

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

**AIR FORCE MANUAL 11-2SAILPLANE,
VOLUME 1**



19 FEBRUARY 2020

Flying Operations

SAILPLANE AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 19 AF/DOV

Certified by: AF/A3T
(Maj Gen James A. Jacobson)

Supersedes: AFI11-2SAILPLANEV1,
30 April 2015

Pages: 34

This publication implements AF Policy Directive 11-2, *Aircrew Operations*, and AFMAN 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in Air Force sailplanes, including the TG-15, TG-16, and any other sailplane acquired to conduct Air Force-approved sailplane flying programs. This publication applies to all military members and civilian employees of the Regular Air Force. With the exception of the associate instructor pilot program, this publication does not apply to military members and civilian employees of the Air Force Reserve and Air National Guard. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) listed above using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command to 19th AF Standardization and Evaluation Division (19 AF/DOV). 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 Air Force Instruction (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. 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. This publication may be supplemented at any level. Per AFI 11-200, *Aircrew Training, Standardization/ Evaluation, and General Operations Structure*, major

commands (MAJCOM) will coordinate proposed MAJCOM-level supplements to this volume through 19 AF/DOV to USAF/A3T prior to publication. Field units below MAJCOM level will coordinate copies of their supplements with their parent MAJCOM OPR prior to publication. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include compliance with the Secretary of the Air Force publication guidance to reduce regulatory information, reduction of abbreviations, and conversion from an Air Force instruction to an Air Force manual.

Chapter 1—GENERAL GUIDANCE	5
1.1. Overview.	5
1.2. Roles and Responsibilities.	5
1.3. Phases of Training.	6
1.4. Training Concepts and Policies.	7
1.5. Training Records and Reports.	7
1.6. Pilot Utilization.	7
1.7. Aircrew Graduate Evaluation Program.	8
Chapter 2—INITIAL QUALIFICATION TRAINING	9
2.1. General.	9
2.2. Prerequisites.	9
2.3. Ground Training.	9
2.4. Flying Training.	9
2.5. Basic Aircraft Requalification Training.	9
2.6. Conversion and Difference Qualification.	10
2.7. Multiple Qualification.	10
2.8. Senior Officer Qualification.	10
2.9. Flying Training Wing Key Personnel.	10
2.10. Flight Surgeon Qualification.	10
2.11. Indoctrination Flier Training.	11

Chapter 3—MISSION QUALIFICATION TRAINING 12

3.1.	General.....	12
3.2.	Prerequisites.	12
3.3.	Ground Training.	12
3.4.	Flying Training.	12
3.5.	Sorties.	12
3.6.	Loss of IP Qualification.	12
3.7.	Loss of Mission Ready/Basic Aircraft Qualification Status.	12
3.8.	Instructor Requalification Training.	13

Chapter 4—CONTINUATION TRAINING 14

4.1.	General.	14
4.2.	Training Cycle.	14
4.3.	Quarterly Meetings.	14
4.4.	Minimum Training Requirements.	14
4.5.	Multiple Qualification Requirements.	14
4.6.	Periodic Situational Emergency Procedures Training (SEPT).	14
4.7.	Flight Surgeon (Flight Surgeon) Requirements.	15
4.8.	Indoctrination Flier Training.	15
4.9.	Ground Training Requirements.	15
4.10.	Flying Training Requirements and Currencies.	15
4.11.	Restrictions.	16
Table 4.1.	Pilot Ground Training Requirements.	16
Table 4.2.	Sailplane Pilot Currency Requirements.	17
Table 4.3.	Annual Sailplane Pilot Sortie and Event Requirements.....	18
4.12.	Failure to Accomplish Requirements.	18
4.13.	Loss of Currency and Recurrency.	18
4.14.	Recurrency of Events Affecting Basic Aircraft Qualification.	18
4.15.	Prorating Requirements.	19

Chapter 5—SPECIALIZED TRAINING	20
5.1. General.....	20
5.2. Buddy Instructor Pilot Training.	20
5.3. Pilot Instructor Training IP Certification Training.	21
5.4. Phase Check Pilot Certification Training.	21
5.5. Spin IP Training.	22
5.6. Functional Check Flight Pilot Training and Program Requirements.	22
5.7. Parade Field Landing Certification Training.	23
5.8. Cross-Country Pilot Certification Training.	23
5.9. Cross-Country IP Certification Training.	25
5.10. Mountain Wave Pilot Certification Training.	25
5.11. Advanced Maneuvers Pilot Certification Training.	26
5.12. Advanced Maneuvers IP Certification Training.	26
5.13. Aerobatic Pilot Certification Training.	26
5.14. Aerobatic IP Certification Training.	27
5.15. Demonstration Pilot.	27
5.16. Assembly and Disassembly Certification Training.	27
5.17. Smoke Handling Certification Training.	27
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	29
Attachment 2—TRAINING SORTIES AND EVENTS	33

Chapter 1

GENERAL GUIDANCE

1.1. Overview. This publication provides guidance for training United States Air Force aircrews in sailplane operations. **Note:** *The three volume set of instructions (AFI) for this aircraft are being converted to manuals (AFMAN) and references within are to the currently published AFIs. Readers are warned that the aircraft specific AFI volumes will be converted in the near future. To ensure locating the right guidance, users should “Search Products” on the e-Publishing website without using the preceding “AFI” designation in the search box (e.g.: use “11-2sailplane” versus “AFI11-2sailplane”).*

1.2. Roles and Responsibilities.

1.2.1. The 19th Air Force, Directorate of Operations (19 AF/DO) will:

1.2.1.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include 19 AF/DOV and applicable MAJCOM representatives.

1.2.1.2. Process all change requests, review unit waiver requests, and collect end-of-cycle reports.

1.2.1.3. Determine training requirements.

1.2.1.4. Review subordinate unit supplements and training programs.

1.2.2. Wings and Group Commanders will:

1.2.2.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support. **(T-2).**

1.2.2.2. Develop programs to ensure training objectives are met. **(T-2).**

1.2.2.3. Forward copies of unit training programs, all waiver requests, and unit supplements to the 19th AF Undergraduate Training Division (19 AF/DOU) for coordination. **(T-2).**

1.2.2.4. Review programs and supplements annually. **(T-2).**

1.2.2.5. Identify and report end-of-cycle training shortfalls semi-annually to 19 AF/DOU. **(T-2).**

1.2.3. Squadron Commanders will:

1.2.3.1. Manage squadron continuation training and flying hour program to ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members. **(T-2).**

1.2.3.2. Develop instructor development (ID) sortie profiles that detail the minimum events and currency maneuvers aircrew must accomplish on each sortie. **(T-2).**

1.2.3.3. Ensure training and evaluation records of newly assigned pilots and those completing formal training are reviewed to determine the training required to achieve qualification/certification and to ensure provisions of this publication have been met. **(T-2).**

1.2.3.4. Brief new pilots on their responsibilities and program policies before the new pilot accomplishes the unit mission and any student training. **(T-2).** **Note:** The squadron director of operations may conduct this briefing if the squadron commander is not available.

1.2.3.5. Review completed training documentation, assign qualified individuals to a training status, and certify trained and qualified individuals to mission ready, instructor pilot (IP) status. **(T-2).** **Note:** The squadron director of operations or assistant director of operations may fly this sortie if the squadron commander is not available.

1.2.3.6. Report end-of-cycle training deficiencies through the flying training group. **(T-2).**

1.2.4. Squadron or Flight Training Officer will:

1.2.4.1. Maintain training folders. **(T-2).** Electronically generated training folders may be used.

1.2.4.2. Update the squadron commander monthly on the status of all personnel in training to include an estimated completion date for each person. **(T-2).**

1.2.4.3. Supervise overall scheduling, training, and progress of the Buddy IP program. **(T-2).** On a case-by-case basis, assign additional training sorties tailored to correct the new pilot's deficiencies (or emphasis areas) if required. **(T-2).**

1.2.4.4. Inspect all completed training folders on aircrew who have completed the Buddy IP program requirements and forward the folders through the squadron commander or appropriate certifying official. **(T-2).**

1.2.5. Individual aircrew members will:

1.2.5.1. Hand-carry all available training records to assist the gaining unit in assessing certifications and training requirements. **(T-1).**

1.2.5.2. Be responsible for completion of training requirements and currencies within the guidelines of this publication. **(T-2).**

1.2.5.3. Participate only in ground and flying activities for which they are qualified, current, and prepared. **(T-2).**

1.3. Phases of Training.

1.3.1. Initial Qualification Training. This training is necessary to qualify aircrew for duties in a sailplane without regard for the unit's operational mission. See **Chapter 2** for Initial Qualification Training program requirements. The maximum completion time for Initial Qualification Training will be in accordance with the applicable Initial Qualification Training syllabus. **(T-2).**

1.3.2. Mission Qualification Training. This training is necessary to qualify aircrew for the unit's mission or local area requirements. MAJCOMs may incorporate this training into MAJCOM-approved Initial Qualification Training syllabi. See **Chapter 3** for Mission Qualification Training program requirements.

1.3.3. Continuation Training. This training is necessary for qualified aircrew to maintain their level of proficiency, increase flight certifications, and develop as instructors. It provides minimum ground and flight training requirements. Individual pilot Continuation Training

requirements are based on unit assignment as inexperienced or experienced. See [Chapter 4](#) for Continuation Training program requirements.

1.3.3.1. Experienced or Inexperienced Designation. Squadron Commanders will designate all pilots as experienced or inexperienced, as follows: (T-2).

1.3.3.1.1. Experienced Pilots. An IP who has completed the Buddy IP Program, and has either 100 total instructional sorties (cadet IPs), 50 total instructional sorties (rated IPs without prior IP experience), or 25 instructional sorties (rated IPs with prior IP experience and civilian employee IPs). (T-2).

1.3.3.1.2. Inexperienced Pilots. Units will consider pilots who do not qualify as experienced according to [paragraph 1.3.1.1.1](#) and pilots not certified as experienced by the squadron commander as inexperienced. (T-2).

1.3.4. Specialized Training. This training is necessary to carry out the unit's assigned missions but is not required of every crewmember. Examples of specialized training include, spin IP, functional check flight (FCF) pilot, and cross-country pilot. Individuals recognized by the unit will accomplish appropriate formal course training to certify personnel in these specialized areas, and will comply with locally developed syllabi and training programs. See [Chapter 5](#) for specialized training program requirements.

1.4. Training Concepts and Policies.

1.4.1. Units will train every assigned or attached pilot to mission ready status. (T-3). The Flying Training Group Commander may approve training for individual pilots to basic aircraft qualified if there is minimal impact to the mission and resources are available to support required nonmission sortie and event requirements. Document this authorization in the individual's training folder. (T-2).

1.4.2. Night and night vision goggle training are not authorized. (T-1).

1.4.3. Instrument flight rules training is not authorized. (T-1).

1.5. Training Records and Reports. Units will:

1.5.1. Maintain aircrew records for individual training and evaluations according to AFMAN 11-202, Volume 1; AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and the records disposition schedule. (T-2). Training folders referenced in this publication, may be electronic utilizing Graduate/Training Integration Management System (GTIMS/TIMS).

1.5.2. For each aircrew certification, units will maintain documentation on an AF Form 4348, *USAF Aircrew Certifications*, or GTIMS/TIMS equivalent, according to AFI 11-202, Volume 2. This includes certifications maintained in other locations such as supervisor of flying. (T-2). Corresponding training records maintained during the certification process shall be retained a minimum of six months after the AF Form 4348 is signed then may be archived or disposed of in accordance with the records disposition schedule. (T-2).

1.6. Pilot Utilization.

1.6.1. Commanders will ensure assigned pilots fill only authorized positions listed in unit manning documents and properly designated pilot status. (T-2). The objective is for pilots to perform only operations-related duties. Supervisors may assign pilots to valid, short-term

tasks, but should weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.6.2. Duties required by various publications that may be assigned to aircrew position indicator 1 pilots are quality assurance evaluator, programmer, safety officer, supervisor of flying, mobility officer, training, aircrew flight equipment officer, and duties directly related to flying operations. Aircrew in aircrew position indicator 1 positions will not be attached to wing staffs or hold wing staff positions unless wing pilot manning is 100 percent or better. **(T-2)**. Commanders will ensure wing staff pilots perform duties justified in MAJCOM manpower standards documents and authorized in the unit manning document. **(T-2)**.

1.7. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus and AFMAN 11-202, Volume 1, for aircrew graduate evaluation procedures.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General.

2.1.1. This chapter outlines the Initial Qualification Training program for all sailplane aircrew. On completion of the program, pilots will be qualified in accordance with AFI 11-202, Volume 2, and AFI 11-2SAILPLANE, Volume 2, *Sailplane Aircrew Evaluation Criteria*, as first pilots. **Note:** Only one combined evaluation is required when pilots complete Mission Qualification Training in conjunction with Initial Qualification Training.

2.1.2. Except in unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with a minimum of interruption, and complete training within the time specified by the syllabus. **(T-2)**. Failure to complete training within the specified time limit requires notifying the gaining commander of the individual's name and grade, reason for delay, planned actions, and estimated completion date. **(T-2)**.

2.1.3. Completion of Initial Qualification Training qualifies the pilot to act as pilot-in-command of a sailplane under day visual flight rules.

2.2. Prerequisites. Before entering Initial Qualification Training, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFMAN 11-202, Volume 1. **(T-2)**. Each aircrew member must comply with the appropriate formal course training prerequisites prescribed in education and training course announcements, available at <https://cs2.eis.af.mil/sites/app10-ETCA/>

2.2.1. All personnel maintaining flying status will meet the physical examination and physiological training requirements in AFMAN 11-202, Volume 1, before flying. **(T-2)**.

2.2.2. United States Air Force Academy cadets must have completed the basic soaring course. **(T-2)**. **Exception:** 19 AF/DO may authorize individual cadets to enter Initial Qualification Training without completing the basic soaring course.

2.2.3. Civilian employee pilots must maintain a Federal Aviation Administration flight instructor certificate with glider category rating. **(T-2)**.

2.3. Ground Training. Ground training will follow the current formal course school courseware and syllabi flow. **(T-2)**.

2.4. Flying Training. Pilots will successfully complete all formal course syllabus mission objectives and tasks except as provided for in the formal course syllabus. **(T-2)**. Additional training due to student nonprogression is only available within the constraints of the formal course syllabus. Pilots may satisfy Mission Qualification Training and specialized training requirements during Initial Qualification Training if the appropriate IP is available, and the formal course training allows.

2.5. Basic Aircraft Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months ([paragraph 4.14](#)). Follow the requalification guidance in AFMAN 11-202, Volume 1, and [paragraph 3.8](#) of this publication. **(T-2)**.

2.6. Conversion and Difference Qualification. Conversion qualification follows the formal course qualification syllabus. Once a pilot is sailplane qualified, difference qualification is authorized for any additional sailplane qualification. The formal course syllabi identify the minimum difference training. No other difference training is authorized. (T-2).

2.7. Multiple Qualification. Qualification in more than one sailplane mission design series is authorized for any sailplane pilot in accordance with AFMAN 11-202, Volume 1. Multiple qualifications involving other than a sailplane mission design series is authorized in accordance with AFMAN 11-202, Volume 1, and requires completion of Initial Qualification Training as specified in this chapter. (T-2). **Note:** Difference qualification is authorized in [paragraph 2.6](#).

2.8. Senior Officer Qualification. Comply with the guidance provided in AFI 11-401, Aviation Management, and AFMAN 11-202, Volume 1. (T-2). Flying training Wing Commanders will be fully qualified IPs and have a completed AF Form 8, *Certificate of Aircrew Qualification*, according to the requirements of AFI 11-401, *Aviation Management*, and AFI 11-2SAILPLANE, Volume 2. (T-2).

2.9. Flying Training Wing Key Personnel.

2.9.1. Wing Commanders, Wing Vice Commanders, Flying Training Group Commander and Flying Training Group Deputy Commanders will complete Initial Qualification Training and Mission Qualification Training in their primary mission aircraft. (T-2).

2.9.2. Wing Flight Safety Officers will complete Initial Qualification Training and Mission Qualification Training in their primary mission aircraft. There will be at least one Flight Safety Officer for each primary mission aircraft. (T-2).

2.9.3. The Flying Training Group Commander and deputy Flying Training Group Commanders will be instructor qualified and maintain flight examiner certification in their primary mission aircraft. (T-2).

2.10. Flight Surgeon Qualification. In addition to AFMAN 11-202, Volume 1, Flight Surgeon training will consist of the following:

2.10.1. Ground training will include:

2.10.1.1. Aircraft general review. (T-2).

2.10.1.2. An emergency procedures review with an IP. (T-2).

2.10.1.3. One-time cockpit/crew resource management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*. (T-2).

2.10.1.4. Aircrew flight equipment and procedures training in accordance with AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. (T-2).

2.10.1.5. Egress training, nonejection seat in accordance with AFI 11-301, Volume 1. (T-2).

2.10.1.6. Flight Surgeon qualification examination completion according to AFI 11-202, Volume 2. (T-2).

2.10.2. For flying training, upon completion of ground training a Flight Surgeon is qualified to occupy either cockpit with an IP at the other set of controls. Flight Surgeons will not operate the controls during critical phases of flight. (T-2).

2.11. Indoctrination Flier Training. Units will document indoctrination flier training on a unit-developed checklist. **(T-2).** Indoctrination fliers will accomplish the following initial checkout:

2.11.1. A review with an IP of the applicable sailplane flight manuals (Technical Order [TO] 1G-15(T)-1, *Flight Manual – USAF Series TG-15A/B Sailplanes* or TO 1G-16(T)-1, *Flight Manual – USAF Series TG-16A Sailplane*); AFI 11-2SAILPLANE, Volume 3, *Sailplane Operations Procedures*; and unit supplements. **(T-2).**

2.11.2. Egress training according to AFI 11-301, Volume 1. **(T-2).**

2.11.3. An aircraft cockpit review of crew coordination, checklist use, emergency procedures applicable to aircrew position, operation of aircraft equipment, and aircraft characteristics. **(T-2).**

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General.

3.1.1. Mission Qualification Training upgrades pilots who have completed Initial Qualification Training to mission ready status as a sailplane IP, qualified to instruct Initial Qualification Training. Mission Qualification Training is normally conducted in conjunction with Initial Qualification Training ([paragraph 2.1.1](#)) in each sailplane. At the completion of Mission Qualification Training, the squadron commander certifies the pilot as an mission ready instructor pilot. (T-2).

3.1.2. Pilots who complete Mission Qualification Training are basic mission capable according to AFMAN 11-202, Volume 1, and will not be designated mission ready until certification by the squadron commander. (T-2).

3.1.3. Pilots must complete Mission Qualification Training within the training time prescribed in the formal course syllabus. (T-3). The Flying Training Group commander is waiver authority for training time extensions. Units will document this waiver in the individual's training folder. (T-2). Units may consider Mission Qualification Training complete after successful completion of a sailplane mission evaluation in accordance with AFI 11-2SAILPLANE, Volume 2.

3.2. Prerequisites. Pilots must complete Initial Qualification Training before beginning Mission Qualification Training. (T-2). Before entering Mission Qualification Training, each aircrew member must comply with prerequisites in the appropriate formal course training syllabus and AFMAN 11-202, Volume 1. (T-2).

3.3. Ground Training. Units will maintain lesson plans for Mission Qualification Training ground training. (T-2). When Mission Qualification Training is not conducted in conjunction with Initial Qualification Training, minimum ground training will consist of the IP ground training required by the formal course syllabus. (T-2).

3.4. Flying Training. When Mission Qualification Training is not conducted in conjunction with Initial Qualification Training, complete the instructional sorties required by the formal course instructor syllabus. (T-2).

3.5. Sorties. When Mission Qualification Training is not conducted in conjunction with Initial Qualification Training, units will log Mission Qualification Training sorties as mission support sorties. (T-2). Pilots may credit Mission Qualification Training sorties and events against Continuation Training sortie and event requirements for the upgrade pilot during the training cycle in which they are flown.

3.6. Loss of IP Qualification. Failure of a mission evaluation, a commander-directed downgrade, or failure to perform sailplane instructor duties according to [paragraph 3.7](#) results in loss of IP qualification. To regain IP qualification, pilots must successfully complete an evaluation according to AFI 11-202, Volume 2, and AFI 11-2SAILPLANE, Volume 2. (T-2).

3.7. Loss of Mission Ready/Basic Aircraft Qualification Status.

3.7.1. Pilots will be placed in non-mission ready/non-basic aircraft qualification status if they:

3.7.1.1. Fail any flight evaluation. (T-2). To regain IP status, the IP must successfully reaccomplish the failed flight evaluation according to AFI 11-202, Volume 2, and AFI 11-2SAILPLANE, Volume 2. (T-2).

3.7.1.2. Fail a qualification written examination. (T-2). To regain IP status, the IP must successfully reaccomplish the failed examination. (T-2).

3.7.1.3. Fail to complete minimum requirements according to [Table 4.1](#) and AFMAN 11-202, Volume 1. (T-2). To regain mission ready/basic aircraft qualification status, pilots must successfully complete the required event. (T-2).

3.7.1.4. Failing to complete the Instructor Development (ID) sorties required by [Table 4.3](#) (T-2). See [paragraph 4.12](#) to regain IP status. (T-2).

3.7.2. If an IP becomes noncurrent in an event or sortie listed in [Table 4.2](#), IP status may be retained, but the IP will not instruct in that event or sortie until the required currency is regained. (T-2). Supervision by another IP is required to regain currency. (T-2).

3.7.3. Non-mission ready/Non-basic aircraft qualified pilots will not act as pilot-in-command. (T-1).

3.8. Instructor Requalification Training. For all aircrew personnel, except flight surgeons, requalification requirements follow the Requalification Training guidance in AFMAN 11-202, Volume 1. A flight evaluation completes the requalification process according to AFI 11-2SAILPLANE, Volume 2. (T-2).

3.8.1. [Table 4.2](#) lists the currency items affecting qualification.

3.8.2. When authorized by AFMAN 11-202, Volume 1, and approved by the Flying Training Group Commander, pilots may complete a locally generated training program. For locally generated training, the unit will develop an individual program, taking into account the pilot's previous experience and currency. (T-2).

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training and currencies required for sailplane-qualified aircrew, and provides for development of individual IPs through additional certifications, and instructor development (ID) sorties. Units may direct additional training in a supplement to this publication.

4.2. Training Cycle. There is one annual training cycle: 1 June to 31 May.

4.3. Quarterly Meetings.

4.3.1. Continuation Training Meetings. Commanders will direct and supervise quarterly Continuation Training meetings. **(T-2).** The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge. A CRM topic or scenario will be discussed in each Continuation Training meeting referring to CRM core concepts from AFI 11-290. **(T-2).** Commanders will also chair a monthly Continuation Training meeting for Inexperienced IPs and those in the Buddy IP program. **(T-2).** **(Note:** The regularly scheduled squadron quarterly Continuation Training meeting fulfills the requirement for that month's meeting.)

4.3.2. IP Meetings. Commanders will direct and supervise quarterly IP meetings. **(T-2).** Commanders will use these meetings to discuss standardization, instructional techniques, grading practices, and recent trends. These meetings may be combined with Continuation Training meetings if all topics are adequately covered.

4.3.3. Attendance. All pilots will attend Continuation Training meetings and all IPs will attend IP meetings. **(T-2).** The unit will determine a method to track Continuation Training and IP meeting attendance as part of the go/no-go process for flight. **(T-2).** Individuals who are not available for Continuation Training or IP meetings will read the meeting minutes or be briefed by an operations supervisor before their next flight. **(T-2).**

4.4. Minimum Training Requirements. Training accomplished during Initial Qualification Training, Mission Qualification Training and Buddy IP training may be credited toward Continuation Training requirements for the training cycle in which it was accomplished.

4.5. Multiple Qualification Requirements. Individuals qualified in more than one mission design series (other than sailplanes) will complete all of the flying training requirements of this chapter in a sailplane. **(T-2).**

4.6. Periodic Situational Emergency Procedures Training (SEPT).

4.6.1. All pilots will accomplish semiannual Emergency Procedures and CRM training based on experience level as described in [paragraph 1.3.3.1](#) and as prescribed in [Table 4.1](#) **(T-2).**

4.6.2. If semiannual requirements are not met, pilots will not fly until the SEPT is accomplished. **(T-2).**

4.6.3. The SEPT administered by an IP must include:

4.6.3.1. All critical action procedures and selected noncritical action emergencies from Section III of the applicable flight manuals. **(T-2).**

4.6.3.2. At least one CRM practice scenario briefed, accomplished, and debriefed, using CRM core concepts from AFI 11-290. (T-2).

4.6.3.3. All Special Interest Items. (T-2).

4.6.3.4. Any additional local items as determined by the squadron commander. (T-3).

4.6.4. Preferably, accomplish SEPT one-on-one, but small, flight-sized groups are allowed so all members can participate to the full extent and share equal time responding to emergency situations.

4.6.5. Teaching SEPT may satisfy semiannual SEPT requirement for the IP who administers the training.

4.7. Flight Surgeon (Flight Surgeon) Requirements.

4.7.1. Flight Surgeons will complete the minimum requirements according to [Table 4.1](#). (T-2). **Exception:** CRM training is a one-time requirement in the primary assigned aircraft.

4.7.2. Flight Surgeons will accomplish continuation training in accordance with AFMAN 11-202, Volume 1. (T-2). Flight Surgeons will not accomplish night sortie requirements in sailplanes. Flight Surgeons will regain currency by complying with [paragraph 2.10.1.2](#) of this publication. (T-2).

4.8. Indoctrination Flier Training. Indoctrination fliers will complete an annual ground training program to include review of aircraft systems, emergency procedures, and egress training according to AFI 11-301, Volume 1 and [paragraph 2.11](#) of this publication. (T-2). They will complete monthly boldface testing. (T-2). Indoctrination fliers are exempt from other periodic flying requirements.

4.9. Ground Training Requirements. AFMAN 11-202, Volume 1, and [Table 4.1](#) summarize sailplane pilot ground training requirements. For ground training prescribed by other publications, units should reference those publications for the latest requirement. Units may credit initial ground training accomplished during Initial Qualification Training and Mission Qualification Training toward Continuation Training requirements for the training cycle in which it was accomplished.

4.10. Flying Training Requirements and Currencies. All pilots will maintain currency requirements as applicable in [Table 4.2](#) and sortie/event requirements as applicable in [Table 4.3](#). The Flying Training Group Commander (the 19 AF/DOV chief for a MAJCOM flight examiner) is the waiver authority for these requirements. Document this waiver in the individual's training folder. (T-2).

4.10.1. Pilots will only credit completion of requirements and update currencies when they complete events and currency items in accordance with [Attachment 2](#). (T-2). Flight surgeon currency/re-currency will be accomplished in accordance with AFMAN 11-202, Volume 1. (T-1).

4.10.2. Any pilot not meeting currency requirements will not perform the sortie or event except under the supervision of an IP. (T-2). Commanders will ensure recurrency training is documented in the individual's training folder. (T-2).

4.10.3. An ID sortie must be flown dual. (T-2). Pilots may accomplish ID sorties in any unit-assigned aircraft. On dual sorties, both pilots may log an ID sortie, but only if they both complete the minimum requirements. (T-2).

4.11. Restrictions. Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. (T-2).

Table 4.1. Pilot Ground Training Requirements.

I T E M	A	B	C	D
	Subject (note 1)	Frequency	Prescribing Directives	Grounding
1	Flight Physical	455 days	AFI 44-170, <i>Preventive Health Assessment</i> ; AFI 48-123, <i>Medical Examinations and Standards</i>	Yes
2	Physiological training	60 Months	AFI 11-403, <i>Aerospace Physiological Training Program</i>	Yes
3	Emergency egress training, nonejection seat (LL03)	Every 12 months	AFI 11-301, Volume 1	Yes
4	Emergency parachute training (SS06)	Every 12 months (note 2)	AFI 11-301, Volume 1	Yes
5	Aircrew Qualification (Form 8A, <i>Certificate of Aircrew Qualification (Multiple Aircraft)</i>)	Every 17 months	AFI 11-2SAILPLANE, Volume 2	Yes
6	CRM training	Every 12 months	AFI 11-290	Yes
7	Aircrew flight equipment familiarization (LL01)	Once per base	AFI 11-301, Volume 1	Yes
8	Aircrew flight equipment Training (LL06)	Every 12 months	AFI 11-301, Volume 1	Yes
9	Local area survival training (SS01)	Once per base	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	Yes
10	Noncombat survival training (SS04)	Every 36 months	AFI 16-1301	No
11	Water survival refresher (SS05)	Every 36 months	AFI 16-1301	No
12	Situational emergency procedures training	Every 6 months	AFMAN 11-2SAILPLANE, Volume 1	Yes
13	Boldface and operation limits testing (note 3)	Monthly	AFMAN 11-2SAILPLANE, Volume 1	Yes
14	Antihijacking training	Every 24 months	AFI 13-207, <i>Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)</i>	No

I T E M	A	B	C	D
	Subject (note 1)	Frequency	Prescribing Directives	Grounding
15	Marshalling test	Once per base	AFI 11-218, <i>Aircraft Operations and Movement On The Ground</i>	No
16	Air Card Training (note 3)	36 Months	AFI 11-253, <i>Managing Off-Station Purchases of Aviation Fuel and Ground Services</i>	No
17	Flight Surgeon written exam (Flight Surgeon only)	17 Months	AFI 11-202, Volume 2	Yes
Notes: 1. This is a consolidated list based on other directive publications. Units will comply with grounding/frequency requirements of most restrictive guidance when differences exist between this publication and the prescribing directives. 2. When required for certification. 3. An unsatisfactory boldface examination will result in grounding until successful reaccomplishment. (T-2) . Operation limits are correctable to 100 percent.				

Table 4.2. Sailplane Pilot Currency Requirements.

I T E M	A	B		C	D
	Sortie/Event	Currency		Affects Basic Aircraft Qualification	Note
		Inexperienced	Experienced		
1	Takeoff	30 days	60 days	Yes	
2	Landing	30 days	60 days		
3	Spin prevent	30 days	60 days		
4	Spin	180 days			
5	Aerobatic/Advanced Maneuvers profile	60 days	90 days	No	1
6	Mountain wave profile	-	2 years		1
7	Cross-country profile	-	1 year		1
8	Oxygen flight	-	1 year		1
9	FCF profile	-	180 days		1
Note:					
1. Only required for certified pilots.					

Table 4.3. Annual Sailplane Pilot Sortie and Event Requirements.

I T E M	A	B	C	D	
	Requirements	Period	Basic Aircraft Qualification	Mission Ready	
				Inexperienced	Experienced
Sorties					
1	Total sorties	Annual	48	48	24
2	ID sorties	Annual	-	8	4
3	Instructional sorties	Annual	-	32	16
Events					
4	Landings	Annual	16	16	8
5	Stall series	Annual	16	16	8
6	Slow flight	Annual	16	16	8
7	Simulated rope break	Annual	4	4	2

4.12. Failure to Accomplish Requirements. Pilots who fail to complete annual training requirements according to [Table 4.1](#) and [Table 4.3](#) and minimum mission ready or basic aircraft qualification Continuation Training requirements according to AFMAN 11-202, Volume 1, will not fly in the new training cycle until a review is completed to determine the cause of the deficiency and if the pilot requires any additional training in the new training cycle. **(T-2)**. If an IP fails to complete an ID sortie, then additional training must include the delinquent ID sortie prior to performing instructor duties. **(T-2)**.

4.12.1. The Flying Training Group Commander (or the 19 AF/DOV chief for a command flight examiner) is the reviewer and waiver authority. The reviewer should consider the type and magnitude of the deficiency and the pilot's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. Document this waiver, with justification, in the individual's training folder and report these training cycle shortfalls to 19 AF/DOU. **(T-2)**.

4.12.2. Refer to [paragraph 4.15](#) for guidance on prorating requirements. Refer to AFMAN 11-402, *Aviation and Parachutist Service*, for guidance on aviation service suspension when failure to complete requirements is for causes entirely within the member's control. **(T-1)**.

4.12.3. The minimum additional training will include all deficient sorties and events with appropriately certified IP supervision. **(T-2)**.

4.13. Loss of Currency and Recurrency. Unless otherwise restricted, pilots may log and update currencies during any sortie (including student sorties) if the maneuver or item is demonstrated. All flying currencies/events must be logged in the aircraft. If a pilot loses an event currency, he or she will not perform that event except for the purpose of regaining currency under the supervision of a current and qualified instructor. **(T-2)**.

4.14. Recurrency of Events Affecting Basic Aircraft Qualification. The events described in this paragraph affect basic aircraft qualification in accordance with [Table 4.2](#). **(T-2)**. Loss of currency exceeding 6 months in any category will result in unqualified status requiring requalification according to AFI 11-202 Volume 1 and [paragraph 3.7](#) **(T-2)**. Loss of currency up

to 6 months will require recurrency training in accordance with this paragraph. (T-2). Timing starts from date of event currency expiration.

4.14.1. Takeoff or Landing Recurrency.

4.14.1.1. For noncurrent 1 to 30 days, regain takeoff or landing currency by accomplishing a takeoff and landing under the supervision of a current IP. (T-2).

4.14.1.2. For noncurrent 31 to 90 days, regain takeoff or landing currency by accomplishing 2 takeoffs and 2 landings under the supervision of a current IP, and an IP-supervised normal and emergency procedures review session (SEPT). (T-2).

4.14.1.3. For noncurrent 91 to 180 days, regain currency by accomplishing the following:

4.14.1.3.1. Three IP-supervised sorties. (T-2). One sortie will be a spin sortie. One sortie will be an ID sortie with a current IP. The third sortie can be either an ID sortie or a pattern tow with a current IP. Accomplish a takeoff and landing on each sortie. Sorties may be flown in any order.

4.14.1.3.2. The open and closed book qualification written examinations. (T-2).

4.14.1.3.3. An AFI 11-2SAILPLANE Volume 2 emergency procedures evaluation. (T-2). AF Form 8, or AF Form 8A, documentation is not required.

4.14.2. Spin Prevent Recurrency.

4.14.2.1. For noncurrent 1 to 30 days, regain spin prevent currency by accomplishing a spin prevent under the supervision of a current IP. (T-2).

4.14.2.2. For noncurrent 31 to 90 days, regain spin prevent currency by accomplishing a spin IP-supervised spin procedures review session, and two spin prevents (in opposite directions) under the supervision of a current IP. (T-2).

4.14.2.3. For noncurrent 61 to 180 days, comply with [paragraph 4.14.1.3](#) of this publication. (T-2).

4.14.3. Spin Recurrency. For noncurrent 1 to 180 days, regain spin currency by accomplishing a minimum of two spin recoveries (one in each direction) under the supervision of certified spin IP. (T-2).

4.15. Prorating Requirements. At the end of the training cycle, the squadron commander may prorate training requirements according to AFMAN 11-202, Volume 1, if the aircrew member was not available. The commander may consider extended periods (more than 15 days) of adverse weather, periods when the aircraft are not available for normal training, and periods of cadet nonenrollment in soaring courses as nonavailability.

Chapter 5

SPECIALIZED TRAINING

5.1. General.

5.1.1. Specialized training upgrades qualified aircrew members to pilot instructor training IP, spin IP, FCF pilot, or other specialized mission skills. Units may tailor these programs for all crewmembers based on experience, currency, documented performance, and formal training. Units will document all Specialized Training certifications on the AF Form 4348 or electronic GTIMS/TIMS equivalent, to include those certifications that are unit-specific. **(T-2).**

5.1.2. The squadron commander will approve entry into all specialized training programs and certify pilots following training completion. **(T-2).** Except where noted below, certifications for specialized training in any unit-assigned aircraft is valid for all unit-assigned aircraft.

5.1.3. Except where a formal course is required by this publication, specific training guidance, procedures, policy, and requirements for specialized training are described in locally developed syllabi. Ground training will precede flying training. **(T-3).**

5.1.4. All maneuvers flown in aerobatic training and competition are derived from International Aerobatic Club official contest rules and the Aresti System™ Glider Aerobatic Figures catalog (located at <http://www.arestisystem.com>). Aerobatic maneuver certification allows pilots to combine certified maneuvers.

5.2. Buddy Instructor Pilot Training. Units will assign new IPs to experienced Buddy IP sponsors who will monitor the new IP's performance and provide guidance in all IP duties until the new IP has completed the ground and flying training requirements of this paragraph. **(T-2).** The squadron commander may tailor Buddy IP program requirements for rated pilots with previous instructor experience. Units will document these requirements in the individual's training folder. **(T-2).**

5.2.1. Prerequisite. Mission Qualification Training complete. **(T-2).**

5.2.2. Ground Training. Before flying with students, the unit will ensure each new IP is briefed on the Buddy IP program requirements. **(T-2).** During the Buddy IP program, the unit will ensure each new IP is briefed on unit policies, Continuation Training requirements, grading practices, and student training records management. **(T-2).** The unit may credit similar training accomplished during Initial Qualification Training and Mission Qualification Training for Buddy IP training requirements.

5.2.3. Flying Training. The flying training portion of the Buddy IP program consists of four sorties, two instructor sorties and two intervention sorties.

5.2.3.1. Instruction Sorties. The new IP will complete two sorties with an experienced rated officer or civilian IP. **(T-2).** The objective for these sorties is to further develop the new IP's instructional techniques. On these sorties, the IP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and pitfalls to avoid. The IP will document sortie results in the new IP's training record. **(T-2).**

5.2.3.2. Intervention Sorties. The new IP will complete two sorties with an experienced, Pilot Instructor Training certified rated officer or civilian IP. (T-2). The objective for these sorties is to improve the new IP's error analysis and IP intervention in terms of position and rate of movement. Training will include a discussion on suggestive and directive forms of verbal intervention and the decision criteria for physical intervention (taking the aircraft). (T-2). The IP will document sortie results in the new IP's training record. (T-2).

5.3. Pilot Instructor Training IP Certification Training. Units will train and certify IPs to instruct Mission Qualification Training. (T-2). Pilot Instructor Training IPs will supervise all Pilot Instructor Training IP training.

5.3.1. Prerequisites. All Pilot Instructor Training IP candidates will be experienced IPs. (T-2).

5.3.2. Ground Training. As a minimum, ground training will consist of:

5.3.2.1. A review of applicable, unit-identified publications (syllabi and training manuals). (T-2).

5.3.2.2. A unit-developed Pilot Instructor Training IP test. (T-2). Units will establish the minimum passing score and retest procedures. (T-2).

5.3.2.3. Unit-developed training in the following areas:

5.3.2.3.1. Differences in instructor techniques between front and rear cockpits. (T-2).

5.3.2.3.2. Common student errors. (T-2).

5.3.2.3.3. Training documentation for all flying training courses. (T-2).

5.3.2.3.4. Techniques for emergency procedures training. (T-2).

5.3.2.3.5. Risk management and how to establish training limits. (T-2).

5.3.2.3.6. Student role playing. (T-2).

5.3.3. Flying Training. Upgrade pilots will complete at least two instructional sorties where the upgrade pilot is performing Pilot Instructor Training IP duties. (T-2). The upgrade pilot will occupy the front cockpit for all training. Units will provide sample IP upgrade training materials to facilitate the training scenario and training documentation practice. (T-2). Units may require additional sorties to meet proficiency requirements. As a minimum:

5.3.3.1. One sortie will include an area tow (emphasize inside slack line setup, recovery, and instruction) with a low pattern and grass landing. (T-2).

5.3.3.2. One sortie will include an area tow with a simulated rope break and an extended base pattern and landing. (T-2).

5.4. Phase Check Pilot Certification Training. Units will train and certify sailplane IPs to administer United States Air Force Academy Airmanship course AM-461 phase checks. A certified evaluator pilot will supervise all training. (T-2).

5.4.1. Prerequisites. All phase check pilot candidates will be certified Pilot Instructor Training IPs. (T-2). All officers are automatically certified as phase check pilots upon certification as experienced and Pilot Instructor Training IPs.

5.4.2. Ground Training. As a minimum, candidates will complete ground training consisting of: phase check briefing differences, debriefing a phase check sortie, phase check general knowledge standardization, and handling emergency procedures. (T-2).

5.4.3. Flying Training. Upgrade pilots will complete at least one instructional sortie simulating an AM-461 phase check pilot. (T-2). As a minimum, the upgrade pilot evaluates the simulated student in slack lines, slow flight, at least one stall, and a spin prevent. (T-3)

5.5. Spin IP Training. Units will train and certify sailplane IPs to instruct spin sorties for Initial Qualification Training, Mission Qualification Training, Continuation Training, and spin IP training. (T-2). A spin IP will conduct all training. (T-2).

5.5.1. Prerequisites. All spin IP candidates will be certified Pilot Instructor Training IPs. (T-2).

5.5.2. Ground Training. As a minimum, ground training will consist of the following unit-developed lessons:

5.5.2.1. Spin theory. (T-2).

5.5.2.2. Spin procedures and techniques. (T-2).

5.5.2.3. Spin restrictions and limitations. (T-2).

5.5.2.4. Spin grading criteria. (T-2).

5.5.3. Flying Training. The upgrade pilot will demonstrate proficiency in performance and instructions of aileron effects, three-turn spins, accelerated spin entries, neutral-rudder spin entries, spin prevention, hands-off recoveries, and elevator-only recoveries. (T-2). The upgrade pilot will be able to detect and offer instruction to correct typical student spin errors. (T-2). The upgrade pilot will fly at least one sortie in each cockpit and accomplish spin entries in both directions. (T-2). A rated or civilian employee spin IP will supervise the final sortie before certification. (T-2).

5.6. Functional Check Flight Pilot Training and Program Requirements. Units will train and certify sailplane IPs to perform FCFs. (T-2).

5.6.1. Prerequisites. The Flying Training Group Commander must designate all FCF pilots in writing. (T-2). Units will forward names to the Flying Training Group Commander for approval. (T-2). Candidates for sailplane FCF pilot training will be experienced, rated officer sailplane IPs (preferably flight examiners), and have a minimum of 750 hours total flying time with 100 sailplane sorties, or 500 hours total flying time with 150 sailplane sorties. All FCF pilots require a minimum of three complete FCF profiles (an actual FCF or a simulated FCF) after certification before receiving additional certification as an FCF instructor. These three additional profiles do not require FCF IP supervision. The Flying Training Group Commander may waive the flying hours and sailplane sortie requirements of this paragraph. Units will document this waiver in the individual's training folder. (T-2).

5.6.2. Ground Training. As a minimum, ground training will include a review of applicable technical orders and publications, including AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*; TO 1G-15(T)-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series TG-15A/B Aircraft*; TO 1G-15(T)-6CL-1, *Acceptance*

and/or Functional Check Flight Checklist, USAF Series TG-15 Aircraft; TO 1G-16(T)-6CF-1, Acceptance and/or Functional Check Flight Procedures Manual, USAF Series TG-16A Aircraft; TO 1G-16(T)-6CL-1, Acceptance and/or Functional Check Flight Checklist, USAF Series TG-16A Aircraft; and local FCF procedures. (T-2).

5.6.3. Flying Training. Upgrade pilots will fly on a minimum of two dual FCF profiles (an actual FCF or a simulated FCF) to experience the flight analysis and data-gathering portion of an FCF sortie. (T-2).

5.6.4. Additional Chief FCF pilot requirements:

5.6.4.1. Work closely with maintenance quality assurance personnel. (T-2).

5.6.4.2. Maintain an FCF operational information file in the FCF briefing areas. (T-2). The FCF operational information file will not duplicate the flight crew information file. (T-2).

5.6.4.3. Develop an FCF Continuation Training program for FCF techniques and procedures to include seminars and flights. (T-2). The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

5.6.4.4. Monitor FCF pilot currencies according to [Table 4.2](#). (T-2). To regain currency, FCF pilots will fly a complete FCF profile (actual or simulated) with an FCF IP. (T-2).

5.6.4.5. Coordinate with the flying training group's standardization and evaluation office on publication and TO changes and revisions. (T-2).

5.6.4.6. Ensure local flight clearance is coordinated with air traffic control agencies. (T-2).

5.7. Parade Field Landing Certification Training. This training certifies sailplane IPs to consistently land and stop within a confined area. A cross country IP or parade field landing IP will supervise all ground training and precision landings. (T-2). A parade field landing IP will supervise all landings to Stillman Parade Field. (T-3). Once certified, parade field landing certified pilots may perform parade field landings in all sailplanes; however, training should be accomplished in the sailplane that will be flown during the planned demonstration. Upon completion of training, the Squadron Commander may certify rated officers and civilian pilots as parade field landing IPs. Cadets will not serve as parade field landing IPs. (T-2).

5.7.1. Prerequisites. All parade field landing candidates will be qualified sailplane IPs. (T-2).

5.7.2. Ground Training. As a minimum, ground training will consist of unit-developed lessons to include precision landing, glide path control, and energy management. (T-2).

5.7.3. Flying Training. Upgrade pilots will fly a minimum of four precision landings with at least one landing at Stillman Parade Field. (T-2). Cross-country certified pilots may proficiency advance three precision landings, but must perform at least one landing at Stillman Parade Field. (T-3). Emphasis on energy management should simulate an obstacle / wall at the departure end of the confined landing area.

5.8. Cross-Country Pilot Certification Training. This training provides pilots with all of the skills required to participate in cross-country flights and competitions outside of final glide

distance from the departure airfield. It also allows pilots to use sailplane oxygen equipment. Cross-country pilots must demonstrate the application of soaring competition rules and procedures in a competition environment to a rated or civilian employee pilot before performing unsupervised in competition. **(T-2)**. Units will derive all maneuvers flown in cross-country training from Soaring Society of America TM competition requirements, rules, and regulations. **(T-2)**. A certified cross-country IP will conduct all training. **(T-2)**.

5.8.1. Prerequisites. All cross-country pilot training candidates should have completed 60 (cadets) or 30 (rated and civilian employee pilots) sorties after their initial instructor evaluation. The squadron commander may tailor the sortie requirements of this paragraph. Units will document tailored requirements in the individual's training records. **(T-2)**.

5.8.2. Ground Training. Cross-country pilot training will consist of the following unit-developed lessons:

5.8.2.1. Off-Field Site Selection, Patterns, and Precision/Obstacle Landings. **(T-2)**.

5.8.2.2. Cross-Country Soaring Weather and Thermalling. **(T-2)**.

5.8.2.3. Soaring Equipment, Navigation and Glide Computer use. **(T-2)**.

5.8.2.4. Cross-Country Soaring. **(T-2)**.

5.8.2.5. Cross-Country Competition Rules, Regulations, and Badge Requirements. **(T-2)**.

5.8.2.6. Cross-Country Competition and Performance. **(T-2)**.

5.8.2.7. Competition Race Day Briefing (actual or simulated). **(T-2)**.

5.8.2.8. Sailplane Oxygen System Equipment and Operation (taught by Aerospace & Operational Physiology Flight, Peterson AFB, CO). **(T-3)**

5.8.3. Flying Training. Prior to cross-country pilot certification, a certified cross-country IP will monitor all solo cross-country training via radio from the ground or air. **(T-2)**. Units may require additional sorties to meet proficiency requirements. As a minimum, upgrade pilots will demonstrate proficiency in:

5.8.3.1. Dual and solo off-field (precision and obstacle clearance) landings. **(T-2)**.

5.8.3.2. Dual and solo thermalling to achieve a minimum of 45 minutes of continuous flight after aerotow release and remain within final glide distance from the departure airfield. **(T-2)**. The upgrade pilot must successfully find and remain in a thermal, and demonstrate the ability to leave and recapture a thermal. **(T-2)**.

5.8.3.3. Cross-country mission planning, chart reading and navigation, off-field landing site selection (at other than the departure airfield), and off-field landing patterns. **(T-2)**. **Note:** The off-field landing site selection and off-field landing pattern requirements may be accomplished on powered aircraft sorties under the supervision of certified sailplane cross-country IPs.

5.8.3.4. Dual and solo cross-country profiles as defined in [Attachment 2](#). **(T-2)**.

5.8.3.5. Dual cross-country competition (simulated or actual). **(T-2)**. The upgrade pilot must demonstrate the ability to apply competition rules and procedures. **(T-2)**.

5.8.3.6. Dual use of oxygen equipment. **(T-2)**.

5.9. Cross-Country IP Certification Training. Units will certify cross-country IPs before they may instruct cross-country or cross-country IP training. **(T-2).** Units may require additional sorties to meet proficiency requirements. A certified cross-country IP will conduct all training. **(T-2).**

5.9.1. Prerequisites. All cross-country IP candidates will be cross-country certified and should have completed 80 instructional sorties (cadets) or 40 instructional sorties (rated and civilian employee pilots) after the initial instructor evaluation. **(T-2).** Candidates must have previously competed in a cross-country competition using Soaring Society of America™ rules. **(T-2).** The squadron commander may tailor the instructional sortie requirements of this paragraph. Units will document tailored requirements in the individual's training folder. **(T-2).**

5.9.2. Ground Training. Cross-country IP training will consist of the following unit-developed lessons:

5.9.2.1. Cross-country pilot training requirements and instructional techniques. **(T-2).**

5.9.2.2. Cross-Country Syllabus Review. **(T-2).**

5.9.3. Flying Training. Upgrade pilots will demonstrate proficiency in instruction of cross-country mission planning, chart preparation, navigational techniques, altitude estimation, off-field landing site and pattern selection, off-field landing patterns, thermalling, glide computer use, and global positioning system use. **(T-2).** As a minimum, upgrade pilots will:

5.9.3.1. Fly at least one dual cross-country competition flight (simulated or actual competition). **(T-2).**

5.9.3.2. Instruct high-altitude off-field landing site selection and off-field-landing patterns in a powered aircraft. **(T-2).**

5.10. Mountain Wave Pilot Certification Training. This training certifies cross-country pilots to fly in mountain wave conditions above 14,000 feet mean sea level. A rated or civilian employee cross-country IP who has completed mountain wave pilot certification training will supervise all mountain wave pilot training. **(T-2).**

5.10.1. Prerequisites. All mountain wave pilot candidates will be cross-country certified pilots. **(T-2).**

5.10.2. Ground Training. Mountain wave pilot training will consist of the following unit-developed lessons:

5.10.2.1. Sailplane mountain wave flight procedures and techniques. **(T-2).**

5.10.2.2. Operations under visual flight rules in Class A airspace. **(T-2).**

5.10.2.3. Local mountain wave flight and airspace procedures. **(T-2).**

5.10.2.4. Mountain wave flight emergency procedures. **(T-2).**

5.10.2.5. Instruction and grading of mountain wave flights (ground and flight). **(T-2).**

5.10.3. Flying Training. Upgrade mountain wave pilots will complete at least one dual sortie with flight in actual mountain wave conditions. **(T-2).** Each sortie will include at least 45 minutes of flight after aerotow release. Upgrade pilots will demonstrate proficiency in

turbulence, rotor and mountain wave identification; airspeed control; climbs from rotor to mountain wave conditions; and emergency procedures. (T-2).

5.11. Advanced Maneuvers Pilot Certification Training. This training certifies sailplane IPs to fly advanced maneuvers. (T-2). An advanced maneuvers certified IP or aerobatic certified IP will supervise all training. (T-2). Due to overlap in training, advanced maneuvers pilot certification training is waived for aerobatic pilots. Aerobatic pilots are certified as advanced maneuvers pilots.

5.11.1. Prerequisites. All advanced maneuvers pilot candidates will be qualified sailplane IPs. (T-2).

5.11.2. Ground Training. At a minimum, ground training will consist of unit-developed lessons including unusual attitudes, airspace, aircraft limitations, and entry/exit parameters. (T-2).

5.11.3. Flying Training. Upgrading pilots will perform unusual attitudes. (T-2). Upgrade pilots will perform each advanced maneuver at least twice. (T-2).

5.12. Advanced Maneuvers IP Certification Training. This training certifies sailplane IPs to fly and instruct advanced maneuvers. (T-2). An advanced maneuvers certified IP or aerobatic certified IP will supervise all training. (T-2). Due to overlap in training, advanced maneuvers IP certification training is waived for aerobatic IPs. Aerobatic IPs (including Cadet Aerobatic IPs) are certified as advanced maneuvers IPs.

5.12.1. Prerequisites. All advanced maneuvers pilot candidates will be qualified rated/civilian sailplane IPs. (T-2).

5.12.2. Ground Training. At a minimum, ground training will consist of unit-developed lessons to include unusual attitudes, airspace, aircraft limitations, entry/exit parameters, intervention, and grading. (T-2).

5.12.3. Flying Training. Upgrading pilots will perform unusual attitudes. Upgrade pilots will perform and instruct each advanced maneuver at least twice. (T-2).

5.13. Aerobatic Pilot Certification Training. This training certifies sailplane pilots to perform aerobatic maneuvers and combinations of maneuvers both unsupervised and competitively. This certification authorizes sailplane pilots to compete in all aerobatic competition categories in Fédération Aéronautique Internationale™, International Aerobatic Club™, and Commission Internationale de Voltige Arienne™ sponsored competitions. Upgrade pilots will complete all training under the supervision of an appropriately trained and certified aerobatic IP. (T-2). Pilots will accomplish the ground training before any flight training. (T-3). Units may further define sub-levels of aerobatic pilot certification.

5.13.1. Prerequisites. All aerobatic pilot candidates will be qualified sailplane IPs. (T-2). Units may establish additional requisites.

5.13.2. Ground Training. Units will define aerobatic pilot ground training. (T-2). Aerobatic pilot ground training will consist of unit-developed lessons in unusual attitude recovery procedures, aerobatic symbols, flying aerobatic maneuvers (procedures and techniques), aircraft limitations, energy management, emergency procedures, and G-awareness. (T-2).

5.13.3. Flying Training. Units may certify upgrade pilots to perform aerobatic maneuvers and combinations of maneuvers unsupervised and in competition. Before certification to perform maneuvers and combinations of maneuvers unsupervised, upgrade pilots will demonstrate proficiency in unusual attitude recoveries, performing aerobatic maneuvers and combinations of maneuvers, energy management, and airspace use. (T-2). Upgrade pilots will also demonstrate proficiency in the application of competition rules and execution of aerobatic competition maneuver sequences prior to competition certification. (T-2).

5.14. Aerobatic IP Certification Training. This training certifies sailplane pilots to instruct aerobatic training. Upgrade pilots will complete all training under the supervision of an appropriately trained and certified aerobatic IP. (T-2). Accomplish the ground training before any flight training. (T-3). Units may further define sub-levels of aerobatic IP certification.

5.14.1. Prerequisites. All aerobatic IP candidates will be certified aerobatic pilots. (T-2).

5.14.2. Ground Training. Units will define aerobatic IP ground training. (T-3). Aerobatic IP ground training will focus on instruction in support of unit-developed lessons and certifications, including the instruction of risk management and decision-making in a competition environment. (T-3).

5.14.3. Flying Training. Units may certify upgrade pilots as aerobatic IPs. Before certification as aerobatic IPs, upgrade pilots will demonstrate proficiency in the performance and instruction of unusual attitude recoveries, aerobatic symbol use, performing aerobatic maneuvers and combinations of maneuvers, energy management, airspace use, and aerobatic competition routines. (T-3).

5.15. Demonstration Pilot. This training certifies personnel to perform demonstrations according to AFMAN 11-246 Volume 7, *Air Force Aircraft Demonstrations (Sailplanes)*. All prerequisites, ground training and flying training will be accomplished in accordance with AFMAN 11-246 Volume 7. (T-2).

5.16. Assembly and Disassembly Certification Training. This training certifies sailplane pilots to accomplish sailplane assembly and disassembly. Pilots will complete this training under the supervision of a certified IP or maintenance specialist. (T-2).

5.16.1. Prerequisites. All candidates will be qualified sailplane pilots. (T-2).

5.16.2. Ground Training. Certification training will consist of unit-developed lessons in use of assembly and disassembly checklists and inspection and documentation requirements. (T-2). Prior to certification, units will ensure candidates observe a complete assembly and disassembly. (T-2).

5.17. Smoke Handling Certification Training. This training certifies personnel to handle and install smoke grenades on sailplanes. (Note: This training is not required for sailplane IPs to operate the smoke system according to sailplane TOs.)

5.17.1. Prerequisites. All smoke handling candidates must be officer, enlisted, or civilian. (T-2).

5.17.2. Ground Training. Certification training will consist of unit-developed lessons in smoke handling. **(T-2)**.

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

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

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 21 September 2018

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

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 6 December 2018

AFI 11-218, *Aircraft Operations and Movement On The Ground*, 4 April 2019

AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*, 18 August 2013

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 Oct 2012

AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 10 October 2017

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 11-403, *Aerospace Physiological Training Program*, 29 November 2012

AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 5 February 2019

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 3 August 2017

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015

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

AFI 44-170, *Preventive Health Assessment*, 29 January 2014

AFI 48-123, *Medical Examinations and Standards*, 4 November 2013

AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019

AFI 11-2SAILPLANE, Volume 2, *Sailplane Aircrew Evaluation Criteria*, 30 April 2015

AFI 11-2SAILPLANE, Volume 3, *Sailplane Operations Procedures*, 30 April 2015

AFMAN 11-246 Volume 7, *Air Force Aircraft Demonstrations (Sailplanes)*, 23 October 2014

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

TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*, 15 March 2012

TO 1G-15(T)-1, *Flight Manual --USAF Series TG-15A/B Sailplanes*, 30 June 2016

TO 1G-15(T)-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series TG-15A/B Aircraft*, 1 October 2007

TO 1G-15(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-15 Aircraft*, 1 October 2007

TO 1G-16(T)-1, *Flight Manual – USAF Series TG-16A Sailplane*, 1 January 2018

TO 1G-16(T)-6CF-1, *Acceptance and/or Functional Check Flight Procedures Manual*, USAF Series TG-16A Aircraft, 1 January 2012

TO 1G-16(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist*, USAF Series TG-16A Aircraft, 1 January 2012

International Aerobatic Club™ Official Contest Rule Book (<https://www.iac.org/download-contest-rules>)

Air Force Records Disposition Schedule
(<https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>)

Aresti System™ Glider Aerobatic Figures Catalog (<http://www.arestisystem.com>)

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

CRM—Crew Resource Management

FCF—Functional Check Flight

GTIMS/TIMS—Graduate/Training Integration Management System

ID—Instructor Development

IP—Instructor Pilot

MAJCOM—Major Command

OPR—Office of Primary Responsibility

SEPT—Situational Emergency Procedures Training

TO—Technical Order

Terms

Aerotow—A sailplane takeoff and climb process where the sailplane is towed through the air by a powered aircraft.

Basic Aerobatic Maneuvers—Preliminary aerobatic maneuvers which focus on flying precise lines, loops, turns, and rolls.

Basic Aircraft Qualification—An aircrew member who has satisfactorily completed prescribed training to maintain the skills necessary to perform aircrew duties in the unit aircraft (AFMAN 11-202, Volume 1).

Continuation training—Training to maintain proficiency and improve aircrew capabilities to perform unit missions, and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations.

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.

Dual—With a qualified IP.

Final glide distance—The distance across the ground a sailplane is capable of gliding under the current conditions (airspeed, altitude, weight, wind, lift, sink, and bugs) not including water ballast. Final glide distance includes the distance used for any maneuvering required prior to landing.

Formal course—A training course listed in education and training course announcements (<https://cs2.eis.af.mil/sites/app10-ETCA/>).

Indoctrination Flier—A rated officer in inactive status required to perform operational flying on a temporary basis to complete a specific official task (for example, to evaluate an operational flying procedure, review flying training effectiveness, take part in a flying exercise or test program, or become familiar with a specific operational weapon system and procedure) (AFI 11-401).

Intermediate Aerobic Maneuvers—Aerobic maneuvers flown in International Aerobic Club TM competitions within the intermediate competitive category.

Instructor development sortie—Sortie used to develop an instructor's abilities to teach/instruct various missions and maneuvers in the aircraft.

Initial qualification training—Training to qualify an aircrew member for basic aircrew duties in an assigned aircrew position without regard for the unit's operational mission.

Mission qualification training—Training to qualify an aircrew member in an assigned aircrew position to perform the command or unit 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 (AFMAN 11-202, Volume 1).

Mountain Wave Soaring—Extended sailplane flight sustained by identifying and using upslope currents created by air moving across mountain ranges to provide upward vertical speed.

Off—Field Landing—A landing at other than the planned landing site or a practice landing using procedures for off-field landings. Pilots use off-field landing procedures during practice landings to simulate confined areas or landings with a maximum performance stop beyond a vertical obstacle.

Proficiency—A measure of the ability to perform a maneuver successfully without instructor intervention, and within aircraft, airspace, and operational limitations.

Rotor—Air turbulence created downwind of mountain waves.

Thermal—A rising current of air created by convective heating.

Thermal Soaring (Thermalling)—Sustained sailplane flight by identifying and using thermals to provide upward vertical speed (thermal lift) or minimize downward vertical speed (sink).

Training Folders—AFI 11-202 Volume 1 and syllabus required aircrew documentation of training electronic equivalent utilizing GTIMS/TIMS may be used.

Attachment 2

TRAINING SORTIES AND EVENTS

A2.1. Instructor Development Sortie. IPs may log an ID sortie on any Buddy IP sortie, qualification or mission evaluation, or dedicated Continuation Training program sorties. Units may develop acceptable ID sortie profiles in addition to the following approved profiles:

A2.1.1. Profile 1: Takeoff *or* landing, slackline *or* box-the-wash, spin prevent *or* spiral dive, stall series, slow flight, and steep turn. The steep turn and two stalls in the series may be omitted if weather conditions preclude accomplishing all planned maneuvers.

A2.1.2. Profile 2: Takeoff, simulated rope break (near pattern altitude, low altitude/opposite direction or extended base only) and landing.

A2.1.3. Profile 3: An aerobatic, cross country, or mountain wave profile as defined by this attachment.

A2.1.4. Profiles 1 and 3 may be combined with spin proficiency sorties.

A2.2. FCF Profile. Certified FCF pilots may complete an FCF profile (actual or simulated) in any sailplane in which the pilot is FCF certified.

A2.3. Instructional Sortie. Accomplish during instructor duties on a sortie flown with an unqualified pilot, first pilot or mission pilot where instructor time is logged, a formal syllabus sortie, an IP required recurrency sortie ([paragraphs 4.12.3 and 4.14](#)), a requalification sortie ([paragraph 3.8](#)), or a specialized training sortie listed in [Chapter 5](#) of this publication. **Note:** Logging instructor time on a Continuation Training sortie with another IP does not fulfill this requirement.

A2.4. Spin. Accomplish a minimum of two spin recoveries on one sortie, one in each direction. Fly this sortie with a certified spin IP. Spin IPs may log this event solo or during a spin training sortie (if they perform both required spins). Level 1 or higher aerobatic pilots may perform and log this event without the supervision of a spin IP. Level 1 or higher aerobatic pilots will not instruct spins unless also certified as a spin IP.

A2.5. Takeoff. Accomplish an aerotow takeoff to a minimum of 300 feet above ground level.

A2.6. Landing. Accomplish a landing on a prepared surface (for example, runway or designated sailplane landing area).

A2.7. Stall Series. Accomplish at least two out of three stalls (nose high, turning, or landing attitude). Do not log more than one stall series per sortie.

A2.8. Slow Flight. Accomplish slow flight at the appropriate airspeed, to include two coordinated turns. Do not log more than one slow flight per sortie.

A2.9. Simulated Rope Break. Accomplish by simulating a rope break during aerotow and before reaching the planned release altitude. This event requires release from the aerotow and landing. Conditions permitting, accomplish either an opposite direction pattern and landing, a downwind pattern and landing, or an extended base pattern and landing.

A2.10. Spin Prevent. Accomplish a spin prevent recovery.

A2.11. Aerobatic Profile. Accomplish a minimum of four aerobatic maneuvers the pilot is certified to perform on one sortie. Regain currency by accomplishing unusual attitude recoveries and an aerobatic profile with an aerobatic profile current IP.

A2.12. Mountain Wave Profile. Accomplish high altitude flight (above 14,000 feet mean sea level) in mountain wave conditions. Regain currency by accomplishing a mountain wave profile with a mountain wave-certified rated or civilian employee IP.

A2.13. Cross-Country Profile.

A2.13.1. Certified pilots must accomplish at least one of the following:

A2.13.1.1. Fly the sailplane at least 4 miles off aerotow away from the point of origin.

A2.13.1.2. Gain at least 2,000 feet of altitude after aerotow release.

A2.13.1.3. Remain aloft for at least 1 hour after aerotow release from not more than 3,000 feet above ground level.

A2.13.2. Pilots must regain cross-country currency by accomplishing a dual cross-country profile with a cross-country IP.

A2.14. Advanced Maneuvers Profile. Accomplish a minimum of two advanced maneuvers on one sortie. Regain currency by accomplishing unusual attitude recoveries and an advanced maneuvers profile with an advanced maneuvers certified IP.

A2.15. Oxygen Flight. Accomplish a flight requiring oxygen equipment use. Regain currency by accomplishing an IP-supervised oxygen system review and a dual flight requiring oxygen equipment use.