

Table 8.3. (Added-ACC) . Pilot Weather Minimums for Fighter/Attack/CTP/MQ-1/MQ-9 Aircraft.

| Category | Requirements |
|-------------------|---|
| Category 1 | Flying Hour Criteria: 150 hours primary flight time in assigned aircraft and 1000 hours total time. Takeoff: Published approach minimums for departure base. Approach Weather Minimums: As published for the approach. |
| Category 2 | Flying Hour Criteria: 100 hours primary flight time in assigned aircraft, plus either be a flight lead or have 750 hours total time. Takeoff: Published approach minimums for departure base or ceiling 300 feet and visibility 1 mile (RVR 5000 feet), whichever is higher. Approach Weather Minimums: Published minimums for approach to be flown or ceiling 300 feet and visibility 1 mile (RVR 5000 feet), whichever is higher. |
| Category 3 | Flying Hour Criteria: 50 hours primary flight time in assigned aircraft, plus either be BMC/CMR or have 500 hours total time. Takeoff: Published approach minimums for departure base or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher. Approach Weather Minimums: Published minimums for approach to be flown or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher. |
| Category 4 | Flying Hour Criteria: Successful completion of a formal instrument evaluation in assigned aircraft. Takeoff: Ceiling 700 feet and visibility 2 miles. Approach Weather Minimums: Published minimums of the planned approach or ceiling 700 feet and visibility 2 miles, whichever is higher. |
| Category 5 | Flying Hour Criteria: All Initial Qualification Training and Requalification Training students before a formal instrument evaluation. Takeoff: Ceiling 1500 feet and visibility 3 miles. Approach Weather Minimums: Ceiling 1500 feet and visibility 3 miles. |

NOTES:

1. This system applies to all ACC, AFRC and ANG pilots flying Fighter/Attack/CTP/MQ-1/MQ-9 aircraft. Document pilot weather minimum categories in ARMS.
2. When calculating total time, do not include student/UPT or other flight time. Hours in assigned MDS aircraft may include all Series or Mission types of a particular design aircraft (i.e., F-15A/B/C/D/E).
3. Assignment to Category 1 is dependent on the pilot's demonstrated knowledge and performance under operations in Category 2. The pilot's squadron commander will ensure that a current ARMS product or individual qualification letter is maintained with the pilot's training folder. The product

or letter documents those pilots qualified to fly Category 1 weather criteria by the squadron commander. The certifying official will annotate and initial changes to the product or the letter until the updated product is available.

4. Category 2 is the minimum for normal training/support missions. Category 1 may be exercised for overriding mission requirements with approval of the OG/CC or designated representative.

5. If an IP has immediate access to a duplicate set of flight controls, use the IP's pilot weather category. Companion Trainer Program flights without an IP on board will use the front cockpit pilot's weather minimums.

6. For formation approaches, the pilot weather minimums for the pilot with the most restrictive category will apply. Formation landings are prohibited in all cases when the weather is less than 500 feet and 1 1/2 miles unless required to cope with an emergency situation.

7. Conduct night formation landings only to cope with emergency situations. The preferred method of recovery is to drop the wingman off while the leader executes a go-around.

8. Qualified pilots may be placed on air defense alert regardless of the pilot's weather category (applies only to fighters). When existing or forecast weather is below the pilot's weather minimum category, place the pilot on mandatory alert status or change out as required by NORAD Regulation (NR) 55-11 (Classified), *NORAD Air Defense Fighter Alert* (U).

9. If non-current in precision approaches IAW AFI 11-2 MDS-Specific, Volume 1, increase the pilot weather minimum by one category. To regain currency, fly a precision approach under simulated instrument conditions IAW paragraph 5.16. or in weather at or above the raised weather category or IAW Note 5 above.