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SECRETARY OF THE AIR FORCE**

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Flying Operations

C-145A AIRCREW TRAINING



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(Maj Gen James A. Jacobson)

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This Air Force Manual (AFMAN) implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and complements AFMAN 11-202, Volume 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the C-145A aircraft. This manual applies to all civilian employees and uniformed members of the Regular Air Force and the Air Force Reserve. This manual is not applicable to the Air National Guard. This Manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 37 United States Code 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 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*. The applicable SORN F011 AF XO A, Aviation Resource Management System is available at: <http://dpcllo.defense.gov/Privacy/SORNS.aspx>. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3")

number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items.

SUMMARY OF CHANGES

This publication has been substantially revised and must be thoroughly reviewed. The volume has been modified to follow Air Force Special Operations Command's (AFSOC) standardized format. Significant changes include changing the requirements for instructor upgrade and clarifying guidance for in-unit requalification training.

Chapter 1

GENERAL GUIDANCE

1.1. General. This manual provides for training management of C-145A aircrew members. Training guidance and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency.

1.1.1. Aircrew Training. The primary training method for C-145A initial qualification, mission qualification, transition qualification, or upgrade training is attendance at a formal school. If attendance at a formal school is impractical, or unavailable, members will comply with guidance in AFMAN 11-202 Vol 1 as supplemented by Major Command (MAJCOM).

1.1.2. Aircrew Capability. Operational squadrons will maintain mission ready status on unit assigned aircrew members. **(T-3)** Squadrons will have six months from the time a new core mission event is added and MAJCOM guidance issued to train and qualify aircrew in the new event (AFR units have up to 12 Months). **(T-2)** Squadron commanders (Sq/CC) may carry new crew members as mission ready (MR) for up to six months if an aircrew member arrives at the unit after a permanent change of station (PCS) or formal school and is not MR in all core mission events. This guidance does not apply to basic aircraft qualification events. If all required training is not complete in six months, the aircrew member becomes “non-mission ready” (NMR). Aircrew will not perform events in which they are not qualified unless under the direct supervision of an instructor. **(T-2)**

1.2. Roles and Responsibilities. The AFSOC Commander (CC) is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and United States Special Operations Command. AFSOC is designated as the lead command for C-145A Mission Design Series (MDS) aircraft.

1.2.1. AFSOC/A3 will issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Memorandum (RTM) as necessary to Operations Group (OG)/CC for implementation. **(T-2)** The AFSOC/A3 is responsible for the management of the flying hour program. The RTM prescribes annual training requirements for continuation training once graduate level formal training is complete.

1.2.2. AFSOC is responsible for C-145A aircrew initial, transition, requalification, instructor upgrade, and refresher training.

1.2.2.1. AFSOC/A3TA is responsible for AFSOC C-145A continuation training.

1.2.2.2. AFSOC/A3TS is responsible for C-145A aircrew training device (ATD) support.

1.2.2.3. AFSOC/A3TA is the primary source for formal training products. When specific formal courseware is not published, units may use locally-developed training syllabi that have been reviewed and approved by AFSOC/A3TA.

1.2.3. Formal Training Unit (FTU) Commander Responsibilities. See Air Force Special Operations Command Instruction (AFSOCI) 36-2202, *Formal Aircrew Training Management*.

1.3. Secondary Method Training (SMT). In-unit training using applicable formal school courseware is referred to as SMT in this publication. All SMT will be approved and accomplished in accordance with AFMAN 11-202V1 as supplemented by MAJCOM.

1.4. Waivers. Refer to [Table 1.1](#) for the processing of waiver requests.

1.4.1. When a training item is directed by another instruction, refer to that instruction to determine the correct waiver authority (e.g. small arms, law of war (LOW), etc.).

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
AFSOC unit	AFSOC/A3T	Group Training to AFSOC/A3T	Group Training	Requesting unit
AFR unit	AFRC/A3T	Group/OGV to 10 AFOST to AFRC/A3T	Group/OGV	10 AF/OST, HQ AFSOC/A3T, Requesting Unit

1.4.2. OG/CC or Commander Air Force Special Operations Forces (COMAFSOF) are the waiver authority for individual, case-by-case ground and flying training requirements as outlined below.

1.4.2.1. OG/CC or COMAFSOF can extend ground training requirement due dates up to two months for the designated items in the MAJCOM-specific C-145A RAP tasking memorandum (RTM) ground training table. Items required by other instructions and manuals will not be waived by the Operations Group (OG) unless specifically authorized to do so in the source publication. **(T-2)**

1.4.2.2. OG/CC or COMAFSOF can extend due dates for the duration of an exercise, contingency, or operational mission for events, IAW applicable MAJCOM-specific C-145A RTM, on an individual basis only if the following conditions apply:

1.4.2.2.1. An aircrew member goes overdue while away from home station.

1.4.2.2.2. The training is not available at the deployed location.

1.4.2.3. OG/CC or COMAFSOF can waive flying training requirements (MAJCOM-specific C-145A RTM Basic Aircraft Qualification (BAQ) and Mission Ready (MR) tables except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. **(T-2)**

1.4.2.4. MAJCOM Training offices must be notified of any OG/CC or COMASOF approved training extensions” **(T-2)**

1.5. Senior Officer Flying. AFMAN 11-202V1, as supplemented by MAJCOM, identifies senior officer qualification training requirements. See formal course syllabus of instruction (SOI) for additional guidance. The C-145A Senior Officer Course results in BAQ for pilots with an Instrument/Qualification (INSTM/QUAL) AF Form 8, Certificate of Aircrew Qualification.

1.6. Career Enlisted Aviator. Career Enlisted Aviator qualifications are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8, Certificate of Aircrew Qualification, is completed for the applicable flight evaluation, then that crew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor qualifications and flight examiner certifications are also separate and distinct from on-the-job (OJT) trainer or certifier designation and are reflected in Air Force specialty code (AFSC) by use of “K” prefix (aircrew instructor), “T” prefix (FTU instructor), and “Q” prefix (aircrew flight examiner).

1.7. Transfer of Aircrews.

1.7.1. For intra-command transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crewmembers prior to the transfer. **(T-2)**

1.7.2. For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored.

1.7.3. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission.

1.7.4. Instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for basic aircraft qualification (BAQ). Qualification training provides the training necessary to initially qualify crewmembers in a basic crew position and flying duties. Upon completion of qualification training, the crewmember attains BAQ status.

2.2. General Requirements. The primary method of initial qualification training is the appropriate formal training course listed in the Education and Training Course Announcements (ETCA).

2.2.1. Refer to AFMAN 11-202V1, as supplemented by MAJCOM, for requalification training guidance.

2.2.2. For flight surgeon and X-prefix flyers training requirements, refer to AFMAN11-202V1, as supplemented by MAJCOM.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course SOI, the ETCA, AFMAN 11-202V1, and this manual.

2.3.1. The SOI designates the course prerequisite approval authority.

2.3.2. Basic aircraft qualification is normally accomplished in conjunction with mission qualification training.

2.4. Ground Training Requirements. Complete ground training requirements IAW AFMAN 11-202V1, the ETCA, and the formal course SOI. In addition, all crew members must complete ground training requirements IAW [Table 2.1](#), prior to the first flight. **(T-1)**

Table 2.1. Basic Aircraft Qualification Ground Training Requirements (T-1).

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management	AFMAN 11-202 Vol 1 <i>AFI 11-290, Cockpit Crew Resource Management Program</i> (as supplemented by MAJCOM)	G060
Aircrew Flight Equipment Familiarization Training	AFI 11-301, Vol 1, <i>Aircrew Flight Equipment (AFE) Program</i>	LL01
Emergency Egress Training, Non Ejection Seat	AFI 11-301 Vol 1	LL03

Local Area Survival	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	SS01
Marshalling Exam	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	G101
Flight Physical	AFI 48-123	ARMS
Physiological Training	AFI 11-403, <i>Aerospace Physiological Training Program</i>	ARMS
Notes: 1. For Flight Surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202V1, as supplemented by MAJCOM. 2. See MDS-specific RTM for additional information on requirements.		

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section.

2.6. Basic Aircraft Qualification Conversion/Transition/Difference Training. Refer to [Chapter 3](#) for mission difference training requirements.

2.6.1. Conversion Training. Unit conversions follow AFMAN 11-202V1, as supplemented by MAJCOM. If a formal school course is unavailable, OG/CCs will submit in-unit conversion training requests through the chain of command for MAJCOM/A3 approval. **(T-2)**

2.6.2. Transition Training (TX). Transition training is authorized for the C-145A. When approved, transition courses will be located in the C-145A SOI. If no transition courses exist, use the initial qualification training course.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification, requalification, and differences training. Upon completion of mission qualification training, the crew member will be assigned MR status. There are no C-145A training programs that result in a basic mission capable (BMC) status.

3.2. General Requirements. All crew members will complete initial, conversion, or transition qualification prior to mission qualification training and mission certification. **(T-2)** The primary method of mission qualification is to complete the appropriate formal training course. Completing the appropriate formal course satisfies the training requirements of this chapter. BAQ is a prerequisite for Mission Qualification Training. **(T-2)**

3.2.1. Refer to AFMAN 11-202V1, as supplemented by MAJCOM, for requalification training guidance.

3.2.2. Units may request waivers to conduct mission qualification via SMT IAW AFMAN 11-202V1, as supplemented by MAJCOM, when attendance is not practical or quotas are not available. Approved in-unit initial mission qualification training must be accomplished IAW applicable formal school courseware **(T-2)** and the guidance below:

3.2.2.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the squadron Director of Operations (DO).

3.2.2.2. There should be minimum time lapse between training missions, and every effort should be made to complete MQT requirements within the prescribed time period.

3.2.3. For Flight Surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202V1, as supplemented by MAJCOM.

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course SOI, the ETCA, AFMAN 11-202V1, and this manual. The formal school SOI designates the course prerequisite waiver approval authority.

3.3.1. Basic qualification and mission qualification training may be accomplished simultaneously on a single MDS. Multiple MDS qualification upgrades will not be accomplished simultaneously. **(T-2)**

3.3.2. Mission qualification course prerequisites will determine whether or not a pilot will be trained and evaluated as a mission copilot (MC) or mission pilot (MP).

3.3.3. Aircraft Commander (AC). Pilots must meet the requirements of [Table 5.1](#) in order to be certified as aircraft commanders. **(T-2)** Once certified, MPs may fly as pilot in command in all qualified events.

3.4. Ground Training Requirements. Complete all ground training IAW AFMAN 11-202V1, and applicable AFSOC specific C-145A RTMs as part of mission qualification training or prior to certifying individuals as MR. Completion of training will establish due dates for recurring ground training required in [Chapter 4](#). Credit any training accomplished at a formal school. Qualified

MR crewmembers transferred from other units require only unit-specific mission ready training events and events which are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware.

3.4.2. Written Examination. Crew members must complete a written examination IAW AFI 11-2C-145A, Vol 2. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. **(T-2)**

3.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Formal course training will include all core mission events applicable to the crew member's aircraft and crew position. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware. **(T-2)**

3.5.1. Crew member requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFMAN11-2C-145A, Volume 3, *C-145A Operations Procedures*.

3.6. Mission Qualification Transition Training. Transition training is authorized for the C-145A. When approved, transition courses will be located in the C-145A SOI. If no transition courses exist, use the initial qualification training course.

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training to maintain currency and training status. The RTM contains all ground training and flying requirements tables and definitions.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this manual and the MAJCOM-specific C-145A RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members cannot log continuation training requirements in events in which they are unqualified.

4.1.4. Aircraft flying requirements may be accomplished in a certified ATD as noted in the RTM BAQ and MR flying requirements tables.

4.2. Flight Training Levels (FTLs). The use of experienced-based FTLs allows the squadron commander to prioritize training resources.

4.2.1. Aircrew members should meet the minimum criteria established in [Table 4.1](#), before assignment to the respective training level (**Exception:** AFR squadron commanders may assign FTLs to individuals not meeting these minimum requirements with MAJCOM/A3T approval). FTLs are not tied to flight hours for AFR FTU Instructors. When these minima are met, awarding a training level is at the sole discretion of the squadron commander. **NOTE:** The aircrew member's availability to fly should not be a factor in assigning FTLs. FTLs are based on minimum primary aircraft assigned (PAA) time and total time per [Table 4.1](#).

4.2.1.1. FTL "A"- Highly experienced BAQ and/or MR aircrew members.

4.2.1.2. FTL "B"- Experienced BAQ and/or MR aircrew members.

4.2.1.3. FTL "C"- Inexperienced BAQ and/or MR aircrew members; all copilots.

Table 4.1. Minimum FTL Flying Hour Requirements (T-2).

Crew Position	FTL "A"	FTL "B"
	PAA / Total Flying Hours	PAA / Total Flying Hours
Pilot	500/1,000	250/500
Loadmaster	250/500	100/300

4.2.2. Crew members may be assigned different FTLs for basic and mission qualifications and individual events.

4.2.3. Change of FTL. For FTL assignments previously tied to semi-annual periods, the higher FTL may be assigned at the discretion of the unit commander. FTLs may be increased (from C-B or B-A) in concurrence with quarterly squadron training review boards, although they may be reduced at any time (from A-B or B-C). If a crewmembers FTL is reduced during the annual period, they may be prorated for unfulfilled requirements.

4.3. Proration of Training Requirements. For proration of training requirements, see AFMAN 11-202V1, as supplemented by MAJCOM.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this manual. An aircrew member will not perform events unsupervised until training has been accomplished. **(T-2)**

4.4.1. Loss of Currency. Failure to accomplish events listed in C-145A RTM training tables results in a loss of currency for that event. Crew members are noncurrent the day after event currency expires.

4.4.1.1. Loss of currency in any C-145A RTM BAQ table event normally results in loss of basic aircraft currency (with the exceptions listed in the RTM). These individuals will fly under the supervision of an instructor or flight examiner in the same crew position on all sorties until recurrent. **(T-2)** Refer to the RTM for exceptions and cross crew position training-approved events.

4.4.1.2. Loss of currency exceeding six months. Non-currency in designated BAQ events (RTM BAQ table, note 1 events) in excess of six months results in loss of BAQ. Crewmembers non-current in designated mission events (RTM Mission Ready (MR) table, note 1 events) in excess of six months results in loss of mission qualification.

4.4.2. Regaining Currency.

4.4.2.1. Specified C-145A RTM BAQ and MR events require an evaluation (unqualified), if loss of currency exceeds six months (see AFMAN 11-202V1). Other events require showing proficiency to an instructor in the aircraft or simulator to regain currency.

4.4.2.2. If loss of currency exceeds 24 months for events not requiring an evaluation, a training folder will be opened and additional ground and flight training, as directed by the squadron commander, will be completed. **(T-2)**

4.4.2.3. Aircrew noncurrent in special mission events which only require an instructor certification (**Table 5.2**) may regain currency by showing proficiency in that event to an instructor.

4.4.2.4. Aircrew noncurrent more than 24 months in special mission events requiring an evaluation per RTM will complete all initial training and evaluation requirements for that special mission event. **(T-2)**

4.4.3. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFMAN 11-202V1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this manual. **(T-2)**

4.4.3.1. Cross Crew Position Training is defined in AFMAN 11-202V1, AFSOC Supplement. Restricted events are defined in the C-145A RTM.

4.5. Ground Training. Accomplish ground training IAW the MAJCOM-specific C-145A RTM ground training table. Conduct training IAW the referenced publications, notes in RTM ground training table and the guidance below. The governing directive or RTM takes precedence over **Chapter 4** requirements.

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crewmembers exceed due dates for events in the applicable MAJCOM-specific C-145A RTM ground training table:

4.5.1.1. Grounding items. Crewmembers will not perform flight duties until the grounding item is satisfied. **(T-2)**

4.5.1.2. Training status items. Crewmembers will not fly without instructor supervision. **(T-2)**

4.5.1.3. Mission Ready (MR) items. Failure to accomplish MR events in the RTM ground training table results in non-mission ready status, and the individual cannot deploy as a crewmember.

4.5.2. Ground Training Events. See current C-145A RTM for ground training event definitions and requirements.

4.5.3. C-145A Refresher Course. The periodic refresher course is designed to improve standardization. Refresher instruction can be provided by an Aircrew Training System (ATS) contractor or position-specific aircrew instructor, using the SOI and formal school courseware. Units or crew members who desire to review specific events should identify those requirements on the first day of training.

4.5.3.1. The recommended minimum crew size for this course is an aircraft commander and loadmaster (LM).

4.5.3.2. Instructors may receive credit for the C-145A refresher course when they instruct a full C-145A refresher course (AFR-only: ATS contractors who are also qualified crew members may credit the C-145A refresher course when teaching the course in a civilian capacity).

4.5.3.3. C-145A refresher training may be extended up to four months beyond the due date when that crewmember will no longer be flying a C-145A or similar airframe beyond the extension.

4.5.4. Ancillary Training. Ancillary training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFMAN 11-2C-145A, Vol 1, and associated MAJCOM-specific RTM are not the governing directive for completion of ancillary training events. They do not include ancillary training required by AFI 36-2651, Air Force Training Program. This includes Total Force Awareness Training and Expeditionary Skills Training, which are tracked at unit level. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable instructions. In accordance with AFMAN 11-202V1, the source AFMAN provides training frequency for these events unless an approved waiver has been authorized. See unit deployment manager to ensure compliance with additional non-aircrew specific training requirements.

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ or MR status must accomplish all applicable training requirements of the C-145A RTM, based on assigned FTL (A, B, or C). **(T-2)** See

the C-145A RTM for more detailed currency and volume flying requirements by FTL. MR aircrew will also comply with the following:

4.6.1.1. Aircraft Commanders will maintain currency IAW the C-145A RTM in either seat. **(T-2)** Emphasis should be on left seat flying. BAQ pilots will only accomplish mission events (i.e. semi-prep, short field operations, max effort takeoffs and landings) when under the direct supervision of an instructor pilot (IP). **(T-1)** AFI 11-2C-145A, Vol 3, further defines takeoff and landing policy. Copilots (CP) will maintain currency IAW MAJCOM-specific C-145A RTM in the right seat only. **(T-2)**

4.6.1.2. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations unless permitted by the RTM. Exception: With squadron commander approval, formal school instructors may log 50% of volume requirements and update currency with events accomplished by students under their direct supervision.

4.6.2. Flying Currency Event Definitions. See the C-145A RTM for complete annual volume and currency events and their definitions. Flight Surgeons will log currency IAW AFMAN 11-202V1 requirements.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

5.1.1. The flying time prerequisites for upgrade are based on the crew member having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs should ensure their continuation training programs emphasize these areas. Crew members should have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

Table 5.1. Minimum Hours Required to Upgrade to Aircraft Commander (T-2).

	Primary Aircraft Assigned (PAA) FLYING HOURS (Note 1)
1,500	50
500	100
Notes:	
1. PAA hours should include no more than 10% other time.	

5.2. Aircraft Commander Certification. Pilots will not fly as a pilot-in-command until certified as an aircraft commander IAW AFI 11-202, Vol 2, as supplemented by MAJCOM. (T-2)

5.2.1. Following completion of required training, pilots should be certified as an aircraft commander within 120 days unless extenuating circumstances exist.

5.2.2. Commanders may select pilots to be trained/certified as BAQ-only ACs.

5.3. Instructor Upgrade.

5.3.1. Unit commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. (T-2)

5.3.2. Minimum Hours Required to Upgrade to Instructor.

5.3.2.1. Instructor Pilot. Must have a minimum of 1,000 hours total time and meet one of the following requirements: (T-2)

5.3.2.1.1. At least 100 hours as an instructor/evaluator in an United States Air Force (USAF) manned fixed/rotary wing MDS with 50 hours of total time in the C-145A aircraft (T-2)

5.3.2.1.2. 100 total hours in the C-145A. (T-2)

5.3.2.2. Instructor Loadmaster. Must have a minimum of 600 hours total time and meet one of the following requirements: (T-2)

5.3.2.2.1. At least 100 hours as an instructor/evaluator in a USAF manned fixed/rotary wing MDS with 50 hours of total time in the C-145A aircraft (T-2)

5.3.2.2.2. 100 total hours in the C-145A. (T-2)

5.3.3. Ground and Flight Training Requirements. Before being designated an instructor, candidates should demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives. In addition, all candidates will adhere to the following:

5.3.3.1. Qualify in the applicable formal school instructor course for their crew position. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM SOI. (T-2) First time instructors must complete Flight Instructor Preparatory (FIP) course or equivalent. (T-2)

5.3.3.1.1. Instructor Requalification. Instructor candidates who were previously qualified as instructors in the C-145A may requalify directly to instructor status.

5.3.3.1.2. Instructor Transfers. Instructor candidates who were previously qualified as instructors in another AFSOC MDS aircraft may be trained in-unit at the discretion of the unit commander.

5.3.3.1.3. Crewmembers Previously Qualified as USAF Aircrew Instructors. With OG/CC approval, these crewmembers may upgrade in-unit without a secondary method training waiver. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions and C2. Training will be accomplished IAW MAJCOM approved SOI of instruction. (T-3)

5.4. Flight Examiner Upgrade. Before being designated as a flight examiner, candidates should demonstrate satisfactory knowledge of command training and evaluation policies and procedures. In addition, they should demonstrate the ability to administer an evaluation IAW AFI 11-2MDS, Vol 2. Conduct initial evaluator upgrade training IAW MAJCOM-approved guidance. Annotate certification on an AF Form 4348, *USAF Aircrew Certifications*, AF Form 1381, *USAF Certification of Air Crew Training*, or MAJCOM-approved substitute. (T-2)

5.5. Special Mission Qualifications and Instructor Certified Event Training. Special mission qualification and instructor certified events training may be completed in-unit without a waiver. Comply with the requirements of AFMAN 11-202V1, and this publication. Units will coordinate all in-unit developed courseware and syllabi with AFSOC/A3T for approval.

5.5.1. Special Mission Qualifications. The squadron commander should select aircrew members qualified in the unit's mission to maintain additional special qualifications. A flight evaluation is required for the below special mission qualifications. Aircrew members are not required to maintain currency in special mission events to maintain MR status.

5.5.1.1. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations IAW AFI 11-2C-145A, Volume 2, *C-145A Evaluation Criteria*. Upon completion of training and qualification, maintain currency IAW this publication and applicable RTMs. (T-2)

5.5.1.2. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 8 entries for all special mission qualification training completed during mission qualification.

Table 5.2. Special Mission Qualifications.

EVENT	Crew Position
NVG Low Level	Pilot

5.5.2. Instructor Certified Events. **Table 5.3** lists the events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed certification for an event. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW this publication and MAJCOM-approved AF Form 4111, *SOF/CSAR Training Record*, approved electronic equivalent, or SOI (if available). Aircrew will maintain currency IAW this publication and applicable RTM. (T-2)

5.5.2.1. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all **Table 5.3** training completed during mission qualification. (T-2)

Table 5.3. Instructor Certified Events.

EVENT	Crew Position
Military Free Fall	Pilot, LM
Static Line Personnel Airdrop	Pilot, LM
Formation	Pilot

5.5.2.1.1. High-Altitude Personnel Airdrop. Certifies aircrew to perform military free fall (MFF) airdrop operations. Training may be conducted in-unit, without a waiver, using the MAJCOM-approved SOI.

5.5.2.1.2. Static Line Personnel Airdrop. Certifies aircrew to perform static line personnel airdrop operations. Training may be conducted in-unit, without a waiver, using the MAJCOM-approved SOI.

5.5.2.1.3. Formation. Certifies aircrew to perform formation operations. Training may be conducted in-unit, without a waiver, using the MAJCOM-approved SOI.

MARK D. KELLY, Lt Gen, USAF
Deputy Chief of Staff, Operations

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

Privacy Act of 1974

Title 37, U.S.C. 301a, Incentive Pay: aviation career; Public Law 92-204, Appropriations Act for 1973; Public Law 93-570, Section 715

Appropriations Act for 1974; Incentive Pays and Continuation Bonus Program

Executive Order (E.O.) 9397 (SSN), as amended by E.O. 13478, Amendments to Executive Order 937 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008

AFI 11-202, Vol 1, *AFSOC Supplement, Aircrew Training*, 11 March 2013

AFI 11-202, Vol 2, *Aircrew Standardization and Evaluation Program*, 6 Dec 2018

AFI 11-202, Vol 2, *AFSOC Supplement 1, Aircrew Standardization/Evaluation Program*, 3 October 2019

AFI 11-202 Vol 3, *General Flight Rules*, 10 August 2016

AFI 11-2C-145A, Vol 2, *Aircrew Standardization/Evaluation Program*, 23 April 2015

AFI 11-2C-145A, Vol 3, *Operations Procedures*, 23 June 2015

AFI 33-360, *Publications and Forms Management*, 1 December 2015

AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, 25 June 2013

AFMAN 11-202, Vol 1, *Aircrew Training*, 27 September 2019

AFMAN 33-363, *Management of Records*, 1 March 2008

AFSOCI 36-2202, *Formal Aircrew Training Management*, 26 January 2016

Adopted Forms

AF Form 8/8A, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1381, *USAF Certification of Air Crew Training*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AC—Aircraft Commander

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AFR—Air Force Reserve

AFRC—Air Force Reserve Command
AFSC—Air Force Specialty Code
AFSOC—Air Force Special Operations Command
AFSOF—Air Force Special Operations Forces
ARMS—Aviation Resource Management System
ATD—Aircrew Training Device
ATS—Aircrew Training System
BAQ—Basic Aircraft Qualification
COMAFSOF—Commander Air Force Special Operations Forces
CSAR—Combat Search and Rescue
DO—Director of Operations
ETCA—Education and Training Course Announcements
FIP—Flight Instructor Preparatory
FTL—Flying Training Level
FTU—Formal Training Unit
IAW—In Accordance With
MAJCOM—Major Command
MDS—Mission Design Series
MFF—Military Free Fall
MQT—Mission Qualification Training
MR—Mission Ready
NMR—Non-Mission Ready
OG/CC—Operations Group Commander
OJT—On-The-Job Training
PAA—Primary Aircraft Assigned
PCS—Permanent Change of Station
RAP—Ready Aircrew Program
RTM—RAP Tasking Memorandum
SMT—Secondary Method Training
SOF—Special Operations Forces
SOI—Syllabus of Instruction
TX—Transition

USAF—United States Air Force

Terms

Ancillary Training—Universal training, guidance, or instruction, regardless of Air Force Specialty Code (AFSC), that contributes to mission accomplishment. It does not include functional, occupational, or additional duty training. Ancillary Training is divided into the following four categories: Annual Total Force Awareness Training, Selected Force Training, Event Driven Training, and Expeditionary Skills Training. See AFI 36-2651.

Basic Aircraft Qualification (BAQ) Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this manual. The aircrew member, when current, may perform the events in the BAQ table of the MDS-specific RTM.

Basic Mission Capable (BMC) Aircrew Member—An aircrew member who has satisfactorily completed IQT and MQT, and is maintaining 50 percent of the applicable mission qualification currency requirements of this manual. Basic mission capable crew members may perform primary crew duties on any unilateral training mission. For other missions, the squadron commander must determine the readiness of each basic mission capable crew member to perform primary crew duties.

Continuation Training—Ground and flight training events necessary to BAQ, BMC, or MR status. The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to perform unit's missions.

Conversion Training—Training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school initial qualification course. 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.

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Core Mission Events—A crew member must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's mission ready flying requirements. Loss of qualification in any core mission event results in loss of overall mission qualification.

Crew Resource Management (CRM)—Training concept that emphasizes crew effectiveness

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment.

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Training necessary to qualify an individual in a different tactic or system within the same aircraft.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP will occupy one of the pilot seats. For other crew positions, the instructor will be readily available to assume the primary duties if required.

Education and Training Course Announcements (ETCA)—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, clothing requirements and location information. <https://etca.randolph.af.mil/>

Event—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this manual.

Expeditionary Skills Training—A category of Ancillary Training. Training directly related to an Airman's ability to survive and operate in a contingency environment. Examples of expeditionary skills training include chemical, biological, radiological, and nuclear, and Self-Aid/Buddy Care.

Flying Training Level (FTL)—A standard assigned to crew members, based upon experience and Sq/CC recommendation, directing flying continuation training requirements.

Formal School Courseware—Training materials and programs developed for training crew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and applicable training forms related to the specific course. Training courses listed in ETCA. Formal courses may be conducted using secondary method training.

Initial Qualification Training (IQT)—Training needed to qualify a crewmember for basic crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Instructor-Certified Events—Specialized training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111 (or MAJCOM-approved substitute). Instructor-certified events are documented on the AF Form 4348 (or MAJCOM-approved equivalent).

Loadmaster—A crewmember fully qualified to perform loadmaster duties.

Mission Design Series (MDS)—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Events—The unit Defined Operational Capability Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

Mission Ready (MR) Aircrew Member—An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the command or unit operational mission.

Mission Qualification Training (MQT)—The training necessary to qualify a crewmember in a specific crew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status.

Non-current—Failure to meet the minimum prescribed currency requirements in a training period for a given event.

Non—Mission Ready (NMR)—Individual who is non-current in required continuation training or unqualified in the aircraft, or is not otherwise certified to perform the unit's mission(s). NOTE: BMC and BAQ crewmembers current, qualified, and appropriately certified are MR even though they may not be fully trained, qualified, or certified in all aspects of the unit's mission.

Primary Aircraft Authorization (PAA)—Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required for their assigned missions.

Proficiency—The degree of skill achieved from accomplishing a prescribed minimum number of training events to accomplish the unit's mission.

Requalification Training—Training required to qualify crew members in an aircraft or mission in which they have been previously qualified.

Secondary Method Training (SMT)—Formal training conducted at a location not designated as an FTU using formal school SOI and courseware.

Special Mission Events—Mission events not designated as a “core event.” Some MR/MC crew members will carry additional qualifications in special mission events. Squadron CC/DO will determine which crew members will be qualified in these special mission events. Squadron CC/DO will determine if special mission events have affected C-rating and report variations through Status of Resources and Training Systems.

Training Status—A deficient status in which a crew member must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crew member is removed from training status.

Transition Training (TX)—Shortened version of qualification training for aircrew members cross-flowing from another military aircraft to allow credit for acquired aviation proficiency.

Upgrade Training—Training to qualify/certify a crew member in a higher crew qualification (i.e., mission pilot, instructor, or evaluator).

Volume—For the purposes of this manual, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e., quarterly, semiannually, or annually).

Weapon System Trainer (WST)—Device that provides synthetic flight and tactics environment, in which aircrews learn, develop, improve, and integrate skills associated with their crew position. In this manual, WST and simulator are synonymous.