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AFI 11-202 Volume 3, 6 June 2003, is supplemented as follows: This instruction, as well as the lead AFI, applies to all USAFA, MDS, and Non-MDS designated aircraft. Submit recommendations for improvement to this supplement through 34th Operations Group Standardization Evaluation channels (34 OG/OGV) using AF Form 847, **Recommendation for Change of Publication**. See **Attachment 1** for a Glossary of References and Supporting Information.

SUMMARY OF REVISIONS

Changed numbering to match new guidance of the updated basic instruction. NAS planning has been implemented. Oxygen requirements and waiver restrictions have been clarified. An bar() indicates revisions from the previous edition.

1.3.2.2. For USAFA, the Commander, the 34th Training Wing Commandant of Cadets (34 TRW/CC), is the MAJCOM/DO equivalent.

1.3.3.1. Coordinate all requests for waivers through 34 OG/OGV.

2.1.1.13. (Added) Pilots of USAFA aircraft will ensure that all mission planning, preparation, and flight operations will account for NAS rules and procedures. Specific areas that will be covered are minimum safe maneuvering speeds below 10,000 feet MSL and NAS awareness during all phases of flight and along all intended routes of flight.

2.1.2. Pilots of USAFA aircraft are not required to reference the ASRR. However, the ASRR contains information pertaining to IFR operations as well as obstacle data that may be useful in flight planning. Pilots are encouraged to reference the ASRR when planning flights to unfamiliar airfields. The report is available online at <https://www.afd.scott.af.mil>.

2.1.3. A current FAA Airport/Facility Directory covering the geographic region of the flight is considered an appropriate FLIP enroute supplement for VFR flight. The Flight Information Handbook is required for IFR flights. Pilots may not use the GPS as the primary navigation reference if that GPS unit's database has

expired. (This does not prohibit using a GPS with an expired database as a reference tool during VFR flight.) Due to cockpit constraints and the limited scope of their mission, USAFA sailplanes need not carry a FLIP enroute supplement, AFD, or Flight Information Handbook. Sailplanes will contain a current In Flight Guide or a Sectional or Terminal Area Chart, as appropriate.

2.2.4.2. USAFA aircraft may use the output from FliteMap/FliteStar software or FAA DUATS flight planning algorithms. The PIC will crosscheck the accuracy of navigational and performance data versus FLIP, the aircraft flight manual or performance supplements.

2.3.1.2. When operating from nonmilitary fields, crews will obtain weather information from FAA approved weather sources (Flight Service Station or DUATS) or via telephone from a military weather facility.

2.4.2. USAFA aircraft are not required to use printed passenger information guides due to the limited space for such aids and the possibility of FOD or cockpit disorganization.

2.5.1. USAFA crewmembers may operate portable GPS units (PGUs) in accordance with paragraph 5.8.3.3. of the basic instruction. These units are considered nontransmitting devices, and the appropriate sections of paragraph 2.5.1. of the basic instruction also apply to their use.

2.5.4. Do not wear wigs, hairpieces, earrings, ornaments, scarves, or rings while performing aircrew or flightline duties.

2.6.1. USAFA motorgliders and sailplanes are exempt from the requirement to possess attitude-indicating instrumentation when operating in day VMC conditions with a discernable horizon. (AFFSA USAFA Waiver Vol 3/20012)

3.1.2.5. (Added) . In lieu of other approved flight plan forms, the local flight clearance and daily flight order or electronic logging system may be used when a SOF or operations supervisor provides flight following and the flight or series of flights is conducted entirely within the designated local area or begins and ends at a deployed training location.

3.2.1. Passengers will be listed on the local flight clearance and daily flight order, in an electronic logging system, or the appropriate section of an approved flight plan form prior to takeoff. Exception: Passenger information may be given to the SOF or operations supervisor in lieu of the above methods. (Example: prior to sailplane orientation sorties.) If electronic or paper records of flight information are kept on file, units are responsible for complying with applicable provisions of AFI37-138, *Records Disposition--Procedures And Responsibilities* and AFMAN37-139, *Records Disposition Schedule* for maintaining and disposing of records.

4.3.1. USAFA aircraft may file to and land at CONUS civil (P) airports. These flights must be in support of unit mission requirements and must be properly planned to avoid the risks associated with using non-military facilities.

5.3.3. USAFA sailplane and motorglider aircraft conduct operations to maximize soaring training (thermalling, wave flight, etc.).

5.6.2. Due to radio limitations, all sailplanes are exempt from the requirement to continuously monitor emergency frequencies. Other USAFA aircraft should monitor emergency frequencies to the maximum extent possible; however, exemptions from this requirement apply when flying in the designated local flying area or at deployed training or competition locations, in which case pilots may monitor the supervi-

sory frequency in lieu of emergency frequencies if necessary (AFFSA USAFA Waiver AFI 11-202 Vol 3/20002)

5.8.3.2. The Twin Engine Aircraft (UV-18B) may conduct IFR operations using the GPS as the primary navigation reference. The Single Engine Aircraft (T-41D) aircraft may not conduct operations using the GPS as the primary navigation reference until aircraft accomplishment of FAA-required certification for GPS operations under IFR.

5.8.3.3. Personal or unit-provided PGUs may be used in any USAFA aircraft in accordance with the restrictions outlined in paragraphs 2.5.1. and 5.8.3.3. of the basic instruction. Aircrews will not permit use of such devices to detract from other aircrew duties, such as clearing. Any PGU used in USAFA aircraft must first be approved by the appropriate flying squadron's operations officer. This approval satisfies the requirements of paragraphs 5.8.3.3.4 and 5.8.3.3.7 of the basic instruction.

5.8.3.4. GPS overlay approaches may be flown in day VMC conditions for training use only.

5.9.1.1. When ATC control of aircraft is limited to defined movement areas as defined in FLIP General Planning, USAFA aircraft may reposition when remaining outside those areas without ATC clearance. Pilots will consult ATC bulletins, local operations regulations, and MDS-specific local procedures for guidance.

5.9.1.5. USAFA aircraft conduct RSRS as approved in local area guidance. Minimum runway separation distances will be determined through local guidance.

5.10.3. Rated pilots may conduct operations to 500 feet AGL in support of USAFA flyover events. (AFFSA USAFA Waiver Vol 3/99001)

5.12. Altimeters used in all sailplanes may be set to field elevation prior to takeoff.

5.13. Simulated Instrument Flight is flight conducted in VMC when the pilot chooses to use the flight instruments as the primary means of maintaining aircraft attitude. Pilots of USAFA aircraft will not accomplish simulated instrument flight under VFR without a safety observer as defined in paragraph [5.13.1.2.](#)

5.13.1.2. To be considered qualified to serve as a safety observer; an individual must occupy a seat with functioning flight controls and either:

5.13.1.2.1. (Added) . Be current and qualified in a USAFA powered aircraft and maintain MDS-specified landing currency.

5.13.1.2.2. (Added) . Be an FAA inspector or designated pilot examiner.

5.13.1.2.3. (Added) . Possess an FAA pilot certificate for civilian-equivalent category and class of aircraft and maintain landing currency under FAR 61.57.a.1. titled, *Recent flight experience - Instrument - How can I stay instrument current?*

EXCEPTIONS: A cadet may not serve as safety observer for another cadet. Also, a rated pilot or DoD civilian assigned USAFA flying duties may serve as safety observer during formal syllabus training sorties.

5.13.2.2. A safety observer as defined in paragraph [5.13.1.2.](#) is required for all practice instrument approaches flown under VFR. Refer to paragraph [8.1.2.2.](#) for restrictions.

5.13.3. Vision restricting devices may be used on board USAFA aircraft. A safety observer as defined in paragraph [5.13.1.2.](#) must be on board. The following takeoff and landing restrictions apply:

5.13.3.1. Pilots of USAFA aircraft may use vision-restricting devices for simulated instrument takeoffs only when a USAFA IP who is current and qualified in that aircraft, or an FAA inspector or designated pilot examiner occupies a pilot seat. Vision-restricting devices may not be used for landings; upon reaching a minimum of 200 feet AGL, either discontinue use of the vision-restricting device or execute climb out or missed approach.

5.14.1.1.5. (Added) . Simulated EPs will not be accomplished at night, in IMC, or with passengers on board. For the purposes of this paragraph, a passenger is a person who is not qualified in that aircraft and is not enrolled in a formal syllabus that culminates in qualification or pilot privilege in that aircraft. (i.e., an Airmanship Course (AM-251) student is *not* a passenger when flying in a USAFA sailplane.) Exceptions as follows:

5.14.1.1.5.1. (Added) . A motorglider flying with its engine shut down per paragraph 5.14.2.2. is not considered to be flying a SFL. The intent of this practice is to permit field-selection practice for cross-country soaring training, glider IP continuation training, and student training.

5.14.1.1.5.2. (Added) . Simulated EPs may be conducted in T-41D aircraft with a Cessna 150 Aircraft (C-150) trainee or qualified C-150 pilot on board, and vice versa. The intent is to make use of the similarity between these two aircraft to enhance training opportunities.

5.14.1.1.5.3. (Added) . Flying unit commanders, operations officers, and their supervisors are not considered passengers when flying in any of their respective units' aircraft.

5.14.2.1. Pilots will not practice emergency takeoffs, approaches, or landings unless an IP or flight examiner is in a pilot's seat with immediate access to aircraft controls. (A motorglider flying with its engine shut down per paragraph 5.14.2.2. is not considered to be practicing an emergency approach and landing.) Exceptions are as follows:

5.14.2.1.1. (Added) . Motorglider, T-41D and C-150 MP may practice SFLs in the USAFA traffic pattern without an IP on board.

5.14.2.2. When mission requirements dictate, pilots of motorgliders specifically designed to fly with the engine shut down in flight (such as the Motorglider Model TG-14A) may do so. During a FCF, a UV-18B engine may be shut down. Practice engine shutdowns are not authorized in any other USAFA aircraft.

5.14.2.3. USAFA aircraft will not perform SFO or forced landing approaches unless they comply with the requirements of paragraph 5.14.2.3 in the parent regulation.

5.14.2.3.7. (Added) . UV-18Bs, T-41Ds, C 150s, and motorgliders may practice SFLs in accordance with flight manual procedures and with the following restrictions:

5.14.2.3.7.1. (Added) . Area SFLs (SFLs flown outside a runway traffic pattern) will be flown not lower than 200 feet AGL.

5.14.2.3.7.2. (Added) . Traffic pattern SFLs may only be flown at military airfields, or at a civil airfield where a letter of agreement is in effect.

5.14.2.3.7.3. (Added) . Except at Aardvark and Bullseye auxiliary fields, Tower, RSU or SOF personnel with transmit capability must be in a position to monitor the approach and landing. (The intent is to avoid nonstandard pattern entries at uncontrolled fields. A gliding pattern flown by a motorglider with its engine shut down per paragraph 5.14.2.2. is not considered an SFL for the purposes of this paragraph.)

5.14.2.3.7.4. (Added) . SFLs may be flown no lower than 50 feet AGL at Aardvark Auxiliary airfield and to a low approach at Bullseye Auxiliary airfield.

5.15.2. All USAFA aircraft may accomplish touch-and-go landings in accordance with **5.15.3**.

5.15.3. Touch-and-goes must be accomplished in accordance with aircraft technical order guidance and MDS specific instructions. C-150 and T-41D MPs may perform touch-and-go landings without an IP on board. A rated IP must be at the controls for UV-18B and motorglider touch-and-go landings.

5.16.2. USAFA Flying Team message drops will comply with NIFA competition regulations. UV-18B parachute and Wind Drift Indicator drops will comply with MDS specific instructions and local procedures.

5.17.4. USAFA sailplanes and motorgliders not equipped with anticollision or strobe lights are exempt from the requirement to operate such lights.

5.17.5.1. USAFA sailplanes and motorgliders not equipped with landing lights are exempt from the requirement to have a landing light. All other aircraft must have a functioning landing light in order to depart airfields where USAFA contract maintenance support is available. The mission may be continued between the hours of official sunrise and sunset to an airfield where contract maintenance support is available. **NOTE:** The T-41D taxi light may be considered a landing light for the purposes of this paragraph.

5.18. Exception: If none of these areas are available at civilian locations, USAFA glider aerobatics may be conducted during training and competition deployments only after USAFA personnel have ensured:

5.18.1. (Added) . Prior coordination with the applicable ATC facility has been accomplished and that facility is aware of the times and location of the operation.

5.18.2. (Added) . A NOTAM is in effect daily, notifying pilots of the times, activities, and area involved.

5.18.3. (Added) . FBO in the vicinity of the activities has received informational flyers or literature advising pilots of the aerobatic activity. (AFFSA USAFA Waiver AFI 11-202 Vol 3/99002)

5.19.1. In addition to requirements of AFI11-209, *Air Force Aerial Events*, guidance for Academy flyovers is outlined in local directives, the FAA Certificate of Waiver, and AFFSA. (USAFA Waiver AFI 11-202 Vol 3/99001)

5.22.2. AIREPs are not applicable to USAFA aircraft operations unless requested by the weather station at the departure airfield.

5.23.4. (Added) Remain at least 10 NM away from thunderstorms and lightning during enroute flight operations. Do not take off from or fly an approach or landing at a field if a thunderstorm or lightning is within 10 NM of the field or the intended flight path. If lightning is reported at or within five NM, flight line operations will cease. 34th Operations Group Commander (34 OG/CC) may grant approval for flight operations when a thunderstorm or lightning is between 5 NM and 10 NM as long as such weather is not expected to move towards the airfield and is not producing local effects.

5.28. USAFA aircraft flying at night in VMC will make the first approach to the airfield under IFR and use the most precise IAP available. This does not apply to arrivals at the home airfield, USAFA Academy Airfield KAFF, or the Colorado Springs Airport KCOS. Other exceptions must be approved in advance by 34 OG/CC.

6.2.1. Parachutes must be worn for missions planned to include aerobatic or soaring cross-country/wave flight. Aerobatic flight is defined in the “terms” section of Attachment 1 of the basic instruction.

6.2.2. Seat belts and shoulder harnesses (if shoulder harnesses are installed) must be worn by all occupants of USAFA aircraft for taxi, takeoff, landing, and other critical phases of flight. These restraints will normally be worn at all times, but they may be momentarily removed during noncritical phases of flight to facilitate movement within the aircraft.

6.2.3. For sailplane operations, flight uniforms need not meet the specifications of AFI11-301 Volume 1, *Aircrew Life Support Program*, paragraph 6.2. Required uniforms will be specified in local or MDS-specific instructions.

6.2.3.1. (Added) For powered aircraft, the aircrew clothing requirements of AFI11-301 apply. Exception: Motorglider pilots need not wear flight gloves when operating with the engine shut down per the conditions in paragraph 5.14.2.2.

6.2.4. A survival kit will be carried on each flight by USAFA aircraft. Enhanced kits are recommended but not required for flights in mountainous areas due to the weight limitations in aircraft such as the TG-14A and C-150. The flying squadron commander will specify which survival equipment is required for flight.

6.2.6. For over-water-cruise flight beyond power-off gliding distance from land, the aircraft commander will ensure each occupant wears or carries a life preserver. If such flight is planned to exceed 15 minutes duration, a life raft of rated capacity to accommodate all occupants of the airplane must be on board. Life preservers and life rafts must be military-issue or FAA-approved. These requirements are not applicable to the takeoff, departure, approach or landing phases of flight.

6.3.1. Spectacles worn by cadets (USAFA or ROTC) participating in an airmanship program as a student or upgrader (including any cadet participating in the Tactical Aviation (TACAV) program) need not meet the specifications. Cadets having successfully completed a qualification syllabus to serve as pilot in command of USAFA aircraft (not AM-251 solo or Project Solo students) will fully comply with specifications. (AFFSA USAFA Waiver Vol 3/20011)

6.3.3. USAFA aircrew members, conducting local-area sorties, do not need to carry a spare set of clear prescription spectacles when piloting a USAFA glider. (AFFSA USAFA Waiver Vol 3/20011)

6.4.1. USAFA pilots have a waiver for supplemental oxygen requirements. Reference USAFA Sup1 paragraph 6.4.2.4. (Added) of this instruction. (AFFSA USAFA Waiver Vol 3/99006 and 11 Dec 00 Addendum)

6.4.2.4. (Added) . USAFA pilots may fly without supplemental oxygen up to 12,500 feet MSL in the local training area or when necessary to maintain altitude clearance during flight over mountainous terrain as designated in the AIM. (AFFSA USAFA Waiver Vol 3/99006 and 11 Dec 00 Addendum) IAW the waiver and addendum, the following restrictions apply:

6.4.2.4.1. (Added) . USAFA PICs under this provision must attend physiological training, including altitude chamber rides, in order to exceed 10,000 feet MSL. Students and passengers who do not possess a physiological training card will not exceed 12,500 feet MSL.

6.4.2.4.2. (Added) . Pilots may spend up to a maximum of 30 continuous minutes between 12,500 and 14,000 feet MSL if not using supplemental oxygen.

6.4.2.4.3. (Added) . Supplemental oxygen must be used above 14,000 feet MSL.

6.4.2.4.4. (Added) . Should any person on the aircraft experience hypoxia symptoms; the unaffected pilot will immediately descend below 10,000 feet MSL, terrain permitting, and land at a suitable location. The

affected person experiencing hypoxia symptoms will obtain medical assistance from a flight surgeon or civilian designated aviation medical examiner. The affected person shall not continue the mission unless authorized by either medical authority.

6.4.2.4.5. (Added) . During sorties in which spins or aerobatics are performed, time spent above 10,000 feet MSL is limited to 30 minutes. This time begins upon commencing the spins or aerobatics. This time does not include time spent on tow (for gliders) and subsequent descents below 10,000 feet MSL reset this 30-minute clock.

7.2.1.1. Pilots of USAFA aircraft may file a VFR flight plan when forecast weather is below 1500/3 only in the following instances:

7.2.1.1.1. (Added) . USAFA Flying Team pilots may file a C-150 or T-41D VFR flight plan for a pattern-only sortie during actual NIFA competition (not practice sorties) when actual weather is 1300/3 or better. (AFFSA USAFA Waiver AFI 11-202 Vol 3/99007)

NOTE: For VFR point-to-point flight plans, the departure field forecast is not limiting, although enroute and destination weather forecasts must meet the requirements of paragraph 7.2.1. of the basic instruction. The intent is to permit the *filing* of a VFR point-to-point flight plan into VFR conditions, even though the forecast at the departure field is less than VFR. (AFFSA USAFA Waiver Vol 3/99003)

7.3.1. When flying under VFR, always comply with Table 7.1. of the basic instruction. The lowest permissible actual weather when flying under VFR is always 1500/3. (Exception: USAFA Flying Team C-150 and T-41D aircraft may fly pattern-only sorties during actual NIFA competition; i.e., not practice sorties when the observed weather is at least 1300/3. The minimum permissible pattern altitude is 800 feet AGL. AFFSA USAFA Waiver Vol 3/99003 provides this exception). For the purposes of flying a VFR point-to-point flight, the departure field forecast is not limiting, provided the departure field current conditions are 1500/3, the actual and forecast enroute weather is at least 1500/3 for the duration of the flight, and the destination forecast is at least 1500/3 for arrival time plus or minus 1 hour. Flying glider and powered-flight pattern-only sorties, when the *forecast* at the airfield is below 1500/3, is acceptable with the following restrictions:

7.3.1.1. (Added) . Local directives will specify maximum number of aircraft in the USAFA pattern in order to minimize traffic conflicts and ensure safe recovery of aircraft should weather begin to deteriorate.

7.3.1.2. (Added) . Local sailplane sortie duration will be limited to 10 minutes. Actual weather must be 1500/3. (AFFSA Waiver AFI 11-202 Vol 3/99007)

8.1.2.1.2. USAFA sailplanes may operate between FL 180 and FL 250 on a VFR flight plan only while in the confines of ATC assigned wave-flying airspace for which a letter of agreement or authorization with the appropriate ARTCC exists. (AFFSA USAFA Waiver AFI 11-202 Vol 3/99008)

8.1.2.1.3. USAFA aircraft may fly on federal airways at appropriate VFR hemispheric or ATC-assigned altitudes. (AFFSA USAFA Waiver AFI 11-202 Vol 3/99009)

8.1.2.2. Practice instrument approaches under VFR are authorized for IFR-capable USAFA aircraft. A safety observer as defined in paragraph [5.13.1.2](#). must be on board and must clear for other VFR and IFR traffic. If terminal radar service is not available or is denied due to ATC saturation, VFR practice instrument approaches may be conducted with the following restrictions:

8.1.2.2.4. (Added) . The approach may not be performed at night.

8.1.2.2.5. (Added) . Airfields west of the Front Range require 1500/3 above the lowest published approach minimums, or better, and the weather must be forecast to remain at or above these minimums for ETA \pm 1 hour.

8.1.2.2.6. (Added) . A maximum of 3 USAFA aircraft may conduct practice instrument approaches simultaneously to the same airport.

8.1.2.2.7. (Added) . Radio contact on a common frequency will be maintained between USAFA aircraft accomplishing approaches to the same airport.

8.1.2.2.8. (Added) . Pilots will monitor appropriate ARTCC frequency as well as tower, CTAF, or UNICOM and servicing FSS frequencies, as necessary, and will provide position reports/intentions on the appropriate frequencies. (AFFSA USAFA Waiver AFI 11-202, Vol 3/20001)

8.6.2. UV-18B takeoff minimums require existing weather to be at or above compatible landing minimums. For initial upgrade training, an IP will perform the takeoff if the weather is less than 300/1.

8.7.1.3.2. Because USAFA does not maintain a TERPS office, only DoD or NOAA FLIP procedures are permitted under IFR

8.7.2.2.1. UV-18B aircrews will receive training for the Jeppesen Ops-Data engine-out departure procedures during annual IRC training.

8.13.1. UV-18B IPs or flight examiner (FE) may fly to published approach minimums (excluding Cat II and Cat III approaches). All other UV-18B crewmembers are restricted to 200 ft ceiling and ½ mile visibility (2400 RVR) or published minimums, whichever is higher.

8.13.2.2. USAFA aircraft are authorized to continue to the missed approach point and land if the aircraft is in a position to make a safe landing and the runway environment is in sight.

10. (Added) Form Adopted. AF Form 847, **Recommendation for Change of Publication.**

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****Abbreviations and Acronyms***

AFD—Airport Facilities Directory
AFFSA—Air Force Flight Standards Agency
AFI—Air Force Instruction
AFMAN—Air Force Manual
AGL—Above Ground Level
AIM—Aeronautical Information Manual
AIREP—Air Report
ARTCC—Air Route Traffic Control Center
ASRR—Airfield Suitability and Restriction Report
ATC—Air Traffic Control
CC—Commander
CONUS—Continental United States
CTAF—Common Traffic Advisory Frequency
DO—Director of Operations
DoD—Department of Defense
DUATS—Direct User Access Terminal
EP—Emergency Procedures
ETA—Estimated Time of Arrival
FAA—Federal Aviation Administration
FAR—Federal Aviation Regulation
FBO—Fixed Base Operator
FCF—Functional Check Flight
FE—Flight Examiner
FL—Flight Level
FLIP—Flight Information Publication
FOD—Foreign Object Damage
FSS—Flight Service Station
GPS—Global Positioning System
IAP—Instrument Approach Procedures

IAW—In Accordance With

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Condition

IP—Instructor Pilot

IRC—Instrument Refresher Course

MAJCOM—Major Command

MDS—Mission Design Series

MP—Mission Pilot

MSL—Mean Sea Level

NAS—National Airspace System

NIFA—National Intercollegiate Flying Association

NM—Nautical Mile

NOAA—National Oceanic Atmospheric Administration

NOTAM—Notice to Airmen

OG—Operations Group

OGV—Operations Group Standardization and Evaluations Office

PGU—Portable GPS Unit

PIC—Pilot in Command

ROTC—Reserve Officer Training Corp

RSRS—Reduced Same Runway Separation

RSU—Runway Supervisory Unit

SFL—Simulated Forced Landing

SFO—Simulated Flame Out

SOF—Supervisor of Flying

TACAV—Tactical Aviation

TERPS—Terminal Enroute Procedures

TRW—Training Wing

USAFA—United States Air Force Academy

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

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