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HEADQUARTERS UNITED STATES AIR
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MEMORANDUM FOR DISTRIBUTION C

FROM: HQ USAF/A3
1630 Air Force Pentagon
Washington, DC 20330-1630

SUBJECT: Guidance Memorandum to AFMAN 11-2T-6 Vol 1, *T-6A Aircrew Training*

By Order of the Secretary of the Air Force, this Air Force Guidance Memorandum (AFGM) immediately implements changes to the Air Force Manual (AFMAN) 11-2T-6 Vol 1, *T-6A Aircrew Training*. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with other Department of the Air Force publications, the information herein prevails in accordance with DAFMAN 90-161, *Publishing Processes and Procedures*.

This guidance memorandum implements formation approach and removes formation wing landing continuation training requirements.

Please direct any questions to Col Randy Oakland, the Nineteenth Air Force Director of Operations at DSN 487-4341 or randy.oakland@us.af.mil.

This memorandum becomes void after one year has elapsed from the date of this memorandum, upon publication of an interim change to, or rewrite of AFMAN 11-2T-6V1, whichever is earlier.

JAMES C. SLIFE, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment:
Guidance Changes

AFMAN11-2T-6V1_AFGM2023-01
Guidance Changes

Table 4.2. T-6A Currency Requirements in Days.

I T E M	A	B	C	D	E	F
	Maneuver	IP		FP	Senior Officer FP	NOTES
		Inexperienced	Experienced			
1	Landing	30	45	30	45	1
2	Instrument Approach					2
3	RCP Landing					
4	Night RCP Landing	90	90			3, 4, 5
5	Emergency Landing Pattern	30	60	30		6
6	Formation Wing Takeoff	60	90			4
7	Formation Approach					
8	Low-level	90	120			
9	Traffic Pattern Stalls	120	180	120		
10	Power-On Stalls					
11	Out-of-control Flight	30	60	30		
12	Student Instructional Sortie	30	60			7
13	4-Ship Formation	180	180			8
14	FCF Pilot	90	90			9
15	AHC IP	90	90			10

Notes:

1. See **paragraph 4.12.2.1.**
2. See **paragraph 4.12.2.5.**
3. Updates landing currency.
4. Only applicable to IPs maintaining currency in this event.
5. Updates RCP landing currency.
6. FPs must have a current and qualified IP at a set of controls. **(T-2)**
7. Fly (or formation direct support) a Primary Pilot Training, UCT, ENJJPT, ENJJPT PIT, PIT syllabus-directed mission, TI, IP, FP requalification sortie, or any flight evaluation as a flight examiner. See **paragraph 4.12.2.9.**
8. See **paragraph 9.2.3.**
9. See **paragraph 5.6.**
10. See **paragraph 6.2.**

AFMAN11-2T-6V1_AFGM2023-01
Guidance Changes

Table 4.3. Semiannual Event Requirements Summary.

I T E M	A	B	C	D	E	F
	Maneuver	IP		FP	Senior Officer FP	NOTES
		Inexperienced	Experienced			
1	Instructor Development Sortie	18	10			1
2	Emergency Procedures/CRM Simulator	2	1	2	1	2
3	Instrument Approaches (Total)	12	8	12		
4	Published Approach Procedure	3	3	3		3, 4
5	Precision Approaches	4	2	4		4
6	Non-precision Approaches			2		
7	Circling Approaches	2	2	2		5
8	Power-on Stalls					
9	Traffic Pattern Stalls					
10	Out-of-control Flight Recovery					
11	Contact Abnormal Flight Recoveries					
12	Normal Pattern and Landing					
13	No-Flap Pattern and Landing					
14	Emergency Landing Pattern					6
15	Night RCP Landing					7, 8
16	Formation Wing Takeoff	4	2			7, 9
17	Formation Approach					7, 9

Notes:

1. Fly at least one ID sortie in each syllabus category per semiannual period. **(T-2)** See applicable syllabus for categories.
2. Emergency procedures/CRM simulator requirements do not begin until unit simulators are operational. Pilots who do not meet semiannual requirements will not fly until emergency procedure and CRM training is accomplished. **(T-2)**
3. Fly a complete procedure (high or low altitude) from the initial approach fix to landing or missed approach or climb out.
4. Dual log with Instrument Approach to update volume and date.
5. Fly the circling maneuver at the end of a published approach or a low closed pattern where local procedures are established. May dual log with non-precision approach, as applicable.
6. FPs must have a current and qualified IP at a set of controls. **(T-2)**
7. Only applicable to IPs maintaining currency in this event.
8. May dual log with Landing and RCP Landing to update volume and date.
9. Fly from either the lead or wing position.

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

**AIR FORCE MANUAL 11-2T-6,
VOLUME 1**



1 APRIL 2020

Flying Operations

T-6A AIRCREW TRAINING

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*. Along with major command (MAJCOM) and local procedures, this publication prescribes standard procedures used by all pilots operating an Air Force T-6A aircraft. This publication applies to all Regular Air Force and Air Force Reserve, and all Air National Guard associate instructor pilots flying the T-6A. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, Secretary of the Air Force. The applicable SORN F011 AF XO A, *Aviation Resource Management System (ARMS)* is available at <http://dpcl.o.defense.gov/Privacy/SORNS.aspx>. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate standardization and evaluation (stan/eval) functional chain. Field units below MAJCOM-level will coordinate copies of their supplements with their parent MAJCOM stan/eval office prior to approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit

requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items.

SUMMARY OF CHANGES

This 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 and to convert this manual from the former instruction.

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.	8
1.5. Training Records and Reports.	8
1.6. Pilot Utilization.	8
1.7. Aircrew Graduate Evaluation Program.	9
1.8. Progress Review.	9
Chapter 2—INITIAL QUALIFICATION TRAINING (IQT)	10
2.1. General Information:.....	10
2.2. Prerequisites.	10
2.3. Ground Training.	10
2.4. Flying Training.	10
2.5. Basic Aircraft Requalification Training.	10
2.6. Conversion and Difference Qualification Training.	10
2.7. Multiple Qualifications.	10
2.8. Senior Officers.	11
2.9. Flying Training Wing Key Personnel.	11
2.10. T-38 Lead-In Training for T-6A First Assignment Instructor Pilots.	11
2.11. Indoctrination Flier Training.....	11
2.12. Flight Surgeon Qualification.....	11

Chapter 3—MISSION QUALIFICATION TRAINING (MQT) 13

3.1.	General Information:.....	13
3.2.	Prerequisite.	13
3.3.	Ground Training.	13
3.4.	Flying Training.	13
3.5.	Sorties Documentation.	13
3.6.	Loss of IP Qualification.	13
3.7.	Loss MR/BAQ Status:	14
3.8.	Instructor Requalification.	14

Chapter 4—CONTINUATION TRAINING (CT) 16

4.1.	General Information.	16
4.2.	Training Cycle.	16
4.3.	CT Administration.	16
4.4.	Periodic Emergency Procedure and CRM Simulator Training	17
4.5.	Theater Indoctrination Training (TI).	17
4.6.	AHC Sortie Requirements:	19
4.7.	Night Flying.....	19
4.8.	Minimum Ground Training Requirements.	20
Table 4.1.	Aircrew Ground Minimum Requirements.	20
4.9.	Not Used.	22
4.10.	Not Used.	22
4.11.	Not Used.	22
4.12.	Flying Training.	22
Table 4.2.	T-6A Currency Requirements in Days.	22
Table 4.3.	Semiannual Event Requirements Summary.....	23
4.13.	Semiannual Event Requirements. Table 4.3	26

Chapter 5—FCF PROGRAM 27

5.1.	Overview.	27
5.2.	FCF Chief Responsibilities.	27

5.3.	FCF Pilot Requirements.	27
5.4.	FCF IP Requirements.	27
5.5.	FCF Training.....	27
5.6.	FCF Currency.	28
Chapter 6—AHC PROGRAM		29
6.1.	AHC IP Certification.	29
6.2.	AHC IP Currency.	29
Chapter 7—BIP PROGRAM		30
7.1.	Note:	30
7.2.	Due to different experiences.	30
7.3.	The training prescribed in this chapter.	30
7.4.	Sponsor sorties are mandatory.	30
7.5.	BIP Long Program.	30
7.6.	BIP Short Program.	32
7.7.	BIP Program Completion.	32
Chapter 8—PIT RE-BLUE PROGRAM		33
8.1.	Re-Blue Program.	33
8.2.	PIT IP Responsibilities.	33
8.3.	Host Squadron Responsibilities.	33
Chapter 9—T-6A 4-SHIP CERTIFICATION		34
9.1.	T-6A 4-Ship Basic Wingman Certification.	34
9.2.	T-6A 4-Ship Flight Lead Certification.	34
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		36

Chapter 1

GENERAL GUIDANCE

1.1. Overview. This publication prescribes basic policy and guidance for training United States Air Force aircrews in T-6A operations supporting AETC undergraduate flying training programs.

1.2. Roles and Responsibilities.

1.2.1. 19th Air Force Stan/Eval (19 AF/DOV) will:

1.2.1.1. Review and revise guidance herein as required in conjunction with 19 AF Undergraduate Flying Training (19AF/DOU). **(T-2).**

1.2.1.2. Host annual conferences to review ground and flying training requirements and programs for applicable units. **(T-2).** Conference participants will include 19 AF/DOV and other applicable MAJCOM representatives. **(T-2).**

1.2.1.3. Review subordinate unit training programs, unit training waivers and semi-annual training deficiencies. **(T-2).**

1.2.2. Wing 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 meet training objectives. **(T-2).**

1.2.2.3. Forward copies of unit training programs to 19 AF/DOU (or MAJCOM A3T) for coordination with 19 AF/DOV (or MAJCOM stan/eval). **(T-2).**

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

1.2.2.5. Forward unit training waivers and semi-annual training deficiencies to 19 AF/DOU (or MAJCOM A3T) for review. **(T-2).**

1.2.3. Squadron commanders will:

1.2.3.1. Manage the squadron continuation training (CT) to ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members. **(T-2).** Establish squadron CT policies and guidance to include, but not limited to, theater indoctrination (TI), instructor development (ID), buddy instructor pilot (BIP) programs, and unit certifications. **(T-2).**

1.2.3.2. Review training and evaluation records of newly assigned pilots and those completing formal training to determine training required to achieve qualification and certification and to ensure provision of this AFMAN are met. **(T-2).**

1.2.3.3. Brief new pilots on their responsibilities and BIP program policies before the new pilot accomplishes the unit mission and any student training. **(T-2).** **Note:** The squadron director of operations may accomplish this action if the squadron commander is unavailable.

1.2.3.4. Fly a sortie with new pilots during TI. **(T-2).** Discuss policies, techniques, and grading practices in conjunction with this sortie. **(T-2)** **Note:** The squadron director of operations or assistant director of operations may fly this sortie if the squadron commander

is unavailable. Units will document any deviations, and identify emphasis areas in the pilot's training folder. **(T-2) Note:** For Euro-NATO joint jet pilot training (ENJJPT) instructor pilots (IP) will fly this sortie as part of the individual's BIP program. **(T-2).**

1.2.3.5. Review completed TI and BIP documentation, assign qualified individuals to a training status, and certify IPs. **(T-2).**

1.2.3.6. Report end-of-cycle training shortfalls through the operations group (OG). **(T-2).**

1.2.3.7. Develop ID sortie profiles that detail the minimum events and currency maneuvers T-6A aircrew must accomplish on each sortie. **(T-2).**

1.2.4. Squadron or flight training officer will:

1.2.4.1. Recommend an individually tailored BIP training program to the squadron commander for new IP's based on their past performance and experience. **(T-2).**

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

1.2.4.3. Regularly, minimum of monthly, update the squadron commander on the status of all personnel in training (to include BIP) and provide the squadron commander an estimated completion date. **(T-2).**

1.2.4.4. Maintain training folders. **(T-2).** **Note:** Units may maintain training folders in either paper or electronic (e.g., Graduate/Training Integration Management System (G/TIMS)) format.

1.2.4.5. Inspect all completed training folders on aircrew who have completed training and forward to the squadron commander or appropriate authority for certification. **(T-2).**

1.2.5. Individual aircrew members will:

1.2.5.1. Hand-carry all available training records or AF Form 4348, *USAF Aircrew Certifications*, (or G/TIMS equivalent) to assist the gaining unit in assessing certifications and training requirements. **(T-2).**

1.2.5.2. Be responsible for completing 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 adequately prepared, trained, qualified, certified and current unless the activity is part of an upgrade syllabus or program leading to qualification or certification, or for regaining currency according to [paragraph 4.13](#). **(T-2).**

1.3. Phases of Training. **(Note:** All references to "days" in this publication are to "calendar days" unless specifically noted otherwise.)

1.3.1. Initial Qualification Training (IQT). This training is necessary to qualify pilots for duties as first pilots (FP) in the T-6A aircraft. See [Chapter 2](#) for IQT program requirements. The maximum completion time for any IQT program will be in accordance with the applicable syllabus. **(T-2).**

1.3.2. Mission Qualification Training (MQT). This training is necessary to upgrade T-6A FPs for duties as an IP in the T-6A. In this phase, units will accomplish upgrades only through a MAJCOM-approved syllabus. **(T-2)**. See **Chapter 3** for MQT program requirements.

1.3.3. CT. This training is necessary for qualified aircrew to maintain their level of proficiency and currency. It provides minimum ground and flight training requirements. This training is also necessary to develop the IP force and certify pilots in specific unit or local area requirements. Base individual pilot CT requirements off of unit designation as either inexperienced or experienced. See **Chapter 4** for CT program requirements.

1.3.4. Experienced or Inexperienced Designation. Squadron commanders will designate all pilots as experienced or inexperienced. **(T-2)**.

1.3.4.1. Experienced Pilots. T-6A pilots who have been certified as mission ready (MR) and have 150 rated hours primary or instructor flight time in the aircraft and 600 hours total rated time, or 250 rated hours primary or instructor flight time in the aircraft and 450 hours total rated time may be certified experienced by the squadron commander. Units will document experienced IP designation on the Letter of Xs and certify via the AF Form 4348 (or G/TIMS equivalent). **(T-2)**.

1.3.4.2. Inexperienced Pilots. Pilots who do not qualify as experienced or who are not certified as such by the squadron commander are considered inexperienced. Pilots designated as inexperienced will progress through a program managed by the squadron or flight training officer to develop sound flying and instructional skills. **(T-2)**. Training officers will tailor each program based on the pilot's past flying experience and performance during IQT and MQT. **(T-2)**. No time limit is established to transition from inexperienced to experienced.

1.3.5. Specialized Certification 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 advanced handling characteristics (AHC, see **Chapter 6**) pilot, functional check flight pilot (FCF, see **Chapter 5**), and 4-ship. Individuals selected for training will accomplish appropriate formal course training to certify in these specialized areas and will comply with locally developed syllabi and squadron-developed training programs. **(T-2)** Units will track all certifications on the AF Form 4348 (or G/TIMS equivalent), to include those certifications that are unit-specific. **(T-2)**. As a minimum, document the following certifications on the on the AF Form 4348 (or G/TIMS equivalent):

1.3.5.1. mission ready IP **(T-2)**.

1.3.5.2. experienced IP **(T-2)**.

1.3.5.3. night rear cockpit (RCP) **(T-2)**.

1.3.5.4. flight examiner (FE) **(T-2)**.

1.3.5.5. 4-ship basic **(T-2)**.

1.3.5.6. 4-ship flight lead **(T-2)**.

1.3.5.7. FCF pilot **(T-2)**.

1.3.5.8. FCF IP **(T-2)**.

1.3.5.9. AHC IP (T-2).

1.3.5.10. Military simulator instructor (T-2). (Reference AETCI 11-203, *Flying Training Simulator Instructor Program*) **Note:** Units may abbreviate certification titles as required by AF Form 4348 electronic formatting.

1.4. Training Concepts and Policies. Each OG commander will develop a training program to prepare aircrews to operate in an uncontrolled airfield environment. (T-2). As a minimum, the program will include a discussion of Federal Aviation Administration Advisory Circular 90-66B, *Non-Towered Airport Flight Operations*, as well as uncontrolled airfield operation portions of the current U.S. Code of Federal Regulations and the *Aeronautical Information Manual*. (T-2). Training will emphasize standard civilian radio phraseology. (T-2).

1.5. Training Records and Reports. Units will:

1.5.1. Maintain an aircrew training folder for each assigned or attached aircrew member (paper, electronic, or G/TIMS). (T-2). The training folder will include records of individual training to include TI, BIP, specialized training, supervisor of flying, FCF and certifications. (T-2). Units will:

1.5.1.1. Maintain training folders according to AFMAN 11-202, Volume 1; AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and the records disposition schedule. (T-2). AF Forms 4348 and any training not yet completed are the only documents required in the training folder. (T-2).

1.5.1.2. Maintain all G/TIMS electronic gradebooks training documentation both completed and in-progress if used. (T-2).

1.5.2. For each certification listed on the squadron Letter of Xs, units will maintain documentation on an AF Form 4348 (or G/TIMS equivalent) according to AFI 11-202, Volume 2. (T-2). Once training that requires a certification is complete, the signed AF Form 4348 (or G/TIMS equivalent) becomes the source document for the completion of training. Once signed documentation is in the training folder, units may remove corresponding training records after 6 months.

1.6. Pilot Utilization.

1.6.1. Commanders will ensure wing pilots fill only authorized positions according to unit manning documents and properly designated pilot status. (T-2). The overall objective is for pilots to perform only operations-related duties. Supervisors may assign pilots to valid, short-term tasks such as escort officer, flying evaluation board member and mishap safety investigation board member, but must continually 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 (API)-1 pilots are programmer, flying safety officer, supervisor of flying, mobility or contingency plans, training (except ARMS documentation), stan/eval liaison officer, squadron aircrew flight equipment training instructor, and other duties directly related to flying operations. API-1 pilots will not be attached to wing staffs or fill wing staff positions unless total wing pilot API-1/6 manning is 100 percent or better. (T-2). Commanders will ensure wing staff pilots (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents. (T-2).

1.7. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus and AFMAN 11-202, Volume 1, as supplemented, for aircrew graduate evaluation procedures. The program is available at <https://www.my.af.mil/agepiftprod>.

1.8. Progress Review. Refer to the appropriate formal course syllabus and AFMAN 11-202, Volume 1, as supplemented, for progress review procedures.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Information:

2.1.1. On completion of the IQT program, T-6A pilots are eligible for basic aircraft qualification (BAQ) status as FPs according to AFMAN 11-202, Volume 1; AFI 11-202, Volume 2, and AFMAN 11-2T-6, Volume 2, *T-6A Aircrew Evaluation Criteria*.

2.1.2. Except for unusual circumstances, aircrew members undergoing qualification (initial and mission) training will receive ground and flight instruction with a minimum of interruption and complete training within the time specified by the syllabus. **(T-2)**. Individuals will be dedicated to training and units will not use them in unit jobs or other duties until the completion of training. **(T-2)**. If an individual fails to complete training within the specified time limit, unit will notify the gaining wing commander of the individual's name, grade, reason for delay, planned actions, and estimated completion date. **(T-2)**.

2.1.3. Completion of IQT qualifies pilots to act as pilot-in-command of any T-6A aircraft.

2.2. Prerequisites. Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFMAN 11-202, Volume 1. **(T-2)**. For listings of formal training courses and administrative and reporting requirements see the education and training course announcements, available at <https://etca.randolph.af.mil>. (The formal course syllabi list waiver authorities for course entry prerequisites.).

2.3. Ground Training. Units will follow the syllabus flow for ground training items. **(T-2)**. For in-unit qualification training, commanders will obtain and use current formal school courseware and syllabi. **(T-2)**.

2.4. Flying Training.

2.4.1. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training is available within the constraints of the formal course syllabus.

2.4.2. For in-unit qualification training, commanders will obtain and use current formal school courseware. **(T-2)**.

2.5. Basic Aircraft Requalification Training. An aircrew member is unqualified upon expiration of their qualification evaluation or loss of currency exceeding 6 months. Follow the requalification guidance in AFMAN 11-202, Volume 1, and this publication.

2.6. Conversion and Difference Qualification Training. Pilots completing conversion qualification training will follow the guidance in this chapter and the formal course conversion syllabus. **(T-2)**. Difference training for qualification in the T-6A is unauthorized. **(T-2)**.

2.7. Multiple Qualifications. AFMAN 11-202, Volume 1 authorizes qualification in more than one mission design series. **(Note:** Multiple qualifications are unauthorized for general officers.) Pilots obtaining multiple qualifications will complete IQT as specified in this chapter. **(T-2)**. Wing commanders will ensure equal representation of senior leaders in all wing aircraft types by selecting primary and secondary aircraft (IP or FP) qualification for each senior leader for approval by the 19 AF Director of Operations (19 AF/DO) (or MAJCOM A3). **(T-2)**.

2.8. Senior Officers. Units will comply with guidance provided in AFI 11-401, *Aviation Management*, and AFMAN 11-202, Volume 1 for senior officers (colonel selects and above). (T-2). Senior officer training will follow the appropriate formal course syllabus. (T-2). Senior officer pilots maintaining BAQ status will always fly with an IP. (T-2). Flying training wing commanders will be fully qualified IPs and have a completed AF Form 8/8A, *Certification of Aircrew Qualification*, according to the requirements of AFI 11-401 and AFI 11-202, Volume 2. (T-2).

2.9. Flying Training Wing Key Personnel.

2.9.1. Wing commanders, wing vice commanders, OG commanders, and OG deputy commanders will complete IQT and MQT in their primary mission aircraft. (T-2).

2.9.2. Wing flight safety officers will complete IQT and MQT in their primary mission aircraft. (T-2). Units will have at least one flying safety officer for each primary mission aircraft. (T-2).

2.9.3. The OG and deputy OG commanders will be instructor qualified and maintain FE certification in their primary mission aircraft. (T-2).

2.10. T-38 Lead-In Training for T-6A First Assignment Instructor Pilots. See AFI 11-2T-38, Volume 1, *T-38 Aircrew Training*, AETC Supplement for more information.

2.11. Indoctrination Flier Training.

2.11.1. In addition to AFI 11-401 and AFI 11-401 AETC SUP, indoctrination fliers will accomplish the following:

2.11.1.1. A review with an IP of the flight manual (TO 1T-6A-1, *Flight Manual—USAF/USN Series T-6A Aircraft*), AFMAN 11-2T-6, Volume 3, *T-6A Operations Procedures*, and unit supplements. (T-2).

2.11.1.2. Egress training according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, or AFMAN 11-202, Volume 1. (T-2).

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

2.11.1.4. Survival training according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*. (T-2).

2.11.2. 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, AFMAN 11-202, Volume 1 and this paragraph. (T-2). They will complete monthly boldface testing. (T-2). Indoctrination fliers are exempt from other periodic flying requirements. Units will document initial and annual training in the aircrew member's training folder. (T-2).

2.12. Flight Surgeon Qualification.

2.12.1. In addition to AFMAN 11-202, Volume 1, flight surgeon requirements, flight surgeon training will consist of the following:

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

2.12.1.2. An emergency procedure review with an IP. (T-2).

2.12.1.3. Cockpit/Crew Resource Management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Program*. (T-2).

2.12.1.4. Aircrew flight equipment and procedures training according to AFI 11-301, Volume 1. (T-2).

2.12.1.5. Egress training, ejection seat according to AFI 11-301, Volume 1 or AFMAN 11-202, Volume 1. (T-2).

2.12.1.6. Standardized online flight surgeon test completed according to AFI 11-202, Volume 2. (T-2).

2.12.1.7. Survival training according to AFI 16-1301. (T-2).

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

2.12.3. Flight surgeons will accomplish CT in accordance with AFMAN 11-202, Volume 1. (T-2). Flight surgeons will regain currency by re-accomplishing [paragraphs 2.12.2](#) and [2.12.4](#) of this publication. (T-2).

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General Information:

3.1.1. MQT upgrades T-6A pilots who have completed IQT to T-6A instructor pilots (IP). MQT is normally conducted in conjunction with IQT in accordance with the formal course pilot instructor training (PIT) syllabus. Additional sorties and requirements to become an MR PIT IP are at the discretion of the PIT squadron commander.

3.1.2. Pilots who have completed MQT are basic mission capable according to AFMAN 11-202, Volume 1. Units will not designate pilots as MR until completion of TI and certification by the squadron commander. **(T-2).**

3.1.2.1. T-6A IPs are designated MR for the unit mission (i.e., specialized undergraduate pilot training [SUPT], ENJJPT, PIT, or undergraduate combat systems officer training [UCT]) upon TI completion and squadron commander certification. **(T-2).**

3.1.2.2. IPs will only instruct formal courses for which their unit is responsible. **(T-2).**
Exception: MR PIT IPs may conduct SUPT, ENJJPT, or UCT syllabi missions in support of the re-blue program (**Chapter 8**) without additional certification.

3.1.3. For MQT not conducted at PIT, pilots must complete MQT within the training time prescribed in the formal course syllabus. **(T-3).** **Note:** The WG/CC may delegate the waiver authority for additional training time no lower than OG commander or equivalent. **(T-2).** Units will document all waivers in the individual's training folder and provide a copy of the approved waiver to 19 AF/DOU. **(T-2).** MQT is considered complete after successful completion of a mission evaluation according to AFI 11-202, Volume 2, and AFMAN 11-2T-6, Volume 2.

3.2. Prerequisite. Pilots must complete T-6A IQT before beginning MQT. **(T-2).** Before entering MQT, 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. If MQT is not conducted in conjunction with IQT, individuals must complete the minimum ground training mandated by the instructor phase of the formal course instructor syllabus. **(T-2).** For in-unit qualification training, commanders will obtain and use current formal school courseware and syllabi. **(T-2).** Units will follow the syllabus flow when conducting ground training. **(T-3).**

3.4. Flying Training. For in-unit qualification training, commanders will obtain and use current formal school courseware. **(T-2).** If MQT is not conducted in conjunction with IQT, individuals must complete the the instructor phase sorties mandated by the formal course instructor syllabus. **(T-2).**

3.5. Sorties Documentation. If MQT is not conducted in conjunction with IQT, units will log MQT sorties as mission support sorties. **(T-2).**

3.6. Loss of IP Qualification. Pilots will lose their IP qualification if they fail a mission evaluation, receive a commander-directed downgrade, or fail to perform T-6A instructor duties according to **paragraph 3.9.** **(T-2).** To regain qualification, pilots must, at a minimum,

successfully complete an evaluation according to AFI 11-202, Volume 2, and AFMAN 11-2T-6, Volume 2. **(T-2)**.

3.7. Loss MR/BAQ Status:

3.7.1. Units will place pilots in non-mission ready (NMR) or non-basic aircraft qualified (N-BAQ) status if they:

3.7.1.1. Fail any flight evaluation. **(T-2)**. To regain MR/BAQ status, pilots must successfully reaccomplish the failed flight evaluation according to AFI 11-202, Volume 2, and AFMAN 11-2T-6, Volume 2. **(T-2)**.

3.7.1.2. Fail a ground requisite qualification, instrument, or boldface examination. **(T-2)**. **(Note:** Failure of a monthly boldface exam does not require decertification if the exam is retaken and passed before the next flight.) To regain MR/BAQ status, pilots must successfully reaccomplish the failed exam. **(T-2)**.

3.7.1.3. Failure to complete minimum requirements in accordance with [Table 4.1](#). and AFMAN 11-202, Volume 1. **(T-2)**. To regain MR/BAQ status, pilots must successfully complete the required event. **(T-2)**.

3.7.2. IPs may retain MR status for loss of currency that does not affect aircraft qualification or failure to accomplish annual and semiannual flying requirements, however, they will not instruct or fly the deficient events according to the restrictions and guidance of AFMAN 11-202, Volume 1, and this publication. **(T-2)**.

3.7.3. NMR IPs will not accomplish instructor duties (ground, simulator, or flight), except under IP supervision. **(T-2)**.

3.7.4. MR pilots who have lost MR/BAQ status will not act as pilot-in-command. **(T-2)**.

3.8. Instructor Requalification. The following provides criteria for requalifying T-6A instructors who have not performed T-6A instructor flying duties for:

3.8.1. 180 days from loss of currency to 2 years. The OG commander determines whether a pilot may complete a locally generated upgrade in lieu of a completing a formal requalification syllabus. **(T-2)**. The OG commander should consider a pilot's previous experience and currency when developing and approving local requalification programs. Experienced IPs will conduct the flying training. **(T-2)**. Individuals will complete a requalification instructor evaluation according to AFI 11-202, Volume 2 and AFMAN 11-2T-6, Volume 2. **(T-2)**. At a minimum, requalification plans will include:

3.8.1.1. Aircraft. One sortie in each category plus an AHC sortie. **(T-2)**.

3.8.1.2. Simulator. IP emergency procedure mission. **(T-2)**.

3.8.1.3. Ground Training. Flight Crew Information File review, publications check, aircrew flight equipment training, boldface exam, open and closed book examinations and IRC course and exam. **(T-2)**.

3.8.2. A period of more than 2 years to 5 years. The pilot must complete the formal PIT requalification syllabus (F-V5A-C(R)). **(T-2)**.

3.8.3. More than 5 years. The pilot must complete the formal full PIT syllabus (F-V5A-C). **(T-2)**.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General Information. This chapter outlines the minimum training considered necessary to maintain a viable T-6A aircrew corps to meet mission demands, and provides for the development of individual IPs through additional certifications and ID sorties. Units may direct additional training in a supplement to this publication or as necessary for individual requirements.

4.2. Training Cycle. There are two semiannual CT training cycles: 1 January to 30 June and 1 July to 31 December of each calendar year. Commanders should review semiannual requirements at the end of each semiannual period.

4.3. CT Administration.

4.3.1. Quarterly CT Meetings.

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. **(T-2).**

4.3.1.1.1. The purpose of these meetings is to discuss standardization, safety, mission-related topics, instructional techniques, grading practices, and to increase general knowledge. Discussion of a CRM topic or scenario that references the core concepts from AFI 11-290, is highly encouraged at each CT meeting.

4.3.1.1.2. Squadron commander will chair a monthly CT meeting for inexperienced IPs and those in the BIP program. **(T-2).** **Note:** The regularly scheduled squadron quarterly CT meeting fulfills the requirement for that month's meeting.

4.3.1.2. Attendance at CT meetings is mandatory. **(T-2).** The unit will determine a method to track attendance as part of the go/no-go process for flight. **(T-2).** Individuals not available for CT meetings will read the meeting minutes or receive an operations supervisor's brief before their next flight on the topics covered. **(T-2).**

4.3.2. Prorating End-of-Cycle Requirements. At the end of the training cycle, the squadron commander may prorate training requirements for aircrew members who were not available for flying duties according to AFMAN 11-202, Volume 1.

4.3.3. Failure to Complete Annual and Semiannual CT Requirements.

4.3.3.1. Units will place aircrew members who fail to maintain ground and flying training requirements according to [Table 4.1](#) and [Table 4.3](#), and minimum MR or BAQ CT requirements according to AFMAN 11-202, Volume 1, on NMR or N-BAQ status as applicable. **(T-2).** The unit will complete a review to determine the cause of the deficiency and to determine if additional training is required before the aircrew member returns to flying status. **(T-2).**

4.3.3.2. The OG commander (19 AF/DO or MAJCOM A3V for MAJCOM flight examiners) is review and waiver authority for training shortfalls of [Table 4.3](#). **(T-2).** The reviewer should consider the type and magnitude of the deficiency along with the individual's experience level to determine if this warrants additional training, increased supervision, or a waiver to the previous training cycle requirements. Units will document

waivers, with justification, in the individual's training folder and report to 19 AF/DOU (or MAJCOM A3T). (T-2).

4.3.3.3. Refer to AFMAN 11-402, *Aviation and Parachutist Service*, for guidance on aviation suspension.

4.3.4. Multiple Qualifications. T-6A aircrew members with multiple qualifications must complete all T-6A CT requirements. (T-2).

4.4. Periodic Emergency Procedure and CRM Simulator Training.

4.4.1. All pilots will accomplish semiannual emergency procedure and CRM simulator training based on experience level as described in [paragraph 1.3.3](#) and as prescribed in [Table 4.3](#). (T-2). Pilots will accomplish the mission in the simulator with a certified civilian simulator instructor or a qualified T-6A IP who has received training on simulator console operations. (T-2). T-6A IPs may take credit for an emergency procedure and CRM simulator when administering or splitting "hands-on" simulator time with another IP. Pilots who do not complete required semiannual requirements must complete emergency procedure and CRM training before their next flight. (T-2).

4.4.2. Because of local emergency scenarios, instructors will administer the simulator using a locally generated simulator emergency procedure and CRM instructor guide. (T-2). The simulator mission must include:

4.4.2.1. All critical action procedures and selected noncritical action emergencies. (T-2).

4.4.2.2. A cross section of thrust deficient situations, to include at least one forced landing initiated within the closed pullup zone. (T-2). (See AETC Manual 11-248 *T-6 Primary Flying*, Attachment 4 for description of the closed pullup zone.)

4.4.2.3. Use of standby instruments. (T-2).

4.4.2.4. A reduced runway condition reading or hydroplaning stopping scenario. (T-3).

4.4.2.5. Applicable mishap lessons learned identified by MAJCOM, wing, or unit safety staffs. (T-2).

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

4.4.2.7. Any Higher Headquarters, Numbered Air Force, or Wing Special Interest Items. (T-2).

4.5. Theater Indoctrination Training (TI). TI is the beginning of the local pilot certification process. A proper TI program reinforces skills learned during IQT and MQT and includes local flying knowledge and tailored unit mission training. New pilots will fly a local familiarization mission prior to the specific TI category missions. (T-2). This local familiarization mission will focus on local departure, military operating area, recovery, and pattern operations. (T-2). The mission should allow new IPs to absorb as many of the local idiosyncrasies as possible before concentrating on required category missions. The TI category missions should focus on training techniques, local constraints, common student errors, and should use local routes and bases to the maximum extent possible.

4.5.1. Pilots in TI will fly with a TI certified IP. **(T-2)**. Normally, the squadron commander should certify assistant flight commanders and above, check pilots, or other designated pilots as appropriate as TI IPs.

4.5.2. IPs will not perform instructor duties before completing TI. **(T-2)**.

4.5.3. Units will document ongoing TI training in the training folder (paper or electronic). **(T-2)**.

4.5.4. TI sorties may meet CT requirements during the respective flying period flown. As a minimum, fly the following missions:

4.5.4.1. Local familiarization (flown as first sortie and may be flown in combination with any of the specific category missions). **(T-2)**.

4.5.4.2. Contact and Transition. **(T-2)**.

4.5.4.3. High-level navigation (should be flown as an out and back). **(T-2)**.

4.5.4.4. Low-level navigation (can be in conjunction with the out-and-back mission). **(T-2)**.

4.5.4.5. Formation (if formation qualified). **(T-2)**.

4.5.4.6. Instrument (local area bases used for instrument training). **(T-2)**.

4.5.4.7. Uncontrolled airfield sortie. **(T-2)**. As a minimum, aircrew will plan the sortie to overfly prospective uncontrolled emergency airfields available during the unit's routine flying operations. **(T-2)**. If conditions allow, fly at least one practice emergency landing pattern (ELP) at the unit's routine-use uncontrolled airfields.

4.5.4.8. Operational flight trainer (OFT) simulator sortie. **(T-2)**. **Note:** If practical, accomplish the OFT simulator sortie before the AHC aircraft sortie flown during TI.

4.5.4.8.1. The pilots in TI will practice engine failures for each of the ELP series situations described in AETCMAN 11-248 Attachment 4. **(T-2)**. ELP scenarios should be flown at locally-assigned airfield and other runways likely for an ELP recovery, to include commonly used auxiliary, uncontrolled, or emergency airfields.

4.5.4.8.2. The pilots in TI will accomplish an erect spin recovery and spiral demonstration and recovery in accordance with AETCMAN 11-248 Attachment 4. **(T-2)**.

4.5.4.8.3. Civilian simulator instructors or qualified T-6A IPs who have received training on simulator console operations may conduct the simulator training.

4.5.4.9. AHC sortie (see [paragraph 4.6](#)). **(T-2)**.

4.5.5. When applicable, combining missions is an option with all training objectives complete. TI sorties will include training in normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields. **(T-2)**. These items are possible topics of discussion as part of the preflight brief.

4.5.6. Squadron commanders may tailor TI for previous MR IPs directly gained from SUPT, ENJJPT, or PIT (as PIT instructors) squadrons and for FPs. However, pilots in TI will accomplish a local familiarization sortie as a minimum. **(T-2)**.

4.5.7. Squadron commanders may tailor TI for pilots who remain at the same base where they completed MQT. However, pilot in TI will accomplish an ELP simulator and an AHC as a minimum in accordance with [paragraphs 4.5.4.8](#) and [4.5.4.9](#) if they were not accomplished during MQT. (T-2).

4.6. AHC Sortie Requirements:

4.6.1. Pilot will accomplish an AHC sortie as part of TI at the new IP's assigned base if not accomplished during MQT. (T-2). See AETCMAN 11-248 Attachment 4 for more information concerning the sortie profile.

4.6.2. Aircrew will only fly AHC maneuvers on an AHC sortie with an AHC IP on board. (T-2). **Exception:** Aircrew may perform maneuvers such as the stability demonstration and slow flight torque demonstration when directed by an approved syllabus or if flown by an IP during a CT sortie.

4.6.3. Each IP will receive an additional AHC sortie every 24 months following MR certification. (T-2). All or part of this recurring AHC sortie may be accomplished in the T-6 OFT; however, priority should be given to accomplishing this sortie in the aircraft. Any civilian simulator instructor or qualified T-6A IP who has received training on simulator console operations may administer this simulator. Additional AHC sorties may be flown as desired by an individual IP with an AHC IP in the aircraft.

4.7. Night Flying.

4.7.1. Night Definition. For purposes of CT, night is the period between the end of evening civil twilight and the beginning of morning civil twilight. To obtain night sortie credit, aircrew must fly a portion of the sortie during this period. (T-2).

4.7.2. Night Certification.

4.7.2.1. Pilots will accomplish MAJCOM-approved spatial disorientation training prior to flying at night. (T-2).

4.7.2.2. Front Cockpit (FCP). Pilots qualified in the T-6A are qualified to land in the FCP at night following spatial disorientation training accomplished in a MAJCOM-approved spatial disorientation training device; no FCP night certification is required. **Note:** Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training satisfies this requirement.

4.7.2.2.1. Without night RCP certification, pilots will not instruct, establish, or regain landing currency for an RCP pilot. (T-2).

4.7.2.2.2. Night RCP currency is not required for a FCP pilot to instruct, establish, or regain landing currency for an RCP pilot. For the purpose of determining crew duty day limitations, the FCP IP will consider this a "night checkout sortie" in accordance with AFI 11-202, Volume 3, *General Flight Rules*, AETC Supplement, if the pilot in the RCP is either unqualified or non-current. (T-2). Aircrew will consider double seat swaps conducted within a single flying period as one "flight-related activity" for the purposes of this restriction. (T-2). The FCP IP will not fly a "night checkout sortie" as the third flight-related activity of the duty day without a wing commander waiver. (T-2).

4.7.2.3. RCP. Night RCP certification consists of a minimum of one night training sortie in the RCP with a night certified IP in the FCP, and spatial disorientation training accomplished in a MAJCOM approved spatial disorientation training device. **(T-2). Note:** Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training satisfies this requirement.

4.7.2.3.1. The night RCP certification sortie will be a composite instrument flight rules and visual flight rules sortie, emphasizing spatial disorientation, night instruments, night visual flight rules considerations, traffic pattern procedures, and visual references. **(T-2).**

4.7.2.3.2. To establish night RCP landing currency, pilots will accomplish at least three satisfactory night RCP landings. **(T-2).**

4.8. Minimum Ground Training Requirements. Training accomplished during IQT, MQT, TI, and BIP training may be credited toward CT requirements for the training cycle in which it was accomplished. AFMAN 11-202, Volume 1, and **Table 4.1** establish aircrew minimum training requirements.

Table 4.1. Aircrew Ground Minimum Requirements.

I T E M	A	B	C	D	E
	Subject (Note 1)	Frequency (Note 2)	Prescribing Directive	Grounding	Status if overdue (Note 3)
1	Flight physical	455 days	AFI 44-170, <i>Preventive Health Assessment</i> , AFI 48-123, <i>Medical Examinations and Standards</i>	Yes	N-BAQ
2	Physiological training	60 months	AFI 11-403, <i>Aerospace Physiological Training Program</i>		N-BAQ
3	Emergency egress training, ejection seat (LL02)	12 months	AFI 11-301, Volume 1 or AFMAN 11-202, Volume 1		N-BAQ
4	Emergency parachuting training (SS06)		AFI 16-1301		N-BAQ
5	Instrument/Qualification evaluation	17 months	AFI 11-202, Volume 2	No	N-BAQ
6	Mission evaluation				NMR
7	CRM continuation training (Note 4)	12 months	AFI 11-290		N-BAQ
8	Aircrew flight equipment familiarization (LL01)	One time per assignment (Note 5)	AFI 11-301, Volume 1	Yes	N-BAQ

9	Aircrew flight equipment training (LL06)	12 months		No	N-BAQ
10	Aircrew flight equipment fit check (LL07)	Once assigned, then every 4 months		Yes	N-BAQ
11	Local area survival training (SS01)	One time per assignment (Note 5)	AFI 16-1301	Yes	N-BAQ
12	Water survival training (SS05)	36 Months		Note 6&7	Note 6&7
13	Instrument refresher course (IRC)	17 months (Note 8)	AFMAN 11-210, <i>Instrument Refresher Program (IRP)</i>	No	N-BAQ
14	Boldface and operations limits testing	Monthly	This publication	Yes	Note 9
15	Marshalling Exam	One time per assignment	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	No	NMR
16	Flight Surgeon Written Exam	17 months	AFI 11-202, Volume 2	Yes	N-BAQ

Notes:

1. This is a consolidated list. Units will comply with grounding and frequency requirements of most restrictive guidance when differences exist between this AFMAN and prescribing directives (**T-2**).
2. *n* Months – Expires at the end of the last day of the *n*th calendar month after last accomplished. For example, if last accomplished 10 Jan 16, expires on 31 Jan 17, overdue on 1 Feb 17.
3. See **paragraph 3.7, Loss MR/BAQ Status**.
4. For multiple-qualified T-6A pilots, accomplishment of annual CRM CT in their primary aircraft fulfills the T-6A annual CRM CT requirement in this table.
5. Train visiting aircrew on unique and local AFE and local area survival requirements to include equipment configurations and individual survival components and scenarios. (**T-2**). Once accomplished on the initial temporary duty (TDY) at each location, this training is current for the duration of the aircrew member's tour.
6. Units required to conduct routine over-water flights will maintain water survival training currency. (**T-2**). Define over-water flights as a flight in which the aircraft is flown outside the safe glide ratio to land at any time during the flight. Aircrew non-current in water survival training must accomplish water survival training prior to conducting over-water flight. (**T-2**). Reference AFI 16-1301.
7. Personnel arriving from permanent change of station or TDY during a period when water survival training is not available (e.g., winter months, pool unavailable) are automatically

1. See **paragraph 4.12.2.1.**
2. See **paragraph 4.12.2.5.**
3. Updates landing currency.
4. Only applicable to IPs maintaining currency in this event.
5. Updates RCP landing currency.
6. FPs must have a current and qualified IP at a set of controls. **(T-2).**
7. Updates RCP landing currency, as applicable.
8. Fly (or formation direct support) a Primary Pilot Training, UCT, ENJJPT, ENJJPT PIT, PIT syllabus-directed mission, TI, IP, FP requalification sortie, or any flight evaluation as a flight examiner. See **paragraph 4.12.2.9.**
9. See **paragraph 9.2.3.**
10. See **paragraph 5.6.**
11. See **paragraph 6.2.**

Table 4.3. Semiannual Event Requirements Summary.

I T E M	A	B	C	D	E	F
		IP		FP	Senior Officer FP	Notes
		Inexperienced	Experienced			
1	Instructor development sortie	18	10			1
2	Emergency procedures/CRM simulator	2	1	2	1	2
3	Instrument approaches (total)	12	8	12		
4	Published approach procedure	3	3	3		3,4
5	Precision approaches	4	2	4		4
6	Non-precision approaches			2		
7	Circling approaches	2	2	2		5
8	Power-on stalls					
9	Traffic pattern stalls					
10	Out of control flight recovery					
11	Contact abnormal flight recoveries					
12	Normal pattern and landing					
13	No-flap pattern and landing					
14	Emergency landing pattern					6
15	Night RCP landing					7,8
16	Formation wing takeoff					7,9
17	Formation wing landing	7,9,10				

Notes:

1. Fly at least one ID sortie in each syllabus category per semiannual period. **(T-2)**. See applicable syllabus for categories.
2. Emergency procedures/CRM simulator requirements do not begin until unit simulators are operational. Pilots who do not meet semiannual requirements will not fly until emergency procedure and CRM training is accomplished. **(T-2)**.

3. Fly a complete procedure (high or low altitude) from the initial approach fix to landing or missed approach or climb out.
4. Dual log with Instrument Approach to update volume and date.
5. Fly the circling maneuver at the end of a published approach or a low closed pattern where local procedures are established. May dual log with non-precision approach, as applicable.
6. FPs must have a current and qualified IP at a set of controls. **(T-2)**.
7. Only applicable to IPs maintaining currency in this event.
8. May dual log with Landing and RCP Landing to update volume and date.
9. Fly from either the lead or wing position.
10. May dual log with landing and/or RCP landing to update volume and date, as applicable.

4.12.1. Restrictions. Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. **(T-2)**. FPs will not fly simulated emergency procedures, touch-and-go's, traffic pattern stalls, power-on stalls, out of control flight, formation, or low-level without a current IP at a set of controls. **(T-2)**. **Exception:** FPs enrolled in a formal AETC course of training (i.e., PIT), or FPs flying sorties during TI, are exempt from these restrictions. In these cases, perform formation sorties under the direct supervision of an IP in the other formation aircraft. **(T-2)**. Additionally, accomplish simulated emergency procedures and touch-and-go landings at runway supervisory unit monitored airfields or the tower controlled patterns at Randolph AFB and Naval Air Station Pensacola. **(T-2)**.

4.12.2. 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. Pilots will only log flying currencies and events in the aircraft. **(T-2)**. If a pilot loses an event currency, he or she will not perform that event except for the purpose of regaining currency under the direct supervision of a current and qualified instructor. **(T-2)**. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the squadron commander.

4.12.2.1. Landing Currency. Landing currency, in accordance with [Table 4.2](#), is required to maintain BAQ. To regain currency, pilots must fly at least three satisfactory landings with a landing-current IP. **(T-2)**. A landing from either the FCP or RCP updates landing currency. Loss of landing currency exceeding 90 days, starting from the day currency was lost, requires the following action:

4.12.2.1.1. For 91 through 135 days. Same as [paragraph 4.12.2.1](#), plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). **(T-2)**.

4.12.2.1.2. For 136 through 180 days. Same as [paragraphs 4.12.2.1](#) and [4.12.2.1.1](#), plus a recurrency flight in accordance with [paragraph 4.12.2.1](#), qualification written examinations, and an emergency procedure/CRM simulator. **(T-2)**.

4.12.2.1.3. For greater than 180 days. See [paragraph 3.9](#) for instructor requalification guidance.

4.12.2.1.4. For periods of time greater than [paragraph 4.12.2.1.3](#). Accomplish basic aircraft requalification in accordance with AFMAN 11-202, Volume 1, and accomplish instructor requalification according to [paragraph 3.9](#) of this instruction. **(T-2)**.

4.12.2.2. RCP Landing Currency. RCP landings update both landing and RCP landing currencies. Currency may be regained by flying at least three satisfactory RCP landings with a landing-current IP.

4.12.2.3. Night RCP Landing Currency. FCP landing currency is good day or night. To regain night RCP landing currency, pilots must accomplish three night RCP landings. **(T-2)**.

4.12.2.3.1. The FCP IP is not required to be current in night RCP landings, but must have completed night RCP certification. **(T-2)**. Pilots must accomplish the night RCP landing between the end of evening civil twilight and the beginning of morning civil twilight. **(T-2)**.

4.12.2.3.2. IPs must be current in night RCP landings to instruct night FCP landings from the RCP. **(T-2)**.

4.12.2.4. ELP Currency. If ELP currency is lost, pilots will not fly without an ELP current IP on board until currency is regained. **(T-2)**.

4.12.2.5. Instrument Approach Currency. For instrument approach currency, pilots must fly (either cockpit) instrument approaches from the initial approach fix, or radar vectors, to landing or missed approach and may be flown from either cockpit. **(T-2)**. If currency is lost, pilots will not fly instrument approaches until currency is regained by flying an instrument approach with a current IP. **(T-2)**.

4.12.2.6. Formation Wing Takeoff and/or Landing Currency. If currency is lost, pilots will not accomplish formation wing takeoffs and/or landings. **(T-2)**. Interval takeoffs may still be accomplished. To regain a formation wing takeoff and/or landing currency, a pilot must accomplish a formation wing takeoff and/or landing with a formation-current IP on board. **(T-2)**.

4.12.2.7. Low-Level Currency. IPs and BAQ FPs maintaining low-level qualification or regaining low-level currency must accomplish a route entry or exit and at least two legs of a military training route to maintain currency. **(T-2)**.

4.12.2.8. Traffic Pattern, Power-on Stall and Out-of-Control Flight Currency. IPs and BAQ FPs must accomplish a full set of respective stalls to maintain currency. **(T-2)**. If stall or out-of-control flight currency is lost, pilots will not fly without a current IP on board until currency is regained. **(T-2)**. To regain currency, pilots must fly a full set of respective stalls or an out-of-control flight with a current and qualified IP. **(T-2)**.

4.12.2.9. Student Instructional Sortie. If currency is lost, IPs will not instruct a student instructional sortie until currency is regained. **(T-2)**. To regain currency, IPs must fly a minimum of one ID sortie with a current IP. **(T-2)**.

4.12.2.10. Additional Certification Currency:

4.12.2.10.1. FCF Currency. See [Chapter 5](#) for currency requirements.

4.12.2.10.2. AHC IP Currency. See [Chapter 6](#) for currency requirements.

4.12.2.10.3. 4-Ship Basic and Flight Lead Currency. See [Chapter 9](#) for 4-ship currency requirements.

4.13. Semiannual Event Requirements. Table 4.3 establishes the minimum semiannual sortie and event requirements for all MR IPs, BAQ FPs, and senior officer FPs.

4.13.1. Logging Semiannual Events:

4.13.1.1. Events may be logged when accomplished on any sortie, to include formal training syllabus missions when the instructor demonstrates the maneuver.

4.13.1.2. Events, when accomplished, may be dual logged. For example, a pilot flying a complete instrument approach procedure from the initial approach fix to a non-precision final with a circling maneuver to land may log: instrument approach, published approach procedure, non-precision approach, and circling approach.

4.13.1.3. Update appropriate currency when an event is flown. (See [paragraph 4.12.2](#)) **(T-2)**.

4.13.1.4. Log ELPs when flown from either high or low key. **(T-2)**.

4.13.1.5. For the following events with more than one maneuver, pilots will only log an event after performing the minimum shown:

4.13.1.5.1. For power-on stalls, two stalls (a combination of straight, turning, high or low). **(T-2)**.

4.13.1.5.2. For traffic pattern stalls, a full set (overshooting, undershooting, and landing attitude). **(T-2)**.

4.13.1.5.3. For recoveries from abnormal flight, two of the following: nose low, nose high, and inverted. **(T-2)**.

4.13.1.6. Log formation wing takeoffs and landings from either the lead or wing position. **(T-2)**.

4.13.2. Logging ID Sorties. All IPs will fly a minimum of one ID sortie dedicated to each syllabus category of training for which they are qualified per semiannual period. **(T-2)**. The remaining ID sorties may be flown in any category for which they are qualified and should be tailored to developmental requirements as determined by the squadron commander. Both IPs may log ID sorties when both pilots fly the minimum maneuvers required by the squadron defined profile.

Chapter 5

FCF PROGRAM

5.1. Overview. The OG commander will designate one FCF pilot as the chief of the FCF program, one lead FCF pilot for each operationally assigned aircraft, and will determine the need for additional FCF pilots. (T-2). The OG commander will assign the chief FCF pilot to the OG. (T-2). Lead FCF pilots should be assigned to the OG at the discretion of the OG commander. The chief FCF pilot may act as mission design series specific lead FCF pilot.

5.2. FCF Chief Responsibilities. The FCF chief will:

5.2.1. Supervise and administer the wing aircraft FCF program according to AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Maintenance Operational Checks and Check Flights*; TO 1T-6A-6CL-1, *Acceptance/Functional Check Flight Checklist*; and MAJCOM and local policy and procedures. (T-2).

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

5.2.3. Maintain an FCF read file for FCF issues available to all FCF pilots for review before flying FCF sorties. (T-2).

5.2.4. Ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment. (T-2).

5.2.5. Ensure minimum FCF requirements and currencies are met, and noncurrent pilots are not allowed to fly until recurrent. (T-2).

5.2.6. Act as a liaison member of OG stan/eval and air traffic control agencies. (T-2).

5.2.7. Ensure local flight clearance is coordinated between the FCF section and air traffic control agencies. (T-2).

5.2.8. Maintain AF Form 4327, *ARMS Fighter Flight Authorization*, to serve as the FCF flight authorization. (T-2). Maintain AF Form 2400, *Functional Check Flight Log*, or a locally developed, equivalent automated product to serve as the FCF Flight Log. (T-2).

5.3. FCF Pilot Requirements. Select FCF pilots from highly qualified wing pilots. Pilots selected must have completed TI and have at least 4 months of experience in the T-6A, 750 total flying hours and 200 IP/FP hours or 650 total hours and 300 IP/FP hours in the T-6A. (T-2).

5.4. FCF IP Requirements. An FCF IP must have at least 4 months of experience conducting FCFs. (T-2). The OG commander, on the AF Form 4348, will certify FCF IPs. (T-2). Once appointed, they will train new FCF pilots and administer FCF certification flights according to local training programs. (T-2).

5.5. FCF Training.

5.5.1. Before certification as an FCF pilot, pilots will complete a local checkout program that includes the following, as a minimum,

5.5.1.1. Reviewing applicable areas of AFI 21-101; TO 1-1-300; TO 1T-T-6A-6CF-1; AFMAN 11-2T-6, Volume 3; local FCF procedures and this AFMAN. (T-2).

5.5.1.2. Flying an adequate number of FCF training profiles in the aircraft or simulator as determined by the FCF IP. **(T-2)**.

5.5.1.3. Flying a certification flight on a full profile FCF sortie after completing the local checkout program. **(T-2)**.

5.5.2. Upon completion of the training program, the OG commander will sign an AF Form 4348 or G/TIMS equivalent authorizing the pilot to perform FCF duties. **(T-2)**. File the signed certification in the FCF pilot's training folder. **(T-2)**. The FCF IP will complete an AF Form 4297, *Functional Check Flight Certification Record T-6A Aircraft*, and the FCF chief will sign the supervisor's block. **(T-2)**.

5.6. FCF Currency. FCF pilots must fly an FCF flight every 90 days to maintain currency. **(T-2)**. FCF pilots who fail to meet these requirements are FCF noncurrent and will not fly an FCF sortie until recurrent. **(T-2)**. To regain currency, the FCF pilot must review the FCF read file and fly an FCF sortie with an FCF IP in the aircraft or simulator. **(T-2)**. FCF pilots who exceed 180 days from their last FCF flight will be decertified. **(T-2)**. The recertification process includes a thorough review the FCF read file, pass a ground evaluation, and fly an FCF certification flight with an FCF IP. **(T-2)**. If an FCF is flown dual, it may be counted as an FCF flight for both pilots provided each pilot accomplishes a proportionate number of test items.

Chapter 6

AHC PROGRAM

6.1. AHC IP Certification. AHC IPs will normally be FEs. However, OG commanders may certify any selected experienced T-6A IP as an AHC IP. Units will certify the minimum number of IPs required to fulfill AHC sortie training requirements. **(T-2)**. Before certification as an AHC IP, selected IPs must complete a minimum of two AHC IP certification sorties that focus on instructing the maneuvers. **(T-2)**. The OG commander (or designated representative) will certify all AHC training. **(T-2)**.

6.1.1. Ground Training. Prior to the AHC IP certification sorties, upgrading instructors will review AHC information contained in the following material: TO 1T-6A-1 (T-6A flight manual); AFI 11-2T-6, Volumes 1 and 3; AETCMAN 11-248 Attachment 4; and other information as determined locally. **(T-2)**.

6.1.2. Flight Training:

6.1.2.1. On the first AHC IP certification sortie, the AHC IP will brief the sortie with emphasis on local restrictions, instructional techniques, and safe accomplishment of the required maneuvers. **(T-2)**. The AHC IP will then fly and instruct the maneuvers. **(T-2)**. Fuel and time permitting, the upgrading instructor may fly and practice instructing any of the maneuvers after the initial AHC IP demonstration.

6.1.2.2. On the second AHC IP certification sortie, the upgrading instructor will brief, fly, and instruct all maneuvers. **(T-2)**.

6.2. AHC IP Currency. Certified AHC IPs must accomplish an AHC sortie every 90 days. **(T-2)**. Combining AHC maneuvers flown over 2 or 3 sorties is acceptable to log a full AHC sortie when all required events are complete. To regain currency, the AHC IP must fly an AHC profile with an AHC-current AHC IP. **(T-2)**. AHC IPs who exceed 180 days from their last AHC sortie will be decertified. **(T-2)**. Recertification requires non-current AHC IPs to accomplish the Preflight Review in accordance with AETCMAN 11-248, Attachment 4 and fly two AHC sorties with a qualified AHC IP (one refamiliarization or training sortie and an AHC certification sortie.) **(T-2)**.

Chapter 7

BIP PROGRAM

7.1. Note: {IPs at Randolph AFB PIT, previously qualified T-6A IPs, and key wing personnel (wing commanders, wing vice commanders, OG commanders, and OG deputy commanders) are exempt from this program.} Following TI, training officers will coordinate with flight commanders to assign each new IP to a highly qualified BIP who will monitor the new IP's performance and provide guidance in all areas of job requirements until the new IP has instructed through each category of training. **(T-2).**

7.2. Due to different experiences. Due to different experiences of new IPs, two different BIP courses are available—long and short. The BIP short program is for new IPs with previous instructor or extensive major weapons system experience. The BIP long program expands on the short program and is mandatory for first assignment instructor pilots and recommended for individuals who do not have previous instructor or limited major weapons system experience. The squadron commander will designate which program new IPs will enter based on their performance during IQT, MQT, TI, and previous experience. **(T-2).**

7.3. The training prescribed in this chapter. The training prescribed in this chapter is the minimum required. Squadron commanders should tailor each individual's BIP program and provide additional training as required.

7.4. Sponsor sorties are mandatory. Sponsor sorties are mandatory and may meet CT requirements during the period in which they are flown. **(T-2).**

7.5. BIP Long Program. This program should last approximately 3 to 6 months (minimum of 3 months). New IPs will accomplish training requirements listed in [paragraphs 7.5.1 and 7.5.2](#) **(T-2).** Briefings accomplished during TI fulfill these requirements.

7.5.1. Ground Training. Ground training consists of the following:

7.5.1.1. Squadron policies briefing (before flying with students). **(T-2).**

7.5.1.2. BIP briefing (before flying with students). **(T-2).**

7.5.1.3. Instructor responsibilities briefing (before flying with students). **(T-2).**

7.5.1.4. Commander's review or Commander's Awareness Program briefing. **(T-2).**

7.5.1.5. Grading practices briefing. **(T-2).**

7.5.1.6. Merit assignment selection system briefing. **(T-2).**

7.5.1.7. CT requirements briefing. **(T-2).**

7.5.1.8. Scheduling briefing. **(T-2).**

7.5.1.9. G/TIMS briefing. **(T-2).**

7.5.1.10. Grade book briefing. **(T-2).**

7.5.1.11. Flying safety briefing. **(T-2).**

7.5.1.12. Stan/eval briefing. **(T-2).**

7.5.1.13. Check section briefing. **(T-2).**

7.5.1.14. Monitoring a check section ground evaluation. (T-2).

7.5.1.15. Runway supervisory unit briefing. (T-2).

7.5.1.16. Monitoring an runway supervisory unit tour of duty. (T-2).

7.5.1.17. Completing an emergency procedure and CRM simulator with a civilian simulator instructor or qualified T-6A IP who has received training on simulator console operations. (T-2).

7.5.1.18. Aircrew Graduate Evaluation Program briefing. (T-2).

7.5.1.19. Completing open book syllabus test (locally generated). (T-2).

7.5.1.20. Completing open book course training standards test (locally generated). (T-2).
Note: ENJJPT IPs who complete PIT at Sheppard AFB are required to complete only those ground training requirements specified in [paragraphs 7.1.1.1](#) and [7.1.1.7](#) (T-2).

7.5.2. Flying Training. The flying training portion of the BIP program consists of two different kinds of sorties—BIP sorties and sponsor sorties—as follows:

7.5.2.1. BIP Sorties. BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, a flight unit stan/eval monitor (USEM), or any supervisor (assistant flight commander or above) in the new IP's chain of command or sister squadron leadership if approved by the new IP's squadron commander. (T-2). The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques. On each BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and possible pitfalls the new IP should avoid. (T-2). Units will document these sorties in the new IP's BIP record. (T-2). IPs in BIP will fly at least one BIP sortie in each of the following categories of training:

7.5.2.1.1. Contact and Transition. (T-2).

7.5.2.1.2. Formation (if qualified). (T-2).

7.5.2.1.3. Instrument and navigation (may be flown as an out and back). (T-2).

7.5.2.1.4. Low level (may be flown as one leg of the out and back). (T-2).

7.5.2.2. Sponsor Sorties. The BIP, a flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly sponsor sorties with the new IP's students to ensure they are being taught proper techniques. (T-2). The new IP will fly a series of three sorties in each category of training (two for instruments, one for low level) with the same student, after which the BIP will fly with that student. (T-2). The BIP will provide feedback to the new IP (within 2 workdays) on instructional techniques and grading practices. (T-2). Unit will document sponsor sorties and debriefings in the new IP's BIP training record. (T-2).

7.5.3. Initial Student Sorties. Before the new IP flies any pre-solo student sorties, he or she will complete a minimum of three sorties with a post-solo student (in any phase of training). (T-2). Units will document these sorties in the IP's BIP record. (T-2).

7.5.4. Student Solo. Before the new IP solos his or her first student, someone in the BIP's chain of command will fly one of the last four sorties before the student's initial solo. (T-2).

(This sortie will not be the last sortie before the initial solo.) (T-2). Units will document this sortie in the IP's BIP record. (T-2).

7.6. BIP Short Program. The BIP short program should last approximately 1 to 3 months and is designed for the new IP who has come from an major weapons system with previous instructor experience. Before accomplishing any student sorties, the new IP will obtain a briefing from the squadron commander on instructor responsibilities. (T-2). In the squadron commander's absence, the squadron director of operations will accomplish this briefing. (T-2).

7.6.1. Ground Training. New IPs will accomplish the same ground training requirements listed in the BIP long program (paragraph 7.5.1). (T-2).

7.6.2. Flying Training. The flying training portion of the BIP short program also consists of two different kinds of sorties—BIP sorties and sponsor sorties—as follows:

7.6.2.1. BIP Sorties. BIP sorties are those flown by the BIP with the new IP. The assigned BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly all BIP sorties. (T-2). The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques. New IPs will fly at least one BIP sortie. (T-2). It can be in any category of training (contact, transition, instruments, formation, or navigation). On the BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, possible pitfalls the new IP should avoid, local flying policies, and common student errors. (T-2). Units will document all sorties and debriefings in the new IP's BIP record. (T-2).

7.6.2.2. Sponsor Sorties. The BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command (or sister squadron leadership if approved by the new IP's squadron commander) will fly sponsor sorties with the new IP's students to ensure the students are being taught proper techniques. (T-2). Designated IPs will fly at least one sponsor sortie (in any category of training) after the new IP's student has had sufficient exposure to be influenced by his or her techniques. (T-2). Units will document all sorties and debriefings in the new IP's BIP record. (T-2).

7.6.3. Initial Student Sorties. New IPs will complete a minimum of three sorties with a post-solo student (in any phase of training) before they fly any pre-solo student sorties. (T-2). Units will document these sorties in the IP's BIP record. (T-2).

7.6.4. Student Solo. Before the new IP solos his or her first student, someone in the BIP's chain of command will fly one of the last four sorties before the student's initial solo. (T-2). (This sortie will not be the last sortie before the initial solo.) (T-2). Units will document this sortie in the IP's BIP record. (T-2).

7.7. BIP Program Completion. After completion of all of the ground and flying training events, the squadron commander will certify program completion. (T-2).

Chapter 8

PIT RE-BLUE PROGRAM

8.1. Re-Blue Program. The purpose of the re-blue program is to increase the quality of PIT instruction by giving PIT IPs the opportunity to interact and fly with undergraduate flying training (UFT) student pilots and combat systems officers in all categories of flying and ground training instruction. IP re-blue should be accomplished at the discretion of the squadron commander after considering manning, programmed flying training, and other constraints.

8.1.1. PIT IPs who have not flown with a T-6A UFT student within the 2 years prior to PIT IP certification should spend a week flying with UFT students within 6 months to 1 year of receiving their IP certification at PIT.

8.1.2. All PIT IPs should spend a week flying with UFT students after instructing at PIT for 3 years.

8.2. PIT IP Responsibilities. The PIT IP will:

8.2.1. Contact the host squadron point of contact to determine additional requirements or documentation, if any. **(T-2).**

8.2.2. Be current in all requirements and training events prior to traveling to the UFT host squadron. **(T-2).**

8.2.3. Report to the host squadron director of operations for flight assignment. **(T-2).**

8.2.4. Sample as many different categories of flying and ground training as possible while at the host squadron. **(T-2).**

8.2.5. Bring back AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*, extracts and any documentation required to log events at the home station. **(T-2).**

8.3. Host Squadron Responsibilities. Host squadrons will:

8.3.1. Utilize the PIT IP to the maximum extent possible after consulting with the PIT IP. **(T-2).** The PIT IP should be treated and scheduled like any other *line IP*. Schedule the PIT IP for student sorties over ID sorties to maximize training objectives. **(T-2).**

8.3.2. Schedule at least one local familiarization sortie to acquaint the PIT IP with local procedures and pattern or area references. **(T-2).**

8.3.3. Attempt to fly the IP with students in all categories and varying proficiency levels so he or she can get an accurate picture of the UFT environment.

Chapter 9

T-6A 4-SHIP CERTIFICATION

9.1. T-6A 4-Ship Basic Wingman Certification. Squadron commanders will limit the number of IPs certified in 4-ship formation to the minimum number required to support 4-ship taskings. (T-2). The basic 4-ship pilot certification focuses on 4-ship fundamentals and basic maneuvering. At a minimum, ground and flight training for the basic 4-ship pilot certification will consist of the following:

9.1.1. Ground Training.

9.1.1.1. A review of AFMAN 11-2T-6, Volume 3, AFPAM 11-205, *Aircrew Quick Reference to Aircraft Cockpit and Formation Flight Signals* and unit-specific 4-ship standard operating procedures and briefing guide. (T-2).

9.1.1.2. A briefing from a T-6A 4-ship flight lead-certified pilot, with emphasis on 4-ship emergencies, takeoff (element & instrument trail), spare aircraft procedures, airborne spare, split-up procedures, lost wingman, breakout, rejoins, echelon turns, crossunders, and lead change. (T-2).

9.1.2. Flying training. The upgrading IP will fly 2 dedicated 4-ship sorties. (T-2). The upgrading IP may fly from either front or rear cockpit, in any formation position (#1, 2, 3 or 4) with a 4-ship qualified pilot. Attempt to fly all 4 positions in the formation, but maximize training in the #2 and #4 positions. Both sorties will focus on wing work, crossunders, pitchout and/or rejoins, lead change procedures, and recovery procedures. (T-2). Recover via initial, weather permitting.

9.1.3. Currency. 4-ship basic certified IPs will fly in a 4-ship sortie every 180 days to maintain currency. (T-2). IPs will maintain 4-ship basic formation currency by performing wing work, crossunders, pitchout/rejoins, and recovery procedures via initial (weather permitting). (T-2). If currency is lost, the non-current 4-ship basic formation IP must fly and demonstrate proficiency with a current 4-ship basic or lead IP in the maneuvers described in this paragraph. (T-3).

9.1.4. Squadron commanders may tailor the 4-ship basic certification profile based on the prior experience level of the upgradee (e.g., former fighter or T-38 IPs may only require one sortie). Units will use locally-generated upgrade training documentation or G/TIMS to track the upgrading IP's progress. (T-2).

9.2. T-6A 4-Ship Flight Lead Certification. Squadron commanders will certify only the most experienced IPs as 4-ship flight leads. (T-2). IPs upgrading to 4-ship flight lead must hold a current 4-ship basic certification. (T-2). IPs flying in the #3 position of a 4-ship formation must be 4-ship flight lead certified. (T-2). At a minimum, ground and flight training for the 4-ship flight lead certification will consist of the following:

9.2.1. Ground Training. The upgrading flight lead will discuss off-station and cross-country 4-ship considerations, flyover 4-ship considerations, 4-ship briefing techniques, 4-ship emergencies, takeoff (element and instrument trail), spare aircraft procedures, airborne spare, split-up procedures, lost wingman, breakout, rejoins, echelon turns, crossunders, lead change, and recovery procedures with a current T-6A 4-ship flight lead. (T-2).

9.2.2. Flying Training. The upgrading flight lead will fly 2 dedicated 4-ship sorties as lead from either front or rear cockpit. **(T-2)**. Units will ensure no more than 2 IPs upgrading to flight lead are in the same formation (flying as #1 and #3). **(T-2)**. Upgrading flight leads will brief and debrief at least one of the two sorties. **(T-2)**. Upgrading flight leads will demonstrate proficiency in safely executing a 4-ship launch, area work, and recovery. **(T-2)**. Typical upgrade profile should include element or interval takeoff, departure, area work, and recovery. Area work should include wing work, crossunders, echelon turns, pitchout/rejoins, and lead change(s). Recover via initial, weather permitting.

9.2.3. Currency. 4-ship flight lead certified IPs will lead a 4-ship formation every 180 days to maintain currency. **(T-2)**. 4-ship flight lead certified IPs will maintain 4-ship flight lead formation currency by performing wing work, crossunders, pitchout and/or rejoins, and recovery procedures via initial (weather and traffic permitting). **(T-2)**. If currency is lost, the non-current 4-ship lead certified IP must fly and demonstrate proficiency with a current 4-ship flight lead IP in the maneuvers described in this paragraph. **(T-3)**.

9.2.4. Squadron commanders may tailor the 4-ship flight lead certification profile based on the prior 4-ship experience level of the upgradee. Units will use locally-generated upgrade training documentation or G/TIMS to track upgradee's progress. **(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*, 31 January 2019

AFMAN 11-2T-6, Volume 2, *T-6A Aircrew Evaluation Criteria*, 20 April 2015

AFMAN 11-2T-6, Volume 3, *T-6A Operations Procedures*, 17 July 2016

AFI 11-2T-38, Volume 1, *T-38 Aircrew Training*, AETC Supplement, 30 January 2018

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

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TO 1T-6A-1, *Flight Manual, USAF/USN Series T-6A Aircraft*, 25 April 2019

AETCI 11-203, *Flying Training Simulator Instructor Program*, 28 November 2017

AETCMAN 11-248, *T-6 Primary Flying*, 17 August 2016

Federal Aviation Administration Advisory Circular 90-66B, *Non-Towered Airport Flight Operations*, 13 March 2018

Federal Aviation Administration, *Aeronautical Information Manual (AIM)*, 15 August 2019

Prescribed Forms

AF Form 4297, *Functional Check Flight Certification Record (T-6A Aircraft)*

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*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 4327, *ARMS Fighter Flight Authorization*

AF Form 2400, *Functional Check Flight Log*

Abbreviations and Acronyms

AFE—aircrew flight equipment

AFPD—Air Force Policy Directive

AFI—Air Force Instruction

AFMAN—Air Force Manual

AGL—above ground level

AHC—advanced handling characteristics

AOA—angle of attack

API—aircrew position indicator

ARMS—aviation resource management system

BAQ—basic aircraft qualification

BIP—buddy instructor pilot

CRM—cockpit/crew resource management

CT—continuation training

ELP—emergency landing pattern

ENJJPT—Euro-NATO joint jet pilot training

FCF—functional check flight

FCP—front cockpit

FE—flight examiner

FP—first pilot

GPS—global positioning system

G/TIMS—graduate training integration management system

ID—instructor development

IP—instructor pilot

IQT—initial qualification training

IRC—instrument refresher course

IRP—instrument refresher program

KIAS—knots indicated airspeed

MAJCOM—major command

MQT—mission qualification training

MR—mission ready

N-BAQ—non-basic aircraft qualified

NMR—non-mission ready

NRST—nearest field

OCF—Out-of-control flight

OFT—operational flight trainer

OG—operations group

OPR—office of primary responsibility

PIT—pilot instructor training

RCP—rear cockpit

stan/eval—standardization/evaluation

SERE—survival, evasion, resistance, and escape

SUPT—specialized undergraduate pilot training

TDY—temporary duty

TI—theater indoctrination

UCT—undergraduate combat system officer training

UFT—undergraduate flying training

USEM—unit stand/eval monitor

Terms

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.

Emergency procedures evaluation—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures conducted by an FE in accordance with AFI 11-202, Volume 2, and AFMAN 11-2T-6, Volume 2.

Formal course—A training course listed in education and training course announcements (<https://app10-eis.aetc.af.mil/etca/SitePages/home.aspx#Home>).

Instructor development sortie—Sortie used to develop an instructor's abilities to teach and 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.

Night—For purposes of this instruction, night is defined as the period between the end of evening civil twilight and the beginning of morning civil twilight.

Night landing—A landing conducted during the period between the end of evening civil twilight and the beginning of morning civil twilight.

Night sortie—A sortie in which either a takeoff or a landing and a portion of the flight is accomplished between the end of evening civil twilight and the beginning of morning civil twilight.

Proficiency—A measure of how well a task is completed. Aircrew members are considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Theater indoctrination training—Training to familiarize an aircrew member with airfields, airspace, and the flying environment typical of the unit's mission.

Senior officer—See AFMAN 11-202, Volume 1

Squadron supervisor—For purposes of this instruction, squadron commanders, directors of operations, assistant directors of operations, and flight commanders are squadron supervisors.