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SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2E-11  
Volume 1**



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***Flying Operations***

***E-11 AIRCREW TRAINING***

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. Along with major command (MAJCOM) and local procedures, this publication prescribes standard procedures used by all pilots operating an Air Force (AF) E-11 aircraft. This publication applies to military and civilian members of the Regular Air Force, and those with a contractual obligation to abide by the terms of DAF publications. This publication does not apply to the Air Force Reserve, Air National Guard, or United States Space Force. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is 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 Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate standardization and evaluation (Stan/Eval) functional chain. This publication may be supplemented at any level. Field units below MAJCOM-level will coordinate copies of their supplements with their parent MAJCOM Stan/Eval office prior to approval. Send one copy to Air Combat Command/Command and Control Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Division (ACC/A3C) and one copy to Air Force Director of Training and Readiness (AF/A3T). 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 Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, Table A10.1 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, as directed at [paragraph 1.4](#) in this publication for non-tiered compliance items.

## ***SUMMARY OF CHANGES***

This document has been substantially revised and needs be completely reviewed.

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## Chapter 1

### GENERAL INFORMATION

**1.1. Purpose.** This manual establishes the minimum AF standards for training, qualifying, and certifying personnel performing aircrew and payload duties in the E-11. If more restrictive guidance is published (e.g., Air Force Manual (AFMAN)) change, Flight Crew Information File (FCIF), Read File, Squadron Guidance) then that guidance will be applied. Commanders and supervisors will ensure compliance with this publication. Air Combat Command Director of Operations (ACC/A3) is designated the responsible agency for this manual in accordance with AFD 11-2. 319th Reconnaissance Wing (319 RW) deployed units and deployed units outside of the 319 RW will comply with this AFMAN and deployed local procedures.

**1.2. Abbreviations, Acronyms, and Terms.** See [Attachment 1](#).

**1.3. Key Words Explained.**

1.3.1. “Will” indicates a mandatory requirement.

1.3.2. “Should” indicates a preferred, but not mandatory, method of accomplishment.

1.3.3. “May” indicates an acceptable or suggested means of accomplishment.

1.3.4. “Note” indicates operating procedures, techniques, etc., which are considered essential.

**1.4. Waivers.** ACC/A3 is the waiver authority for non-tiered items within this manual, unless explicitly stated in the respective paragraph. The Commander/Director will forward a copy of any approved waivers to this manual’s OPR for follow-on action, if required. **(T-2)** Request waivers in accordance with Department of the Air Force Instruction (DAFI) 90-160, *Publications and Forms Management*; DAFMAN 90-161 and AFMAN 11-202 Volume 1, *Aircrew Training*.

1.4.1. The waiver authority for training provisions in [Chapter 4 & 5](#) is the Operations Group Commander (OG/CC) or equivalent with the exception of currency and lookback unless specifically noted otherwise. Waiver authority for ground training is in accordance with the reference directive. Waivers are on a case-by-case basis considering the experience level of an individual aircrew member.

1.4.2. For units that do not have an OG/CC or O-6 A3-Staff equivalent, waiver authority rests with the Wing Commander (WG/CC) or Vice Wing Commander (WG/CV) unless otherwise specified.

1.4.3. Route ACC/A3 waiver requests through Air Combat Command/Airborne Command and Control Systems Branch (ACC/A3CA).

**1.5. Roles and Responsibilities.**

1.5.1. ACC/A3 is the responsible agency for this volume.

1.5.1.1. ACC/A3 chairs the Air Combat Command (ACC) Realistic Training Review Board (RTRB) to review ground and flying training requirements programs for Combat Air Forces (CAF) units.

1.5.1.2. ACC/A3CA is OPR and Air Combat Command Flight Operations Division (ACC/A3T) is office of collateral responsibility (OCR) for this volume and ACC/A3CA

processes all changes to this volume. Proposed changes to this volume are submitted in accordance with DAFI 90-160 and DAFMAN 90-161.

1.5.1.3. In accordance with DAFPD 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapon Systems, Non-Weapon Systems, and Activities*, ACC is designated lead command for the E-11. Included among the duties of a lead command are establishing standards, tasks, and formal training requirements. However, the local unit is the OPR for E-11 flight crew training syllabi. The 18th Air Command and Control Squadron (18 ACCS) will work with ACC for the development of all training syllabi for all crew positions.

1.5.1.4. ACC/A3C publishes the Ready Aircrew Program (RAP) Tasking Memorandum (RTM). (T-2) All ACC units ensure RTM sortie requirements and mission/event training are met.

1.5.2. WG/CC. WG/CC ensures squadron/local agencies and facilities support aircrew ground training programs. Host and/or co-located units may develop local agreements to consolidate aircrew training support base wide.

1.5.3. OG/CC or O-6 Equivalent:

1.5.3.1. May develop additional training requirements and/or programs as necessary to meet squadron mission requirements. Additional training requirements may be authored by and included within the squadron's local supplement to this AFMAN.

1.5.3.2. Provides Operations Group (OG) (or equivalent) developed E-11 training materials for review to ACC/A3C.

1.5.3.3. The OG or equivalent, in coordination with the flying squadron, determines the functions and responsibilities of the Operations Support Squadron (OSS) where established. Any OG training functions stipulated in this manual may also be performed by appropriate OSS personnel.

1.5.3.4. The OG or equivalent is responsible for the development of a procedure to monitor the academic training program course content, currency of materials, instructor availability, status of training aids, and student critiques/feedback. Based on an aircrew member's feedback, squadrons make recommend changes to existing courses or additional academic training courses required to the commander.

1.5.3.5. Identify training shortfalls and recommend corrective actions to ACC/A3C.

1.5.3.6. Conduct periodic reviews of each subordinate squadron's RAP training and evaluate the group's overall RAP training to ensure it is well balanced and sorties are equitably allocated to allow for RAP accomplishment.

1.5.3.7. Review and/or designate the training level for all Basic Mission Capable (BMC) and Combat Mission Ready (CMR) aircrew members.

1.5.3.8. Are responsible for reviewing programs and manning position designations annually.

1.5.3.9. Provide ACC/A3CA with a list of BMC and CMR designated manning positions upon request or if major changes occur to the organization.

1.5.3.10. Determine whether to continue, modify, terminate training, convene a Flight Evaluation Board (FEB) or conduct a Commander's Review Process (CRP) after receiving documentation and recommendation from the Formal Training Unit (FTU).

1.5.4. Squadron Commanders (SQ/CCs):

1.5.4.1. Request waivers in accordance with [paragraph 1.4](#).

1.5.4.2. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members.

1.5.4.3. Ensure adequate review of training and evaluation records of all aircrew members.

1.5.4.4. Are responsible for reviewing records for newly assigned aircrew members to ensure CMR and BMC provisions of this volume have been met for those completing formal training. Ensure maintenance and control of individual training records.

1.5.4.5. Are responsible for certifying aircrew members as CMR or BMC when the appropriate training requirements have been completed and ensuring certification documents are filed in the crewmember's training folder.

1.5.4.6. Ensure training scenarios and missions are focused on capabilities needed to accomplish a unit's Designated Operational Capability (DOC) statement and specific deployment requirements.

1.5.4.7. Review qualifications and training requirements of Flight Surgeons (FSs) and determine appropriate flight restrictions.

1.5.4.8. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.

1.5.4.9. Are responsible for determining utilization of BMC aircrew.

1.5.4.10. Determine how many and which BMC and CMR aircrew will carry special capabilities, qualifications, or certifications.

1.5.4.11. Identify the levels of supervision required to accomplish required training unless otherwise specified in this manual.

1.5.4.12. Assist the Wing and Group (or equivalent) in developing unit training programs.

1.5.4.13. Ensure aircrew, payload operators (PLOs), and payload engineers participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.5.4.14. Are responsible for identifying training shortfalls and submit individual waiver requests/CMR regressions for squadron members who fail to complete training cycle requirements to OG/CC (or equivalent).

1.5.4.15. Report significant shortfalls/limiting factors that affect most or all of the squadron for prolonged periods to include possible solutions or specific required assistance.

1.5.4.16. Ensure students enrolled in formal training complete training in accordance with [paragraph 6.4](#).

1.5.4.17. Designate assigned pilot personnel to upgrade to a higher level of qualification (Instructor, evaluator etc.) based on experience, proficiency, and judgment.

1.5.4.18. Generate periodic and End-of-Cycle Training Reports per ACC RTM.

1.5.4.19. Progress Review Board (PRB). If at any time a trainee's progress is considered unsatisfactory, the responsible squadron organizes and convenes a PRB to review the trainee's record to determine whether to continue, modify, terminate training, or conduct a FEB or Aircrew Evaluation Board. For procedures during Aircrew Training System (ATS) phase of Initial Qualification Training (IQT), see [Chapter 6](#).

1.5.5. Supervisors and Flight Commanders:

1.5.5.1. Monitor and manage individual assigned and attached aircrew member currencies and requirements.

1.5.5.2. Identify areas where additional training is required and direct training accordingly.

1.5.5.3. Ensure formal training objectives are pre-briefed, debriefed, and evaluated to determine successful accomplishment.

1.5.6. Individual Aircrew Members:

1.5.6.1. Are responsible for completion of training requirements and currencies according to this manual, and the RTM.

1.5.6.2. Are not to participate in flying activities or tasks for which they are not trained, qualified, and current, unless under appropriate supervision.

1.5.7. ATS Contractor. ATS contractors are currently responsible for academic and Aircrew Training Device (ATD) manuals. This responsibility includes developing, updating, and publishing courseware and the formal school syllabus in accordance with the ATS contract.

**1.6. Phases of Training.** Aircrew training is designed to progress aircrew from IQT (Basic Course or Requalification Training (RQT)) to Mission Qualification Training (MQT) and finally to Continuation Training (CT).

1.6.1. IQT provides the training necessary to initially qualify aircrew in a basic crew position to perform flying duties without regard to the unit's mission (see [Chapter 2](#)). Upon completion of IQT, aircrew attains Basic Aircraft Qualification (BAQ) status. **(T-2)**

1.6.1.1. BAQ aircrew members will have completed a flight evaluation and be qualified to perform basic aircrew duties in their assigned position.

1.6.1.2. Aircrew members will maintain a BAQ status until certified CMR or BMC by the SQ/CC.

1.6.1.3. BAQ aircrew will only perform those duties for which they have been trained and qualified. BAQ aircrew may participate in composite force or other advanced scenarios with appropriate supervision.

1.6.1.4. Except for senior officers, O-6 selects and higher, BAQ is not a long-term qualification status. Aircrew (other than senior officers) holding BAQ status for over 6 months will require a waiver from MAJCOM/A3 or must re-accomplish an evaluation. **(T-2)**



1.6.2. Aircrew remain in a BAQ status until completion of MQT. Completion of MQT is a prerequisite for BMC or CMR status. MQT provides the advanced training necessary to qualify assigned aircrew to perform the command or unit mission (see [Chapter 3](#)).

1.6.3. CT provides aircrew with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level (see [Chapter 4](#)). Levels and amount of CT varies within BMC and CMR RAP qualification levels depending on member's experienced/inexperienced designation. Experience level and Mission Ready (MR) status is assigned to each crewmember by the gaining flying SQ/CC. Specific RAP instructions are issued by a RTM. (T-2)

1.6.4. The SQ/CC designates aircrew as CMR upon completion of all unit-specific mission training items. CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. Maintain currencies which affect CMR status by accomplishing all core designated flight training (sorties and events) and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status. (T-2)

1.6.4.1. If required, deployed commanders will develop their own process to certify E-11 pilots as CMR after verifying completion of an MQT program.

1.6.4.2. Pilots may complete MQT at their deployed location with approval by the deployed and home station SQ/CCs.

1.6.5. Unqualified (UQ). UQ aircrew members require a flight evaluation before progressing to a higher qualification level in accordance with AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*. Aircrew members are UQ for one or more of the following circumstances:

1.6.5.1. Enrolled in IQT.

1.6.5.2. Downgraded in accordance with AFMAN 11-202V2.

1.6.5.3. Downgraded for failure to meet standards during a qualification (QUAL) flight evaluation.

1.6.5.4. Loss of currency exceeding 6 months (for currency items specified in [Chapter 4](#)).

1.6.5.5. Completion of a QUAL evaluation in a different mission design series (MDS), except when authorized multiple qualifications in accordance with AFMAN 11-202V1.

1.6.6. Ready Aircrew Program (RAP). RAP is the ACC CT program designed to focus on capabilities needed to accomplish a unit's primary DOC statement missions. Following completion of MQT, units will assign aircrew members to either a CMR or BMC position. CMR aircrew will maintain combat readiness, while BMC aircrew may require additional training prior to combat. As Lead Command, ACC will publish an RTM to establish CT requirements. The current RTM will be posted behind this instruction. (T-2)

1.6.6.1. The RTM contains the minimum amount of training required to maintain proficiency.

1.6.6.2. Combat Mission Ready (CMR). CMR establishes the minimum training required for aircrew members to qualify and remain proficient in all primary DOC statement missions tasked to their assigned or attached unit and weapon system. A CMR aircrew

member is current, qualified, and certified in the squadron's mission. Designate and maintain CMR aircrew as follows:

1.6.6.2.1. An aircrew member will be CMR after completion of all ground and flying training requirements, MQT, and certification by SQ/CC. Further guidance provided in AFMAN 11-202V1.

1.6.6.2.2. All designated combat aircraft (CC-coded) unit active component Aircrew Position Indicator (API)-1, SQ/CC and squadron director of operations (SQ/DO) positions are designated as CMR positions. OG/CCs or equivalents may designate other API-6 positions not assigned to the flying squadron as CMR. **Exception:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) API-1s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced aircrew members with at least 50 percent, if available, designated CMR.

1.6.6.2.3. CMR aircrew members maintain proficiency and qualification in all primary missions of the flying unit to which they are assigned or attached. Failure to complete CMR training or maintain designated CMR currencies will result in regression to N-CMR status unless waived by the SQ/CC.

1.6.6.3. N-CMR. An individual who is non-current or unqualified in the aircraft, has not completed required ground training, or is not certified to perform the squadron mission.

1.6.6.3.1. If an aircrew member is N-CMR for failure to complete required training, request a waiver for the required training in accordance with [paragraph 4.11](#). If approved, the individual maintains CMR status. The training should be accomplished at the earliest opportunity.

1.6.6.3.2. Aircrew that are N-CMR for currency will be placed on supervised status. An aircrew member that is placed in supervised status will not fly without an instructor until all required training is accomplished. **(T-3)**

1.6.6.4. BMC. BMC establishes the minimum training required for aircrew to be familiar with all (possibly qualified and proficient in some) of the primary DOC statement mission requirements of their assigned or attached unit and weapons system. Designate and maintain BMC as follows:

1.6.6.4.1. Non-CMR aircrew positions above squadron level are normally designated BMC. BMC designations are assigned to aircrew whose primary job is performing wing supervision or staff functions that directly support the flying operation.

1.6.6.4.2. BMC aircrew members will maintain familiarization with all unit primary missions. They may also train for proficiency and qualification in some of those missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew should accomplish all mission-related ground training designated by their attached SQ/CC. **(T-2)**

1.6.6.5. Progression from BMC to CMR first requires:

1.6.6.5.1. Satisfactory 1-month lookback at applicable CMR rate.

1.6.6.5.2. Completion of mission-related ground training.

1.6.6.5.3. SQ/CC certification.

1.6.6.6. Authorized API-6/8/C/D rated personnel, Career Enlisted Aviators (CEA), nonrated MAJCOM Realistic Training Program aircrew, United States Air Force Weapons School (USAFWS) assigned instructors, and test aircrew are managed in accordance with AFMAN 11-202V1 and MAJCOM guidance.

1.6.6.7. The aircrew members listed in [paragraph 1.6.6.6](#) will maintain BMC status in accordance with AFMAN 11-202V1 and ACC RTM; however, they are not required to complete BMC specific ATD events. Additionally, these aircrew members are exempt from academic ground training and special training programs (except when required in preparation for theater deployment). **(T-2)**

1.6.7. Experience Levels. Aircrew experience levels informs SQ/CCs how much flying and simulator training is required to meet RAP levels. SQ/CCs will designate crew members as experienced/inexperienced. [Table 1.1](#) will be used as a guideline for experience levels. However, SQ/CCs must also consider an aircrew member's ability, proficiency, and expertise when designating as experienced/inexperienced. See [Table 5.1](#) for experienced upgrade requirements.

1.6.7.1. Inexperienced designations identify aircrew members who require prescribed levels of exposure to flying and/or mission events to maintain BMC/CMR status.

1.6.7.2. Experienced designations identify aircrew members who have demonstrated increased proficiency and airmanship and therefore require less training to maintain satisfactory performance.

1.6.7.3. Supervisors will limit the non-flying duties of inexperienced aircrew in the six months of their initial operational assignment to duties related to combat activities or associated training. **(T-3)** Examples of unrelated duties include but are not limited to honor guard, Combined Federal Campaign project officer/Non-Commissioned Officer (NCO), etc. When manning shortages occur, priority must be given to the line flying unit-manning positions. Such members may be assigned to functional shops within the squadron that perform flying, training, or combat related activities (scheduling, training, mission planning, weapons and tactics, safety, intelligence, current operations, etc.).

**Table 1.1. Experience Level Guidelines.**

POSITION	Total Hours / E-11 Hours after Initial Evaluation in Current Crew Position
MP	1250/500 or 1000/750 or 1000/300 with previous AC qualification in a manned MDS. <b>(T-3)</b> Recommendation from E-11 Instructor Pilot (IP). <b>(T-3)</b> Certified by SQ/CC. <b>(T-3)</b> Mission Qualified Pilots (MP) not certified as ACs will not be given experienced designation. <b>(T-3)</b>

1.6.8. Upgrade/Specialized Training. Upgrade/specialized training is normally accomplished after an aircrew is assigned CMR. CMR aircrew members may gain/retain upgrade/specialized qualifications if the prescribed training requirements for those qualifications are met.

1.6.8.1. Aircrew entering formal training leading to qualification (initial or upgrade) or requalification will be dedicated to training responsibilities.

1.6.8.2. Formal training responsibilities have priority over non-training related duties. **Exception:** Supervisors may continue normal duties as time permits. In situations where training is delayed more than 14-days, members may be assigned duties not directly related to training depending upon student progress and ability.

1.6.9. Instructor Qualified/Evaluator Certified. Instructor/evaluator aircrew members perform instructor and/or evaluator duties only associated with their aircrew positions. Instructors must be current in the event they are instructing. **(T-1)**

**1.7. Training During Operational Missions.** SQ/CC may authorize training on operational missions.

**1.8. Training Documentation.** Units will use the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet* to update aircrew certifications in Aviation Resource Management System (ARMS). Further guidance provided in AFMAN 11-202V1.

**1.9. Instructor Training and Supervision Requirements.**

1.9.1. When performing aircrew duties, the following will be under the direct supervision of an instructor:

1.9.1.1. All non-current aircrew. **(T-1)**

1.9.1.2. All aircrew in initial, upgrade or requalification flying training. **(T-1)** Upgrade students remain CMR in their current crew position and may fly and operate the payload without an instructor when performing duties not related to the upgrade.

1.9.1.3. All pilot aircrew performing restricted flying events listed on the AF Form 8, *Certificate of Aircrew Qualification* as prescribed by AFMAN 11-202V2. **(T-1)**

1.9.2. Critical phases of flight. An instructor will be at a set of controls during critical phases of flight when flying with non-current and/or UQ personnel. **(T-1)**

**1.10. Distribution.** Squadrons establish distribution procedures and requirements for this AFMAN. **(T-3)**

**1.11. Information Management.** Headquarters ACC/A3T manages oversight of aircrew information. **(T-1)**

**1.12. Time Period to Qualify.**

1.12.1. E-11 formal training timelines should not exceed 90 days. SQ/CC may extend training up to 120 days. ACC/A3C approval is required for extension of training days greater than 120 days. Notify ACC/A3CA in writing of requests for ACC/A3C approval of extensions greater than 120 days. **(T-2)** **Note:** Extension requests must include explanation, unit corrective action/strategy to resolve and prevent recurrence, and estimated completion date. **(T-2)**

1.12.2. Training time starts with the first significant training event (a training event directly contributing to qualification and upgrade: e.g., ground training, flight). Training time ends with syllabus completion. **(T-3)**

**1.13. Withdrawal from Training.** ACC/A3CA will be notified of any withdrawal from formal training under this paragraph. (T-2)

1.13.1. Formal requests to recall students who are fulfilling deployment rotations from formal E-11 training are coordinated through the student's appropriate chain of command (WG/CC or Division Chief) to ACC/A3CA (or MAJCOM equivalent) and the MAJCOM Contracting Officer for approval and coordination with the training contractor if the student is enrolled in training at the contractor's facility. (T-2) Emergency recall during non-duty hours may be coordinated directly with applicable training contractor, with follow up coordination with ACC/A3C and MAJCOM Contracting Officer on the next duty day. (T-2)

1.13.2. For permanently assigned E-11 members, the SQ/CC may approve the suspension/inactivation or removal of upgrade training program students and return these members to their original qualifications due to operational requirements, resource availability or other unique local circumstances. The OG/CC or A-Staff equivalent will be notified of all removals from formal training. (T-2)

1.13.3. For permanently assigned students whose training is suspended/inactivated under the provisions above will not meet a FEB or CRP and may, upon approval from the OG/CC (or equivalent), be considered for upgrade again once operational requirements, resource constraints, or other unique local circumstances cease. The SQ/CC will assess partial upgrade program completion for any student suspended, inactivated, or removed from training under this provision and determine appropriate syllabus placement upon training reinstatement. (T-2) The period of time removed from training and the extent of completion/student performance must be considered to determine student syllabus placement. (T-3)

**1.14. Failure to Meet Training Standards.** If a student fails to progress according to syllabus or training requirements, a Progress Review (PR) will be conducted in accordance with AFMAN 11-202V1 and the particular syllabus/training plan. (T-2) For failure to progress during ATS contractor training, see [Chapter 6](#).

1.14.1. Failure of a member to meet academic or flying standards while enrolled in a formal flying training course requires an examination of the member's potential for continued aviation service. Multiple academic or flying deficiencies likely indicate limited or questionable potential and will be reviewed by the FEB/CRP for flying training retention or removal from training recommendation(s). Further guidance provided in AFMAN 11-402, *Aviation and Parachutist Service*.

1.14.2. Positional and instructor upgrade candidates who fail to meet training standards or are removed and inactivated for other provisions not identified in [paragraph 1.15](#) will be recommended for termination via an FEB or apply for a FEB waiver in accordance with applicable AFMAN 11-402 references. (T-3)

**1.15. Aircrew Training Quota Management.**

1.15.1. The SQ/CC (or equivalent) forwards projected Programmed Flying Training (PFT)/contractor training requirements for the next training year to the appropriate MAJCOM Contracting Officer and ACC/A3CA training manager as requirements are identified. (T-2)

1.15.2. No-shows and late cancellations (outside of individual contract cancellation policies) must be explained. **(T-3)** Forward initial reports of circumstances to the MAJCOM contract manager and inform ACC/A3CA within 24 hours of course start date. **(T-2)**

**1.16. Training Documentation.** All formal training will be appropriately documented and maintained as part of the member's permanent training record. Training documentation from the contractor ATD will be added into the member's electronic training folder. **(T-3)**

**1.17. Battlefield Airborne Communications Node (BACN) Payload Crew Position Descriptions.**

1.17.1. BACN Mission Coordinator (BMC). The BMC has the overall tactical control of the BACN Payload system during operational employment. Responsibilities include conducting pre-mission briefings with the crew, coordinating with the Combined Air Operations Center (CAOC), as well as with external assets during pre-flight and through the mission duration. They maintain a mission log and complete the mission report (MISREP) at the conclusion of the sortie. The BMC is expected to provide oversight to the PLO to ensure operational success and as such must possess strong communication skills, strong data link background and ability to multitask. The BMC must be knowledgeable of all BACN capabilities to develop the mission plan while maintaining oversight of voice and data bridges on up to two simultaneous E-11A aircraft and is responsible for directing payload employment from pre-flight to post-flight.

1.17.2. BACN PLO. PLOs are expected to coordinate with the BMC to create and maintain voice bridges and provide tactical data link range extension remotely using various software applications simultaneously on up to two E-11A aircraft. The PLO makes real-time in-flight changes to radio frequencies and data link networks as dictated by mission requirements. The PLO performs basic troubleshooting to re-establish communications in case of malfunction. The PLO coordinates with the tech team (Payload Engineer and Network Engineer) for equipment re-configuration in case of malfunction during pre-launch procedures, during mission, and during return to base. The PLO is responsible for proper systems shutdown upon mission return.

## Chapter 2

### QUALIFICATION TRAINING (QT)

**2.1. General.** This chapter outlines QT requirements for an aircrew member to become qualified in the E-11. The term QT may include IQT and RQT.

**2.2. Training Syllabus.** IQT will be completed via a Federal Aviation Administration (FAA) approved BD-700 commercial training course ([Chapter 6](#)). **(T-2)** Completion of an FAA flight evaluation is required to receive a Global BBD-700 Type rating and will substitute for an Emergency Procedures Evaluation. **(T-2) Note:** E-11 pilots will not perform IQT in-squadron in lieu of formal training via the ATS. **(T-2)**

2.2.1. In deployed environments, where an OSS Training Flight is not available, the SQ/CC will coordinate for post IQT approved training syllabi. **(T-2)** A copy of the MQT, Instructor Pilot Upgrade (IPUG) and Evaluator Pilot Upgrade (EPUG) syllabus will be provided to Continental United States (CONUS) based E-11 SQ/CC, the next level Stan/Eval function (e.g., OGV, Wing WG/A3TV, or WG/A3V), the next level Training function (e.g., OGT, WG/A3T), and OG/CC (or A-staff equivalent) for review. **(T-2)**

2.2.2. MQT and upgrade training will be accomplished primarily at the main operating base in accordance with training syllabi for E-11 aircrew permanently assigned to non-deployed squadrons. Personnel permanently assigned to the E-11A may complete upgrade training while deployed using unit-derived syllabi and training plans at the discretion of the deployed SQ/CC to meet operational needs and with approval of CONUS based E-11 SQ/CC. MQT and upgrade training will continue at deployed locations for deployment cycle assigned pilots as required by the deployed SQ/CC. **(T-2)**

**2.3. Initial Qualification Training (IQT) Prerequisites.** Complete initial qualification prerequisites in accordance with AFMAN 11-202V1, this manual, and the course syllabus or as directed by ACC/A3CA.

2.3.1. Students must have a current Department of Defense (DD) Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, Altitude Chamber (Current Line Remarks requirement), Water Survival Training (WST), Conduct After Capture (CAC), Combat Survival Training (CST), and an FAA license number signifying commercial multi engine land, prior to attending contract training. **(T-2)** Deployers must consult theater reporting instructions as required for future changes for E-11 pilots supporting a deployment rotation and not permanently assigned to the 18 ACCS.

**2.4. Ground Training.** Complete ground training requirements for initial qualification in accordance with this manual and course syllabi. Further guidance provided in AFMAN 11-202V1.

**2.5. Difference Qualification Training (DQT) Requirements.** Pilots will meet all initial qualification requirements prior to entering differences training in another model aircraft. **(T-2)** Difference training is defined in AFMAN 11-202V1. Complete DQT in conjunction with simulator training to qualify pilots in a different model aircraft within the same MDS. **(T-3)**

**2.6. Requalification Training (RQT).** When determining RQT requirements, the duration of unqualified time begins the date the aircrew member became unqualified and ends on the specific retraining start date. See AFMAN 36-2100, *Military Utilization and Classification*, for aircrew



training active-duty service commitments. See AFMAN 11-202V1 for additional RQT limits and requirements.

2.6.1. For in-squadron RQT, initiate a waiver request to the SQ/CC with desired course requirements (see [paragraph 1.4](#)). Follow training event requirements in the appropriate requalification course syllabus. Identify requested deviations from the established syllabus in the waiver submittal. **(T-3)**

2.6.2. Basic and instructor requalification may be conducted simultaneously on a case-by-case basis. Initiate a waiver request to the SQ/CC and include proposed training events to regain instructor status.

**2.7. Post Initial Qualification Training (IQT).** On completion of IQT and achieving the Global BBD-700 FAA Type Rating, pilots are designated BAQ status and are qualified to perform E-11 flight duties with the Basic Qualified Pilot flight duty designator (in accordance with DAFMAN 11-401, *Aviation Management*). Following IQT, pilots are entered into MQT. They will complete MQT and receive a separate mission evaluation (MSN). **(T-3)**

**2.8. Delays in Required Delivery Date (RDD) Post Initial Qualification Training (IQT).** For deployment-assigned E-11 pilots, ACC/A3CA normally coordinates with Air Combat Command Operations Division (ACC/A3O) to schedule RDDs to minimize the time between IQT and mission qualification. Delays in excess of 60 days require ACC/A3C approval. **(T-2)** ACC/A3CA will coordinate for refresher training prior to the pilot's departure if delays greater than 60 days are anticipated. **(T-2)**



## Chapter 3

### MISSION QUALIFICATION TRAINING (MQT)

**3.1. Description.** This chapter establishes minimum criteria and training requirements for MQT. MQT training events are conducted at the assigned squadron in accordance with a formal syllabus. Except where specifically stated, deployed squadrons may arrange mission sequence or sequence of training items as necessary.

#### **3.2. Flying Training Requirements.**

3.2.1. Upon completion of MQT, the aircrew member's qualification and flight duty designator will be immediately changed via an AF Form 4324 to that of a MP flight duty designator. **(T-2)**

3.2.2. Local Area Orientation. After arrival at duty station, pilots receive a local area orientation briefing. This orientation familiarizes pilots with the local flying area and local area flying procedures and introduces any squadron/mission unique procedures. **(T-3)**

3.2.3. Aircrew members are to accomplish all MQT required ground training items in accordance with local syllabus. **(T-3)**

**3.3. Theater Indoctrination.** Theater Indoctrination (GA27) will be conducted in accordance with AFMAN 11-202V1 and this manual. **(T-2)**

3.3.1. Training will include (at a minimum) a thorough review of theater unique instrument requirements and procedures, use of non-Department of Defense (DoD) instrument approach procedures, required instrumentation and navigation procedures for specific approaches, theater weather conditions, local area procedures, and host nation agreements. **(T-3)**

3.3.2. The SQ/CC is responsible for the accomplishment of this training for all assigned and attached pilots and will design a program to meet requirements unique to squadron operations. **(T-2)**

## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. Description.** This chapter establishes the minimum flying and related ground training requirements to maintain flying currency. The SQ/CC will ensure pilots conduct sufficient CT to maintain individual proficiency. **(T-3)** CT should provide the volume, frequency, and mix of mission-related events designed to accomplish the unit's assigned mission. CT also provides the necessary experience to develop essential skills required for instructional/positional upgrade.

**4.2. Waiver Authority.** OG/CCs (or equivalents) are designated as the waiver authority for requirements mandated within this chapter except for currency, lookback, or as tiered.

**4.3. Training Events/Tables.** Standardized ARMS training requirement identifiers and descriptions are referenced in **Table 4.1**. Locally defined requirements will be designated "X" events and a fifth digit will be added to the standardized identifier. **(T-3)**

4.3.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. Use date of evaluation as the date of accomplishment for all flying training currency events that were successfully accomplished during the formal course evaluation. CT events accomplished during upgrade training prior to the evaluation may be credited towards the requirements for the current crew position. Upgrading crew members will not log training events that they are not currently qualified in prior to the evaluation. **(T-3)**

4.3.2. Unsatisfactory flight evaluation. UQ personnel will not log CT events until a passing evaluation grade is achieved. **(T-3)**

4.3.3. Make-up training (ground or flying) is creditable towards the new training period.

4.3.4. Documenting Aircrew Training. All training events are recorded in ARMS. Squadrons may maintain one-time events on the aircrew member's currency report.

4.3.5. Simulator Credit for Training Events. Pilots may log continuation flying events accomplished in the simulator (FAA certified Level D). Pilots may maintain or regain currency through events accomplished in the simulator in accordance with the RTM.

#### **4.4. Ground Continuation Training (CT) Requirements.**

4.4.1. Completion and tracking of CT is the responsibility of the individual aircrew member.

4.4.2. Aircrew (including FSs) accomplish and maintain training requirements in accordance with **Table 4.1**. Ancillary training events do not affect mission ready status nor restrict pilots from any mission.

4.4.3. Individuals are responsible for reporting all accomplished training to their ARMS office.

#### **4.5. Flying Continuation Training (CT) Requirements.**

4.5.1. Qualification Training Graduates. Pilots attaining BAQ status are dual-seat qualified and may accomplish training events in either seat. E-11 pilots who have graduated from the contractor provided ATS (IQT) will be BAQ and entered into MQT. **(T-3)**

4.5.2. Event Currencies. Crew members may not instruct, evaluate or perform any event in which they are not qualified and current unless under direct supervision of an instructor/evaluator.

4.5.2.1. Currency may be established or updated by:

4.5.2.1.1. Accomplishing (or instructing/evaluating except as directed otherwise), the event as a qualified crew member provided member's currency in the event has not expired.

4.5.2.1.2. Accomplishing the event as a qualified crew member under supervision of a current instructor/evaluator. Members may perform/instruct/evaluate events they were delinquent in upon completing required training which may occur during the same flight or simulation sortie.

4.5.2.1.3. Events satisfactorily performed on any evaluation may be used to establish or update currency in that event.

4.5.2.2. Comply with applicable recurrency/requalification requirements in AFMAN 11-202V1.

4.5.3. Simulator Events. For ARMS tracking, code simulator events with an "S" prefix and use the Restrictions tab under the Profile Task Information within ARMS.

**4.6. Ground and Flight Training Requirements.** All pilots will complete the ground requirements in accordance with [Table 4.1](#) prior to the first flight. **(T-3)** First takeoffs, landings, and approaches will be accomplished during the simulator evaluation to start the initial dates for currency requirements. **(T-3) Exception:** For members filling deployment cycle deployments and not permanently assigned to the E-11, Flight Physical and Physiological Training will not be in the training tables and must be current throughout deployment. **(T-2)** See the E-11 RTM for RAP requirement for each item based on CMR inexperienced, CMR experienced, and BMC status.

**Table 4.1. Ground and Flight Training Currency Requirements.**

<u>Requirements</u>	<u>Reference</u>	<u>Event ID</u>	<u>Frequency /Currency</u>	<u>Notes</u>
<b>Ground Training</b>				
Flight Physical	DAFMAN 48-123, <i>Medical Examinations and Standards</i>	None	15 months	
Physiological Training	AFMAN 11-403, <i>Aerospace Physiological Training Program</i>	None	5 years	
Egress Non-Ejection	AFMAN 11-301V1, <i>Aircrew Flight Equipment (AFE)</i>	LL03	1 year	
WST	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	SS05	3 years	
CST	AFI 16-1301	SS02	3 years	
CAC	AFI 16-1301	SS03	3 years	
Isolated Personnel Report (ISOPREP) Review	JP 3-50, <i>Personnel Recovery</i>	IE05	6 months	2
Instrument Refresher Course (IRC)	AFMAN 11-210, <i>Instrument Refresher Program (IRP)</i> AFMAN 11-202V1	GS06	17 months	

Crew Resource Management (CRM)	AFMAN 11-290, <i>Cockpit/Crew Resource Management and Threat &amp; Error Management Program</i>	GA06	2 years	
<b>Flight Training</b>				
Total RAP Sortie		SR00	45 day / E – 60 day	3
Takeoff		TO00	45 day / E – 60 day	3
Instrument Approach		AP31	45 day / E – 60 day	3
Landing		LD00		3
Day Landing		LD01	45 day / E – 60 day	1, 4
Night Landing		LD02	60 day / E – 90 day	1, 4
CT Academics		MF75	180 day	
CT Sim/EP Sim		MF76	180 day	
Qualification Evaluation	AFMAN 11-202V2	AA01	17 months	4
Mission Evaluation	AFMAN 11-202V2	AA02	17 months	
Instrument Evaluation	AFMAN 11-202V2	AA03	17 months	4
Enhanced Vision System (EVS)		CT12	180 days	4
Touch and-Go Landing (IP only)		LD03	45 days	4
Simulated Engine out Landing		LD04	60 days	1, 4
Simulated Engine out Missed Approach/Go Around		LD05	60 days	4
<b>Notes:</b> 1. Night Landing (LD02), Simulated Engine out Landing (LD04), and Touch-and-Go Landing (LD03) updates Day Landing (LD01). Day Landing (LD01) and Night Landing (LD02) update Total Landings (LD00). 2. ISOPREPS will be reviewed prior to each operational mission. 3. If non-current greater than 6-months, member loses qualification. See AFMAN 11-202V1. 4. Event completed in a category D, ATD can be utilized to update currency.				

**4.7. Ancillary Training.** Ancillary training is guidance or instruction that contributes to mission accomplishment but is separate from an Air Force Specialty or occupational series. In accordance with AFMAN 11-202V1, the source AFMAN provides training frequency for these events and requisite waiver authority.

#### **4.8. Simulator Training.**

4.8.1. {Non-18 ACCS assigned} Aircrew members filling a deployment cycle (approximately 6-month deployment) will not accomplish the FAA-certified Global BBD-700 Recurrent Training during their deployments. **Exception:** Aircrew members deployed for 1 year will

attend the FAA-certified Global BBD-700 Recurrent Training during their deployment one time, preferably no earlier the midpoint of their deployed tour, pending scheduling availability and operational requirements. (T-3)

4.8.2. {18 AACCS assigned} 18 ACCS assigned pilots will attend the FAA-certified Global BBD-700 Recurrent Training while deployed unless deployed for less than 6 months, pending scheduling availability and operational requirements, preferably no earlier than the midpoint of their deployed tour, to meet [Table 4.1](#) requirements. (T-3) The course includes academic and simulator training.

#### 4.9. Lookback.

4.9.1. Initially, aircrew certified as CMR will fly a minimum of twice per month until a 3-month lookback is established. (T-2) After establishing a 3-month lookback period on CMR status, aircrew will fly twice per month or 6 times every 3-months in order to maintain lookback. (T-2)

4.9.2. Both 1-month and 3-month sortie lookback periods are calculated on the first duty day of each month. **Note:** Lookback applies only to CMR aircrew.

4.9.3. If a CMR aircrew member does not meet their 1-month lookback requirements, a review is made of their 3-month lookback requirements. An aircrew member who fails to meet both 1-month and 3-month lookback will be downgraded to N-CMR status IAW [paragraph 4.10.6](#). (T-2)

**4.10. Failure to Complete Training Requirements.** Aircrew members become non-current the day after event currency expires (e.g., an aircrew member that accomplished an event with 45-day currency expires 46 days after event accomplishment). The following guidance applies:

4.10.1. Loss of currency of 6 months or less: aircrew member must demonstrate proficiency in the aircraft or simulator with an AF instructor (or ATS instructor for simulator creditable events) in delinquent item(s). (T-2) Aircrew members that are non-current for up to 6 months will maintain their current qualification (no documentation required) except for those items that cause loss of qualification in accordance with [Table 4.1](#). (T-3)

4.10.2. Loss of currency exceeding 6 months, but less than 24 months: the aircrew member must complete training in delinquent items (as applicable), additional training as directed by the SQ/CC, and a requalification evaluation in accordance with AFMAN 11-202V2 and AFMAN 11-2E-11 Volume 2, *E-11 Aircrew Standardization and Evaluation Criteria*. (T-2) Attending an ATS requalification course and demonstrating proficiency in the simulator to the satisfaction of an ATS instructor in all delinquent item(s) may satisfy this requalification requirement.

4.10.3. Loss of currency exceeding 24 months: currency is regained by attending an ATS requalification course. (T-3)

4.10.4. Failure to Complete Ground Training Events. The OG/CC or equivalent may waive ground CT events identified in [Table 4.1](#). The decision to grant a waiver is to be based on the individual aircrew member's experience and proficiency level (e.g., waivers will not be based on an aircrew member's availability). The OG/CC or equivalent will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity.

4.10.5. Failure to Meet Lookback. Aircrew who fail to meet lookback requirements, as outlined in **paragraph 4.10**, will be downgraded to N-CMR. **(T-2)**

4.10.5.1. SQ/CCs will develop a training plan to include at least one flight to return aircrew back to CMR after being downgraded for failure to meet lookback. **(T-2)**

4.10.5.2. Lookback waivers will be submitted through appropriate channels to the MAJCOM/A3 for approval. **(T-2)**

4.10.5.3. If aircrew fails to meet lookback, SQ/CCs may additionally, at their discretion:

4.10.5.3.1. Remove the aircrew member from a CMR manning position; or,

4.10.5.3.2. Initiate action to remove the aircrew member from active flying status.

4.10.6. Failure to Meet RAP. Aircrew members who fail to meet RAP requirements by the end of the training cycle will be downgraded to N-CMR/N-BMC. Unless waived in accordance with **paragraph 4.2**, remaining training requirements must be made up during the next RAP training cycle and aircrew member will remain N-CMR/N-BMC until the non-waived sorties/events are accomplished. Accomplishment of delinquent training will be tracked manually and documented in the aircrew member's training record. Currency dates will be carried over to the next cycle. In the case of new RAP requirements, initial currency date will be the first day of the training cycle. If an event name changes, but the definition/intent is the same, the currency date of the similar event from the previous cycle will be used for the new event. **(T-2)**

#### **4.11. Restrictions for N-CMR/N-BMC.**

4.11.1. Aircrew members who regress to N-CMR/N-BMC status may not act as a primarily crew member on E-11 during contingency operations or while participating on Higher Headquarters (HHQ) tasked mission without supervision by an instructor. **(T-3)** **Note:** This requirement does not apply to E-11 tail swap operations.

4.11.2. Regaining CMR status. SQ/CC will determine if any additional training is required. **(T-3)** Upon completion of any additional training, all normal CT requirements, and reestablishment of applicable currencies, the aircrew member may regain CMR status. Once requisite ground and flying training is accomplished, squadron training office (DOT) will accomplish a CMR/BMC memorandum documenting completion of the training and recommending return to MR status. **(T-3)** SQ/CC signed memorandum is the sole document removing and restoring individuals to MR status. Memorandums will be filed in the individual's training records. **(T-3)**

## Chapter 5

### UPGRADE TRAINING

#### 5.1. Prerequisites.

5.1.1. The flying time prerequisites for upgrade are based on the aircrew member having gained the knowledge and judgment required to effectively accomplish the squadron's missions. The SQ/CC will ensure their CT programs emphasize these areas. **(T-3)**

5.1.2. Syllabus prerequisites are mandatory for all upgrade training courses and must be completed prior to entering upgrade training unless waived in accordance with applicable syllabi. See [Table 5.1](#).

5.1.3. Prior to nomination for upgrade, SQ/CCs must have received documentation with at least one ACC Form 206, *Individual Mission Gradesheet* "recommend" from an instructor in the nominated crew position and have reviewed the member's training folder.

5.1.4. For deployment-cycle pilots, the deployed SQ/CC is designated waiver authority for flying hour prerequisites for entry into formal upgrade courses at the deployed location. For non-prior AF IPs, the WG/CC, delegable no lower than the deployed SQ/CC, is the designated waiver authority. For permanently assigned E-11 pilots, the permanently assigned SQ/CC is the designated waiver authority for flying hour prerequisites for entry into formal upgrade courses. The permanently assigned E-11 SQ/CC will advise the OG/CC (or equivalent) of any approved waivers.

**Table 5.1. Upgrade Prerequisite Summary.**

From	To	Prerequisites
UP	FP	<b>Chapter 2</b> Requirements Completion of Global BBD-700 Type Rating (FAA evaluation) in Global BBD-700 simulator
FP	MP	<b>Chapter 3</b> Requirements Mission Qualification Flight Evaluation
FP	MP with AC Cert	<b>Chapter 3</b> Requirements Mission Qualification Flight Evaluation Permanently Assigned E-11 Pilots: AC w/ 1000 total hours or 200 PIC hrs on manned aircraft. Deployment Pilots: as required by reporting instructions
MP	MP with AC Cert	Permanently Assigned E-11 Pilots: <ul style="list-style-type: none"> <li>- 750 total hours / 500 E-11 hours or 1000 total hours / 300 E-11 hours</li> <li>- Completion of E-11 MP Certification</li> <li>- SQ/CC Recommendation</li> </ul>
MP with AC cert	IP	Deployment E-11 Pilots <ul style="list-style-type: none"> <li>- Prior AF IP: <ul style="list-style-type: none"> <li>- 200 E-11 hours</li> <li>- SQ/CC recommendation</li> <li>- <b>Chapter 5</b> requirements</li> </ul> </li> <li>- Non-Prior AF IP: <ul style="list-style-type: none"> <li>- 400 E-11 hours</li> <li>- 1500 total hours</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>- Deployed SQ/CC approval</li> <li>- <b>Chapter 5</b> requirements</li> </ul> Permanently Assigned E-11A Pilots <ul style="list-style-type: none"> <li>- Prior AF IP:             <ul style="list-style-type: none"> <li>- Experienced MP designation in E-11</li> <li>- SQ/CC recommendation</li> <li>- <b>Chapter 5</b> requirements</li> </ul> </li> <li>- Non-Prior AF IP:             <ul style="list-style-type: none"> <li>- Experienced MP designation in E-11</li> <li>- 400 E-11 MP hours with AC cert</li> <li>- 1500 total hours</li> <li>- SQ/CC recommendation</li> <li>- <b>Chapter 5</b> requirements</li> </ul> </li> </ul>
IP	EP	Deployment E-11 Pilots <ul style="list-style-type: none"> <li>- Prior Evaluator Certification (preferred)</li> <li>- SQ/CC Recommendation</li> </ul> Permanently Assigned Pilots <ul style="list-style-type: none"> <li>- SQ/CC Recommendation</li> </ul>

**5.2. Designation Codes.** For standardization, use the codes from [Table 5.2](#). E-11 pilot flight authorization codes are represented as a four-letter code.

**Table 5.2. Flight Authorization Codes.**

1st Character	Definition
F	Basic qualified in E-11A
M	Mission qualified in E-11A (see unit Letter of Xs to determine AC certification)
U	Obtaining initial qualification or requalification in E-11A
O	UQ members (active or inactive) in E-11A (O-6 and above) See DAFMAN 11-401 ACC Sup, <i>Aviation Management</i> paragraphs 11.6.2.2 and 11.6.2.3.
2nd Character	Definition
P	E-11A Pilot
3rd Character	Definition
A	CMR
B	BMC
I	IQT
N	N-CMR
Q	Basic Qualification (member in MQT)
4th Character	Definition
E	Experienced



N	Non-Experienced
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**5.3. Basic Qualified Pilot (FP).** An FP must first graduate the approved IQT training course in accordance with this manual. (T-3) The approved course instructs and evaluates students in the left and right seat of the aircraft. Graduates of this course will be given the FP designation. An FP can fly in either seat in the aircraft under IP supervision.

**5.4. Mission Qualified Pilot (MP).** MPs have completed MQT in the E-11. MPs can also obtain certification as an AC after completing requirements in [Table 5.1](#).

5.4.1. MPs with a Second in Command (SIC) restriction will be identified on the squadron Letter of Xs. MPs with an SIC restriction may fly in the left seat under IP supervision and in the right seat with a certified AC.

5.4.2. Deployment-assigned Pilots: for an MP, completion of MQT at a deployed location will result in certification as an Aircraft Commander (AC). (T-3)

**5.5. Aircrew Instructor Program.** Instructor candidates will be selected based on experience, judgment, potential to instruct, flying skill, technical knowledge, and needs of the AF. (T-3) SQ/CCs and DOT offices should evaluate candidate proficiency and demonstrated performance.

5.5.1. Prerequisites. See [Table 5.1](#) in this section, and ACC-approved course syllabi for instructor upgrade prerequisites.

5.5.2. Ground Training.

5.5.2.1. An instructor candidate must be able to instruct aircraft systems and equipment, normal and emergency operating procedures, prohibited maneuvers, and aircraft performance under all conditions of flight. Instructor candidates will demonstrate knowledge and instructional ability by organizing and conducting ground briefings on a cross-section of subjects from applicable directives. (T-2)

5.5.2.2. The instructor candidate will receive ground training on training documentation requirements. (T-3)

5.5.2.3. The instructor candidate will attend the appropriate Flight Instructor Course (FIC) (if not a previously qualified instructor on a different MDS) prior to starting IPUG training. For members filling a deployment cycle FIC may be accomplished at the deployed location as required. For members permanently assigned to the E-11 FIC will be accomplished in accordance with the Instructor Upgrade Syllabus. (T-3)

5.5.2.4. Candidates previously instructor qualified in another MDS are required to meet the instructor candidate selection requirements and course prerequisites but are not required to complete the entire E-11 FIC. (T-3) Specific information can be found in the E-11 FIC syllabus.

5.5.3. Flying Training. Instructor candidates may occupy either seat during training in accordance with locally developed and approved syllabi.

**5.6. Flight Examiner Upgrade.** SQ/CCs will identify instructors for certification as flight examiner based on experience, knowledge, flying ability, objectivity, and needs of the squadron. Instructors identified for certification as flight evaluator must possess satisfactory knowledge of

AFMAN 11-202V2, AFMAN 11-2E-11V2, and applicable MAJCOM supplements. (T-2) All flight examiners must be fully qualified instructors. (T-2)

#### **5.7. Senior Officer Flight Requirements.**

5.7.1. Supervisory leadership (ranks Colonel and above) for individuals without an E-11 qualification who meet the requirements of DAFMAN 11-401 may fly during critical phases of flight provided they are under direct IP supervision.

5.7.2. Senior officers who are unqualified in the E-11 will complete unit ground training and at least one observation flight before being authorized to fly during critical phases of flight. (T-2) See local theater guidance for any further restrictions or guidance on this subject.

## Chapter 6

### AIRCREW TRAINING SYSTEM (ATS)

**6.1. Description.** ATS is an integrated qualification, upgrade, and CT program for aircrew members. Civilian contractors conduct most academic, simulator, and technical training. AF personnel conduct all flight training and flight evaluations.

6.1.1. A designated FAA Flight Examiner is acceptable to administer an Initial Qualification evaluation in the simulator. Training is conducted at an FAA approved training center by FAA certified instructors.

6.1.2. Training shall be to the commercial FAA Commercial Pilot Type Rating/Certification standard. **(T-2)**

6.1.3. Completion of difference training is required for the applicable variants prior to receiving an FP status or operating as the AC of record. **(T-2)**

**6.2. Crew Resource Management (CRM) Training.** Initial E-11 CRM training for pilots is presented during IQT by contracted instructors as part of the Global BBD-700 Type Rating course. Refresher CRM training will be conducted separately by contracted instructors at ACC direction and guidance.

#### **6.3. Course Prerequisites.**

6.3.1. Each ATS course is based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, SQ/CC recommendation, and completion of applicable training guides.

6.3.2. FAA Prerequisites. When an Airline Transport Pilot (ATP) Type Rating Certification is allowed under the individual contract, the AF student is personally responsible for all FAA prerequisites prior to the check ride (e.g., FAA written exams and ATP-CTP Course). **(T-3)** In most cases, the United States Air Force (USAF) will not fund FAA prerequisite training.

#### **6.4. Lesson Objectives.**

6.4.1. Lesson Objective Development. All objectives must meet FAA requirements for individual course certification.

6.4.2. Lesson Objective Description. These are subject to changes in the contract.

6.4.3. Lesson Objective Use. Instructors and examiners use lesson objectives as a reference document to establish training and evaluation standards. Submit recommended changes through MAJCOM channels.

6.4.4. Contractor Course Material. Training contractors provide student guides, training guides, and appropriate course material in the contractor's commercial format. Each commercial course is certified by the FAA to meet commercial training standards.

**6.5. Course Critique.** Upon completion of training, the contractor provides each student with a copy of a Student Course Critique. Filling out this critique is mandatory for USAF students. **(T-2)** The contractor will scan and email the critiques to the Headquarters (HQ) ACC training managers. **(T-3)** HQ ACC training managers review 100% of student critiques for training quality assurance.

**6.6. Unsatisfactory Student Progress.**

6.6.1. If a student's training progress is unsatisfactory, the contractor notifies the government representative (group training, operations officer, etc.) of the student's unsatisfactory progress through established reporting processes.

6.6.1.1. Following a joint AF and ATS contractor review of the student's record, the AF conducts an assessment to determine whether to continue or terminate training. **(T-3)** An option to continue IQT for students who are struggling is to transition to the SIC course.

6.6.1.2. Part of the assessment can allow a student to proceed to an evaluation but will transition to a SIC syllabus and be coded appropriately to conduct MQT and deploy. Pilots with a SIC restriction can only fly in the right seat. This restriction can be removed at the next FAA recurrency evaluation or AF evaluation.

6.6.2. The contractor will provide written feedback to the SQ/CC or training office for students who display substandard performance. **(T-3)**

6.6.3. Remediation Procedures. ACC/A3C must receive prompt notification from the contractor of failed course completion. Remediation after a failed course may be the ATS contractor's responsibility, AF's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged.

**6.7. Scheduling.** Student scheduling for academic and simulator training classes will be in accordance with the terms of the individual training contract. **(T-3)**

6.7.1. In the event agreement cannot be reached on scheduling of a class or classes, refer the matter to the Contracting Officer for resolution.

6.7.2. Training contracts have a specific lead time requirement either to schedule a training class or to cancel a scheduled class. Understanding the contractor's cancellation policy is critical. Failure to meet a cutoff date could lead to the Government paying for training not received.

ADRIAN L. SPAIN, Lt Gen, USAF  
Deputy Chief of Staff, Operations

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

DAFI 90-160, *Publications and Forms Management*, 14 April 2022

DAFMAN 48-123, *Medical Examinations and Standards*, 8 December 2020

DAFMAN 11-401, *Aviation Management*, 27 October 2020

DAFMAN 11-401 ACC Sup, *Aviation Management*, 30 July 2021

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

DAFPD 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapon Systems, Non-Weapon Systems, and Activities*, 25 May 2021

AFMAN 11-301, Volume 1, *Aircrew Flight Equipment (AFE)*, 31 May 2023

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

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 21 December 2021

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021

AFMAN 11-2E-11V2, *E-11 Aircrew Standardization Evaluation Criteria*, 3 December 2021

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

AFMAN 11-403, *Aerospace Physiological Training Program*, 13 August 2020

AFMAN 36-2100, *Military Utilization and Classification*, 7 April 2021

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFDP 3-50, *Personnel Recovery*, 18 March 2020

***Adopted Forms***

ACC Form 206, *Individual Mission Gradesheet*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

DAF Form 847, *Recommendation for Change of Publication*

DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*

***Abbreviations and Acronyms***

AC—Aircraft Commander

**ACC**—Air Combat Command  
**ACCS**—Air Command and Control Squadron  
**AF**—Air Force  
**AFI**—Air Force Instruction  
**AFMAN**—Air Force Manual  
**AFPD**—Air Force Policy Directive  
**AFSC**—Air Force Specialty Code  
**API**—Aircrew Position Indicator  
**ARMS**—Aviation Resource Management System  
**ATD**—Aircrew Training Device  
**ATP**—Airline Transport Pilot  
**ATS**—Aircrew Training System  
**BACN**—Battlefield Airborne Communications Node  
**BAQ**—Basic Aircraft Qualification  
**BMC**—Basic Mission Capable  
**BMC**—BACN Mission Coordinator  
**C2ISR**—Command and Control Intelligence, Surveillance, and Reconnaissance  
**CAC**—Conduct After Capture  
**CAF**—Combat Air Forces  
**CAOC**—Combined Air Operations Center  
**CEA**—Career Enlisted Aviators  
**CMR**—Combat Mission Ready  
**CRM**—Crew Resource Management  
**CRP**—Commander’s Review Process  
**CST**—Combat Survival Training  
**CT**—Continuation Training  
**DAF**—Department of the Air Force  
**DAFI**—Department of the Air Force Instruction  
**DAFMAN**—Department of the Air Force Manual  
**DAFPD**—Department of the Air Force Policy Directive  
**DD**—Department of Defense (in reference to forms e.g., DD Form 2992)  
**DOC**—Designated Operational Capability

**DoD**—Department of Defense  
**DOT**—Squadron Training Office  
**DQT**—Difference Qualification Training  
**EP**—Evaluator Pilot  
**EVS**—Enhanced Vision System  
**EPUG**—Evaluator Pilot Upgrade  
**FAA**—Federal Aviation Administration  
**FCIF**—Flight Crew Information File  
**FEB**—Flight Evaluation Board  
**FIC**—Flight Instructor Course  
**FP**—First Pilot  
**FS**—Flight Surgeon  
**FTU**—Formal Training Unit  
**HQ**—Headquarters  
**HHQ**—Higher Headquarters  
**IP**—Instructor Pilot  
**IPUG**—Instructor Pilot Upgrade  
**IQT**—Initial Qualification Training  
**IRC**—Instrument Refresher Course  
**IRP**—Instrument Refresher Program  
**ISOPREP**—Isolated Personnel Report  
**JP**—Joint Publication  
**MAJCOM**—Major Command  
**MDS**—Mission Design Series  
**MISREP**—Mission Report  
**MP**—Mission Qualified Pilot  
**MQT**—Mission Qualification Training  
**MR**—Mission Ready  
**MSN**—Mission Evaluation  
**N-BMC**—Non-Basic Mission Capable  
**N-CMR**—Non-Combat Mission Ready  
**NCO**—Non-Commissioned Officer

**OCR**—Office of Collateral Responsibility  
**OG**—Operations Group  
**OG/CC**—Operations Group Commander  
**OGT**—Operations Group Training  
**OGV**—Operations Group Stan/Eval  
**OPR**—Office of Primary Responsibility  
**OSS**—Operations Support Squadron  
**PFT**—Programmed Flying Training  
**PLO**—Payload Operator  
**PR**—Progress Review  
**PRB**—Progress Review Board  
**QT**—Qualification Training  
**QUAL**—Qualification (evaluation)  
**RAP**—Ready Aircrew Program  
**RDD**—Required Delivery Date  
**RTM**—RAP Tasking Memorandum  
**RTRB**—Realistic Training Review Board  
**RQT**—Requalification Training  
**RW**—Reconnaissance Wing  
**SERE**—Survival, Evasion, Resistance, and Escape  
**SIC**—Second in Command  
**SQ/CC**—Squadron Commander  
**SQ/DO**—Squadron Director of Operations  
**Stan/Eval**—Standardization and Evaluation  
**UMD**—Unit Manning Document  
**UQ**—Unqualified  
**USAF**—United States Air Force  
**USAFWS**—USAF Weapons School  
**WG/A3TV**—Wing Stan/Eval  
**WG/A3T**—Wing Training  
**WG/A3V**—Wing Stan/Eval  
**WG/CC**—Wing Commander



**WG/CV**—Vice Wing Commander

**WST**—Water Survival Training

### *Office Symbols*

**ACC/A3**—Air Combat Command Director of Operations

**ACC/A3C**—Air Combat Command Command and Control Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Division

**ACC/A3CA**—Air Combat Command/Airborne Command and Control Systems Branch

**ACC/A3O**—Air Combat Command Operations Division

**ACC/A3T**—Air Combat Command Flight Operations Division

**AF/A3T**—Air Force Director of Training and Readiness

### *Terms*

**Academic Training**—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

**Aircraft Commander (AC)**—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

**Aircrew Training System (ATS)**—Integrated qualification, upgrade, and CT program for crew members. Civilian contractors conduct most academic and ATD training; Air Force conducts all flight training.

**Continuation Training (CT)**—Ground and flight training events necessary to maintain mission ready or basic qualification status.

**Crew Resource Management (CRM) Training**—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

**Critical Phases of Flight**—Takeoff, approach to landing, landing, or any flight maneuver stipulated in 11-2MDS series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified aircrew members.

**Currency Event**—Flying CT events with prescribed maximum interval between accomplishments.

**Flight Examiner**—An aircrew member designated to administer evaluations according to AFMAN11-2E-11V2.

**Flight Surgeon (FS)**—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force Specialty Code (AFSC).

**Instructor**—Aircrew member trained, qualified, and certified by the SQ/CC as an instructor.

**Instructor Candidate**—An aircrew member undergoing upgrade training to instructor.

**Instructor Supervision**—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor must occupy one of the seats or stations, with immediate access to the controls.

**Combat Mission Ready (CMR)**—Aircrew member who is current, qualified, and certified in the unit's designated mission(s).

**Night**—Portion of time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

**Recurrent Training**—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

**Requalification Training (RQT)**—Training required to qualify pilots in an aircraft in which they have been previously qualified. See [Chapter 2](#) for RQT requirements.

**Training Device**—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed CT.

**Upgrade Training**—Training to qualify an aircrew member in a higher crew position.