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UNITED STATES AIR FORCES EUROPE**

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Flying Operations

AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 11-202, Volume 1, 21 April 2004, is supplemented as follows: This supplement applies to all US Air Force flying personnel in the United States European Command (USEUCOM), except those under the management of another major command (MAJCOM). It also applies to all US Air Force flying personnel of other MAJCOMs who have been placed under the operational control (OPCON) of either USEUCOM or United States Air Forces in Europe (USAFE). In addition, this supplement applies to all non-US Air Force crewmembers assigned or attached to USAFE units. It does not apply to Air National Guard or Air Force Reserve units. Operations and Training Division (HQ USAFE/A3T), Unit 3050 Box 15, APO AE 09094-5015, must approve any supplement to this publication. The Privacy Act of 1974 applies to this supplement; Privacy Act System Number F011 AF AMC A, Air Force Operations Resource Management Systems (AFORMS) covers required information. Authority for maintenance of AFORMS is 37 U.S.C. 301a, Public Laws 92-204, 93-570, and 93-294, DoDD 7730.57, and Executive Order 9497 applies. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123, *Management of Records* and disposed of in accordance with the Air Force Records Disposition Schedule (RDS).

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Added Helicopters to **Table 2.1. (Added)** and **Table 2.2. (Added)**. Revisions are indicated by a vertical bar (|) in the left margin.

1.2. Address for HQ USAFE/A3 is Unit 3050 Box 15, APO AE 09094-5015.

1.4.2.1. Theater Indoctrination (TI)/Local Mission Qualification Training (LMQT) requirements are found in each AFI 11-2MDS Vol 1, Chapter 3, *Aircrew Training*. For the purposes of this supplement, TI will be used to refer to both Theater Indoctrination and Local Mission Qualification Training.

1.4.2.1.1. (Added) **Theater and Indoctrination.** Wings and groups will develop TI training programs for TDY aircrews that are under USAFE operational control and hosted by parent wings and groups. These TI programs will apply to all mission-design series (MDS) aircraft and should be addressed in the operation order or exercise tasking message. TI ground training will be conducted at home station to the maximum extent possible using host wing developed TI ground training program materials. Individuals not receiving TI ground training will not fly in the USAFE theater until completion of the program. TI flight training, when deemed appropriate by the host operations group commander (OG/CC), will be the first sortie flown in theater. This sortie, when directed, is intended to emphasize unique or unfamiliar procedures associated with contingency area of responsibility (AOR) and/or local area orientation flights for those crews assigned to a host wing for extended periods of time. The host wing group commander may choose to train TDY unit instructors or highly qualified pilots/flight leads/instructor navigators to conduct TI training. Unit aircrew assigned to contingency AORs will complete TI training flights according to procedures established by the SPINs, but may also be required to complete local area checkouts at the discretion of the group commander.

1.4.2.1.1.1. (Added) **Ground Training (all MDS).** If not specified in AFI 11-2MDS V1, the host wing/group will develop the TI ground training program. The following blocks of instruction will be covered as a minimum:

1.4.2.1.1.1.1. (Added) **Instrument Training.** A thorough review of theater-unique instrument requirements and procedures to include but not limited to: NAVAIDS, European air traffic control, flight information publications/foreign clearance guide study, non-Department of Defense (DoD) approach procedures (Jeppesen), required instrumentation for specific approaches, local publications/regulations/in-flight guides, flight planning, European weather phenomena (emphasis on local conditions), spatial disorientation, and theater buffer zone procedures.

1.4.2.1.1.1.2. (Added) **Video Presentations.** Jeppesen approach charts (when appropriate).

1.4.2.1.1.1.3. (Added) **Basic Airmanship Review.** Visual illusions, route abort procedures (when appropriate), MIJI training (when appropriate), command special interest items, and USAFE local area exercise procedures.

1.4.2.1.1.2. (Added) **Flight Training.** If not specified in AFI 11-2MDS V1, group commanders will determine when flight training is required and content of training (if necessary). Training flights will be supervised by a host wing instructor pilot, experienced flight lead, highly qualified pilot, instructor navigator, or locally certified TDY unit instructor pilot/instructor navigator (IP/INAV) designated by the host operations group commander.

1.5. Request for exceptions will be submitted through the appropriate channels to HQ USAFE/A3TO, Unit 3050, Box 15, APO AE 09094-5015. Include name, rank, SSN, rating, date, projected start and completion date, and detailed justification.

2.7.3. (Added) Multiple Qualifications are authorized as follows:

2.7.3.1. (Added) Flight Attendants (FA) and Communication System Operators (CSO) are authorized multiple qualification in the C-37, C-20, and in the C-9.

2.7.3.2. (Added) Aeromedical Evacuation Crewmembers (AECM) on Aeromedical evacuation missions are authorized multiple qualifications in C-21, C-17, C-130, KC-135, and C-141 aircraft. AECMs will meet flying currency requirements according to AFI 41-304, *Aeromedical Evacuation Training and Evacuation* and AFI 11-2AE, Volume 1, *Aeromedical Evacuation Training*. **NOTE:** If conversion training is

required, training will be accomplished according to appropriate training guidance or an approved syllabus.

2.7.3.3. (Added) KC-135R and KC-135T are considered the same type aircraft for all training and currency events.

2.7.3.4. (Added) A-10 and OA-10 are considered the same type for Ready Aircrew Program (RAP) and non-RAP events.

2.7.3.5. (Added) F-15C and F-15D are considered the same type for RAP and non-RAP events.

2.7.3.6. (Added) F-16C and F-16D are considered the same type for RAP and non-RAP events. F-16CG Block 40 and F-16CJ Block 50 aircraft are considered the same for non-RAP events and instrument qualification evaluations. Non-RAP training events may be completed in any of the authorized aircraft.

2.7.4. (Added) Multiple qualification requests for active duty pilots and other rated crew positions will be submitted to HQ USAFE/A3T, then forwarded to HQ USAFE/A3 for final approval. All requests must contain full justification. Approval of multiple qualification requests must be provided to the host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into Air Force Operations Resource Management System (AFORMS).

2.7.4.1. (Added) Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position and aircraft requested or until rescinded by HQ USAFE/A3T. Each OG/CC must submit by 31 Dec each year to HQ USAFE/A3TO, Unit 3050 Box 15, APO AE 09094-5015 the name, duty position, and all multiple aircraft qualifications (other than those listed in paragraph 2.7.3. (Added)) authorized for each individual assigned or attached to their unit.)

2.7.4.2. (Added) Multiple qualifications are not appropriate for senior wing supervisors of USAFE units with different mission-design series (MDS) aircraft. Where applicable, wing commanders should qualify in their wing's predominant aircraft and either the vice wing commander (Wing/CV) or OG/CC should qualify in the wing's other aircraft (not the predominant aircraft).

2.7.5. (Added) Multiple qualification requests for other nonrated crew positions will be submitted to HQ USAFE/A3T. All requests must contain full justification.

2.8.7. Additional USAFE senior officer guideline and flight requirements are as follows:

2.8.7.1. (Added) Senior officers completing formal training, but not an AF Form 8, **Certification of Aircrew Qualification**, evaluation, follow **Table 2.1. (Added)** (* denotes HQ USAFE/A3 as waiver authority). Refer to AFI 11-202, Volume 1, *Aircrew Training*, paragraph 4.1.4, for additional requirements.

Table 2.1. (Added) Senior Officer Training Guidelines and Flight Requirements.

Fighter	Waiver Authority	Airlift, Tanker, and Helicopter	Waiver Authority
Accompanied by a current and qualified IP occupying a primary set of flight controls	*	Accompanied by a current and qualified IP occupying a primary set of flight controls	*
If IP occupies rear seat, IP will be current and qualified for rear cockpit landings	*	Passengers including MEGPs will not be carried.	AF/XOO

NOTE: See each MDS training, stan/eval, and operational instructions for additional guidance.

2.8.7.2. (Added) Senior officers who are in the supervisory chain of command and who have not completed a formal training course may only fly in compliance with the requirements in **Table 2.2. (Added)** (waiver authority listed in **Table 2.2. (Added)**, * denotes HQ USAFE/A3 as waiver authority).

Table 2.2. (Added) Supervisory Senior Officers Without Formal Training.

Fighter Requirements	Waiver Authority	Airlift, Tanker, and Helicopter Requirements	Waiver Authority
Senior Officer occupies rear seat with current and qualified IP onboard	*	Follow AFI 11-2MDS Vol 1 and Vol 3 guidance for seat assignment.	AF/XOO
Ground Egress training complete	AF/XOO	If seat assignment not specified in AFI 11-2MDS Vol 1 or Vol 3, a current and qualified IP must occupy a primary set of flight controls.	*
Ejection Seat training complete	AF/XOO	Passengers including MEGPS will not be carried	AF/XOO
Life Support training complete	AF/XOO	Ground Egress training complete	AF/XOO
BOLDFACE/CAPS complete (Valid 30 days)	*	Life Support training complete	AF/XOO
SEPT complete (Valid 30 days)	*	BOLDFACE/CAPS complete (Valid 30 days)	*
Sim/Cockpit Refresher training complete (Valid 30 days)	*	Sim/Cockpit Familiarization training complete (Valid 30 days)	* (Helicopter IAW AFI 11-2MDS V1)

NOTE: See each MDS training, stan/eval, and operational instructions for additional guidance.

2.8.7.3. (Added) Training may be documented in the special qualification section of the individual's flight records or training folder, as appropriate. Logging of flight time will be according to AFI 11-401, *Aviation Management*, Section 3C.

2.8.7.4. (Added) For Indoctrination Flying see AFI 11-401, *Aviation Management*, paragraph 2.15.1, "Flying by Individuals in Inactive Status," and AFI 11-401, USAFE Supplement 1, paragraphs 2.15.1 through 2.15.5. All requirements in paragraph 2.8.7.2 of this supplement apply to senior officers in indoctrination status. See **Table 2.1. (Added)** above.

3.1. (Added) Personnel returning from waiver or restricted status not possessing current instrument or qualification checks will complete the appropriate prerequisites and flight evaluations within 120 days after training entry date (date of the first flight). Until all instrument requirements are completed, pilots will be restricted to training flights under the supervision of an instructor pilot.

4.4.3. (Added) Nonrated crewmembers will maintain currency according to the appropriate AFI 11-2MDS, Volume 1.

4.4.4. (Added) Life Support currency for aircrew members is according to AFI 11-2MDS, Volume 1. If not covered in AFI 11-2MDS, Volume 1, use AFI 11-301 Vol. 1, *Aircrew Life Support (ALS) Program*, and USAFEI 11-301 USAFE Supplement 1 guidance.

4.5.1. (Added) Prorate requirements for individuals changing training levels.

4.6.4. (Added) Make-up training is creditable towards the new training period.

4.9.1. (Added) Indoctrination Flying. Refer to AFI 11-401, paragraph 2.15.1, and AFI 11-401, USAFE Supplement 1, paragraphs 2.15.1 through 2.15.5. Senior Officers refer to AFI 11-202, Volume 1, USAFE Supplement 1, paragraph 2.8.7.5.

4.12. The operational unit to which the flight surgeon is assigned or attached will submit the waiver request. Send an information copy to HQ USAFE/A3TO, Unit 3050, Box 15, APO AE 09094-5015.

4.12. Table 1, **NOTE 4**. The operational unit to which the flight surgeon is assigned or attached is responsible for notifying the Chief, Aerospace Medicine, and Office of the Command Surgeon via letter, with courtesy copy to HQ USAFE/A3TO, when time between flights exceeds 60 days. Flight surgeons who exceed the 60-day maximum between sorties and lose currency shall regain currency by completion of the closed/open-book exam as appropriate for their primary assigned aircraft. Additionally, the flight surgeon should review basic safety procedures with either the aircraft commander or a crewmember designated by the aircraft commander (AC). In fighter type aircraft, these should include emergency ground egress, ejection procedures, seat operation, and control procedures unique to the rear cockpit and canopy operation. In mobility aircraft, the review should include ground egress (land and water), operation of the hatches, use of emergency oxygen systems, and location and use of firefighting equipment. For helicopters they should review land and water egress, location and use of firefighting equipment. For flights in other than their primary aircraft, these reviews, except the closed book exam, will be accomplished if it has been over 60 days since the last flight in that type aircraft.

4.13. (Added) Instrument Refresher Course (IRC) and Advanced Instrument School guidance is as follows:

4.13.1. (Added) All USAFE instructor pilots are eligible to attend the Advanced Instrument Flight Course. Class quotas are maintained by HQ USAFE/A3TO.

4.13.2. (Added) Include the following areas of discussion in the unit syllabus for the IRC, as appropriate, for the aircraft flown:

4.13.2.1. (Added) Spatial disorientation (Fighters may use Aircrew Attention Awareness Management Program [AAAMP] in place of spatial disorientation films).

4.13.2.2. (Added) Wake Turbulence

4.13.2.3. (Added) Techniques for transitioning from instrument approach to the visual environment.

4.13.2.4. (Added) Minimum landing separation rules.

4.13.2.5. (Added) Thunderstorm avoidance/Radar.

4.13.2.6. (Added) Weather (use core weather package available from local base weather station).

4.13.2.7. (Added) Weather for aircrews (found in HQ USAFE/A3TO website).

4.13.2.8. (Added) G Loss of Consciousness (G-LOC) videotape (fighter/attack aircraft only).

4.13.2.9. (Added) International procedures training (IPT) is separate 2-hour block taught after IRC.

4.13.2.10. (Added) Terrain clearance responsibilities (to include IMC flying procedures and IMC let-down procedures in the USAFE AOR).

4.13.3. (Added) IRC instructors may tailor International Procedures block as appropriate for the aircraft flown. IPT should contain the following items:

4.13.3.1. (Added) International Civil Aviation Code (ICAO) Approaches and Procedures.

4.13.3.2. (Added) QFE VS--QNH Approaches.

4.13.3.3. (Added) Feet-to-Meters Conversion Chart.

4.13.3.4. (Added) EUROCONTROL (Slot Times and Preferred Routing)

4.13.3.5. (Added) Jeppesen and Host-Nation Approaches and Procedures (Special Accredited Nations).

4.13.3.6. (Added) North Atlantic Tracks for Oceanic Flying.

4.13.3.7. (Added) Minimum Navigation Performance Specifications (MNPS), Reduced Vertical Separation Minimum (RVSM) Airspace Requirements.

4.13.3.8. (Added) Terminal Instrument Procedures (TERPS) approval for approach procedure process.

4.13.3.9. (Added) DD Form 1801, **DoD International Flight Plan**, education to include theater remarks.

4.13.3.10. (Added) Low-Level Flying Procedures.

4.13.3.11. (Added) Global Access, Navigation & Safety (GANS).

4.13.3.12. (Added) Global Air Traffic Management (GATM).

4.13.3.13. (Added) FM Immunity.

4.14. (Added) Orientation Flights. Refer to AFI 11-401, USAFE Supplement 1, Attachment 8.

7.1. Forms prescribed. If not prescribed by AFI 11-2MDS V1, aircrews use USAFE Form 183, **Flying Training Summary** and USAFE Form 191, **Unaccomplished Task Log** as required to document training progress.

7.1.1. (Added) USAFE Form 183 will be used by flying squadron personnel to maintain a chronological record of aircrew sorties flown.

7.1.2. (Added) USAFE Form 191 will be used by flying squadron personnel to track training not accomplished on a given mission, or additional training required but not yet completed.

7.2. Forms adopted. AF Form 8, **Certificate of Aircrew Qualification**; DD Form 1801, **DoD International Flight Plan**.

References (Added)

AFI 11-202 V1, *Aircrew Training*

AFI 11-202 V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202 V2, USAFE Supplement 1, *Aircrew Standardization/Evaluation Program*

AFI 11-2A/OA-10 V1, *A/OA-10 Aircrew Training*

AFI 11-2AE V1, *Aeromedical Evacuation Training*

AFI 11-2C-9 V1, *C-9 Aircrew Training*

AFI 11-2C-21 V1, *C-21 Aircrew Training*

AFI 11-2C-130 V1, *C-130 Aircrew Training*

AFI 11-2F-15 V1, *F-15 Aircrew Training*

AFI 11-2F-15E V1, *F-15E Aircrew Training*

AFI 11-2F-16 V1, *F-16 Aircrew Training*

AFI 11-2HH-60 V1, *HH-60 Aircrew Training*

AFI 11-2KC-135 V1, *KC-135 Aircrew Training*

AFI11-2MDS C1 CH 3, *Aircrew Training*

AFI 11-401, *Flight Management*

AFI 11-401, USAFE Supplement 1, *Flight Management*

AFI 41-304, *Aeromedical Evacuation Training and Education*

USAFEI 11-301 USAFESUP 1, *Aircrew Life Support (ALS) Program*

Abbreviations and Acronyms (Added)

A3—Director of Operations

A3T—Chief, Operations & Training Division

A3TO—Chief, Operations & Training Branch

AAAMP—Aircrew Attention Awareness Management Program

AC—Aircraft Commander

AEAO—Airborne Emergency Action Officer

AECM—Aeromedical Evacuation Crewmember
AFORMS—Air Force Operations Resource Management System
AOR—Area of Responsibility
CSO—Communication Systems Operator
CV—Vice Commander
FA—Flight Attendant
FSC—Flying Status Code
G-LOC—G Loss of Consciousness
GANS—Global Access, Navigation and Safety
GATM—Global Air Traffic Management
ICAO—International Civil Aviation Code
INAV—Instructor Pilot
IP—Instructor Pilot
IPT—International Procedures Training
IRC—Instrument Refresher Course
LANTIRN—Low-Altitude Navigation and Targeting Infrared for Night
LMQT—Local Mission Qualification Training
MDS—Mission-Design Series
MEGP—Mission-Essential Ground Personnel
MNPS—Minimum Navigation Performance Specifications
OG—Operations Group
OPCON—Operational Control
RAP—Ready Aircrew Program
RVSM—Reduced Vertical Separation Minimum
SEPT—Simulated Emergency Procedures Trainer
SSN—Social Security Number
TERPS—Terminal Instrument Procedures
TI—Theater Indoctrination
USAFE—United States Air Forces in Europe
USEUCOM—United States European Command

Terms (Added)

Advanced Handling Characteristics—Basic skills sortie. Training for proficiency in utilization and

exploitation of the aircraft flight envelope, consistent with operational and safety constraints, including, but not limited to high/maximum AOA maneuvering, energy management, minimum time turns, maximum/optimum acceleration and deceleration techniques and confidence maneuvers.

Aeromedical Evacuation—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aeromedical Evacuation Crewmember—Qualified flight nurses, AE technicians, and unqualified student trainees performing AE duties under the direct supervision of a qualified instructor or flight examiner.

Aeromedical Evacuation Technician—An enlisted medical corps technician who has completed a recognized course of study in aerospace nursing and has current aeronautical orders in that Air Force specialty code.

Communications System Operator—Aircrew member fully qualified to perform all communication systems operator functions.

Flight Attendant—Aircrew member qualified to perform in-flight passenger service specialist duties.

Flight Nurse—A nurse corps officer who has completed a recognized course of study in aerospace nursing and has current aeronautical orders in that Air Force specialty code.

Flight Surgeon—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force specialty code.

Low Altitude Navigation and Targeting Infrared for Night—Navigation and targeting system that provides tactical aircraft with low-altitude, under-the-weather, day and night operational capability.

Mission-Essential Ground Personnel—Status granted to individuals, on a case-by-case basis, who perform unique support duties directly related and essential to a particular aircraft, aircrew, or numbered mission.

Non-Ready Aircrew Program Events—These events ensure basic pilot skills are maintained. See appropriate fighter AFI 11-2MDS, Volume 1, Chapter 4, for Non-Ready Aircrew Program Events.

Ready Aircrew Program (RAP)—Continuation training program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. See appropriate fighter AFI 11-2MDS, Volume 1, Chapter 4, and HQ USAFE/A3T Ready Aircrew Program Tasking Message for ready aircrew events.

CHARLES N. SIMPSON, Major General, USAF
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