

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

AIR FORCE INSTRUCTION 11-202, VOLUME 1

21 APRIL 2004



**UNITED STATES AIR FORCES IN EUROPE
Supplement 1**

21 MAY 2004

Flying Operations

AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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<http://www.e-publishing.af.mil>

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Supersedes AFI 11-202 Vol 1, 21 June 2002.

Pages: 27

Distribution: F

This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFD 11-4, *Aviation Service*. It establishes the USAF aircrew training program that supports Air Force objectives and is applicable to all units assigned to or gained by major commands (MAJCOM) and HQ USAF direct reporting units (DRU) and applies to commanders, operations supervisors, and aircrews assigned or attached to all flying activities of these MAJCOMs and DRUs. This publication applies to the Air National Guard (ANG). MAJCOMs, field operating agencies (FOA) and DRUs may supplement this instruction. MAJCOMs, FOAs and DRUs will coordinate their supplement to this instruction with HQ USAF/XOOT before publication and forward one copy to HQ USAF/XOOT after publication. AFI 11-2 *Mission Design Series (MDS)-Specific*, Volume 1 instructions will contain specific training requirements unique to individual aircraft and crew positions. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through training channels, to HQ USAF/XOOT, 1480 Air Force Pentagon, Washington, DC 20330-1480.

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 Title 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), and Executive Order 9397.

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)* located at <https://webrims.amc.af.mil>.

(USAFE) 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 revision updates references, revises procedures to be used when documenting aircrew training in ARMS, revises general officer qualification guidance, deletes certain material prescribed in other instructions, deletes forms no longer used, adds a *References* section to **Attachment 1**, and updates definitions to conform to higher-level directives.

(USAFE) This document is substantially revised and must be completely reviewed.

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

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1. General. This instruction prescribes basic policy and guidance for training United States Air Force aircrews according to AFPD 11-2, *Aircraft Rules and Procedures* (AFPD 11-2 establishes the publications architecture). Undergraduate and Graduate aircrew production is tasked in Programmed Flying Training (PFT) document. Undergraduate and introduction to fighter fundamentals training is conducted according to HQ AETC syllabi. This instruction takes precedence over *MDS-specific* instructions. Unique, customized, and/or specialized training programs are defined in AFI 11-2 *MDS-Specific*, Volume 1, instructions.

1.1. **Program Goals.** The Air Force Aircrew Training Program ensures all aircrew members obtain and maintain the qualification and proficiency needed to effectively perform their unit's mission. Programs should strive to minimize the amount of retraining necessary when flying personnel return to duties for aircraft in which they were previously qualified. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment across the range of military operations.

1.2. **Waiver Authority.** Unless otherwise specified in this instruction, HQ USAF/XOO is the waiver authority for this instruction. Request waivers to the basic guidance in this instruction through applicable training channels to MAJCOM/DO, or equivalent level. MAJCOM/DOs will forward request in message or memo format to HQ USAF/XOO, with copy to HQ USAF/XOOT. Waivers to supplemental guidance will be handled by the MAJCOM agency that generated the supplement. Unless otherwise specified in AFI 11-2 *MDS-Specific*, Volume 1, MAJCOM/DOs are the waiver authority for specific aircrew training requirements. (MAJCOM/DO, as used throughout this publication, includes equivalent designations, such as A3, XO, and other designations that may be in use in various commands.)

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

1.3. **Use of Flying Hours.** Use training hours in a manner that demonstrates good stewardship of appropriated funds. Justify dedicated flying hours on the basis of accomplishing peacetime missions and/or maintaining wartime readiness. Structure each training mission to achieve optimum training. Personnel, at all levels, should prevent the misuse or the perception of misuse of Air Force resources.

1.4. Responsibilities:

1.4.1. HQ USAF/XOO:

1.4.1.1. Sets policy and guides the conduct and execution of the aircrew training program.

1.4.1.2. Delegates office of primary responsibility (OPR) for this instruction to HQ USAF/XOOT.

1.4.1.3. Monitors and reviews MAJCOM programs ensuring MAJCOM policies, guidance and instruction supplements are adequate.

1.4.1.4. Through HQ USAF/XOOT, hosts biennial, or as required, training conference to assist in maintaining appropriate commonality in lead command training programs.

1.4.1.5. Through HQ USAF/XOOT, implements Flying Training Concept of Operations (CONOPS). Annually releases Undergraduate and Graduate PGLs capturing approved training requirements across the Future Years Defense Program (FYDP).

1.4.1.6. Through HQ USAF/XOOT, hosts annual Programmed Flying Training (PFT) conferences in coordination with lead training commands. Identifies Flying Training Unit (FTU) shortfalls to HQ USAF/XO and AF corporate structure. Training commands will conduct PFT

conferences. The purpose of PFT conferences are to capture inputs from Air Staff, AFPC, lead and user MAJCOMs, and other users in the allocation of training quotas. The conference goal is to publish a consolidated PFT pamphlet that fulfills maximum total force training requirements within programmed capacity. Training MAJCOMs maintain quota allocation and management responsibilities.

1.4.2. **MAJCOMs.** MAJCOMs will establish an aircrew training office responsible for the overall management of the command's aircrew training program. Air National Guard (ANG) and USAF Academy (USAFA) are considered MAJCOMs for purposes of this instruction.

1.4.2.1. **Theater Indoctrination Training.** MAJCOMs will develop theater indoctrination training and ensure aircrews are trained for specific theater flight operations. As a minimum, this training will include a thorough review of theater unique instrument requirements and procedures, the use of non-DOD instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures, and host nation agreements.

1.4.2.1. (USAFE) 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-USAFE) **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-USAFE) **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-USAFE) **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-USAFE) **Video Presentations.** Jeppesen approach charts (when appropriate).

1.4.2.1.1.1.3. (Added-USAFE) **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-USAFE) **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.

1.4.2.2. **Recall Procedures.** MAJCOMs will notify training command headquarters and training units prior to recalling a student from a formal school course. Students will not be recalled to prevent initiation of any actions associated with unsatisfactory performance. Recalling a student may be done only for reasons other than performance, i.e., emergencies, unforeseen delays in training, etc. ANG units will request approval from ANG/XOT if there is a need to recall a student; if the request is approved, ANG/XOT will notify ANG/DPDF, training command headquarters, and the training unit prior to recall.

1.4.2.3. **Lead Command MAJCOM.** AFPD 10-9, *Lead Operating Command Weapon System Management*, establishes a lead command MAJCOM and user commands for each MDS. See also AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*, for Mobility Air Forces (MAF) command responsibilities.

1.4.2.3.1. **AFI 11-2 MDS-Specific, Volume 1.** The lead command MAJCOM, in coordination with user commands, will develop and manage their appropriate AFI 11-2 *MDS-Specific*, Volume 1, to standardize aircrew ground and flying training requirements, regardless of mission designation and command of assignment. *MDS-Specific* Volume 1s may be more but not less restrictive than this instruction. If a conflict is identified between an AFI 11-2 *MDS-Specific* Volume 1 and another AFI, comply with the *MDS-Specific* Volume 1 and notify the *MDS-Specific* Volume 1 OPR for resolution. **NOTE:** Does not apply to conflicts with AFI 11-202 lead volumes; see paragraph 1. Unresolved differences between lead and user commands will be elevated to HQ USAF/XO for final resolution.

1.4.2.3.2. **MDS-Specific Training Conference.** Lead commands will host a MDS-specific training conference biennially, or more frequently if required. The training conference reviews all training programs for currency, applicability, compliance and effectiveness, and addresses issues in AFI 11-2 *MDS-Specific*, Volume 1. Attendees should include training representatives from user commands, formal schools, numbered Air Force (NAF) training and standardization offices (if applicable), selected unit representatives, and Aircrew Training System (ATS) contractors.

1.4.2.3.3. **Program Requirements Document (PRD).** Lead commands, in conjunction with user commands and other users, will determine total force training requirements across the FYDP. Forward requirements annually to HQ USAF/XOOT, via the Program

Requirements Document (PRD), for validation and inclusion in the Undergraduate and Graduate PGLs.

1.4.2.3.4. **Night Vision Goggles (NVG) Training.**

Lead commands, in coordination with user commands, will develop MDS-specific NVG training programs that emphasize sound night operations using NVGs, address common NVG hazards, weapons specific NVG capabilities, and the limitations involved in night low-level NVG-aided operations and ensure appropriate aircrews are properly trained.

1.4.2.3.4.1. All initial NVG ground training will be conducted by AFRL/AETC/AATTC certified instructors or NVG qualified WIC graduates only. In addition, AF-approved courseware will be the standard for initial aircrew ground training academics. Once NVG qualified, all aviators will obtain recurring (not to exceed 17 months) NVG academic refresher training from an NVG qualified instructor.

1.4.2.3.4.2. Initial ground training academics will include, but are not limited to, eye physiology, illumination, night vision device components, NVG adjustment and assessment procedures, misperceptions and illusions, environmental factors and night operations mission planning.

1.4.2.3.4.3. Initial flight training events will include, but are not limited to, confidence and defensive maneuvers, basic/tactical formation positions, aircraft preparation, goggle/de-goggle procedures, aircraft lighting demo, active instrument crosscheck, illumination levels, departure/arrival procedures, malfunction procedures, and Controlled Flight into Terrain (CFIT) avoidance.

NOTE: Recurring NVG training will be taught separately from the recurring Instrument Refresher Course (IRC) and will not be credited toward any part of IRC training. If the MAJCOM elects to use the IRC forum for NVG training, additional time must be allocated to fulfill NVG requirements.

1.4.2.3.5. **Aircrew Graduate Evaluation Program.** MAJCOMs ensure formal school post-graduate evaluations are accomplished. If the aircrew member completed training through an AETC formal undergraduate or graduate flying training program, the primary instructor or gaining supervisor, whichever is appropriate, will complete the aircrew graduate evaluation survey found through the Aircrew Graduate Evaluation Program link on the HQ AETC/DO website. The instructor or supervisor will complete the survey at the specified point in the training syllabus or when notified the survey is required.

1.4.2.4. **Training Command MAJCOM.** The training command is the command tasked with providing formal training.

1.4.2.4.1. **Formal School Courses.** The training command, in coordination with lead commands and program managers, approves formal school courses and syllabi. These courses and syllabi should be developed to support the Air Force Mission Essential Task List. Send proposals for amending existing course prerequisites and syllabi or deleting obsolete courses through the appropriate headquarters to the training command for approval. The training command will process the approved changes in coordination with the Air Force Education and Training Course Announcement (ETCA) OPR. Access the ETCA web site at <https://etca.randolph.af.mil>.

1.4.2.4.2. **Formal Course Review (FCR).** Training commands will host FCRs biennially, or more frequently if required. The FCR will review formal training programs and syllabi for currency, applicability, compliance and effectiveness. Attendees should include program managers from lead commands, training representatives from user commands, curriculum developers, formal schools, NAF training and standardization offices (if applicable), selected unit representatives, and ATS contractors.

1.4.2.4.3. **Progress Review (PR).** Training commands will outline procedures for a PR to be accomplished when a student fails to progress according to syllabus requirements. The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, action, e.g., a Flying Evaluation Board (FEB) or Aircrew Evaluation Board (AEB). If the recommendation is to continue training, then the PR will determine the extent of additional training.

1.4.3. **Formal School - Aircrew Training System (ATS) Contractor.** Develops, updates, and maintains courseware and training syllabi and performs task and media analysis associated with aircrew qualification training per AFI 36-2201, Volume 1, *Training Development, Delivery, and Evaluation*; AFI 36-2251, *Management of Air Force Training Systems*; and AFMAN 36-2234, *Instructional System Development*; and consistent with the applicable ATS contract (see applicable AFI 11-2 *MDS-Specific*, Volume 1).

1.4.4. **Formal School - Non-ATS.** The training command develops, updates, and maintains courseware and training syllabi; performs task and media analysis associated with aircrew qualification training per AFI 36-2201 Volume 1, AFI 36-2251, and AFMAN 36-2234, and is the approving authority for these courses (coordinate with the lead command if different than the training command).

1.5. **In-Unit Training Time Limitations.** Aircrew members entered in an in-unit training program leading to qualification or requalification will be dedicated to that program; i.e., give training requirements priority over non-training related duties. **EXCEPTION:** Supervisory personnel may continue their normal duties as time permits. Training time limitations for qualification training completion is contained in applicable MDS-Specific, Volume 1s. In-unit training will begin no later than 45 days (90 days for the Air Reserve Component (ARC)) after reporting to a new duty station or unit, unless waived by MAJCOM.

1.5. (USAFE) 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.

1.6. **Recurrency Training.**

1.6.1. **Loss of Currency up to 6 Months.** An aircrew member must demonstrate proficiency with an instructor (or designated supervisor, when specified in the applicable AFI 11-2 *MDS-Specific*, Volume 1) in all delinquent items (such as landings 1). Designated supervisors, if applicable, will be clearly established in AFI 11-2 *MDS-Specific*, Volume 1.

1.6.2. **Loss of Currency Exceeding 6 Months.** AFI 11-2 *MDS-Specific*, Volume 1, will establish which currency items result in unqualified status requiring requalification according to paragraph 1.7. and which currency items do not result in unqualified status allowing recurrency to be regained according to paragraph 1.6.1.

1.7. Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation, loss of currency exceeding 6 months (for currency items specified in applicable AFI 11-2 *MDS-Specific*, Volume 1, according to paragraph 1.6.2.), or completion of a qualification evaluation in a different MDS (*EXCEPTION*: multiple qualification, see paragraph 2.7.), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For aircrew members who are not authorized qualification in more than one MDS and who complete a qualification evaluation in a different MDS, members must complete requalification training as specified below to regain qualification in the original MDS. For all aircrew members, except flight surgeons, unless made more restrictive in AFI 11-2 *MDS-Specific*, Volume 1, requalification requirements are as follows:

1.7.1. **Unqualified up to 2 Years.** Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a flight evaluation.

1.7.2. **Unqualified 2 to 5 Years.** Complete appropriate ETCA requalification academic course, in-unit or formal school flying training, and a flight evaluation. When the requalification academic course is not practical or quotas are not available, units will request waivers as specified in the applicable AFI 11-2 *MDS-Specific*, Volume 1 to conduct in-unit training using formal school courseware.

1.7.3. **Unqualified Over 5 Years.** Complete the appropriate ETCA formal initial qualification course. Waiver authority to complete the ETCA formal requalification course in lieu of the initial qualification course is MAJCOM/DOT (or equivalent).

1.7.4. **Instructor Requalification.** Instructor requalification requirements will be as specified in AFI 11-2 *MDS-Specific*, Volume 1.

1.8. Introductory Flight Training (IFT) and Navigator Introductory Flight Training (NIFT). Pilot and navigator candidates will complete IFT or NIFT, respectively, before beginning SUPT or SUNT. IFT and NIFT will be conducted according to HQ AETC instructions and approved syllabuses. To ensure a ready supply and smooth flow of candidates into SUPT and SUNT, pilot and navigator candidates will begin IFT or NIFT as soon as possible after arriving at their first assignment. Additionally, the completion of IFT or NIFT will be the top priority for these officers, and leave, TDY, and additional duties will be secondary.

1.9. Active Duty Service Commitment (ADSC). For ADSCs for aircrew training, see AFI 36-2107, *Active Duty Service Commitments*.

1.10. Reserve Service Commitment (RSC). For RSCs for aircrew training, see AFRCI 36-2102, *Reserve Service Commitment*.

2. Initial Qualification Training. An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission. This section specifies minimum training requirements for initial qualification, requalification, conversion/difference qualification, senior officer qualification, and flight surgeon training.

2.1. General Requirements. Unless specified in applicable AFI 11-2 *MDS-Specific*, Volume 1, the primary method of initial qualification is to attend and complete the appropriate formal training course listed in ETCA. Completing the appropriate formal course satisfies all basic qualification training requirements. When attendance is not practical or quotas are not available, units will request waiv-

ers as specified in the applicable AFI 11-2 *MDS-Specific*, Volume 1 to conduct in-unit qualification training, using formal school courseware (see paragraph 1.5.).

2.2. Initial Qualification Training Prerequisites. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in ETCA. In addition, all personnel maintaining flying status will meet the following requirements before flying:

2.2.1. Physical Examinations. Complete flight physical examinations according to AFI 48-123, *Medical Examinations and Standards*. Aircrew members who fail to successfully complete the flight physical may not perform inflight duties until they successfully complete the examination. For further action to be taken on personnel who fail to complete the required flight physical examination when due, see AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*.

2.2.2. Physiological Training. Complete physiological training according to AFI 11-403, *Aerospace Physiological Training Program*.

2.2.2.1. Requirements are waived for personnel assigned to inactive flying status codes (FSC) "J" "K" and "L" (except individuals selected for indoctrination flying, FSC "T"). Requirements are also waived for personnel performing Remotely Piloted Aircraft (RPA) ground control station aircrew duties (FSC "V" and "Z"). Requalification is completed according to AFI 11-403.

2.2.2.2. Personnel who perform flying duty in other than their rated specialty (for example, airborne command post duty) must maintain currency in physiological training.

2.2.2.3. Do not schedule personnel who are delinquent in physiological training to fly.

2.3. Ground Training Requirements. For in-unit qualification training, commanders will obtain and use the current formal school courseware, if available.

2.3.1. Academic Training. Accomplish academic training requirements as directed in applicable courseware.

2.3.2. Written Examinations. Satisfy requirements of AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, and applicable AFI 11-2 *MDS-Specific*, Volume 2.

2.3.3. Egress, Life Support and Survival, Evasion, Resistance, and Escape (SERE). Ejection seat (where applicable), egress and aircrew life support, and SERE training must be completed before the first flight according to AFI 11-2 *MDS-Specific*, Volume 1, and AFI 11-301, Volume 1, *Aircrew Life Support Program*, and AFI 16-1301, *Survival, Evasion, Resistance, and Escape Program* (pending). (N/A for RPA aircrew.)

2.3.4. Ground Training. Applicable ground training (i.e., simulators, aircraft systems, etc.) accomplished at the formal school establishes due dates for subsequent continuation training. If completion dates are unknown, use the date on the formal school generated AF Form 8, **Certificate of Aircrew Qualification**.

2.4. Flying Training Requirements. Approved in-unit training must be accomplished according to applicable formal school courseware and the following guidance:

2.4.1. Flying training lessons should be completed in order; however, if mission scheduling or student progress dictates otherwise, the unit commander or designated training supervisor may change the order.

2.4.2. There should be a minimum time lapse between training missions and every effort should be made to complete qualification training requirements within the prescribed time period.

2.4.3. With operations group commander (or equivalent) approval, upgrade and special qualification training requirements may be completed during operational missions under the supervision of an instructor of like specialty. Comply with restrictions in appropriate AFI 11-2 *MDS-Specific*, Volume 1, MAJCOM directives, and applicable operation order (OPORD).

2.5. **Requalification.** Requalification training requirements will be established in AFI 11-2 *MDS-Specific*, Volume 1 and be in accordance with paragraph 1.7. of this instruction.

2.6. **Conversion/Difference Qualification.** Conversion qualification is normally associated with training between MDSs. Difference qualification is normally conducted when training in a different series aircraft in the same MDS. However, when the differences between series are great enough, the training is considered conversion training that requires completion of the formal school initial qualification course. Conversion and difference qualification training requirements will be established in AFI 11-2 *MDS-Specific*, Volume 1. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

2.7. **Multiple Qualification.** MAJCOMs may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level, except HQ AFMC, which may further delegate, but not lower than wing commander. (Does not apply to aircrew members selected for reassignment to another MDS who attend training prior to PCS. See also paragraph 1.6.) Unless required for unit mission accomplishment, commanders must not permit aircrew members qualified in primary mission aircraft to maintain qualification in support aircraft. For flight surgeons, see paragraph 2.9.

2.7.1. General officers will only maintain qualification in a single MDS. Difference qualification in variants of the same MDS is authorized, but is not permitted when qualification involves formal conversion training, IAW *MDS-Specific* AFIs. Aircraft qualification will include instrument qualification and an AF Form 8 flight evaluation.

2.7.2. Waiver authority for general officer multiple qualification requirements is AF/CC, IAW AF/CV message, "General Officer Flying," 091724Z Apr 04.

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

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

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

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

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

2.8. Senior Officer Qualification and Performance Requirements. Senior officers (colonel selects and above) whose position requires operational flying will complete the appropriate formal training course unless already qualified. A senior officer course that does not result in an AF Form 8 flight evaluation will not permit unsupervised flying. In addition, senior officers will comply with paragraph 4.1.4. of this instruction. **NOTE:** All senior officers must complete a formal training course qualification program (AF Form 8 flight evaluation) prior to flying an aircraft with passengers on board. Exceptions to this policy must be approved by HQ USAF/XO (colonels and colonel selects); exceptions for general officers must be approved by AF/CC, IAW AF/CV message, "General Officer Flying," 091724Z Apr 04.

2.8.1. General officers in commander billets may fly without an instructor in their primary assigned aircraft if they are current and qualified (Mission Ready [MR]/Combat Mission Ready [CMR] or Basic Mission Capable [BMC]) according to the applicable AFI 11-2 *MDS-Specific*, Volume 1.

2.8.2. All other general officers and general officer commanders maintaining Basic Aircraft Qualification (BAQ) or less, must fly with an instructor.

2.8.3. General officers flying in single-place aircraft are limited to CSAF, commanders, MAJCOM directors of operations, and numbered Air Force vice commanders. General officers maintaining basic aircraft qualification (BAQ) in single-place aircraft require an instructor pilot in the flight.

2.8.4. Except for CSAF, HQ USAF/CV, MAJCOM commanders (or equivalents), and Unified Command commanders (when filled by a USAF general officer), general officers who are in operational flying status and who do not directly oversee Operational Support Airlift (OSA) aircraft operations should not fly OSA aircraft. MAJCOM commanders may develop further OSA guidelines as necessary.

2.8.5. As a minimum, CSAF and HQ USAF/CV will maintain BAQ in their assigned aircraft. Minimum and maximum sortie rates do not apply.

2.8.6. Unless further restricted by AFI 11-2 *MDS-Specific*, Volume 1, colonels and colonel selects who comply with paragraph 2.8. may fly without an instructor in their primary assigned aircraft.

2.8.7. MAJCOMs establish additional guidelines and flight requirements as necessary.

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

2.8.7.1. (Added-USAFE) 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-USAFE) 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-USAFE) 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-USAFE) 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-USAFE) 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-USAFE) 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. (Added) of this supplement apply to senior officers in indoctrination status. See Table 2.1. (Added) above.

2.8.8. Test pilots of any rank assigned to AFMC, AFMC civilian employees who have previously graduated from a military test pilot school (or equivalent), and Aggressor and Thunderbird selectees (with MAJCOM concurrence), may attend senior officer qualification training courses.

2.9. **Flight Surgeons.** Will complete the minimum requirements in paragraph 4.1.4. In addition, the following guidance applies to flight surgeons: in lieu of the flight evaluation, complete a written qualification examination administered by the standardization and evaluation (or equivalent) function of the flying unit to which they are assigned/attached; accomplish ejection seat (if required) and aircraft ground egress training in each aircraft in which they fly; be thoroughly briefed on emergency exits

and egress procedures prior to flying on any aircraft; and complete flight currency events according to paragraph 4.12. Flight surgeons are authorized multiple qualification.

3. Mission Qualification Training. An aircrew member engaged in training needed to qualify in an assigned aircrew position to perform the command or unit mission. AFI 11-2 *MDS-Specific*, Volume 1 prescribes minimum training requirements to qualify individuals in unit missions. All crew members will complete mission qualification before entering special mission (e.g., Special Operations Low Level (SOLL) II, etc.) qualification or upgrade training, unless the special mission training is specifically directed as pre-mission qualification training in AFI 11-2 *MDS-Specific*, Volume 1, e.g., LANTIRN training.

3.1. (Added-USAFE) 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. Continuation Training. The continuation training program provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

4.1. **Aircrew Status.** An aircrew member may be assigned Mission Ready/Combat Mission Ready, Basic Mission Capable, or Basic Aircraft Qualification status.

4.1.1. **Mission Ready/Combat Mission Ready (MR/CMR).**

4.1.1.1. **Mission Ready (MR).** An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission.

4.1.1.2. **Combat Mission Ready (CMR).** An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

4.1.2. **Basic Mission Capable (BMC).** An aircrew member who has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR/CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days, or otherwise specified in the applicable MDS-Specific, Volume 1.

4.1.3. **Basic Aircraft Qualification (BAQ).** An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for that weapon system in the applicable MDS-Specific, Volume 1.

4.1.4. **Minimum Requirements.** In addition to the above, MR/CMR, BMC, and BAQ aircrew members must have accomplished and/or maintain the following minimum requirements (*NOTE*: an asterisk [*] indicates requirement is a grounding item):

4.1.4.1. *Annual physical according to AFI 48-123, *Medical Examinations and Standards*.

4.1.4.2. *Physiological training (N/A for RPA aircrew) according to AFI 11-403, *Aerospace Physiological Training Program*.

4.1.4.3. Cockpit/Crew Resource Management (CRM) training, according to AFI 11-290,

Cockpit/Crew Resource Management Training Program, and *MDS-Specific*, Volume 1 (Flight surgeons: CRM is a one-time requirement in the primary assigned aircraft unless required to perform Aeromedical Evacuation (AE) duties. Flight surgeons required to perform AE duties will accomplish CRM refresher training IAW AFI 11-2AE Vol 1, *Aeromedical Evacuation Aircrew Training*.)

4.1.4.4. Life support equipment and procedures, and SERE training according to AFI 11-301, Volume 1 and AFI 16-1301, *Survival, Evasion, Resistance, and Escape Program* (pending).

4.1.4.5. Flight evaluation.

4.1.4.6. Flight currency events, except special mission qualifications that do not affect the wartime mission.

4.1.4.7. Instrument Refresher Course according to AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, (all pilots that fly under instrument flight rules and navigators with flight instruments at their station).

4.1.4.8. *Ejection seat (where applicable) and ground egress training (N/A for RPA operators).

4.2. Responsibilities:

4.2.1. **MAJCOM.** MAJCOMs will determine unit of attachment for higher headquarters attached staff personnel in flying positions.

4.2.2. **Squadron Commander.** The squadron commander or designated representative will ensure individuals receive training to successfully complete unit missions and maintain individual proficiency. The squadron commander will also determine the training level of each assigned crew member, when not prescribed by MAJCOM.

4.2.3. Aircrew Members.

Each aircrew member is responsible for monitoring and completing all training requirements.

4.3. **Training Events/Profiles.** Aircrew members' continuation and additional (ground) training events/profiles are maintained in ARMS. Commanders have the option of monitoring AF-wide awareness training (e.g. Resource Protection) for aircrew members in ARMS. **NOTE:** Do not use ARMS to track training for non-flying individuals.

4.3.1. Use the following forms when documenting aircrew training in ARMS (If additional forms are needed, see AFI 33-360, Volume 2, *Forms Management Program*, for guidance):

4.3.1.1. Additional Training. Use AF Form 1522, **ARMS Additional Training Accomplishment Report**, to document aircrew ground training for processing into ARMS. Training events taught by other agencies (e.g. small arms) as well as grounding events (e.g. ground egress training) must be documented on the AF Form 1522. In either case, an instructor, designated in writing to perform such training, must certify training accomplishment. AF Form 1522 may be used to document training accomplished by a single individual when no instructor is involved (e.g. computer based training). In this case, the IMT may be emailed directly from the individual's official email account to an ARMS individual's official email account. The ARMS member will maintain an electronic copy of the email and IMT as a source document. Events that do not require a formal course of instruction (e.g. SOF duties) may be docu-

mented on a locally developed mission accomplishment report for processing into ARMS. Locally developed forms must contain the minimum elements found on the AF Form 1522, with the exception of instructor certification. Refer to AFI 33-360, Volume 2, for additional guidance.

4.3.1.2. Continuation Training. MAJCOMs will establish specific criteria and forms for documenting continuation training. With MAJCOM approval, units may develop local mission accomplishment reports and/or training accomplishment reports to document continuation training for processing into ARMS. MAJCOMs will establish minimum elements required for locally developed forms. **NOTE:** Forms generated from AF-approved automated systems (e.g. ARMS, TASAMS) may be used in lieu of MAJCOM/local forms for processing training into ARMS, provided these forms have the minimum elements required by AF or by the MAJCOM.

4.4. **Currency.** Currency requirements for aircrew members are listed in AFI 11-2 *MDS-Specific*, Volume 1.

4.4.1. MAJCOMs determine similar equipment or systems for aircrew members who fly more than one mission or design aircraft.

4.4.2. MAJCOM/DOs may waive currency requirements for aircraft that are unique to an organization when accomplishment is not practical. In such cases, commanders ensure that aircrew members are current and qualified in all normal and emergency procedures before unsupervised flight.

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

4.4.4. (Added-USAFE) 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. **Proration of Training.**

When determining training requirements, prorate an aircrew member not available for flying duties (for example, PCS, nonflying TDY, duty not involving flying [DNIF] status, or emergency leave). Requirements prorated are in direct proportion to the number of days of nonavailability. Do not prorate for nonavailability of 15 days or less. For every 30 days beyond 15 days, prorate training requirements one month, but not to less than one event. Additional proration guidance may be established by aircraft in each *MDS-Specific*, Volume 1.

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

4.6. **Failure to Complete Continuation Training Requirements.**

4.6.1. Declare individuals in Status of Resources and Training System (SORTS) non-mission ready (NMR), non-combat mission ready (N-CMR), non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete periodic ground or flying continuation training requirements as defined in AFI 11-2 *MDS-Specific*, Volume 1 instructions. Waiver requirements and waiver authorities will be specified in AFI 11-2 *MDS-Specific*, Volume 1 instructions.

4.6.2. Failure to accomplish recurring ejection seat (where applicable) and ground egress training, flight physical, or physiological training results in immediate grounding until the training is accomplished.

4.6.3. Suspend aircrew members assigned to active flying positions who fail to attain and maintain aircrew qualification, when such action is with the member's control, IAW AFI 11-402.

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

4.7. Requirements Before PCS or TDY by Members on Active Flying Status.

This paragraph applies to flying personnel departing PCS from their old station or TDY from their permanent station.

4.7.1. Aircrew members should complete a proportionate share of flying requirements by the end of the month preceding the date of departure for PCS or non-flying TDY.

4.7.2. Complete physical examination and physiological training requirements before departing PCS or TDY, if the due date occurs within three months after departure date (CONUS assignments), or prior to DEROS (overseas assignments). For overseas assignments, physiological training currency must cover the duration of the assignment. For flight evaluation requirements in conjunction with PCS/TDY moves, see AFI 11-202, Volume 2. Air University graduating students may delay physiological refresher training until they arrive at their new duty location or formal flying training base, if the assigned base is one of the locations with physiological training facilities.

4.8. Requirements Before Removal from Active Flying.

This paragraph applies to flying personnel being retired, separated, placed in inactive status, or reassigned to nonflying positions.

4.8.1. Training requirements apply until the last day of the fourth month prior to an individual's removal from active flying. For example, a person who retires or starts terminal leave on 1 July must complete requirements through 31 March; or, if a person is reassigned to a nonflying position on 15 November, he must complete requirements through 31 July.

4.8.2. Refresher physiological training and academic refresher courses are not required if individuals on active flying status are current, and if removal from active flying status occurs during the 4-month period after the due date.

4.9. Requirements While in Inactive Flying Status.

Personnel placed in inactive status will not complete the aircrew, flying, and physiological training requirements of this instruction. Physical qualification must be maintained according to AFI 48-123, except for flying personnel in aviation service codes 6J, 7J, 8J, and 9J, GJ and HJ. When inactive members have been selected and confirmed for assignment to aircrew duties, these individuals must regain currency in physical and physiological training before performing inflight duties. Individuals will regain their physical qualification prior to PCS/ PCA to an active flying assignment.

4.9.1. (Added-USAFE) 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.

4.10. Retraining.

Personnel retraining in another type aircraft will incur an ADSC per AFI 36-2107.

4.11. **Aircrews Flying in Non-US Air Force Aircraft and with Non-US Air Force Units.** Air Force aircrews performing appropriate duties in non-US Air Force aircraft IAW AFI 11-401, *Aviation Management*, or on duty with or attached to non-US Air Force units for flying, are only required to maintain a current physical and review their flight records IAW AFI 11-401. They are not required to maintain currency in USAF physiological training.

4.12. **Flight Surgeon Requirements.**

Flight surgeon flying requirements are according to the appropriate *MDS-Specific*, Volume 1, but in no case are they less than those in **Table 1**. Give assigned and attached flight surgeons every opportunity to fly in the unit's primary mission aircraft. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 days. Waiver authority for this paragraph is AFMSA/SGPA (send info copy to HQ USAF/XOOT and appropriate MAJCOM/ SG office).

Table 1. Flight Surgeon Sorties/Training Requirements (See Notes).

Sortie	Semi-Annual Period	Annual Sorties
Total	Minimum: 6	Minimum: 12
Night	Minimum: 1	Minimum: 2

4.12. (USAFE) 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. (USAFE) **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-USAFE) Instrument Refresher Course (IRC) and Advanced Instrument School guidance is as follows:

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

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

4.13.2.2. (Added-USAFE) Wake Turbulence

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

4.13.2.4. (Added-USAFE) Minimum landing separation rules.

4.13.2.5. (Added-USAFE) Thunderstorm avoidance/Radar.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.13.3.10. (Added-USAFE) Low-Level Flying Procedures.

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

- 4.13.3.12. (Added-USAFE) Global Air Traffic Management (GATM).
- 4.13.3.13. (Added-USAFE) FM Immunity.
- 4.14. (Added-USAFE) Orientation Flights. Refer to AFI 11-401, USAFE Supplement 1, Attachment 8.

NOTES:

1. Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements in **Table 1**. (Credit hours flown IAW AFI 11-401.) **EXCEPTION:** Credit reserve forces flight surgeons with a maximum of two sorties for separate flights performed in a single calendar day, provided the interval between flights does not exceed 60 days and a minimum of six missions are flown each six months.
2. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occur between the period of official sunset to official sunrise.
3. Flight surgeons are conditional fliers and must meet DODFMR (*DOD Financial Management Regulation*) flying requirements for entitlement to ACIP. See also AFI 11-421, *Aviation Resource Management*.
4. To maintain currency, time between flights must not be more than 60 days. Notify the command surgeon when time between flights exceeds 60 days. MAJCOMs establish procedures for flight surgeons to regain flying currency.
5. Squadron aviation resource managers will set up flight surgeon training profiles on an annual cycle. Reference AFI 11-401 for Air Force Flight Surgeon ARMS event identifiers.

5. Upgrade Training. See applicable AFI 11-2 *MDS-Specific*, Volume 1, for specific instructions for additional requirements. Personnel upgrading in an aircraft will incur an ADSC per AFI 36-2107.

6. Aircrew Training System (ATS). The ATS is a system wherein a civilian contractor provides academic, simulator, and other designated aircrew training. ATS courses are listed in the applicable AFI 11-2 *MDS-Specific*, Volume 1.

- 6.1. **Applicability.** Guidance applies to all aircrew members attending either formal schools using ATS courseware or ATS refresher/phase training, or units conducting secondary method training utilizing formal courseware.
- 6.2. **Students.** ATS students will enroll on a full-time basis to ensure their training is completed in a timely and uninterrupted manner. Students will be relieved of duties not directly related to training. **EXCEPTION:** Supervisory personnel may continue their normal duties as time permits when this training is conducted at home station.
- 6.3. **Course Prerequisites.** Commanders will ensure ATS students complete ATS course prerequisites as outlined in ETCA, applicable AFI 11-2 *MDS-Specific*, Volume 1, or course syllabus.

6.4. **Objectives.** Lesson objective descriptions, remediation procedures, specific training evaluation criteria, administration procedures and scheduling guidelines/procedures are found in the applicable AFI 11-2 *MDS-Specific*, Volume 1, or course syllabus.

6.5. **Unsatisfactory Student Progress:**

6.5.1. If a student's training progress is unsatisfactory, the contractor will notify the appropriate government representative (wing training, operations officer, etc.). Following review of the student's record, the government representative will determine whether to continue or terminate training.

6.5.2. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

6.6. **Courseware Changes.** Submit formal school courseware changes through appropriate MAJCOM channels to the training command. The training command will coordinate with the command responsible for overseeing the ATS contract, if different than the training command. Submit all other courseware changes to the MAJCOM responsible for overseeing the ATS contract.

6.7. **Source Document.** Changes to aircrew qualifications (including training profiles) that are tracked in ARMS will be documented on the AF Form 4324, **Aviation Resource Management System (ARMS) Upgrade Worksheet**. Forms will be certified by the appropriate agency and provided to the Squadron Aviation Resource Management office.

7. **Forms.**

7.1. **Forms Prescribed.** AF Form 1522, **ARMS Additional Training Accomplishment Report**, AF Form 4324, **Aviation Resource Management System (ARMS) Upgrade Worksheet**.

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

7.1.2. (Added-USAFE) 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**, AF Form 847, **Recommendation for Change of Publication**.

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

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

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

AFPD 10-9, *Lead Operating Command Weapon Systems Management*

AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

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

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

AFI 11-301, Volume 1, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Aviation Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-421, *Aviation Resource Management*

AFI 16-1301 *Survival, Evasion, Resistance and Escape Program*

AFI 33-360, Volume 2, *Forms Management Program*

AFI 36-2107, *Active Duty Service Commitments (ADSC)*

AFI 36-2201, Volume 1, *Training Development, Delivery, and Evaluation*

AFI 36-2251, *Management of Air Force Training Systems*

AFI 48-123, *Medical Examinations and Standards*

AFI 65-503, *US Air Force Cost and Planning Factors*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFMAN 36-2234, *Instructional System Development*

AFMAN 37-123, *Management of Records*

AFRCI 36-2102, *Reserve Service Commitment*

(Added-USAFE) References

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

AATTC—Advanced Airlift Tactics Training Center
ACIP—Aviation Career Incentive Pay
ADSC—Active Duty Service Commitment
AEB—Aircrew Evaluation Board
AETC—Air Education and Training Command
AFI—Air Force Instruction
AFMSA—Air Force Medical Support Agency
AFPC—Air Force Personnel Center
AFPD—Air Force Policy Directive
AFRL—Air Force Research Laboratory
ANG—Air National Guard
APT—Awaiting PCS Training
ARC—Air Reserve Component
ARMS—Aviation Resource Management System
ATS—Aircrew Training System
BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CC—Commander

CEA—Career Enlisted Aviator
CMR—Combat Mission Ready
CONOPS—Concept of Operations
CSAF—Chief of Staff, USAF
DNIF—Duty Not Involving Flying
DOD—Department of Defense
ETCA—Education and Training Course Announcement
FCR—Formal Course Review
FE—Flight Examiner
FEB—Flying Evaluation Board
FYDP—Future Years Defense Program
HQ—Headquarters
MAJCOM—Major Command (for purposes of this AFI, includes ANG and USAFA)
MDS—Mission Design Series
MR—Mission Ready
NAF—Numbered Air Force
N-BAQ—Non-Basic Aircraft Qualification
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
NMR—Non-Mission Ready
OG—Operations Group
OPORD—Operation Order
OPR—Office of Primary Responsibility
OSA—Operational Support Airlift
PCS—Permanent Change of Station
PFT—Programmed Flying Training
PGL—Program Guidance Letter
PR—Progress Review
PRD—Program Requirements Document
RPA—Remotely Piloted Aircraft
RSC—Reserve Service Commitment
SORTS—Status of Resources and Training System

STAN/EVAL—Standardization/Evaluation

TDY—Temporary Duty

USAF—United States Air Force

USAFA—United States Air Force Academy

WIC—Weapons Instructor Course

(Added-USAFE) Abbreviations and Acronyms

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

Aircrew—The total complement of rated, career enlisted aviators, and nonrated personnel required for the safe ground and flight operation of the aircraft and onboard systems. Individuals must be on aeronautical orders and assigned to an authorized position according to AFI 65-503, *US Air Force Cost and Planning Factors*. (See AFD 11-4, *Aviation Service*.)

Basic Aircraft Qualification—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform aircrew duties in the unit aircraft.

Basic Mission Capable—An aircrew member who has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR/CMR status.

Combat Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

Continuation Training—The continuation training program provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

Currency—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

Flying Training CONOPS—The process that ties validated training requirements to the Air Force Programming, Planning, and Budgeting System.

Formal Course—Training courses listed in the Air Force Education and Training Course Announcement (ETCA).

Initial Qualification—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission.

Mission Qualification—An aircrew member engaged in training needed to qualify in an assigned aircrew position to perform the command or unit mission.

Office of Primary Responsibility (OPR)—Any headquarters, agency, or activity having the primary

functional interest in, and responsibility for, a specific action, project, plan, program, or problem.

Proficiency—A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety.

Special Mission Training—Training in any special skills necessary to carry out the unit's assigned missions that are not required by every crew member. Specialized training is normally accomplished after the crew member is assigned MR/CMR or BMC status, and is normally in addition to MR/CMR or BMC requirements.

Training Command—The MAJCOM assigned responsibility for formal school training in each MDS.

(Added-USAFE) Terms

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.