COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure* and is consistent with AFPD 11-4, *Aviation Service*. Along with Air Force Manual (AFMAN) 11-202V1*, Aircrew Training*, and DAFMAN 11-401, *Aviation Management*, this manual establishes Air Force standards for initial qualification, mission qualification, and continuation training for personnel performing aircrew duties in on the E-3 Airborne Warning and Control System (AWACS) aircraft. It applies to all civilian employees and uniformed members of the Regular Air Force (RegAF) and the Air Force Reserve (AFR) operating E-3 aircraft. This publication does not apply to the Air National Guard or the United States Space Force. This manual requires the collection and or maintenance of information protected by Department of Defense Instruction (DoDI) 5400.11, *DoD Privacy and Civil Liberties Programs*. The applicable System of Records Notice (SORN) F011 AF XO A, Aviation Resource Management Systems (ARMS), is available at: **https://dpcld.defense.gov/Privacy/SORNs/**. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force RecordsDisposition Schedule, which is located in the Air Force Records Information Management System. Send comments for change and suggested improvements to this publication on an AF Form 847, *Recommendation for Change of Publication*, through approved Major Command (MAJCOM) channels to Air Combat Command/Airborne C2 Systems Branch (ACC/A3CA). Forward approved recommendations to ACC/A3CA. The AF Deputy Chief of Staff, Operations (AF/A3) is the approval authority for changes to this manual. MAJCOM, Direct Reporting Units (DRUs) and, Field Operating Agencies (FOAs) are to forward

proposed MAJCOM/DRU/FOA-level supplements to this manual to Air Force Director of Training and Readiness (AF/A3TY), through Flight Operations and Training Branch (A3TO), for approval prior to publication in accordance with AFI 11-200. The issuing offices provide copies of approved and published supplements to ACC/A3TO and the user MAJCOM/DRU/FOA offices of primary responsibility (OPRs). Field units below MAJCOM/DRU/FOA level forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA OPR for post publication review. **Note:** The above applies only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with DAFI 90-160, *Publications and Forms Management*. 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 DAFMAN 90-161, Publishing Processes and Procedures 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. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This interim change revises AFMAN 11-2E-3V1 by (1) clarifying waiver authority for in-unit Qualification Training (QT) in **paragraph 1.3.2.1**, (2) adding **paragraph 2.11** to provide Crew Resource Management/Threat and Error Management (CRM/TEM) guidance, (3) updating verbiage in **paragraph 4.9**, (4) deleting paragraphs **4.9.1** and **4.9.2**, (5) replacing **Table 4.7** and **Table 4.8**, and, (6) updating verbiage in **paragraph 6.3.2**.

Chapter 1

GENERAL INFORMATION

1.1. Abbreviations, Acronyms, and Terms. See **Attachment 1**.

1.2. Key Words Explained.

1.2.1. "Will," "Shall," and "Must," indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "Note" indicates operating procedures, techniques, etc., that are considered essential to emphasize.

1.3. Waivers. Tier waiver authorities (T-0, T-1, T-2, T-3) have been included to all mandated unit compliance items (Wing level and below) as prescribed by AFI 33-360 and AFMAN 11-202V1. Duration of waivers to this manual are at the discretion of the waiver authority and IAW AFI 33-360. Waivers are on a case-by-case basis considering the Experience Level of an individual aircrew member. For all other aircrew training requirements in this manual, and IAW AFMAN 11-202V1, the waiver authority is MAJCOM/Directorate of Operations (A3), unless specifically noted otherwise.

1.3.1. ACC/A3 is the waiver authority for Qualification Training (QT) requirements.

1.3.2. The waiver authority for ACC/A3-approved formal training syllabi, to include in-unit QT, is IAW ACC Instruction (ACCI) 11-252 *ACC Formal Operations Training Publication Management*. Send a copy of approved waiver to ACC/A3CA within 10 working days of approval.

1.3.2.1. In-Unit QT. Conducting In-Unit QT requires MAJCOM/A3 approval. **(T-2)**. Include ACC/A3C on coordination process. Members attending In-Unit QT will not receive Community College of the Air Force (CCAF) credit. Waiver requests should include:

1.3.2.1.1. Justification for in-unit training in lieu of formal training unit (FTU) conducted training.

1.3.2.1.2. A summary of the individual's flying experience.

1.3.2.1.3. Date training will begin and expected completion date.

1.3.2.1.4. Requested exceptions to formal course syllabus with rationale and coordination with ACC/A3CA.

1.3.3. 552 TRG/CC is the waiver authority for pilot entry into the First Pilot (FP) program.

1.3.4. Gaining GP/CC is waiver authority for Mission Qualification Training (MQT) events.

1.3.5. GP/CC is the waiver authority for training provisions in **Chapter 4** (with the exception of currency and lookback), **Chapter 5**, **Chapter 6**, and **Chapter 7** of this manual, unless specifically noted otherwise.

1.3.5.1. SQ/CCs will forward a list of aircrew members requiring a waiver and aircrew members downgraded for failure to meet lookback requirements to their GP/CC. **(T-2)**.

1.3.5.2. Waiver requests must be received by the GP/CC no later than 15 days after the end of their Ready Aircrew Program (RAP) training cycle. **(T-3)**. After final review and determination of waiver requests, GP/CC notifies subordinate units of the approval/disapproval of the waiver request. **(T-3)**. Info copy is sent to applicable MAJCOM. **(T-2)**.

1.3.6. Waiver authority for ground training is IAW the reference directive.

1.3.7. Use AF Form 679, Air Force Publication Compliance Item Waiver Request/Approval, for waivers to the provisions of this manual IAW AFI 33-360 or the RAP Tasking Message. All waiver packages should include justification, forecast start/end dates, and risk mitigation. Approved waivers will be maintained in the member's Flying Training Record while the waiver is in effect. Forward waivers for approval or info as follows:

1.3.7.1. Forward waivers requiring MAJCOM/A3 approval directly to MAJCOM/A3 (units subordinate to a Numbered Air Force (NAF) provide their NAF/A3 with an information copy). **(T-1)**. Waivers from other than MAJCOM/A3 will include their appropriate MAJCOM/A3 as an information addressee. **(T-2)**. All waivers will include ACC/A3CA as an information addressee. **(T-2)**.

1.3.7.2. Waivers approved at wing level or below will be forwarded to ACC/A3CA quarterly for information. **(T-2)**.

1.4. Explanation of New Terms. Legacy crew constructs are still applicable, but some definitions are expanded to allow tailored crew complements. Where new crew positions or functions use terminology with existing acronyms, those names are spelled out for differentiation (e.g., Active Sensor Operator vs ASO). "Air Battle Manager" is intended to reference Mission Crew Commander (MCC)/Senior Director (SD)/Air Surveillance Officer (ASO)/Electronic Combat Officer (ECO)/Air Weapons Officer (AWO)/Air Battle Manager-Qualified (ABM-Q); "ABM-Q" refers to aircrew members that have completed the "Air Battle Manager" syllabus and hold a qualification (QUAL) as an "ABM" on the E-3G. Section Lead (SL) refers to section leaders, such as an SD/ASO/ECO, and an ABM-Q aircrew member that holds the SL certification and has advanced experience, leadership, and system troubleshooting knowledge. Section Lead in Command (SLIC) refers to a designated SL, per sortie, who is in command of the Mission Crew. The term "Active Sensor Operator" refers to an ASO, or an ABM-Q aircrew member whose responsibilities are dedicated to active sensor operations. The term "Passive Sensor Operator (PSO)," refers to an ABM-Q whose responsibilities are dedicated only to passive sensor operations. Finally, because of changes regarding multiple qualifications, the term "Weapons Controllers" can refer to anyone being evaluated to applicable areas to control aircraft (e.g., a previously 'dual-qualified ASO/AWO').

1.5. Roles and Responsibilities:

1.5.1. Air Combat Command (ACC)

1.5.1.1. ACC/A3 will chair annual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirements programs for Combat Air Forces (CAF) units. **(T-2)**. RTRB participants include applicable ACC active and reserve component

representatives. MAJCOM/A3s with major weapons systems for which ACC is lead command are invited to send representatives and/or inputs.

1.5.1.2. ACC/A3CA is OPR and ACC/A3T is office of collateral responsibility (OCR) for this volume and processes all changes to this volume. Proposed changes to this volume are submitted IAW AFI 33-360. Changes to this volume require coordination between ACC, Pacific Air Forces (PACAF), and Air Force Reserve Command (AFRC) OPRs and are approved by AF/A3.

1.5.1.3. ACC will use **Chapter 7** of this volume and supplements for unique requirements and restrictions for E-3 units and to establish individual unit tasking as required. **(T-2)**. Forward copies of any MAJCOM supplement to this volume to AF/A3TF and applicable MAJCOM/A3 for approval.

1.5.1.4. ACC/C2ISR Operations (A3C) sponsors periodic meetings to review ground and flying training requirements. Participants should include representatives from ACC, PACAF, AFRC, 18 Wing (WG), 3 WG, 552 Air Control Wing (ACW), and 513 Air Control Group (ACG).

1.5.1.5. IAW AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems* ACC is designated lead command for the E-3. Included among the many duties of a lead command are establishing standards, tasks, and formal training requirements. ACC/A3C is OPR for E-3 flight and mission crew syllabi and provides training materials to PACAF and AFRC.

1.5.1.6. ACC/A3C will publish the RAP tasking message. **(T-2)**.

1.5.2. Pacific Air Forces (PACAF):

1.5.2.1. Will use **Chapter 7** of this volume and supplements for unique requirements and restrictions for PACAF E-3 units and to establish individual unit tasking as required. **(T-2)**. Any PACAF supplements to this volume are routed through ACC/A3CA to AF/A3TF for approval.

1.5.2.2. PACAF/Flight Operations (A3T) requests E-3 training materials from ACC/A3C as required.

1.5.2.3. PACAF/A3T is OPR/OCR for theater-specific training affecting PACAF E-3 units.

1.5.2.4. PACAF/A3T may produce a PACAF-specific RAP tasking message as a stand-alone document or to supplement the ACC RAP tasking message. PACAF's RAP Tasking Message takes precedence over this volume and, when annotated, ACC's RAP Tasking Message (for PACAF units only).

1.5.3. Air Force Reserve Command (AFRC):

1.5.3.1. Will use **Chapter 7** of this volume and supplements for unique requirements and restrictions for AFR E-3 units and to establish individual unit tasking as required. **(T-2)**. Any AFRC supplements to this volume are sent to AF/A3TF and applicable MAJCOM/A3 for approval.

1.5.3.2. AFRC/Flight Operations (A3T) requests E-3 training materials from ACC/A3C as required.

1.5.3.3. AFRC/A3T is OPR for matters affecting AFR E-3 units.

1.5.3.4. AFRC/A3T produces an AFRC-specific RAP tasking message as a stand-alone document. AFRC's RAP Tasking Message takes precedence over this volume.

1.5.4. 552 ACW/CC, 18 WG/CC, 3 WG/CC, 513 ACG/CC:

1.5.4.1. Will be OPR for locally developed training materials. **(T-3)**.

1.5.4.2. Will attach Aircrew Position Indicator (API)-6/8/C/D flyers to a flying squadron IAW AFI 11-401 and applicable MAJCOM Supplements. **(T-1)**.

1.5.4.3. Will review and/or designate the training level for all Combat Mission Ready (CMR)/Basic Mission Capable (BMC) aircrew members. **(T-3)**.

1.5.4.4. Will review programs and manning position designations annually. **(T-3)**.

1.5.4.5. Will assist subordinate units in the management of training programs, ensure programs meet unit needs, and provide necessary training staff support. **(T-3)**.

1.5.5. Group commanders will:

1.5.5.1. Ensure training programs are developed for E-3 units to ensure that all aircrew members are prepared to perform E-3 roles and missions. **(T-2)**.

1.5.5.2. Conduct periodic reviews of each subordinate squadron's RAP training and evaluate their group overall to ensure training is well balanced and equitably allocated. **(T-2)**.

1.5.5.3. Designate OPRs for their respective Aircrew Intelligence Training (AIT) programs. **(T-3)**. GP/CC will ensure development of AIT Master Question Files (MQF). **(T-3)**. Testing is conducted annually at the squadron level. **(T-3)**.

1.5.5.4. Supplement this volume with their own unique requirements and forward a copy through channels to ACC/A3C, PACAF/A3T, or AFRC/A3T as appropriate for review. **(T-1)**.

1.5.6. Squadron commanders (SQ/CC) will:

1.5.6.1. Ensure adequate review of the training records of all aircrew members with emphasis on newly assigned aircrew members and those completing formal training to determine the training required to achieve CMR/BMC and ensure provisions of this volume have been met. **(T-2)**.

1.5.6.2. Develop unit training programs by ensuring adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members. **(T-3)**. Identify the levels of supervision required to accomplish the required training. **(T-3)**. Certify aircrew members as CMR/BMC when the appropriate training requirements have been completed and determine utilization of BMC aircrew. **(T-3)**.

1.5.6.3. Ensure training scenarios and RAP missions are oriented to develop and practice tactical employment skills. **(T-3)**. Submit RAP Training Reports including an End-of-Cycle Training Report no later than the 15th of October. **(T-3)**. Report all deviations from the training requirements in this volume or the RAP Tasking Message (RTM), after proration at the end of the training cycle. **(T-3)**. Reports should consist of a SQ/CC's

memo summarizing their current training plan and any significant challenges affecting training. **(T-2)**.

1.5.6.4. Submit an end-of-cycle report at the end of the training cycle. **(T-2).** Squadrons may submit an out-of-cycle report at any time if Higher Headquarters (HHQ) assistance is needed to prepare for Designed Operational Capability (DOC) statement mission or deployment taskings.

1.5.7. Flight commanders (Flt/CC) will monitor and manage the currencies and requirements of assigned and attached aircrew members. **(T-3)**. Flt/CC will ensure aircrew members participate only in sorties, events, and tasks for which they are adequately prepared, trained, and current. **(T-3)**.

1.5.8. Instructors and Aircraft/Mission Supervisors will identify areas where specific training is needed and direct training accordingly ensuring mission objectives are briefed and debriefed to assess performance. **(T-3)**.

1.5.9. Individual aircrew members will:

1.5.9.1. Personally ensure their training records are transferred when changing units in order to maintain documentation of their certifications and training requirements. **(T-3)**.

1.5.9.2. Complete training requirements and currencies within the guidelines of this volume and applicable RAP tasking message. **(T-3)**.

1.5.9.3. Not participate in flying activities for which they are not trained, qualified, or current in unless under appropriate supervision. **(T-1)**.

1.6. Training Overview. Aircrew training is designed to progress aircrew from Initial Qualification Training (IQT) (Basic Course or Requalification) to Mission Qualification Training (MQT), to Continuation Training (CT), Instructor Training, Qualification Training (QT) in a new crew position, and/or specialized training.

1.6.1. IQT/QT. IQT or QT provides the required training to qualify an aircrew member for basic aircrew duties in an assigned crew position, without regard to the unit's operational mission. (See **Chapter 2**). Upon completion of IQT or QT in a new crew position, aircrew members attain Basic Aircraft Qualified (BAQ) status.

1.6.2. Mission Qualification Training (MQT). Provides aircrew the training necessary to qualify to perform the command or unit mission. (See **Chapter 3)**. Aircrew members that have not previously completed MQT for their primary crew position will maintain BAQ status until completion of MQT. **(T-1)**. Completion of MQT is a prerequisite for CMR/BMC. (See **Chapter 4)**.

1.6.3. CT provides aircrew with the volume, frequency, and mixture of training necessary to maintain proficiency in the assigned aircrew category. GP/CCs develop CT programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training balances the need for realism against the expected threat, aircrew capabilities, and safety. This volume provides training guidelines and procedures to be used with operational procedures specified in applicable flying/operations publications. (See **Chapter 4)**. RAP is the MAJCOM CT program designed to focus training toward needed skills. Each MAJCOM issues specific RAP instructions via a RAP tasking message (may not

be less restrictive or deviate from training concepts outlined in this manual). **(T-1)**. (See **paragraph 1.10.1**)

1.6.4. Instructor Training. Instructor training provides the skillset needed to supervise aircrew members in training and document that training IAW AFMAN 11-202V1 and this manual. (See **Chapter 5**).

1.6.5. DRAGON Conversion Training (DCT). DCT provides fully qualified E-3 crewmembers training in the DRAGON modified aircraft. Upon completion of DRAGON conversion training, aircrew members attain CMR or BMC in DRAGON modified aircraft.

1.7. Aircrew Categories. Aircrew are assigned a category based on their position and readiness posture. Aircrew are either unqualified (UQ), Basic Aircraft Qualification (BAQ), Basic Mission Capable (BMC), or Combat Mission Ready (CMR). Some aircrew are in a special category due to their assignment to a staff or formal school cadre outside the FTU.

1.7.1. BAQ aircrew. Upon completion of IQT/QT aircrew members have received training in all basic missions of a specific unit and will receive an initial (INIT) QUAL per AFMAN 11-2E-3V2, *E-3- Aircrew Evaluation Criteria*. Upon completion of a flight evaluation members are qualified to perform basic aircrew duties in the E-3. Squadron Director of Operations (DO) carefully choose those missions on which BAQ aircrew may fly unsupervised. BAQ aircrew will only perform those duties for which they have been trained and qualified. **(T-1)**. With instructor supervision, BAQ aircrew may participate in composite force or other advanced scenarios. BAQ is a prerequisite for MQT. Except for General Officers, BAQ is not a long-term qualification status. Waiver authority to remain BAQ resides with MAJCOM/A3.

1.7.2. Combat Mission Ready / Basic Mission Capable aircrew (CMR/BMC). Upon completion of MQT (and if required by AFMAN 11-2E-3V2, an INIT Mission (MSN) qualification) members will be designated either CMR or BMC. **(T-2)**. Failure to complete required training or maintain currency results in regression to Non-CMR (N-CMR) or Non-BMC (N-BMC) status. **(T-2)**. Events are outlined in **Chapter 4** and applicable RAP Tasking memorandum. While N-BMC/N-CMR, aircrew members will not perform in-flight aircrew duties without supervision IAW **paragraph 1.9** and **paragraph 4.8** until re-certified. **(T-2)**.

1.7.2.1. Combat Mission Ready (CMR). CMR aircrew members will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. **(T-1)**. CMR aircrew members will maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. **(T-1)**. CMR aircrew members receive training required to be qualified and proficient in all primary missions tasked to their assigned unit and weapons system.

1.7.2.2. Basic Mission Capably (BMC). BMC designated aircrew members have a primary job performing designated wing supervision or staff functions that directly support the flying mission. These aircrew members are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. **(T-1)**. (See **Chapter 4**). BMC aircrew members maintain familiarization with all unit core missions. **(T-1)**. BMC aircrew members receive the minimum training required to be familiar with all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system. BMC aircrew members must be able to attain CMR qualification in 30 days or less. **(T-1)**. BMC aircrew members may

deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC unless theater directives dictate otherwise.

1.7.3. Special Category Aircrew. API-6/8/C/D rated personnel flying authorizations, Career Enlisted Aviator (CEA) flying authorizations, NAF-assigned aircrew, non-rated MAJCOM Realistic Training Program aircrew, United States Air Force Weapons School (USAFWS) assigned instructors, and test aircrew are managed IAW AFMAN 11-202V1 and MAJCOM guidance.

1.7.3.1. Special Category aircrew members require a valid AF Form 8, *Certificate of Aircrew Qualification*, IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and AFMAN 11-2E-3V2.

1.7.3.2. Special Category aircrew members fly the BMC rate; however, they are not required to complete BMC-specific Aircrew Training Device (ATD) events and are exempt from academic ground training, chemical warfare (CW) training, and special training programs (except when required in preparation for deployment). These personnel must complete ground-training events identified as mandatory grounding items in **Table 4.1** IAW **paragraph 4.10**. **(T-1)**. These aircrew will also complete SS02 and SS05 training. **(T-1)**. If these aircrew members are current, they may fly without an instructor with SQ/DO concurrence.

1.7.4. Unqualified (UQ) Aircrew. Unqualified aircrew members require a flight evaluation before progressing to a higher qualification level. UQ aircrew members fall under one or more of the following categories:

1.7.4.1. Enrolled in Qualification Training (QT). **Exception:** Qualified and CMR/BMC aircrew members enrolled in QT for a new crew position will not be made UQ or N-CMR in their primary crew position for the sole reason that they are in training for a new position. The new crew position will be treated as a secondary crew position until qualification is achieved. Example: If an AWO enters SD QT and is qualified and CMR as an AWO, this person will maintain CMR AWO status until 1) completion of SD QT, 2) they become N-CMR or UQ for reasons outlined in AFMAN 11-202V1 and V3) they fail lookback, or 4) their AWO evaluation expires.

1.7.4.2. Downgraded for being non-current per **Table 4.7** or **Table 4.8** as applicable.

1.7.4.3. Downgraded for a demonstrated lack of ability (either commander-directed or for failure to meet standards during a QUAL or MSN evaluation IAW AFI 11-202V2).

1.7.5. Instructor Qualified/Evaluator Certified. Instructor qualified/evaluator certified aircrew members are trained and qualified/certified to instruct and/or evaluate duties associated with their aircrew positions. Instructor qualified/evaluator certified aircrew members will maintain CMR/BMC status. **(T-1)**. Instructors may perform instructor duties in flight as long as they are CMR/BMC and current in the event they are instructing. Instructors who become N-CMR/N-BMC may be allowed to continue academic and/or ATD instructor duties with SQ/CC approval.

1.8. Aircrew Experience Level. Aircrew experience levels inform unit commanders how much flying and ATD training CMR and BMC aircrew members need to maintain proficiency. There

are two experience levels for aircrew members who receive CMR/BMC certification: "Inexperienced" and "Experienced."

1.8.1. Aircrew training cycle requirements are based on the aircrew member's current Experience Level status. When an aircrew member changes Experience Level, training requirements are prorated from the date of experience certification.

1.8.2. Experience Level Progression. SQ/CCs may reclassify CMR/BMC aircrew members as "experienced". Units may develop an optional experience certification program. SQ/CC should consider the progression guidelines in **paragraph 1.8.3** SQ/CCs classification of experience is ultimately based on the aircrew member's demonstrated proficiency. Squadron training documents reclassification as "Combat Mission Ready/Experienced or Basic Mission Capable/Experienced" in Section II of the aircrew member's training record.

1.8.3. Recommended Progression Guidelines for Combat Mission Ready Experienced (CMR/E).

1.8.3.1. Aircraft Commanders (AC) have 200 hours as a CMR/BMC E-3 AC.

1.8.3.2. Copilots (CP) have been CMR/BMC in the E-3 for 1 year and have 300 hours as a CMR/BMC E-3 CP.

1.8.3.3. Navigators (NAV) have been CMR/BMC in the E-3 for 1 year AND have either 300 CMR/BMC E-3 hours, OR 1000 hours total rated flying time with 200 CMR/BMC E-3 hours.

1.8.3.4. Flight Engineers (FE) have been CMR/BMC in the E-3 for 1 year AND have either 600 CMR/BMC E-3 hours, 1000 hours total flying time with 300 CMR/BMC E-3 hours, OR 2000 hours total flying time with 200 CMR/BMC E-3 hours.

1.8.3.5. Air Battle Managers and Airborne Mission Specialists have been CMR/BMC for 1 year and have 300 flight hours or 40 sorties. Multiple Qualified Airborne Communication Specialists (ACS) have flown 30 sorties or 200 hours as a CMR multiple qualified Communications Systems Operator (CSO)/Communications Technician (CT) and have been CMR/BMC for 1 year in upgraded position.

1.9. In-Flight Supervision. The following personnel must be under the direct supervision of an instructor of the same crew position or by an instructor of a similar crew position who is current in the exact duty/task to be performed: **(T-1)**.

1.9.1. Unqualified aircrew members to include any senior officer who has not completed IQT requirements of **Chapter 2** including an appropriate flight evaluation. **(T-1)**.

1.9.2. Aircrew members performing events in which they are noncurrent or unqualified. **(T-1)**. SQ/DO may approve the following operations without instructor supervision:

1.9.2.1. Pilots may fly unsupervised while non-current for night landing and/or night air refueling on sorties planned not to include night operations.

1.9.2.2. Pilots may fly unsupervised when non-current for autopilot off air refueling when Air-to-Air Refueling (AAR) is not planned.

1.9.2.3. Instructor Pilots (IP) may fly unsupervised while non-current for-touch and-go landings and air refueling on sorties planned not to include these events.

1.9.2.4. Any crewmember may fly unsupervised while non-current for controlled mission when they are not scheduled as a primary controller. Any controller can fly and control while under supervision of an SD/ABM-Q certified SL.

1.9.2.5. N-CMR/N-BMC aircrew member may fly unsupervised if N-CMR/N-BMC for ground training events unrelated to flight operations.

1.10. Training Policy and Management.

1.10.1. Ready Aircrew Program (RAP) Policy and Management. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use procedures and actions applicable to combat scenarios. ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked. **(T-1)**.

1.10.2. AWACS units are scheduled to Air Expeditionary Force (AEF) pairs. However, their low supply/high demand status drives one common 12-month RAP cycle for all units. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, with specific qualifications and associated events as determined by the MAJCOM and unit commanders.

1.10.3. The total number of CMR and BMC RAP sorties accomplished is the primary factor for maintaining an individual's qualification level. A review of the RAP sorties flown should also consider specific sortie and mission types. Variations may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.10.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.10.5. Progression from BMC to CMR requires:

1.10.5.1. A 1-month lookback at CMR sortie rate. **(T-2)**.

1.10.5.2. Qualification in all missions including any specialized mission training (See **Chapter 6**) and/or ground training required for CMR (see **paragraph 4.10** and **Table 4.1**). **(T-2)**.

1.10.5.3. SQ/CC certification. **(T-2)**.

1.11. Training Program Development:

1.11.1. RAP Tasking Memorandum sortie and event requirements apply to CMR and BMC aircrew members as well as those carrying special capabilities or qualifications. The current RAP Tasking Memorandum may contain updated requirements, sorties, missions, definitions, or events not yet incorporated into this volume. The standard sortie requirements establish the minimum number of sorties per training cycle for BMC/CMR aircrew.

1.11.2. Collateral or Cost of Business sortie requirements are considered when developing unit flying hour programs. **(T-3)**. These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These sorties or requirements include, but are not limited to, ferry flights, incentive flights, deployments, and air shows. **(T-3)**.

1.11.3. effective training sorties. Non-effective sorties are logged when a training sortie, RAP or non-RAP, is planned, but a major portion of valid training for that type of mission is not

accomplished due to poor weather, air aborts, etc. It is essential that non-effective sorties are logged appropriately for HHQ to accurately allocate the number of attrition sorties each year.

1.12. Training Records and Reports. Units will maintain an aircrew member's records for individual training and evaluations IAW AFMAN 11-202V1, AFI 11-202V2, AFI 11-401, AFI 33-360, and appropriate MAJCOM directives.

1.12.1. Units will document and maintain an aircrew members certification/upgrade training in individual training folders IAW AFMAN 11-202V1 using AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, AF Form 4348 and/or the AF Form 1381 or PACAF/AFRC unit equivalents, or electronic equivalents. **(T-1)**.

1.12.2. Units will prepare and forward training reports IAW MAJCOM directives and current RAP Tasking memorandum. **(T-1)**.

1.12.3. Units using ARMS will maintain flying and ground training records IAW AFI 11-401 and MAJCOM supplements. **(T-1)**. When documenting aircrew training in ARMS, use AF Form 1522, *ARMS Additional Training Accomplishment Report*, or a locally developed Mission Accomplishment Report (MAR) that adheres to AFMAN 11-421, *Aviation Resource Management*, and AFI 33-360 for guidance. **(T-1)**.

1.13. Aircrew Utilization Policy:

1.13.1. Commanders will ensure aircrew members fill authorized positions IAW unit manning documents and aircrew status is properly designated. **(T-1)**. The overall objective is that aircrews perform combat-related duties.

1.13.2. Supervisors may assign an aircrew member to valid, short-term tasks (escort officer, Flight Evaluation Board (FEB)/mishap board member, etc.), but should consider factors such as level of aircrew tasking, flying proficiency, currency, and experience.

1.13.3. For inexperienced aircrew members, supervisors will limit the non-flying duties to those related to combat training activities. **(T-1)**.

1.13.4. Medical Qualification (Training while DOWN). DOWN aircrew members will complete ground-training events, including simulator training, if the member's physical condition allows. RAP events that are creditable in an ATD may be logged when performing those events while individuals are DOWN. Consult the Flight Surgeon initiating DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty,* action as prescribed by AFI 48-123, *Medical Examinations and Standards*, if the DOWN status includes ground-training limitations.

1.14. Sortie Allocation Guidance: Inexperienced aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.14.1. Formal syllabus training, instructor upgrade, instructor CT, authorized staff personnel not performing instructor or flight examiner duties.

1.14.2. Operational Units. CMR, MQT, and then BMC.

1.14.3. API-6/8/C/D aircrew members, USAFWS assigned instructors, non-rated MAJCOM Realistic Training program aircrew, NAF-assigned aircrew, test aircrew, and API-5 aircrew physicians.

1.14.4. Consideration should also be given to requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, and BMC training requirements that cannot be accomplished on primary missions IAW this volume.

Chapter 2

QUALIFICATION TRAINING

2.1. General. This chapter outlines Initial Qualification Training (IQT) and Qualification Training (QT). IQT/QT is normally conducted through formal syllabus courses at a FTU squadron whenever possible. When FTU training is not available within a reasonable time period, QT may be conducted at the local unit IAW **paragraph 1.3.2** In-unit QT will be conducted using formal syllabus, flow, programs, and requirements. **(T-1)**. When in-unit QT is authorized, the gaining MAJCOM assumes responsibility for the burden of in-unit QT locally. Any aircrew member who has been unqualified longer than 96 months will accomplish QT through the FTU. **(T-1)**. All E-3 crewmembers will meet QT syllabus standards. **(T-1)**. SQ/CC (or FTU/CC) will review the training record and Flight Evaluation Folder (FEF) of newly assigned students. **(T-1)**. SQ/CC will consider experience and previous training when determining the specific training individuals receive. **(T-1)**.

2.2. Authority: 552 TRG/CC is responsible for conducting FTU training specified in all QT syllabi. **(T-1)**. Units and contract instructors administer IQT (or QT) using ACC-approved syllabi. **(T-1)**. AF instructors conducting IQT/QT academic training must comply with ACCI 11-251, *ACC Operations Training Development Program*; instructor qualifications and performance requirements unless waived by MAJCOM/A3. **(T-2)**. Include ACC/A3C on coordination process. **(T-2)**.

2.3. Time Period to Qualify. Personnel start and complete training IAW AFMAN 11-202V1 and the appropriate syllabus. Failure to complete training within 60 days of ACC-mandated graduation date requires notification through chain of command channels to ACC/A3C. For IQT students with follow-on assignments to a PACAF or AFRC squadron, failure to complete training within 14 days of ACC-mandated graduation date requires notification to gaining squadron commander and PACAF/A3T or AFRC/A3D. **(T-2)**. Notification includes aircrew member's name, rank, reason for delay, planned actions, and estimated completion date. **(T-2)**.

2.4. Prerequisites. Prior to entering E-3 formal training, trainees must meet Air Force Education and Training Course Announcements (ETCA) selection prerequisites at site: **https://app10-eis.aetc.af.mil/etca/SitePages/home.aspx#Home.(T-2)**. Students will complete specified ground training IAW **Table 4.1** prior to entering the flying phase of IQT/QT. **(T-2)**.

2.5. Training Reports and Forms. Training reports and forms are completed and forwarded IAW ACCI 11-464, *Training Records and Performance Evaluation* in Formal Flying Training Programs.

2.6. Waivers. All approved waivers will be retained in the member's gradebook and forwarded to the gaining unit for inclusion in the member's Flying Training Record. **(T-1)**. QT waiver authority is in IAW **paragraph 1.3** and the appropriate syllabus.

2.7. Aircrew Training Requirements. Units will accomplish all academic and ATD training IAW appropriate syllabi. **(T-2)**. Units will accomplish all flying training IAW appropriate syllabi. **(T-2)**.

2.8. Faculty Training Course. The 966 Airborne Air Control Squadron (AACS)/CC will administer a formal training program designed to qualify E-3 instructors for faculty duties in the FTU. **(T-3)**.

2.9. Positional Qualification Training.

2.9.1. All course entry prerequisites/requirements are listed in applicable course syllabus and ETCA.

2.9.2. Pilot Upgrade (Aircraft Commander (AC)) Program. AC upgrade candidates have 1,600 hours total rated flying time with 300 hours E-3 time; or 1,200 hours total rated flying time with 600 hours E-3 time. First assignment copilots require 750 copilot E-3 hours. All AC upgrade candidates must complete a GP/CC-approved training program and a SPOT air refueling evaluation IAW AFMAN 11-2E-3V2 prior to entry into formal training. **(T-2)**.

2.9.3. First Pilot (FP) Program. Pilot candidates with a minimum of 1,200 total rated flying hours may be entered into the First Pilot Program at the discretion of the 552 TRG/CC or designated representative. **(T-2)**. The gaining GP/CC may nominate pilot candidates with less than 1,200 total rated flying hours. **(T-2)**.

2.9.3.1. FP candidates will complete a first pilot flight evaluation IAW AFMAN 11-2E-3V2, with initial air refueling qualification deferred. **(T-1)**. FP candidates who successfully demonstrate proficiency in AAR may accomplish the initial air refueling qualification as part of their flight evaluation at the discretion of the 966 AACS/CC. If the initial air refueling qualification is deferred, FPs must successfully accomplish the initial air refueling qualification not later than their next instrument/qualification evaluation. **(T-1)**.

2.9.3.2. While in IQT, FP candidates may be downgraded to copilot status due to demonstrated lack of performance at the discretion of the 552 TRG/CC. Once downgraded, they will complete the remaining requirements of the IQT copilot syllabus and complete a copilot flight evaluation. **(T-1)**.

2.9.3.3. SQ/CCs may certify FPs as CMR/BMC ACs after completion of a GP/CC-approved training program including demonstrated ability to perform AC duties and successful completion of an air refueling evaluation IAW AFMAN 11-2E-3V2. Certification documentation for upgrade to AC is kept in the members Flying Training folder and Flight Evaluation folder.

2.9.4. Multiple-qualified CSO/CT candidates must be volunteers with 300 hours as an experienced CSO, CT, or ST or have been previously dual-qualified. **(T-2)**. The hours requirement can be waived by the appropriate GP/CC.

2.10. Senior Officer/Enlisted Qualification and Performance Requirements.

2.10.1. The senior officer/enlisted course is designed to train senior leaders (O-6 and above and designated Command Chiefs and Group Superintendents) requiring accelerated qualification training (on an as needed basis) and provides training which reflects the Experience Level commensurate with that of a senior officer/NCO. The senior officer/NCO will always fly under the supervision of an E-3 instructor unless they are certified CMR/BMC. (See AFMAN 11-202V1).

2.10.2. Senior officer/NCO flight training is tailored by the 552 ACW, 552 TRSS, and 966 AACS as dictated by the individual's previous flying experience.

2.11. Crew Resource Management/Threat and Error Management (CRM/TEM).

2.11.1. CRM/TEM Development. CRM/TEM has been designed to train aircrew members to cope with human behavior concerns that potentially affect aircrew performance and safety. Effective pilot monitoring (PM) behaviors and relevant verbalize, verify, and monitor (VVM) skills are also trained. Documented studies of aircraft accidents and additional data suggest that most human behavioral problems observed among aircrews can be grouped into three primary categories: interpersonal communications, situational awareness, and team leadership.

2.11.2. CRM/TEM Program. CRM/TEM training is accomplished on a recurring basis throughout IQT/QT and CT training. Simulator training scenarios are dedicated to reviewing and applying CRM/TEM principles, effective PM behaviors, and relevant VVM skills.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. This chapter outlines MQT required to qualify personnel to perform aircrew duties during E-3 operational and training missions. MAJCOMs will ensure MQT academics and simulations are provided for all CAF AWACS aircrew members. **(T-2)**. MAJCOMS will ensure MQT completion using approved Course Training Documents (CTD). **(T-2)**. OG/CC or equivalent will administer their respective MQT IAW detailed objectives and requirements found in the appropriate Course Training Document (CTD). **(T-3)**. Unless waived by the gaining GP/CC, aircrew members that have previously completed MQT and are changing crew positions (i.e., AWO to SD or SD to MCC) must complete MQT. **(T-3).**

3.2. Time Period to Qualify. MQT is completed IAW the appropriate CTD.

3.3. Prerequisites. A crewmember must possess a valid E-3 qualification in order to be enrolled in MQT. **(T-1)**.

3.4. CMR/BMC Certification. Upon completion of MQT and local OG guidance (if applicable), the gaining squadron commander certifies the aircrew member as CMR or BMC using AF Form 4324, AF Form 4348 and/or the AF Form 1381 (or PACAF/AFRC unit equivalents) or electronic equivalent. **(T-3)**. Certification documents are maintained in the crewmember's training folder, flight evaluation folder, or electronic equivalent. **(T-3)**.

3.5. Waivers: Waiver authority is IAW the appropriate CTD and **paragraph 1.3**.

3.6. Aircrew Training Requirements:

3.6.1. Ground Training Requirements. Training is conducted IAW the appropriate CTD prior to CMR/BMC certification.

3.6.2. Flying Training Requirements. Flying training is completed IAW the appropriate CTD. Difference training not covered during ground training may be completed during flying training.

3.6.3. Aircrew Training Device Requirements. Units will complete all ATD training IAW the appropriate CTD. **(T-3)**.

3.6.4. Aircrew waived from mission evaluation IAW AFMAN 11-2E-3V2 are instructed and trained on E-3 Self-Defense procedures IAW the appropriate CTD prior to CMR certification.

3.6.5. Instructor Utilization. Units conduct all ATD training during MQT under the supervision of a qualified instructor/evaluator. **(T-2)**. Academic training may be conducted by CMR/BMC graduates of the USAF Weapons Instructor Course IAW FTU training standards.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines ground and flight requirements for CT to maintain E-3 qualification and currency, and to requalify previously qualified aircrew members in the E-3. GP/CC may adjust the requirements in this chapter, unless specifically noted otherwise. Waivers are IAW **paragraph 1.3**.

4.2. Training Period. CT is tracked on the Fiscal Year (1 Oct – 30 Sep). Every attempt should be made to balance training across the entire training cycle, however, unit commanders shall strive to exceed RTM minimums.

4.3. Prerequisites. Aircrew members will have CMR/BMC certification. **(T-1)**.

4.4. Special Categories. The following aircrew are in a special category: API-6/8/C/D, USAFWS assigned instructors, nonrated MAJCOM Realistic Training program aircrew, NAF-assigned aircrew, test aircrew and API-5 aircrew physicians. This special category is not applicable for AFRC. AFRC responsibilities for API-6/8/C/D/staff flyers are contained in AFI 11-401_AFRCSUP *Aviation Management*.

4.4.1. MAJCOM Division Chiefs, NAF/A3, and USAFWS 8 Weapons Squadron (WPS)/CC are reviewing authorities for assigned personnel. They will ensure appropriate ARMS data is maintained and provided IAW AFI 11-401. Additionally, provide each flyer with written documentation specifying the sortie types and events the aircrew member is authorized to fly. API-6/8/C/D personnel who fly with only one unit may receive this from their attached unit commander.

4.4.2. Special Category Flying Personnel and Aircrew members will:

4.4.2.1. Accomplish ground training items IAW **paragraph 4.10** of this manual and review accomplishments / currencies for accuracy. **(T-3)**.

4.4.2.2. Submit qualification and authorization documentation to the supporting SQ/CC or DO prior to flying with that squadron. **(T-3)**.

4.4.3. Instructor-qualified crewmembers may perform instructor duties, if qualified and current for the applicable missions/events.

4.5. Theater (Deployment) Training. IAW AFMAN 11-202V1, all CMR/BMC aircrew members will complete applicable theater training prior to assuming operational duties within that theater. **(T-2)**. Individuals are responsible for completing additional ground training requirements as specified in AEF Online Basic Airman Readiness (BAR)/Basic Deployment Readiness (BDR) requirements and other applicable instructions (i.e., Reporting Instructions). **(T-2)**. Squadrons and Operations Groups may develop additional means to enhance aircrew member's combat readiness to support squadron DOC statements.

4.6. Logging of CT Requirements by Instructors/Evaluators. Instructors/Evaluators will log training events IAW the current RAP Tasking Message. **(T-1)**. USAFWS instructors using Tactical Display Framework (TDF)/BC3 may credit all controlling events while performing instructor/evaluator duties. Events satisfactorily performed (**Q** or **Q-** with no additional training) on an evaluation may be used to establish or update currency in those events.

4.7. Proration of End-of-Cycle Requirements. At the end of the training cycle, the SQ/CC may prorate all training requirements when DOWN, emergency leave, formal QT/MQT, non-flying TDY, non-flying exercise, or a non-flying deployment precludes training for a portion of the training period. Normal annual leave is not considered as non-availability.

4.7.1. Proration is based on cumulative days of non-availability in the training cycle. Use **Table 4.9** to determine the number of months to be prorated.

4.7.2. The number of months an aircrew member is not available for flying or ATD duties is entered into the ARMS, which determines the prorated requirements.

4.7.3. Aircrew members start CT the month following completion of MQT and receiving initial CMR/BMC certification. **(T-3)**. Training accomplished during QT/MQT is not counted toward continuation training requirements. **(T-3)**.

4.8. CMR/BMC Regression. N-CMR/N-BMC aircrew members are not authorized to perform aircrew duties unless under instructor/evaluator supervision. Downgraded aircrew members must be recertified by their squadron commander or designated representative. **(T-3)**.

4.8.1. Aircrew are regressed to N-CMR/N-BMC for one or more of the following reasons:

4.8.1.1. Failure to complete specified Ground Training requirements IAW **Table 4.1**. **(T-3)**. **Note:** If downgraded for failure to meet LL05, SS02, SS03, or SS05 ground training, the member has the same status as a BAQ aircrew member as defined in **paragraph 1.7.2.2** and **paragraph 1.9.2.5**. **(T-3)**.

4.8.1.2. Failure to meet lookback IAW **paragraph 4.8.2**. **Note:** CMR aircrew only.

4.8.1.3. Failure to meet AFMAN 11-202V1 requirements not covered above.

4.8.1.4. Receiving an overall Q3 grade on an instrument (INSTM), QUAL, or MSN evaluation IAW AFI 11-202V2.

4.8.1.5. At any time, for other grounds not listed in **paragraph 4.8.1** where the SQ/CC determines the individual is not performing adequately, safely, has a poor attitude, or has otherwise caused the Sq/CC to lose confidence in the member's ability to perform aircrew duties adequately and safely.

4.8.2. Lookback. Both 1-month and 3-month sortie lookback periods are calculated on the first duty day of each month. Squadron commanders will determine the level flown by using **Table 4.6**. **(T-3)**. **Note:** Lookback does not apply to BMC or BAQ aircrew.

4.8.2.1. Failure to Meet 1-Month Lookback. If a CMR aircrew member does not meet their 1-month lookback requirements, a review is made of their 3-month lookback requirements. If the 3-month lookback has been met, aircrew may, at SQ/CC discretion, remain in CMR status.

4.8.2.2. Failure to Meet 3-Month Lookback. If an aircrew member fails to meet the 3-month lookback requirement, SQ/CCs may:

4.8.2.2.1. Regress the aircrew member to N-CMR status; or,

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

4.8.2.2.3. Initiate action to remove the aircrew member from active flying status; or,

4.8.2.2.4. Place aircrew in probation status for 1 month (30 days). If SQ/CC chooses probation, the aircrew member reestablishes a 1-month lookback at the end of the probation period to remain CMR. Probation status is documented in the individual's training folder. **(T-3)**.

4.8.2.3. Aircrew members that regress to N-CMR status for lookback for less than 180 days will complete a SQ/CC approved re-certification program to return the aircrew member to CMR status. **(T-3)**. The allowable elapsed time between re-certification sorties is no greater than 30 days. **(T-3)**. The sorties and events accomplished during their re-certification program may be credited towards their total sortie and event requirements for the training cycle as well as for their monthly sortie requirement. Following re-certification to CMR status, aircrew members will meet a 1-month lookback to maintain CMR until a 3-month lookback is established. **(T-1)**. SQ/CCs may apply probation rules, as described in **paragraph 4.8.2.2.4**.

4.8.2.4. Lookback computations for new aircrew members begin following completion of MQT. 1-Month lookback starts the first full month of CMR status. New aircrew members who have been CMR less than 3 months will meet 1-month lookback to remain CMR until a 3-month lookback is established. **(T-1)**. SQ/CCs may apply probation rules, as described in **paragraph 4.8.2.2.4**, if a new CMR aircrew member fails to meet 1-month lookback while establishing 3-month lookback.

4.8.3. Aircrew members that fail to meet the total end-of-cycle RAP requirements may continue CT at CMR/BMC levels as determined by lookback and currency requirements. The SQ/CC will determine additional training requirements. **(T-2)**.

4.9. Multiple Qualification. Multiple qualification is qualification in two different Mission Design Series (MDS) models (i.e., Pilot in DRAGON modified and Pilot in non-DRAGON modified E-3G, see **paragraph 4.9.5**). The purpose of multiple qualifications is to provide commanders with flexibility to maximize combat capability.

4.9.1. DELETED

4.9.2. DELETED

4.9.3. Aircrew possessing multiple qualifications in two crew positions in the same MDS will maintain CMR and/or BMC status in their primary crew position, as determined by the squadron commander. **(T-1).**

4.9.4. Document multiple qualifications IAW AFI 11-202V2.

4.9.5. Pilots and FEs require separate qualifications to fly DRAGON-modified and non-DRAGON modified E-3G.

4.10. Ground Training Events. Crewmembers will comply with ground-training requirements found in **Table 4.1**. **(T-1)**. Aircrew members who fail to complete ground-training requirements must comply with re-currency requirements in **paragraph 4.18** and the reference directive. **(T-1)**. Where discrepancies exist, the reference directive takes precedence over this manual. CMR aircrew members must complete the applicable training events in the specified time period. **(T-1)**. BMC aircrew crewmembers will complete SS02, SS03, SS05 and any ground-training events identified as mandatory grounding items. **(T-3)**.

4.10.1. Chemical Defense Task Qualification Training (CDTQT) (ME08) may be conducted on the ground (static aircraft/classroom mock up) or in flight. If conducted in flight see AFMAN 11-2E-3V3 for operational restrictions to clothing, weather and duty periods.

4.10.2. Situational Emergency Procedure Training (SEPT) (GS03). SEPT is a review of abnormal/emergency procedures and aircraft systems operations/limitations.

4.10.2.1. Training consists of a guided discussion of a realistic emergency situation and actions necessary to cope with the malfunction. Training starts with the initial indications of a malfunction and follows checklist procedure to a logical conclusion. Include discussion of the affected system, effects on other systems, aircraft performance, mission degradation, and crew coordination. SQ/DO will select monthly topics and incorporate scenarios using E-3 mishaps/incidents as baselines. **(T-3)**. SEPTs should be accomplished in small groups in the best available simulator.

4.10.2.2. Units will accomplish SEPT each calendar month. **(T-3)**. SEPT expires at the end of the following month. Failure to accomplish by the end of the following month precludes the member from flying unsupervised until subsequently completed. Emergency procedures conducted in CT ATDs credits a SEPT event. Crew coordination drills performed in flight credits a SEPT event if accompanied by a brief and debrief as certified by the MCC/SLIC.

4.11. Aircrew Training Device (ATD) Events. Specific ATD requirements are identified in the applicable RAP tasking message. Additional requirements for each crew position are as follows:

4.11.1. Flight Crew EP Scenario Simulator (MT17). Simulation Scenarios include normal and emergency procedures IAW operational flight trainer CTD. An effective simulator sortie accomplishes a minimum of 75% of the training objectives. **(T-3)**. To credit an EP Scenario Simulator event, both pilot positions and the FE position will be occupied. **(T-3)**. To credit EP Scenario Simulator Observer both pilot positions, FE, and observer position (Nav) will be occupied. **(T-3)**. These events will be tracked IAW the following task IDs: SQ60 (Sim Scenario 1); SQ61 (Sim Scenario 2); SQ62 (Sim Scenario 3); SQ63 (Sim Scenario 4). **(T-3)**. Events are accomplished under the supervision of an USAF/Canadian Forces (CF)/ Royal Australian Air Force (RAAF) IP/Flight Examiner or government contractor. **(T-2)**.

4.11.2. Pilot Proficiency Simulator (MT42). Pilot Proficiency Simulators emphasize normal, instrument, and emergency procedures, transition training, and air refueling events IAW operational flight trainer CTDs. **(T-3)**. The Pilot Proficiency Simulator is accomplished in the E-3 Operational Flight Trainer (OFT) and under government Contractor or USAF/CAF/RAAF IP supervision. **(T-2)**. An effective simulator is one that a minimum of 75% of training objectives was accomplished. **(T-3)**. To credit a Pilot Proficiency event, both pilot positions and the FE position have to be occupied. **(T-3)**. **Note:** Either a FE or a government contractor may occupy the FE position. **(T-3)**. Events are accomplished under the supervision of an USAF/CAF/RAAF IP/Flight Examiner or government contractor. **(T-2)**.

4.11.3. Pilot: Takeoff, Instrument Approach, Landing, Night Landing, Touch-and-Go Landing, Air Refueling, and Night Air Refueling event currencies may be updated or regained in the E-3 OFT. Multiple currency updates may be accomplished in the E-3 OFT within the previously established aircraft currency window. A lost currency may also be regained in the OFT under the supervision of a USAF/CF/RAAF IP/Flight Examiner or government

contractor. Regardless of accomplishment in the OFT, if the time elapsed since the event was performed in the aircraft is more than two times the currency period, the member is non-current.

4.11.4. Mission Simulator Live Intercept Training Environment (MSLITE). MSLITE allows AWACS crewmembers to control live fighters from Tinker AFB using Air Defense Sector remote radars, Identification Friend or Foe (IFF), and communication feeds from DoD's atmospheric early warning and FAA's dual use sensor sites. It also allows crewmembers to execute live Voice Tell training with the Air Defense Sectors. Crewmembers may log recurring flying requirements per the current RAP Tasking Message.

4.11.5. USAFWS Instructors using the BC3 may credit all controlled events toward their recurring flying requirements on a one-for-one basis. USAFWS may use BC3 controlled missions to meet **Table 4.4** controlled mission currency requirements.

4.11.6. TDF/BC3. E-3G mission crewmembers assigned to 552 OG, 552 TRG, 513 ACG, 18 OG and 3 OG may log 50% of controlled mission events/Primary Mission Training Events using any TDF/BC3 Command and Control (C2) system.

4.12. Pilot Flying Training Requirements. Specific flying requirements (events/currency) are identified in **Table 4.2**, lookback is identified in **Table 4.6**.

4.12.1. Pilot Proficiency Flight. A Pilot Proficiency Flight fulfills the requirement for Pilot Proficiency Event listed in the current RTM. Pilots fly as the pilot in control in an airfield traffic (IFR or VFR) pattern for ideally 35 minutes during one crew duty day. Sortie is effective if the pilot performs a combination of at least six (6) of the following training items: Instrument Approach, Missed Approach, Circling Approach, Visual Pattern, Landing, Landing Attitude Demo, Combat Departures / Arrivals, Published Instrument Approach Procedure, Operations At Other Than The Home Airfield, Air Refueling, Autopilot-Off Air Refueling, and/or Air Refueling Limits Demo.

4.12.2. The criteria stated above are minimums. The lead instructor pilot on the sortie determines if the activity was of sufficient training value for the individual to log a pilot proficiency event. Instructors should tailor each proficiency sortie to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations, and instrument procedures. IPs will have individuals repeat maneuvers until proficient before allowing credit.

4.12.3. Pilots may fly unsupervised while non-current for night landing and night air refueling on sorties planned not to include night operations or autopilot-off air refueling when AAR is not planned with SQ/DO approval. IPs may fly unsupervised while non-current for touch-and-go landings on sorties planned not to include this event with SQ/DO approval.

4.13. Navigator Flying Training Requirements. Specific flying requirements (events/currency) are identified in **Table 4.3**; lookback is identified in **Table 4.6** Navigators log a sortie when occupying the primary duty position for approximately 50% of any sortie and accomplishes normal operation. Navigators log an AAR Rendezvous when the Navigator successfully completes the rendezvous to 1 nautical mile (NM) in trail of the tanker. AAR Rendezvous currency may be updated in the Navigator part-Task Trainer (NPTT). A lost currency may also be regained in the NPTT under the supervision of a USAF Instructor/Evaluator Navigator

or government contractor. If NPTT is used the member becomes non-current if the time elapsed since the event was performed in the aircraft is more than two times the currency period.

4.14. Flight Engineer Flying Training Requirements. Specific flying requirements (events/currency) are identified in **Table 4.3** Lookback is identified in **Table 4.6** Flight Engineers log a sortie when the FE occupies the primary crew position for approximately 50% of any sortie and accomplishes normal operation.

4.15. Battle Management Team Flying Training Requirements. Specific flying requirements (events/currency) are identified in **Table 4.4** Lookback is identified in **Table 4.6** Additional requirements are as follows:

4.15.1. May fly unsupervised while non-current for control mission as long as they are not the primary controller.

4.15.2. May fly unsupervised while non-current for passive/active sensor operations as long as they are not the primary operators of the active and/or passive systems. No more than 2 crewmembers may claim a sensor operations event on a single sortie.

4.15.3. An AWO (or ABM-Q)/Air Surveillance Technician (AST) (or Mission System Operator (MSO)) may hand off responsibility to another crewmember so that more than one individual may log an event for a single set of activity. Controllers will not swap during an intercept. **(T-3)**. The MCC/SLIC (or SL, if no MCC/SLIC) will determine whether the mission activity is of sufficient quality and duration to provide adequate training for more than one crewmember and establish appropriate timing for a swap to ensure mission accomplishment. **(T-3)**.

4.15.4. Sensor Management. An ABM-Q/ Senior Surveillance Technician (SST) may hand off active and/or passive sensor management/employment responsibilities during a sortie so that more than one individual may log sensor operations. ABM-Qs/SSTs employing active and passive sensors under different sectors/missions are allowed to log sensor operations separately (geographically Passive Detection System (PDS) employment or geographically split Airborne Moving Target Indicator (AMTI) employment and temporary flight restriction (TFR) enforcement). The owning MCC/ SL/SLIC will determine the appropriate time to hand off responsibilities and if logical timing exists, in which the swap will not jeopardize training or mission accomplishment. **(T-3)**.

4.15.5. Multiple crewmembers of the same or similar crew position may log a sortie if they occupied a primary duty position for approximately 50% of any sortie and accomplished normal operations (or troubleshooting) as certified by the MCC/SLIC.

4.16. Cross Position Instruction. Aircrew are permitted to instruct or evaluate those areas/tasks in which they are current and qualified to instruct. Document the ability to occupy and instruct other crew positions on AF Form 8 IAW AFMAN 11-2E-3V2. GP/CC will supplement this manual with local guidance on which crew positions may instruct which tasks. **(T-2)**.

4.17. Flight Surgeons. Give assigned and attached flight surgeons every opportunity to fly in the unit's primary mission aircraft IAW AFMAN 11-202V1. Flight surgeon sortie and currency requirements are IAW AFMAN 11-202V1. Flight surgeons will complete the following requirements:

4.17.1. Flight physical IAW AFI 48-123 and Physiological training IAW AFI 11-403, *Aerospace Physiological Training Program*. **(T-1)**.

4.17.2. Life support and ground egress training IAW **Table 4.1** of this manual. **(T-2)**. **Note:** MDS-specific guidance IAW AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*. Cockpit/Crew Resource Management (CRM/GA06/XGA06) is a 2-year requirement for flight surgeons.

4.18. Currency. See **Table 4.2**, **Table 4.3**, **Table 4.4** and **Table 4.5** for currency requirements. If an aircrew member loses a particular currency (or had never established a currency during or since initial or requalification training), that sortie/event may not be performed except for the purpose of gaining currency. Instructors will be qualified and current in all events they are instructing. **(T-1)**. Re-currency guidelines are IAW AFMAN 11-202V1.

4.18.1. An aircrew member will accomplish overdue training requirements before performing tasks applicable to that type of training. **(T-1)**. Training annotated as affecting CMR/BMC status requires regression until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression, but may affect crewmember's deployment status. The duration of grounding and status of sortie lookback determines the effect on CMR status. Currency is regained under instructor/evaluator supervision. See **Table 4.7** and **Table 4.8**. **Note:** Flight surgeons may satisfy this requirement by successfully re-accomplishing the annual flight surgeon qualification examination.

4.18.2. Aircrew members regressed to N-CMR/N-BMC or grounded for expiration of ground training currencies will complete any delinquent ground training IAW reference directive as part of the SQ/CC directed training plan. **(T-1)**. See **Table 4.1** and **paragraph 4.10**.

4.18.3. Multiple Qualified crewmembers will perform delinquent training for the position or aircraft in which re-currency is required. **(T-1)**.

4.18.3.1. Non-DRAGON/DRAGON Pilots and Flight Engineers are required to maintain flight currencies in each specific aircraft variant.

4.18.3.2. However, as long as the specific flight task is current in either models, then a flight currency can be continually updated in either the non-DRAGON OFT (for non-DMA currencies) or DRAGON OFT (for DMA currencies) up to 90 days from flight task currency expiration.

4.18.4. Aircrew members that regress to N-CMR status for lookback will follow guidance in **paragraph 4.18.2**. **(T-1)**.

4.18.5. Due to unique mission requirements, AWACS Combined Test Force (CTF) members are authorized to maintain or regain currency in any variant of the E-3 aircraft.

4.19. Requalification. Follow guidance IAW AFMAN 11-202V1, applicable MAJCOM supplement, and this manual. Requalification requirements listed in **Table 4.7** or **Table 4.8** will be completed when applicable. The date used to calculate whether or not a formal training course is needed for requalification is the date of the individual's last flight. Requalification is required when an aircrew member is unqualified upon either loss of currency or expiration of their qualification check, whichever occurs first. A crewmember may also become unqualified as a result of a downgrade by the squadron commander for demonstrated lack of ability (See AFI 11-202V2).

4.19.1. Multiple Qualified crewmembers will perform delinquent training for the position or aircraft in which requalification is needed. **(T-1)**.

4.19.2. Aircrew members downgraded to UQ for a demonstrated lack of ability must complete remedial training prescribed by the SQ/CC and fly at least once under Instructor/Flight Examiner supervision. **(T-3)**.

4.19.3. Instructors who become unqualified are to be nominated by their squadron commander prior to starting instructor requalification training. Basic and instructor requalification may be conducted simultaneously. Reference AFI 11-202V2 and AFMAN 11-2E-3V2 for guidance on simultaneous instructor requalification and basic requalification evaluations.

4.19.4. See **Table 4.1** **Ground Continuation Training Requirements** below**.** This table lists applicable guidance for ground training requirements that specifically apply to aircrew. Items marked "Y" in the No-Fly column are mandatory grounding items on expiration date until training is accomplished. Items marked "Y" in the mission ready (MR) column must be completed before member is certified CMR/BMC. If MR items are non-current member is N-CMR/N-BMC. SS0X training is IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program.* LL0X training is IAW AFI 11-301V1. All other training is per this manual, see **Attachment 1** for definitions and references (reference directive takes precedence).

Table 4.1. Ground Continuation Training Requirements.

CODE	EVENT	FREQUENCY	REFERENCE	NO-FLY	MR	NOTES
	Flight Physical	Annual	AFI 44-170	Y		
	Physiological Training	5yr	AFI 11-403	Y		
GA06	Cockpit/Crew Resource Management (CRM)	2yr	AFI 11-290_ ACC Sup	Y		7
LL01	Aircrew Flight Equipment	Initial	AFI 11-301V1	Y		6
LL03	Egress Training, Non-Ejection	1yr/2yr/3yr	AFI 11-301V1	Y		4
LL06	Aircrew Flight Equipment (AFE)	1yr/2yr/3yr	AFI 11-301V1	Y		4,7
SS01	Local Area Survival	Initial	AFI 16-1301	Y		6
GS03	Situational Emergency Procedures Training (SEPT)	Monthly	AFMAN 11-2E-3V1		Y	7,11
GS05	Instrument Refresher Course (IRC)	See AFMAN	AFMAN 11-210		Y	3,11
LL04	Aircrew Chemical Defense Training	1yr/2yr/3yr	AFI 11-301V1		Y	4,5
LL05	Egress Training w/ Aircrew Chemical Defense Ensemble	Initial	AFI 11-301V1		Y	5
SS02	Combat Survival Training	3yr	AFI 16-1301		Y	
SS03	Conduct After Capture	3yr	AFI 16-1301		Y	
SS05	Water Survival Training	3yr	AFI 16-1301		Y	8,9,10
ME08	Chemical Defense Task/ Qualification Training	1yr/2yr/3yr	AFMAN 11-2E-3V1		Note 1	2,4,5

IE02	ISOPREP review	Semi-Annual	JP 3-50		Note 1	5

Note:
1. Limited to training and CONUS Operational sorties until training is accomplished.
2. See AFMAN 11-2E-3V3 for in flight training operational guidance.
3. Pilots and Navigators only.
4. 18 months or less operational flying CMR – Annual (end of 12th month).
   >18 months thru 65 months operational flying CMR – Biennial (end of 24th month).
   > 65 months operational flying CMR – Triennial (end of 36th month).
5. Not required for API-6/8/C/D, nonrated MAJCOM Realistic Training Program aircrew. USAFWS assigned instructors, and test aircrew conducting non-combat sorties.
6. Prior to first flight including subsequent assignments (following PCS).
7. AFRC and Test Aircrew may substitute other MAJCOM equivalent training.
8. When aquatic facilities are not available member completes only the classroom portion of SS05 and is current until the date of the next SS05 class conducted with aquatic facilities.
9. Or 36 months from completion of SS32.
10. Required for contractors prior to operating aircraft over open water beyond the glide distance to land IAW AFI 10-220, *Contractor's Flight and Ground Operations.*
11. Failure to accomplish this item results in supervised status until accomplished.

Table 4.2. Pilot Currency Requirements.

TRAINING EVENT	Task ID	Currency	Notes
Currency Events			
Sortie	SR00	60 Day	
Takeoff	TO01	45 Day	1,7
Air Refueling	AR01	45 Day	5,7
Night Air Refueling	AR02	120 Day	5,6,7
Instrument Approach	AP31	45 Day	2,7
Landing	LD01	45 Day	3,7
Night Landing	LD02	120 Day	3,6,7
Touch-and-Go	LD03	45 Day	1,3,4,7

> **Note:**
> 1. Log TO01 when controlling the aircraft during TO02 (Night Takeoff), TO08 (Initial Takeoff), and/or LD03 (Touch-and-Go).
> 2. Log AP31 when Flight events AP01, AP02, AP21 or ATD event SQ65 (Simulator Instrument Approach) are accomplished.
> 3. Log LD01 when controlling the aircraft during LD03, LD29 (3-Engine Landing), and/or LD02.
> 4. Only IPs/Flight Examiners may log LD03 (Touch-and-Go) by controlling or monitoring the aircraft from either pilot seat.
> 5. Log AR01 when Flight event AR02 or AR04 (Autopilot-Off AR) is accomplished. AR-qualified/certified FPs/CPs will maintain Air Refueling currencies.
> 6. Currency not applicable to 962 AACS. 12-month training requirements will still be met.
> 7. Currency may be updated in the OFT under the supervision of a USAF/CF/RAAF IP/Flight Examiner or government contractor subject to restrictions in **Table 4.7.**. Regardless of accomplishment in the OFT, if the time elapsed since the event was performed in the air is more than twice the currency period, the member is non-current.

Table 4.3. Navigator/Flight Engineer Currency Requirements.

TRAINING EVENT	Task ID	Position	Currency	Notes
Currency Events				
Sortie	SR00	Nav, FE	60 Day	
AAR Rendezvous	AR05	Nav	90 Day	1, 2

> **Note:**
> 1. Instructors may log 100% when actively instructing.
> 2. Currency may be updated in the OFT under the supervision of a USAF/CF/RAAF INAV/Flight Examiner, IFE/Flight Examiner or like position government contractor subject to restrictions in **Table 4.7.**. Regardless of accomplishment in the simulator/Flight Training Device (FTD), if the time elapsed since the event was performed in the aircraft is more than two times the currency period, the member is non-current.

Table 4.4. Battle Management Team Currency Requirements.

TRAINING EVENT	Task ID	Position	Currency	Notes
Currency Event				
Sortie	SR00	ABM-Q, MCC, SD, AWO, ASO, ECO, AST, SST, MSO	60 Day	

30/35 Employment	SR99	MCC, SD, AWO, ASO, ECO, SST, AST	90 Day	2
40/45 Employment	SR83	ABM-Q, MCC, SD, AWO, ASO, ECO, SST, AST, MSO	90 Day	2
Controlled Mission	CE15	Any (qualified to control aircraft)	60 Day	1, 2
Active Sensor Ops	RA93 (Live) MF84 (ATD)	ABM-Q, MCC, ASO, SST	60 Day	3
Passive Sensor Ops	CE46 (live) MT70	ABM-Q, MCC, AWO, ECO, ASO	60 Day	3,4

Note:
1. Supervisors may not log Controlled Mission when supervising other controllers. Only log when actively controlling.
2. May be accomplished in the distributed mission operations (DMO) or MSLITE or equivalent facility. Mission Crew must include MCC, ASO, AST (or SST acting as AST), and SD (if controlling aircraft) or as directed by the SLIC. If accomplished in the DMO, dual log MF07.
3. May be accomplished in the DMO or equivalent facility under supervision of an instructor. Regardless of accomplishment in the simulator if the time elapsed since the event was performed in the aircraft is more than 120 days, the member is non-current. Supervisors must checkout and/or optimize the sensor to log Active/Passive Sensor Ops (not just supervise).
4. All legacy crew positions certified in passive sensor operations maintain this currency. N/A for other legacy crew positions.

Table 4.5. Technician Currency Requirements.

TRAINING EVENT	Task ID	Position	Currency	Notes
Currency Event				
Sortie	SR00	CSO, CT, CDMT/ST, ART	60 Day	
30/35 Employment	SR99	CSO, CT, CDMT	90 Day	
40/45 Employment	SR83	CSO, CT, CDMT/ST	90 Day	
Note: None				

Table 4.6. Lookback Requirements.

LOOKBACK PERIOD	CMR-Experienced	CMR-Inexperienced

One-Month	1	2
Three-Month	3	6

Note:
- First Pilots and experienced copilots will fly the CMR-Inexperienced rate.
- Flight surgeon sorties, training requirements and currencies will be IAW AFMAN 11-202V1.
- Battle Management Team may count DMO (MF07) and Live (SR00) missions towards lookback.

Table 4.7. Flight Crew Re-Currency/Requalification Requirements (See Note 1).

Length of Time Since Currency	Consequence	Re-Currency/Requalification Requirements
Up to 6 months - Sortie - Takeoff - Instrument Approach - Landing - Night Landing - Touch-and-Go Landing - Air Refueling Rendezvous - Air Refueling - Night Air Refueling	Non-Current	1. Fly at least one sortie or simulator with an instructor and demonstrate proficiency in the required currency events. 2. Sortie and Autopilot-off Air Refueling currencies are accomplished in-flight. All other currencies may be updated in the OFT IAW **paragraph 4.11.3**.
Over 6 months - up to 39 months at the end of a non-flying assignment or up to 51 months at the end of any active flying assignment. - Sortie - Takeoff - Instrument Approach - Landing	UQ	1. Fly three sorties with an instructor. Training may be accomplished in an operational squadron or in the FTU (may be proficiency advanced with SQ/CC approval). 2. Pilots and Copilots complete a minimum of two normal and two emergency procedures ATD scenarios with an IP. Navs complete a minimum of one ATD and FEs complete a minimum of two ATD mission profiles with an instructor. 3. QT syllabus standards are achieved. 4. Complete Stan/Eval written exams and AFI 11- 202V2 ATD/Flight evaluation.
Unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any active flying assignment, up to 8 years.	UQ	Complete appropriate track/formal flying training course for requalification training IAW AFMAN 11-202V1. See **Note 2**.
Unqualified over 8 years	UQ	Complete appropriate initial qualification formal flying training course IAW AFMAN

	11- 202V1.

Notes:

1. This table does not apply to crewmembers that are currently qualified in an E-3 aircraft other than USAF E-3 configuration. Reference Difference Training in **Chapter 6**.

2. E-3 AWACS does not maintain TX-2 or TX-3 formal courses. Utilize TX-1 formal flying training courses as listed on the ETCA website at: https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx

Table 4.8. Mission Crew Re-Currency/Requalification Requirements (See Note 1).

Length of Time Since Currency	Consequence	Re-Currency/Requalification Requirements

Up to 6 months
  - Sortie
  - Controlled Mission
  - Active Sensor Ops
  - Passive Sensor Ops
  - 30/35 Employment
  - 40/45 Employment
	Non-Current	1. Fly at least one mission with an instructor and demonstrate proficiency in the required currency events.
		2. Lost currency for Controlled Mission, 30/35 or 40/45 Employment may be regained in an ATD.
		3. Lost currency for Active or Passive Sensor Ops may be regained in an ATD, but the subsequent update must occur in flight.

Over 6 months - up to 39 months at the end of a non-flying assignment or up to 51 months at the end of any active flying assignment.
  - Sortie
  - Controlled Mission
  - Active Sensor Ops
  - Passive Sensor Ops
  - 30/35 Employment
  - 40/45 Employment
	UQ	1. Complete knowledge assessment with an instructor (may substitute an ATD proficiency determination).
		2. Complete academic and ATD training required to include a review of emergency procedures to meet QT standards.
		3. Fly three missions with an instructor. Training may be accomplished in an operational squadron or in the FTU (may be proficiency advanced with SQ/CC approval).
		4. Complete Stan/Eval written exams and AFI 11-202V2 ATD/Flight evaluation.
		5. If not current for 30/35 or 40/45 employment (as required) for over 6 months up to 39 months, the SQ/CC will determine the necessary training and/or eval requirements to regain currency and qualification on that system.

Unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any	UQ	Complete appropriate track/formal flying training course for requalification training IAW AFMAN 11-202V1. See **Note 2**.

active flying assignment, up to 8 years.		
Unqualified over 8 years	UQ	Complete appropriate initial qualification formal flying training course IAW AFMAN 11-202V1.

Notes:

1. This table does not apply to crewmembers that are currently qualified in an E-3 aircraft other than USAF E-3 configuration. Reference Difference Training in **Chapter 6**.

2. E-3 AWACS does not maintain TX-2 or TX-3 formal courses. Utilize TX-1 formal flying training courses as listed on the ETCA website at: https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx

Table 4.9. Proration of Training Requirements.

Number of Consecutive Days Not Available for Normal Duty	Proration
0-15 days	None
16-45 days	1 month
46-75 days	2 months
76-105 days	3 months
106-135 days	4 months
136-165 days	5 months
166-195 days	6 months
196-225 days	7 months
226-255 days	8 months
256-285 days	9 months
286-315 days	10 months
316-345 days	11 months
346 days -1 Year	No Requirements

Chapter 5

INSTRUCTOR UPGRADE

5.1. General. This chapter establishes the training requirements for instructor upgrade.

5.2. Waivers/Extensions. MAJCOM/A3 has waiver authority for instructor upgrade training course requirements and/or prerequisites. PACAF/AFRC squadron commanders may extend instructor course duration by up to 30 training days.

5.3. Instructor Upgrade. Instructor Aircrew Upgrade Training prepares aircrew members for qualification as an instructor in their current crew position. All crewmembers must be rated as experienced in their current aircrew position before entering instructor upgrade. **(T-1)**.

5.3.1. GP/CC (or designated representative) will maintain executive oversight of each squadron instructor program. **(T-2)**. Differences between squadron programs or discrepancies in squadron-level programs should be addressed and resolved at the lowest level possible.

5.3.1.1. "In-Unit" Instructor Upgrade Programs, when approved by GP/CC, should include, as a minimum, documentation of recommendation (memo for record by Flight CC or instructor of like position; ACC Forms 206, *Individual Mission Gradesheet* may be used as a substitute if member is in formal training). Commanders should evaluate the candidate's proficiency prior to initiating instructor upgrades.

5.3.1.2. The candidate instructor should receive a mix of live flights and simulator events with a qualified instructor in thieir assigned crew position. All academic, ATD, and flight training is IAW ACC-approved Course Control Documents and syllabi.

5.3.2. Prerequisites. Squadron commanders may use the following additional prerequisites as a guide to nominate crewmembers for instructor upgrade.

5.3.2.1. IP candidates have 300 hours as a CMR/BMC E-3 AC.

5.3.2.2. IFE candidates have achieved the paygrade of at least E-4.

5.3.2.3. USAFWS graduates with 200 hours as a CMR/BMC crewmember and exhibiting necessary E-3 system and equipment knowledge.

5.3.2.4. Instructor candidates for the CSO, CT,ART, and CDMT/ST crew positions have 500 CMR/BMC E-3 flying hours.

5.3.3. Instructors must complete an AFI 11-202V2 instructor evaluation prior to performing instructor duties. **(T-1)**. See AFMAN 11-2E-3V2.

Chapter 6

SPECIALIZED TRAINING

6.1. General. This chapter establishes the training in special skills necessary to carry out E-3 missions in support of multi-domain integrated C2, multiple aircraft configurations and/or multiple aircrew specialties. GP/CC, or designated representative, has waiver authority for specialized training requirements and/or prerequisites.

6.1.1. Specialized training is not required by every crewmember. Most specialized training is accomplished after the crewmember is assigned CMR or BMC status, and is normally in addition to CMR or BMC minimum requirements unless noted otherwise in this manual. CMR/BMC aircrew members may hold special capabilities/qualifications as long as applicable additional training requirements are accomplished. All specialized training is documented on AF Form 4348 IAW AFMAN 11-202V1 and this manual or AF Form 8 IAW AFMAN 11-2E-3V2. Training is tracked in ARMS and reflected on the letter of X.

6.1.2. Certifications exist to standardize E-3 specialized training and provide fidelity to gaining commanders on the depth and breadth of a member's experience. Local guidance may direct training programs to achieve these certifications lacking an ACC formal course. SQ/CC will approve training plans based on member's experience and prior training. **(T-2)**. Certifications needed for a unit's mission may be approved by GP/CC and published in local supplement.

6.2. Difference Training.

6.2.1. Aircrew members with a current qualification in an E-3 aircraft with airframe and mission equipment configurations different from the USAF E-3 configuration (e.g., North Atlantic Treaty Organization (NATO) E-3A, Royal Saudi Air Force (RSAF) E-3A, RAF E-3D, etc.) must complete difference training. **(T-1)**. Training requirements are prescribed by SQ/CC based on current airframe and system knowledge. **(T-3)**. Aircrew members must achieve the positional task listing for the assigned position. **(T-1)**.

6.2.2. Aircrew members tasked to operate aircraft modified in a way that does not require conversion training IAW AFMAN 11-202V1must complete difference training. **(T-1)**. The GP/CC will ensure appropriate training is conducted for minor modifications/differences. **(T-3)**.

6.3. Conversion Qualification Training. Aircrew members will accomplish conversion qualification training IAW AFMAN 11-202V1. **(T-1)**. Conversion Training requires completion of a formal school qualification course. **(T-1)**.

6.3.1. When formal school is not available, the unit will develop an in-unit training plan that uses highly experienced initial cadre and governs the instruction and evaluation of the training until a traditional formal course (with associated syllabus and courseware) is in place. **(T-1)**. Submit requests for approval of in-unit conversion training through appropriate channels to ACC/A3C.

6.3.2. DCT allows E-3B/C trained and qualified pilots and flight engineers to fly the DRAGON modified E-3G. Document qualification (including MAJCOM multiple

qualification authorization if member will retain E-3B/C qualification) in accordance with AFI 11-202V2 and AFMAN 11-2E-3V2.

6.4. Mission Commander (MC) certification. MC Responsibilities. The MC is a CAF-wide recognized duty for large and complex missions and is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages at the package command and higher level. MCs, once certified, are authorized to lead joint/composite force missions and being a Package Commander (PC) is inherent.

6.4.1. MC Prerequisites. When selecting members for MC certification SQ/CCs will consider ability, judgement, technical expertise, skill, and experience. **(T-3)**. Member must be nominated by the SQ/CC with recommendation from an experienced SL (or equivalent). **(T-3)**. Squadron commanders may consider a member's experience in other C2 weapons systems.

6.4.2. MC Training. Candidates will complete requirements in the OG approved CTD. **(T-3)**. Prior to certification candidates will plan, brief, execute, and debrief under the supervision of a MC-certified instructor. **(T-3)**. Units may use DMO when live exercise availability precludes timely completion of MC certification. MC certification events should occur with no more than 30 days between events. MC certification events require two packages of players (i.e., at least four two-ship formations performing distinct missions) opposed by at least four adversaries. Upon completion of GP/CC developed CTD requirements, the SQ/CC will certify the individual as a Mission Commander by placing a letter of certification in the training folder and updating the squadron's Letter of X's. **(T-3)**. Employment of Mission Commanders is IAW AFTTP 3-3.IPE, *Integrated Planning and Execution*, AFTTP 3-3.AWACS *Combat Aircraft Fundamentals—E-3*, and AFMAN 11-2E-3V3.

6.5. E-3G Certification. E-3G aircraft upgrades and system interface requires coordinated difference training. 552 OG Subject Matter Experts (SME) consolidated all changes through Mission Computing E-3G certification requirements, ensuring all crewmembers' training is standardized. Initial E-3G certifications are referenced as "E-3G Certification".

6.5.1. Crewmembers completing IQT/MQT through the 966 AACS will complete Initial E-3G Certification with the 966 AACS. **(T-3)**. "In-house" training may be conducted at the gaining unit if approved by 966 AACS/CC. All training is conducted using standardized training plans and academics located on the 552 OG SharePoint® website. Upon certification, update member's AF Form 1381, AF Form 3842 and ARMS duty codes. Initial E-3G Certification does not apply if crewmembers are enrolled in or have completed an E-3G syllabi.

6.5.2. Deployed location "buddy flights" performed for the purposes of theater and mission familiarization are authorized between E-3B/C and E-3G certified aircrew. Composition of the "buddy crew" is at SQ/CC discretion. For aircraft TDY/deployed to PACAF, E-3B/C and E-3G "buddy crew/observers" do not require difference training as long as they are not occupying a duty position unsupervised and sufficient instructors are on board to indoctrinate guest fliers on the differences in the emergency procedures for the aircraft.

6.6. E-3G DRAGON Certification. This certification is required for mission crew members to fly unsupervised in E-3G (with DRAGON) aircraft **(T-3)**.

6.7. Special Departure Procedure Certification. Crews must be certified to use Special Departure Procedures (SDP). **(T-2)**. The SDP Training Power Point™ File format dated 11 Mar 11 (or newer versions) is the MAJCOM's approved training material and is available from the

Standards and Evaluations office (OGV). Upon completion of training, SQ training shops will appropriately annotate the individual aircrew member's training folder. **(T-3)**.

6.8. Supervision of Copilot Takeoff and Landing Certification (for ACs). An AC must have 100 primary CMR hours, recommendation from an IP, and SQ/CC approval, in order to be certified to supervise copilot takeoffs and landings. **(T-3)**. **Note:** OG/CC may waive the hours requirement.

Chapter 7

MAJCOM SPECIFIC GUIDANCE

7.1. General. MAJCOMs may use separate chapter supplementation or publish a combined basic publication, which includes supplemental guidance.

7.2. Supplements. Field units supplement the basic volume or MAJCOM-specific guidance using the chapter supplementation method. Field units forward their supplements to ACC/A3C for information.

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

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

ACCI 11-251, *ACC Operations Training Development Program*, 8 January 2019

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AFI 11-202V2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

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AFMAN 11-210, *Instrument Refresher Program (IRP)*, 4 October 2019

AFMAN 11-2E-3V2, *E-3- Aircrew Evaluation Criteria*, 30 August 2018

AFMAN 11-421, *Aviation Resource Management*, 23 March 2020

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AFTTP 3-3.IPE, *Integrated Planning and Execution*, 27 August 2018

DAFI 90-160, Publication and Forms Management, 14 April 2022

DAFMAN 90-161, Publishing Processes and Procedures, 15 April 2022

DoDI 5400.11, *DoD Privacy and Civil Liberties Programs,* 29 January 2019

Adopted Forms

ACC Form 206, *Individual Mission Gradesheet*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

AF Form 847, *Recommendation for Change of Publication*

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

AF Form 1522, *ARMS Additional Training Accomplishment Report*

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

AF Form 4348, *USAF Aircrew Certifications*

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

552 OG Form 52, *Aircrew Certification*

Abbreviations and Acronyms

AACS—Airborne Air Control Squadron

AAR—Air-to-Air Refueling

ABM—Air Battle Manager

ABM-Q—Air Battle Manager-Qualified

AC—Aircraft Commander (used interchangeably with Pilot)

ACC—Air Combat Command

ACCI—Air Combat Command Instruction

ACC/A3TO—Air Combat Command Flight Operations and Training Branch

ACDE—Aircrew Chemical Defense Ensemble

ACG—Air Control Group

ACS—Airborne Communication Specialists

ACW—Air Control Wing

AEF—Air Expeditionary Force

AFB—Air Force Base

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFR—Air Force Reserve

AFRC—Air Force Reserve Command

AF/A3—Air Force Deputy Chief of Staff, Operations

AF/A3TF—Air Force Director of Training and Readiness

AIT—Aircrew Intelligence Training

API—Aircrew Position Indicator

ARMS—Aircrew Resource Management System

ART—Airborne Radar Technician

ASO—Air Surveillance Officer

AST—Air Surveillance Technician

ATD—Aircrew Training Device

AWO—Air Weapons Officer

A3—Directorate of Operations

A3C—C2ISR Operations

A3CA—Airborne C2 Systems Branch

A3T—Flight Operations

A3TF—Director of Training and Readiness

A3TO—Flight Operations and Training Branch

AMTI—Airborne Moving Target Indicator

AWACS—Airborne Warning and Control Squadron

BAR—Basic Airman Readiness

BAQ—Basic Aircraft Qualified

BDR—Basic Deployment Readiness

BMC—Basic Mission Capable

BMT—Battle Management Team

CAF—Combat Air Forces

CC—Commander

CDMT—Computer Display Maintenance Technician

CDTQT—Chemical Defense Task Qualification Training

CEA—Career Enlisted Aviator

CF—Canadian Forces

CFT—Composite Force Training

CMR—Combat Mission Ready

CONUS—Continental United States

CP—Copilot

CRM—Crew/Cockpit Resource Management

CSO—Communications Systems Operator

CT—Communications Technician or Continuation Training

CTD—Course Training Document

CTF—Combined Test Force

CW—Chemical Warfare

CWD—Chemical Warfare Defense

C2—Command and Control

DCT—DRAGON Conversion Training

DMA—DRAGON Modified Aircraft

DMO—Distributed Mission Operations

DMS—Diminishing Manufacturing Sources

DO—Director of Operations

DOC—Designed Operational Capability

DoDI—Department of Defense Instruction

DRAGON—Diminishing Manufacturing Sources (DMS) Replacement of Avionics for Global Operations and Navigation

ECO—Electronic Combat Officer

ETCA—Education and Training Course Announcements

FE—Flight Engineer

FEB—Flight Evaluation Board

FEF—Flight Evaluation Folder

Flt/CC—Flight Commander

FTD—Flight Training Device

FTU—Formal Training Unit

FOA—Field Operation Agency

FP—First Pilot

Gp—Group

HHQ—Higher Headquarters

IAW—In Accordance With

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

INIT—Initial

INSTM—Instrument

IP—Instructor Pilot

IPE—Integrated Planning and Execution

ISOPREP—Isolated Personnel Report

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

MAJCOM—Major Command

MC—Mission Commander

MCC—Mission Crew Commander

MDS—Mission Design Series

MQF—Master Question File

MQT—Mission Qualification Training

MSO—Mission System Operator

MAR—Mission Accomplishment Report

MR—Mission Ready

MSLITE—Mission Simulator Live Intercept Training Environment

MSN—Mission

NAF—Numbered Air Force

NATO—North Atlantic Treaty Organization

NAV—Navigator

N-CMR/N-BMC—Non-combat Mission Ready/Non-basic Mission Capable

NM—Nautical Mile

NPTT—Navigator part-Task Trainer

OG—Operations Group

OCR—Office of Collateral Responsibility

OFT—Operational Flight Trainer

OPR—Office of Primary Responsibility

PACAF—Pacific Air Forces

PC—Package Commander

PDS—Passive Detection System

PSO—Passive Sensor Operator

QT—Qualification Training

QUAL—Qualification

RAAF—Royal Australian Air Force

RAP—Ready Aircrew Program

RSAF—Royal Saudi Air Force

RTM—RAP Tasking Message

RegAF—Regular Air Force

SD—Senior Director

SDP—Special Departure Procedure

SEPT—Situational Emergency Procedures Training

SL—Section Lead

SLIC—Section Lead In Command

SME—Subject Matter Expert

SST—Senior Surveillance Technician

SQ—Squadron

TDY—Temporary Duty

TDF—Tactical Display Framework

TRSS—Training Support Squadron

TRG—Training

USAFWS—United States Air Force Weapons School

UQ—Unqualified

VFR—Visual Flight Rules

WG—Wing

Terms

Aircrew—The complete complement of flight and mission crew personnel required to fly an operational mission.

Aircrew Duties—Duties, which directly contribute to accomplishing E-3 mission objectives. Failure by any aircrew member to properly perform their assigned aircrew duties can result in an unsuccessful E-3 mission.

Basic Aircraft Qualification (BAQ)—An aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the E-3. The member must perform at the minimum

to meet the most recent sortie and flight standards for non-tactical duties set forth in this manual and AFTTP 3-3.AWACS.

Basic Mission Capable (BMC)—An aircrew member who has satisfactorily completed IQT and MQT, is qualified to perform the unit's mission as defined in AFTTP 3-1.AWACS, *Tactical Employment* AFTTP 3-3 AWACS and AFTTP 3-3.IPE, but does not maintain CMR status. Member should be able to attain full qualification to meet operational tasking in 30 days.

Battle Management Team (BMT)—Those individuals responsible for conducting management of the air battle and exercising command and control of friendly forces to achieve commander's intent. BMT is a sub-set of the mission crew comprised of ABMs (AFSC 13B3B) in any crew position and Airborne Mission Specialists (AFSC 1A3XX) performing ASO, SST, MSO, or AST duty.

Chemical Defense Task/Qualification Training—Training to ensure E-3 crewmembers are comfortable and proficient performing aircrew duty in a chemical warfare environment.

Combat Mission Ready (CMR)—An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency to perform the unit's E-3 combat mission as defined in AFTTP 3-1.AWACS, AFTTP 3-3 AWACS and AFTTP 3-3.IPE.

Composite Force Training (CFT)—Training that includes two or more aircraft types performing two or more mission roles (e.g., F-15s providing escort for F-16s performing air interdiction). CFT exercises vary in complexity and size from smaller Wing-level exercises to MAJCOM sponsored FLAG events.

Continuation Training (CT)—Flying and ATD training designed to maintain proficiency and improve crewmember capabilities.

Cockpit/Crew Resource Management—A set of training procedures for use in environments where human error can have devastating effects. Used primarily for improving safety and effectiveness, CRM focuses on interpersonal communication, leadership, and decision making in the aircraft. E-3 crew conduct semi-annual ground training (event GA06) IAW AFI 11-290_ACCSUP.

Difference Training—Training required for returning aircrew members currently qualified in an E-3 aircraft with airframe/mission equipment configurations different from the standard USAF E-3 configuration.

DRAGON Conversion Training—Training required to qualify current E-3 pilots and flight engineers in aircraft modified with the DRAGON avionics upgrade.

Flight Crew—The AC, CP, Nav, and FE (less Nav for DRAGON modified aircraft).

Flight Physical—The aircrew physician's health assessment conducted annually IAW AFI 44-170.

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

Instructor—CMR/BMC aircrew member who has been trained and qualified to provide classroom instruction and in flight/ATD supervision. An "I" prefix designates an instructor in that crew position (e.g., IFE).

Instrument Refresher Course (IRC)—formal training to ensure pilots/navigators are confident and proficient when conducting operations in instrument meteorological conditions. E-3 crewmembers log ground-training event GS05 for IRC. Consult AFMAN 11-210, AFMAN 11-202V1, and AFI 11-202V2.

Minimum Requirements—The minimum level to which a crewmember can be trained to maintain MR/BMC status.

Mission Crew—Those individuals responsible for the command, control, surveillance, and communications/electronic/management functions to include the control and monitoring of assigned aircraft, sensor management, internal and external communications management, and onboard systems management.

Mission Qualification Training (MQT)—The purpose of MQT is to qualify aircrew members in assigned aircrew positions to perform the command or unit mission. This manual prescribes minimum training requirements to qualify individuals in unit missions. All crewmembers will complete MQT before entering special mission certification/qualification, unless the special mission training is specifically directed as pre-MQT in this volume.

Multiple Qualification—Those aircrew who are trained and certified by an AF Form 8 to occupy multiple duty positions and/or perform duties of more than one crew position (positional multiple qualification). This term also applies to individuals trained and qualified to perform duty in the same position on more than one E-3G aircraft configuration (i.e., aircraft multiple qualification for with-DRAGON and less-DRAGON aircraft). This term replaced the legacy terms "dual qualified" and "dual qualification" combined with the legacy meaning of multiple qualification.

Non-Combat Mission Ready (N-CMR/N-BMC)—A crewmember who has previously been certified to perform duties but has regressed due to being non-current in flying or ground training.

Non-Tactical Duties—Duties involving basic operation of the aircraft and aircraft systems. These operations do not include tactical applications of wartime or contingency skills (e.g., non- tactical duties for pilots would include takeoff and landing, but would not include knowledge or proficiency in AFTTP 3-1 threat neutralization tactics).

Operational Mission—E-3 mission with primary objectives supporting higher headquarters tasked surveillance and/or control.

Positional Aircrew Upgrade Training—Prepares crewmembers to perform duties in a higher level crew position.

Situational Emergency Procedures Training (SEPT)—Training (event GS03) conducted to ensure timely and effective conduct of abnormal or emergency procedures in the event of an aircraft or system malfunction.

Tactical Duties—Those duties that would be performed in a contingency or wartime operations. These duties vary by crew position, are trained during MQT, and may be performed for training purposes during peacetime CONUS or overseas sorties (e.g., performance of duties wearing CWD equipment or control of intercepts during air defense operations).

Training Mission—E-3 mission with primary objectives of completion of E-3 aircrew member training and/or support of other participating unit's training.

Unqualified (UQ)—Aircrew members who are not qualified to fly or operate E-3 systems and equipment unless they are under the supervision of a qualified instructor.