiarization Training SOI	20 AF/DOHT HQ AFSPC/DOSH
Parachute Drop Certification (P/FE)	Paradrop Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
Initial Non-Hoist AIE Cert/Recertification FS/MT	FS/MT Non-Hoist AIE Certification SOI	20 AF/DOHT HQ AFSPC/DOSH
Ground Egress Training P/FE/FS/MT/AP/OSF	Ground Egress SOI	20 AF/DOHT HQ AFSPC/DOSH
Tow Team Member Training/Refresher Training (P/CP/FE)	Tow Team Member Certification/Refresher Training SOI	20 AF/DOHT HQ AFSPC/DOSH
Refuel Supervisor Training/Refresher Training (P/CP/FE)	Refuel Supervisor Certification/Refresher Training SOI	20 AF/DOHT HQ AFSPC/DOSH
Annual NVG Refresher Training	NVG Refresher SOI	20 AF/DOHT Armstrong Labs
Initial and Requalification AP	AP Mission Qual SOI	30 CS/SCS 20 AF/DOH
Initial Instructor and Requalification Instructor for AP	AP Instructor Qual SOI	30 CS/SCS 20 AF/DOH

## Attachment 6 (Added)

## AERIAL PHOTOGRAPHER BASIC QUALIFICATION FLYING REQUIREMENTS

Table A6.1. AP Basic Qualification Flying Requirements.

Aircrew Requirements	Notes	Event ID	45 Day	60 Day	Quarter	Semi-Annual
<b>Aerial Photographer Requirements</b>						
Basic Sortie	1, 2, 4,	B010	1			4
PWS Sortie	1, 2, 4	B442			1	
SWS Sortie	1, 2, 4	B443			1	
Night Sortie (unaided)	2, 3	B410				1
<b>Notes:</b>						
<p>1. 30 CS APs primary weapon system (PWS) for basic sortie requirements is the UH-1N.</p> <p>2. To credit a basic sortie (day or night) during a training flight, APs must perform aerial photography during the flight.</p> <p>3. APs can fly their night sortie in either their PWS or their secondary weapons system (SWS). Night sorties can satisfy day sortie requirements only after all night sortie requirements have been met.</p> <p>4. Due to deployment requirements, aerial photographers must fly a basic sortie in any aircraft every 45 days. APs that do not meet the Table A6.1. basic sortie requirements (PWS or SWS) are non-current in their primary weapon system only, and they must fly with an instructor in their PWS to regain currency.</p>						

WILLIAM R. LOONEY III, Maj Gen, USAF  
 Director of Operations