COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This manual implements Air Force Policy Directive (AFPD) 11-4, *Aviation Service* and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure.* It is used in conjunction with Air Force Manual (AFMAN) 11-202V1, *Aircrew Training*. This manual applies to all Department of the Air Force (DAF) civilian employees and uniformed members of the Regular Air Force. This publication does not apply to the United States Space Force, the Air Force Reserve, or the Air National Guard. This manual requires the collection and or maintenance of information protected by Title 5 United Stated Code 552a, *Privacy Act of 1974*, authorized by Title 37 United States Code 301a, *Incentive Pay: aviation career*; Public Law (PL) 92-204, *Appropriations Act for 1973*; Section 715 PL 93-570, *Appropriations Act for 1974*; PL 93-294, *Aviation Career Incentive Act of 1974*; Department of Defense Instruction (DoDI) 7730.67, *Aviation Incentive Pays and Bonus Program*; and Executive Order 9397 *Numbering for Federal Accounts Relating to Individual Persons*, as amended. The applicable System of Records Notice F011 AF XO A, *Aviation Resource Management System (ARMS)* is available at: **http://dpclo.defense.gov/Privacy/SORNs.aspx**. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The

authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See Department of the Air Force Manual (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 Air Force Global Strike Command (AFGSC)/A3T, Training, Test, and Standardization and Evaluations Division for non-tiered compliance items IAW **paragraph 1.2.1**. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be thoroughly reviewed. Major changes include a significant reorganization to align with DAF policy, changes to currency durations, changes to training requirements, updates to senior officer and senior enlisted leader qualification requirements, significant changes to simulator training guidance, and new certification requirements.

Chapter 1

GENERAL INFORMATION

1.1. General. This manual prescribes the basic procedure and guidance for training crew members in the E-4B aircraft. Aviation skills are very individualized and experience dependent. Therefore, training in this manual also incorporates a tiered approach, emphasizing the individual crew member's needs, requirements, and responsibilities.

1.2. Waivers. Requirements within this manual are tiered IAW DAFMAN 90-161 to indicate waiver authority.

1.2.1. Waiver Authority: Air Force Global Strike Command (AFGSC)/A3T, Training, Test, and Standardization and Evaluations Division, is the waiver authority for all provisions in this manual not directed at the wing level and below unless noted explicitly via a tiered waiver notation. For the guidance in this manual, the 595th Command and Control Group (C2G) commander is delegated wing commander equivalent authority for Tier 3 waivers since the 595 C2G does not fall under any wing level organization.

1.2.2. Waiver Requests. Submit requests for waivers through the 1st Airborne Command and Control Squadron (1 ACCS) and/or 595 C2G chains of command to the appropriate tier waiver approval authority. All waiver requests should be submitted on the DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval.*

1.2.3. AFGSC/A3/6, Directorate of Operations and Communications, is the overall waiver authority for aircrew syllabi. A permanent copy of all waivers and syllabus deviations will be maintained in the individual's training folder. **(T-2)**

1.2.4. When required, waivers will be submitted and approved before the crewmember commences formal training or before training is completed, as appropriate for the item being waived. **(T-3)**

1.2.5. Waivers to this manual are valid until the end of the training cycle. Therefore, they should be renewed at the beginning of a new training cycle or noted in the waiver.

1.2.6. Training events listed in this manual but controlled by another Department of the Air Force Instruction (DAFI)/AFI or DAFMAN/AFMAN will adhere to all restrictions in the governing DAFI or DAFMAN. **(T-2)**

1.3. Roles and Responsibilities. Roles and responsibilities are further defined in AFMAN 11-202V1.

1.3.1. AFGSC/A3/6 is designated the responsible agency for this manual IAW AFPD 11-2, *Aircrew Operations*. AFGSC/A3/6 will:

1.3.1.1. Determine training requirements to meet expected unit taskings.

1.3.1.2. Attend semi-annual Combat Air Force Realistic Training Review Boards (TRBs) to review ground and flying training requirements/programs for Combat Air Force units. Realistic TRB participants include applicable AFGSC regular and reserve component representatives. Major Command (MAJCOM)/A3s with major weapons systems for which AFGSC is lead command are invited to send representatives and/or inputs.

1.3.1.3. Process all waivers and change requests.

1.3.1.4. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.3.1.5. Manage and route positional syllabi and training task lists for review and approval.

1.3.2. Wings/Groups will:

1.3.2.1. Develop programs to ensure training objectives are met. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support.

1.3.2.2. Attach Aircrew Position Indicator (API)-6/8, B/D flyers to a flying squadron. Designate what training level each API-6, B flyer maintain.

1.3.2.3. Review manning programs and position designations annually.

1.3.2.4. Review any unit supplements to this volume annually. Forward supplements to AFGSC/A3T for information upon initial release or following significant changes.

1.3.2.5. Use Defense Readiness Reporting System (DRRS) IAW Department of the Air Force Policy Directive (DAFPD) 10-2, *Readiness*, to highlight specific decisions on training or equipment priorities as they relate to Designed Operational Capability Statement taskings and to communicate shortfalls.

1.3.3. Squadrons will:

1.3.3.1. Ensure the squadron is manned with a minimum of two instructors in each crew position. Instructors should be selected after reviewing their experience, proficiency level, and retainability.

1.3.3.2. Conduct and monitor E-4B formal training to meet all course objectives and standards.

1.3.3.3. Ensure adequate continuity and supervision of training needs, experience, and proficiency of assigned/attached aircrew members.

1.3.3.4. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training to determine the training required to achieve Basic Mission Capable (BMC)/Basic Aircraft Qualified (BAQ) or Combat Mission Ready (CMR) status and ensure provisions of this manual have been met.

1.3.3.5. Ensure training sorties are planned to develop basic mission skills and increase mission proficiency.

1.3.3.6. Determine utilization of BMC/BAQ aircrew.

1.3.3.7. Identify which BMC/BAQ and CMR aircrew members carry additional certifications or qualifications.

1.3.3.8. Unless specifically directed, identify the supervision levels required to accomplish required training.

1.3.3.9. Monitor individual currencies and requirements for both assigned and attached crewmembers.

1.3.3.10. Ensure aircrews participate in sorties, events, and tasks for which they are adequately prepared, trained, and current. **(T-2)**

1.3.3.11. Check training quality accomplished, identify deficiencies, and advise wing/group of additional training needs.

1.3.3.12. Recommend required changes to positional syllabi through appropriate channels to AFGSC/A3T.

1.3.3.13. Conduct progress reviews. The squadron commander will conduct a progress review when notified that a student's progress during qualification/certification is unsatisfactory.

1.3.3.14. Participate in syllabus reviews every two years in coordination with Air Combat Command Training Support Squadron (ACC TRSS)/DET 10. **(T-2)**

1.3.3.15. Upon request from ACC TRSS/DET 10, provide subject matter experts to review contract provided courseware material.

1.3.4. Squadron training offices will:

1.3.4.1. Manage unit training programs to ensure compliance with this manual and applicable Air Force guidance on the training of aircrew members.

1.3.4.2. Monitor status of unit training and ensure flight commanders or designated representatives monitor the quality of training.

1.3.4.3. Submit waivers and notifications, when required, through appropriate channels and maintain a waiver tracking log.

1.3.4.4. Conduct annual/quarterly reviews of aircrew training records.

1.3.4.5. Track continuation training and notify individuals who fail to meet training requirements.

1.3.4.6. Notify unit operations officers and commanders on training issues affecting readiness, report deviations, and document significant trends affecting a unit or an individual's training status.

1.3.4.7. Maintain training material and equipment for recurring in-unit ground training events and periodically review ground training materials, tests, and computer-based instruction, updating if necessary.

1.3.5. Formal training flights (FTFs) will:

1.3.5.1. Monitor status of FTF training and ensure flight commanders or designated representatives monitor the quality of training.

1.3.5.2. Submit waivers and notifications, when required, through appropriate channels and maintain a waiver tracking log.

1.3.5.3. Conduct regular reviews of FTF aircrew training records.

1.3.5.4. Notify unit operations officers and commanders on training issues affecting FTF aircrew, report deviations, and document significant trends affecting the FTF or an individual's training status.

1.3.5.5. Schedule and conduct formal training to ensure all initial qualification training/requalification Training (IQT/RQT) crewmembers receive requisite ground training.

1.3.5.6. Submit all formal operations training syllabi and training task list to AFGSC/A3T through ACC TRSS/DET 10 for review and approval. Submit other unit-developed training programs to AFGSC/A3/6 through AFGSC/A3T.

1.3.6. Instructors will:

1.3.6.1. Ensure the safe execution of the duties of the crew position receiving instruction. The instructor will immediately assume those duties if, at any time during the flight, they deem the student's ability to execute those duties as unsafe. **(T-2)** When safe and appropriate, the instructor should then explain and demonstrate the proper method of executing those duties.

1.3.6.2. Ensure the student demonstrates the required level of knowledge and proficiency prior to recommending the student for an evaluation or certifying the student.

1.3.6.3. Be thoroughly familiar with the courseware and contents of the applicable qualification, upgrade, and/or specialized training being administered.

1.3.6.4. Ensure student records are accurate, all required training forms are available and complete, and the lesson plans are current.

1.3.7. Individual aircrew will:

1.3.7.1. Accomplish and log all required flight and ground training and ensure the accuracy and completeness of their training folders. **(T-3)**

1.3.7.2. Monitor currencies and requirements established by this manual. **(T-3)**

1.3.7.3. Participate only in ground and flying activities for which they are in training or for which they are qualified, current, and adequately prepared to accomplish. **(T-2)**

1.3.7.4. Upon a permanent change of station (PCS) or a permanent change of assignment (PCA), hand-carry all available training records or confirm electronic transmission of training records to the gaining unit.

1.3.7.5. When attending a formal school course, hand-carry or confirm the electronic transmission of required documents to the appropriate training office per the Education and Training Course Announcement.

1.4. Aircrew Training Overview.

1.4.1. Training is designed to progress a crewmember from initial/re training (I/MQT) or requalification training (RQT) to continuation training.

1.4.2. Normally, E-4B formal training combines both IQT and MQT and will be referred to as I/MQT. IQT and MQT progress concurrently and provide the training necessary to initially qualify a crewmember in a specific aircrew position and to perform the assigned mission. Completion of I/MQT is a pre-requisite for BMC and CMR qualification. I/MQT is accomplished by the 1 ACCS FTF in association with formal training course attendance.

1.4.3. Continuation training allows crewmembers to maintain combat capability and increase proficiency; it includes mission-related training. Continuation training crewmembers are designated BMC/BAQ or CMR.

1.4.4. CMR defines an aircrew member who has satisfactorily completed I/MQT in the unit's primary mission. All crewmembers are initially qualified to CMR status, except for API-6/8, B/D attached aircrew, senior officers, senior enlisted leaders, and civilian contractors. Additionally, CMR crewmembers must maintain proficiency and qualification in the E-4B mission. **(T-3)** Failure to complete or maintain CMR requirements results in regression to Non-CMR (N-CMR) status.

1.4.5. BMC and contractor positions are filled by experienced crewmembers who primarily work at the squadron, group, wing, Numbered Air Force (NAF)/MAJCOM staff supporting flying operations. These crewmembers provide additional sortie generation capability, either in place of or in addition to CMR personnel. Due to their experience level, BMC crewmembers have a reduced training requirement compared to CMR personnel. BMC crewmembers will accomplish all ground training designated by the squadron commander. **(T-3)** Failure to complete or maintain BMC required training results in regression to Non-BMC (N-BMC) status.

1.4.6. BAQ positions are reserved for senior staff officers (O-6 selects and above). BAQ flyers will follow the guidance in **paragraph 2.8**. Failure to complete or maintain BAQ required training results in regression to Non-BAQ (N-BAQ) status.

1.4.7. Non-Basic Mission Capable/Non-Basic Aircraft Qualified/Non-Combat Mission Ready (N-BMC/N-BAQ/N-CMR) status. Crewmembers designated N-BMC/N-BAQ/N-CMR are not mission-ready and must accomplish required training events with an instructor to regain BMC/BAQ/CMR status. **(T-3)** Crewmembers are designated N-BMC/N-BAQ/N-CMR for failure to accomplish ground training, to maintain flight currency, or to complete their respective crew position's continuation flight training annual requirements (Table **3.3**-**3.13**.).

1.4.7.1. While N-BMC/N-BAQ/N-CMR, aircrew may still perform flying duties for which they are current and qualified.

1.4.7.2. Instructors and evaluators who become N-BMC/N-BAQ/N-CMR may continue instructor or evaluator duties if they are current and qualified in the events being instructed or evaluated.

1.4.8. Unqualified (UQ). Unqualified crewmembers require training and a flight evaluation to reach the next qualification level. Crewmembers may be designated UQ for the following reasons:

1.4.8.1. Enrolled in I/MQT or RQT.

1.4.8.2. Non-current IAW AFMAN 11-202V1.

1.4.8.3. Completion of a qualification evaluation in a different aircraft IAW 11-202V1.

1.4.8.4. Demonstrated lack of ability.

1.4.8.5. Downgraded for failure to meet standards during a flight evaluation.

1.4.9. Experience Level Progression.   There are two experience levels for continuation training crewmembers: Inexperienced and Experienced. The squadron commander (SQ/CC)

designates crewmembers experience based on progression guidelines and demonstrated proficiency in the primary mission. **(T-3)**

1.4.9.1. Experienced pilots should have 200 hours of qualified E-4B time.

1.4.9.2. Experienced navigators should have 200 hours of qualified E-4B time.

1.4.9.3. Experienced flight engineers should have 300 hours of qualified E-4B time.

1.4.9.4. Experienced flight attendants should have 200 hours of qualified E-4B time.

1.4.9.5. Experienced communications control officers, communication systems operators, data systems operators, technical control 1, technical control 2, senior leader communications systems operators, and super high frequency operators should have completed 75 operations (CE02XG, CE04XG, CE05XG, CE06XG, CE08XG, CE14XG, or CE17XG) for their respective crew position on the E-4B.

1.5. Training Concepts and Policies.

1.5.1. AFGSC/A3T provides functional area management for E-4B training programs and validates training requirements.

1.5.2. Training programs should achieve the highest combat readiness consistent with flight safety and resource availability. Training balances the need for realism against the expected threat, crewmember capabilities, and safety. Design training missions to achieve combat capability in squadron-tasked roles, maintain proficiency, and enhance mission accomplishment and safety. Training missions should emphasize scenarios that reflect operations based on employment plans, location, current intelligence, and opposition capabilities. This manual provides training guidelines and operational procedures specified in applicable flight publications.

1.5.3. ACC TRSS will develop and validate formal operations training programs and manage contract aircrew training/courseware development contracts tasked by AFGSC/A3T. **(T-2)**

1.5.4. Training Event Tables. Assign crewmember training tables according to their experience and duty position.

1.5.5. When experience designation or duty position is gained, prorate new training requirements from the date of certification or qualification.

1.6. Instructor Procedures, Training, and Supervision. All instructors and evaluators must be graduates of a formal instructor course to conduct flight training and evaluation. **(T-2)**

1.6.1. Certified instructors are authorized to instruct at all levels of qualification. Instructors are authorized to teach any event for which they are current and qualified unless specifically restricted. The squadron Director of Operations (SQ/DO) may authorize instructors who are overdue for SX00AG Total Sorties to instruct training events for which they are current and qualified if the training event can be accomplished on the ground.

1.6.2. An instructor must supervise the following personnel when performing aircrew duties in-flight:

1.6.2.1. Non-current aircrew members regaining currency. **(T-2) Exception:** crewmembers in Airborne Mission Systems Operator (AMSO) and Communications Control Officer (CCO) positions who maintain currency in crew position operations and

are non-current for SX00AG Total Sorties may be supervised by another experienced crewmember that is current for SX00AG.

1.6.2.2. All aircrew members in initial, upgrade, or requalification flying training. **(T-2)**

1.6.2.3. Unqualified crewmembers, senior officers, and senior enlisted leaders as defined in AFMAN 11-202V1, as well as any personnel the SQ/CC designates as required to fly with an instructor. **(T-2)**

1.6.3. For unqualified, non-current, or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight or when an individual is regaining currency or qualification in specific events. **(T-2) Note:** Critical phases of flight are defined as takeoff, air refueling, approach, and landing. Air refueling rendezvous/closure up to and including astern are not considered critical phases of flight.

1.6.4. Instructor procedures.

1.6.4.1. Instructors and students will discuss proposed training with a unit training office or FTF representative during mission planning. It is the instructor's responsibility to ensure the records are accurate, all required training forms are available, and the lesson plans are current.

1.6.4.2. Instructors will report to the unit training office or FTF following their mission to review aircrew training folders and their student's status with a unit training office or FTF representative. **(T-3)** Additionally, this review is used to discuss training progress/problems that may have occurred during the mission. Instructors are responsible for training record accuracy and completeness at the time of debriefing. Instructor should coordinate with the unit training office or formal training flight for a training debrief before mission completion.

1.6.4.3. Training records and lesson plans will be completed and returned no later than (NLT) the end of the next duty day following the training period. **(T-3)** The primary instructor for a given training event is required to ensure the student's records are complete before starting post-mission crew rest.

1.6.4.4. During alert and before any mission crew training event, the mission crew non-commissioned officer in charge (NCOIC)/Communications Control Officer (CCO)/Communications Superintendent will ensure that a proper student/instructor ratio is maintained and required training is accomplished.

1.6.4.5. A student's primary instructor will periodically review the qualification/upgrade of their student and ensure the accuracy of the documentation.

1.7. Training Review Board (TRB).

1.7.1. The SQ/CC will convene a TRB to be chaired by the SQ/CC or squadron training office representative. **(T-3)** Board members should include representatives from the training office, standardization and evaluations office, assistant director of operations office, and instructors. The SQ/CC should utilize the TRB to focus training objectives, ensure standards are met, select upgrade candidates, and ensure completion of required continuation training.

1.7.1.1. TRB Requirements.   Squadrons will convene a TRB at least quarterly and maintain minutes for a period of two years. TRB minutes will be approved by the SQ/CC and may be produced/distributed/stored electronically by the training office.

1.7.1.2. TRB Format. The TRB should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The TRB will:

1.7.1.2.1. Review the status of aircrew training to ensure that current training objectives are being met. **(T-3)**

1.7.1.2.2. Select the best candidates for upgrade training after reviewing their experience, proficiency level, and retainability. **(T-3)**

1.7.1.2.3. Review recently completed training (including performance during training and current certification status), future training (individuals already approved via TRB), upgrade candidates, current waivers, projected waivers, and continuation training status. **(T-3)**

1.8. Progress Review Board.

1.8.1. The unit convenes a Progress Review Board if at any time during a trainee's flight instruction progress is considered unsatisfactory.

1.8.2. The Progress Review Board will review the trainee's record and determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board or Aircrew Evaluation Board IAW positional syllabus. **(T-2)**

1.9. Training Records and Reports.

1.9.1. Training Records.   An e-training folder is initiated for initial qualification, requalification, special qualification, difference, upgrade, and additional training directed by the squadron commander or a flight examiner.

1.9.1.1. The e-training folder will include training reports (AF Form 4022, *Aircrew Training Folder*; AF Form 4023, *Aircrew Training Progress Report*; AF Form 4024, *Aircrew Training Accomplishment Report*; AF Form 4025, *Aircrew Summary/Closeout Report*; 1 ACCS Form 206, *Training Record*; or locally generated training documents), training guides, all waivers, and other records as applicable. **(T-3)**

1.9.1.2. Formal school records are mailed, electronically transmitted, or hand-carried by the individual to the gaining unit during in-processing for review and incorporation as applicable into the individual's initial training folder. **(T-3)**

1.9.2. Training Folder Review.

1.9.2.1. Operations Review. The squadron commander, operations officer, or a designated representative will review active training folders before any flight evaluation required to complete a training program (not applicable for FTF). **(T-3)** Operations review is a separate entry in the training record and should include comments on the student's progress. Additionally, active training folders are required for crewmembers undergoing qualification, requalification, upgrade, special qualification, certification (Alert Aircraft Commander (A/C), Functional Check Flight, Low-Frequency Transmit System, etc.), or commander directed additional training.

1.9.2.2. Quarterly Review. The unit training office chief and formal training flight chief, or designated representatives, will review active training folders quarterly for continuity and student progression. Document this review and any recommendations on an AF Form 4023 in the training folder. **(T-3)**

1.9.2.3. Training Period Review. Instructors will review training folders before each training event (flight or ground) to develop a training plan. **(T-3)** After each period, instructors will document training in sufficient detail to accurately assess student performance and make recommendations for subsequent training NLT the next duty day. **(T-3)** Students will review and sign off training records after each training period. At the satisfactory completion of all required training, the instructor will make a recommendation for an evaluation. **(T-3)**

1.9.2.4. Units maintain aircrew member records for individual training IAW:

1.9.2.4.1. AFMAN 11-202V1, *Aircrew Training*.

1.9.2.4.2. AFMAN 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.9.2.4.3. DAFMAN 11-401, *Aviation Management*.

1.9.2.4.4. AFMAN 11-421, *Aviation Resource Management*.

1.9.2.4.5. Air Force Records Disposition Schedule. The URL is as follows: **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

1.9.2.4.6. Appropriate MAJCOM directives.

1.9.3. History of Training.

1.9.3.1. Documentation Procedures. The flight evaluation folder maintains primary source documents to provide a current history of crew members flying qualification IAW AFMAN 11-202V2 and appropriate MAJCOM supplement. Under the AF Form 942, *Record of Evaluation*, in section 1 of the flight evaluation folder, all other certifications (Alert A/C, Functional Check Flight, Low-Frequency Transmit System, etc.) are tracked on the Letter of Certifications, IAW AFMAN 11-202V2. Use AF Form 1381, *USAF Certification of Aircrew Training*, or Memorandum for Record to identify those who have completed certification training.

1.9.3.2. Training records not recorded on the AF Form 942 (Alert A/C, Functional Check Flight, Low-Frequency Transmit System, etc.) can be destroyed when entries have been transcribed to permanent records (i.e., Host Aviation Resource Management, electronic training folders, Letter of Certifications, flight evaluation folder on AF Form 942, AF Form 4348, *USAF Aircrew Certifications*, or AF Form 1381 (if used)) IAW the Air Force Records Disposition Schedule. **(T-2)**

1.9.4. Training Reports. Prepare and forward training reports IAW MAJCOM directives. ARMS maintains flying and ground training records IAW DAFMAN 11-401. Use ARMS forms prescribed in AFMAN 11-202V1 to document training in ARMS.

1.10. Aircrew Utilization Policy.

1.10.1. Commanders will ensure crewmembers (API-1/2/6/A/Bs) fill authorized positions IAW unit manpower document and unit personnel management roster ensuring that

crewmember status is appropriately designated. **(T-2)** The overall objective is that crewmembers perform combat-related duties. Supervisors may assign crewmembers to perform other duties but continually weigh the factors involved, such as level of crewmember tasking, flying proficiency, currency, and experience. Supervisors should limit the non-flying duties to those related to combat activities for inexperienced crewmembers. When personnel shortages occur, priority is given to line unit-manning positions. Aircrew will not perform long-term duties that detract from their primary duties of performing or training for the unit's flying mission. **(T-3)**

1.10.2. Unit commanders will ensure API-6/8/D rated personnel and test unit aircrew flying authorizations are properly managed. **(T-2)** Refer to DAFMAN 11-401 and MAJCOM for detailed guidance. They will fly the BMC/BAQ sortie rate. **(T-2)** 1 ACCS should provide assigned API-6/8/D flyers with adequate resources and training opportunities to maintain minimum training requirements. However, API-6/8/D flyer support will not come at the expense of the squadron's primary mission. If 1 ACCS cannot meet attached flyer requirements, they must request relief IAW DAFMAN 11-401. Request flying hour adjustments for attached API-8/D and applicable API-6 flyers IAW AFI 11-102, *Flying Hour Program Management*, and associated MAJCOM supplement, if required.

1.10.3. Aircrew in a medically DOWN status will continue to complete and log all required ground training events, including simulator and aircraft generation, and those activities authorized by the flight surgeon and documented on the member's DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*. **(T-3)**

1.11. Sortie Utilization and Allocation Guidance.

1.11.1. Inexperienced crewmembers should receive sortie allocation priority over experienced crewmembers. Priority for training should be given to N-CMR crewmembers to regain CMR status, then I/MQT/RQT students, then CMR crewmembers, and then BMC/BAQ crewmembers.

1.11.2. Maximizing the utilization and effectiveness of training resources is critical to producing CMR aircrew. The training plan for each sortie (airborne, ground, or alert) should be thoroughly planned and debriefed.

Chapter 2

QUALIFICATION TRAINING

2.1. Scope. This chapter contains prerequisites and minimum training requirements necessary to prepare prospective crewmembers to perform duties in the E-4B aircraft. Qualification training will utilize MAJCOM-approved syllabi to address each training program. **(T-2)**

2.2. Time Period to Qualify.

2.2.1. Personnel will commence training NLT 90 days after the date assigned to the unit conducting the training. **(T-3)** This guidance constitutes MAJCOM training function waiver approval for AFMAN 11-202V1 in-unit IQT start date requirements. Responsible units will complete training IAW the appropriate syllabus. Time limitations specified in **Table 2.1** begin on the first day of entry into a training program. **(T-2)** The time limits in **Table 2.1** supersede crew position syllabi time limits if different. For AMSO crewmembers, treat each additional qualification as an initial qualification and apply the applicable syllabus and time limitations as specified in **Table 2.1**. Delays in initiating training beyond the 90th day require the 595 C2G/CC notification.

Table 2.1. Qualification Time Limits (All).

CREW POSITION	TIME LIMIT (Days)
Pilot	120
Navigator	90
Flight Engineer	120
Flight Attendant	120
Communications Control Officer	210
Communications Systems Operator	210
Senior Staff	60
Data Systems Operator	210
Technical Control 1	210
Technical Control 2	210
Senior Leader Communications System Operator	210
Super High Frequency Operator	270
Flight Instructor	60

2.2.2. Extension of time limits. If training is not possible due to extenuating circumstances, the time limits may be extended by the number of days resources were unavailable or the member was unavailable for training. 1 ACCS/CC may approve extensions due to a medically down status, limited aircraft availability, and weather. The 595 C2G/CC must approve extensions for any other reason. **(T-3)**

2.2.3. Upon entry into any formal qualification or in-unit upgrade program, crewmembers are generally not granted ordinary leave, permissive temporary duty (TDY), nor utilized for missions/TDYs that are not part of their training plan. The squadron commander must approve exceptions to this policy. **(T-2)** Training interruptions, for any reason, are documented in the individual's training folder. With unit Director of Operations (DO) approval, students may conduct primary duties while enrolled in a training course, but training events are given priority.

2.3. Airborne Mission Systems Operator (AMSO) Aircrew Development. For first term AMSO aircrew, the priority should be seat qualification and then instructor upgrade. After this, and if resources allow it, additional upgrades may be considered. **Attachment 2** shows the ideal training plan for long-term sustainment. However, this plan is only a guide. The squadron TRB is authorized to deviate from it when conditions warrant.

2.4. Prerequisites/Ground Training.

2.4.1. The 1 ACCS training office and/or formal training flight will consult with the 1 ACCS leadership before assigning students to a specific class. The student's prior experience, previous training, and unit needs are considered in determining the specific training a student will receive. **(T-3)**

2.4.2. All Category 1 requirements in **Table 3.1** except for Aircraft Systems Course, Operations Plan Study, Operations Plan Certification, and Qualification Evaluation should be completed before entering the IQT academic phase.

2.4.2.1. All grounding items except Qualification Evaluation will be completed by the student before entering the flying phase. **(T-3)**

2.4.2.2. Cockpit/Crew Resource Management (CRM) is not grounding during I/MQT/RQT.

2.4.3. All E-4B aircrew members will have two government-issued passports. **(T-3)** Passport applications are submitted to the 595 C2G passport office NLT 30 days after being assigned to the operational unit.

2.5. Initial Qualification Training (IQT).

2.5.1. Units will conduct I/MQT IAW appropriate syllabus, AFMAN 11-202V1, and this manual for all crew positions. **(T-2)**

2.5.2. Academic training should be completed before flight training. Units will administer academic training IAW the appropriate syllabus. **(T-2)**

2.5.3. An instructor of the same qualification recommends individuals for evaluation. The individual's primary instructor or training office representative will review the training records before the evaluation to ensure all appropriate training has been completed and documented. **(T-3)**

2.6. Mission Qualification Training (MQT). E-4B mission qualification training events are integrated into the aircrew qualification syllabi and are accomplished in conjunction with aircrew qualification. A separate mission qualification evaluation is not required. Aircrew will be certified in the unit's missions by the 1 ACCS/CC. **(T-3)** See local guidance for additional details.

2.7. Requalification Training (RQT). All individuals requalifying in the E-4B will accomplish the training as prescribed below under the time constraints of **Table 2.1**. Pilots and flight engineers will also accomplish a flight simulator continuation training block with an instructor. **(T-2)**

2.7.1. Loss of currency up to 6 months. Individuals who are non-current in one or more training events will be placed in supervised status for those events and declared N-BMC/N-BAQ/N-CMR (not applicable for LD03AG Touch & Go Landing). Currency will be regained by demonstrating proficiency with an instructor of the same crew position for delinquent items. **(T-2)** See AFMAN 11-202V1 for more information.

2.7.1.1. Crewmembers in AMSO and CCO positions who maintain currency in crew position operations and are non-current for SX00AG Total Sorties may be supervised by another experienced crewmember.

2.7.1.2. Pilots and flight engineers can maintain or regain currency in the simulator for those events identified in **Table 3.3** and **Table 3.5**.

2.7.2. Loss of Currency Exceeding 6 Months. Tables **3.3 - 3.13** establish which currency items result in unqualified status requiring requalification according to **paragraph 2.7**. Complete training as directed by the squadron commander. **(T-3)**

2.7.3. Unqualified up to 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment. Complete training as directed by the squadron commander. Individuals need to requalify only in events required by their training level. Complete a flight evaluation covering the items directed in the training program. If the individual's periodic flight evaluation has expired, a full qualification evaluation must be administered. **(T-2)**

2.7.4. Unqualified 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to 8 years. Complete the appropriate RQT with a complete flight evaluation.

2.7.5. Unqualified for over 8 years. Complete the appropriate Education and Training Course Announcement formal initial qualification course. Waiver authority is IAW AFMAN 11-202V1.

2.8. Senior Officer Qualification Training (SOQT). Senior officer qualification training is reserved for rated officer positions requiring operational flying. This includes O-6 selects and above. SOQT will comply with all applicable guidance in AFMAN 11-202V1. Successful completion of SOQT will result in a Basic Aircraft Qualification (BAQ) documented on an AF Form 8, *Certification of Aircrew Qualification*.

2.8.1. SOQT is tailored to the experience level and flying requirements of the senior officer. Senior officers will be assigned the relevant crew position's full syllabus. However, the 595 C2G/CC may recommend a waiver for any training not required for the senior officer to safely attain BAQ status. AFGSC/A3T is the approval authority for syllabus waivers for senior officers.

2.8.1.1. When any part of the crew position syllabus is waived, document the senior officer's training plan on a memorandum signed by AFGSC/A3T. Permanently store this waiver in the senior officer's training folder.

2.8.1.2. Senior officers who intend to maintain CMR/BMC will complete the full positional syllabus. **(T-2)**

2.8.2. Restrictions. BAQ senior officers may perform any event while under direct instructor supervision. Senior officers without direct instructor supervision may perform events for which they have been trained and evaluated, however they will not serve as a primary crew member on higher headquarters (HHQ) sorties. **(T-2)** Senior officer pilots are restricted to published Category I Instrument Landing System weather minimums as pilot flying and pilot monitoring. **(T-2)**

2.8.3. Continuation and Ground Training. BAQ senior officers will accomplish all required 12-month continuation training events listed under BAQ in **Table 3.3**. or **Table 3.4**. **(T-2)** Senior officers will maintain currency in all ground training events in **Table 3.1**. Additionally, pilots will accomplish event GA12XG Flight Simulator Continuation Training, once annually. **(T-2)** Failure to accomplish minimum continuation training requirements will result in regression to N-BAQ status. BAQ status may be regained by accomplishing delinquent training events.

2.9. Senior Enlisted Leader Qualification Training (SELQT). Senior enlisted leader qualification is reserved for Senior Enlisted Leaders (SELs) whose position requires operational flying. This is limited to 1 ACCS and 595 C2G SEL positions. SELQT will comply with all applicable guidance in AFMAN 11-202V1.

2.9.1. Course prerequisites are listed in the applicable E-4B crew position syllabus and Education and Training Course Announcement. SELs will be assigned the relevant crew position's full syllabus; however, the 595 C2G/CC may waive any training not required for the SEL to safely attain BMC status.

2.9.1.1. When any part of the crew position syllabus is waived, document the SEL's training plan on a memorandum signed by the 595 C2G/CC. Permanently store this waiver in the SEL's training folder.

2.9.1.2. SELs who intend to maintain CMR status will complete the full positional syllabus. **(T-2)**

2.9.2. Restrictions. SELQT will lead to a BMC qualification. SELs may perform any event in which they are qualified on all training and HHQ sorties under direct supervision but will not serve as a primary crewmember. **(T-2)**

2.9.3. Continuation and Ground Training. BMC SELs will accomplish all applicable 12-month continuation training events listed under BMC in the applicable crew position table (**Table 3.5**. **- Table 3.13**). **(T-2)** SELs will maintain currency in all ground training events in **Table 3.1**. Failure to accomplish minimum continuation training requirements will result in regression to N-BMC status. BMC status may be regained by accomplishing the delinquent training events.

2.10. Alert Participation. Typically, only current and qualified BMC/CMR crewmembers should be placed on alert. The operational unit DO may authorize non-current crewmembers to assume alert duties if accompanied by an instructor. Unqualified crewmembers with proper clearance may be attached to the alert crew for training purposes but are not considered part of the

alert team. Instructor pilots who are BMC/CMR but delinquent on LD03AG Touch & Go Landing, may still be placed on alert.

Chapter 3

CONTINUATION TRAINING

3.1. Scope. This chapter prescribes training standards to maintain the qualification and currency of crewmembers in the E-4B. Reference **Attachment 3** for Task Identifier (Task ID) descriptions.

3.2. Ground Training. Commanders will direct additional training, as necessary, to ensure all aircrew attain and maintain a state of proficiency which permits immediate and successful completion of the unit's assigned mission. **(T-3)**

3.2.1. Ground training is intended to be accomplished at regular intervals, which are contained in **Table 3.1**; the following symbols are used to describe the regular frequency of training:

3.2.1.1. A - Annual. Accomplished once every calendar year. Currency expires at 0001Z 365 days after accomplishing the training event.

3.2.1.2. AR - As Required. Accomplished as required by governing instructions.

3.2.1.3. B - Biennial. Accomplished once every two calendar years. Currency expires at 0001Z 730 days after accomplishing the training event.

3.2.1.4. C - Cycle. Accomplished on a 17-month cycle in accordance with AFMAN 11-202V2 evaluation completion date. Required periodic evaluations expire on the last day of the 17th month following the month in which the previous periodic aircrew evaluation was successfully completed (e.g., a periodic evaluation in which the aircrew evaluation was completed on 9 Oct 23 expires at 0001Z on 31 Mar 25). **(T-2)** The eligibility period to complete testing and evaluation begins six months before the evaluation expiration date. See AFMAN 11-202V2 and AFGSC supplement.

3.2.1.5. I - Initial. Accomplished once during I/MQT, RQT following a PCS, or when directed for new requirements. Currency does not expire for the duration of the assignment.

3.2.1.6. M - Monthly. Accomplished each calendar month. Currency expires at the end of the current month. Aircrew members will become non-current until completing training in the current month.

3.2.1.7. Q - Quarterly. Accomplished four times each training period, once every three months (Oct-Dec, Jan-Mar, Apr-Jun, and Jul-Sep). If training is not completed during the current quarter, currency expires on the first day of the following quarter (e.g., a quarterly event completed 10 Apr expires at 0001Z on 1 Oct).

3.2.1.8. SA - Semiannual. Accomplished twice each training period, once every 6-months (1 Jan to 30 Jun and 1 Jul to 31 Dec). If training is not completed during the current semiannual period, currency expires on the first day of the following semiannual period (e.g., if a semiannual event is completed 10 Apr 23, but not between 1 Jul 23 and 31 Dec 23, currency expires at 0001Z on 1 Jan 24).

3.2.1.9. T - Triennial. Accomplished once every three calendar years. Currency expires at 0001Z 1,095 days after accomplishing the training event.

3.2.1.10. Number (#) of months. Accomplished to begin currency for the number of months specified. Currency expires on the first day of the month following the specified

number of months after the training event was completed (e.g., a 24-month currency event completed 10 Apr 23 expires at 0001Z on 1 May 25).

3.2.2. An individual who instructs a class receives credit for that ground training requirement.

3.2.3. Ground training accomplished during any phase of qualification training may be credited toward continuation training requirements for the training cycle in which it was accomplished.

3.2.4. Completion of ground training is documented using the AF Form 1522, *ARMS Additional Training Accomplishment Report*, or 595 C2G Mission Accomplishment Report until permanently recorded in electronic training folders, Host Aviation Resource Management, Military Personnel Data System, Air Force Training Records and the Letter of Certifications. Career enlisted aviators are exempt from maintaining on the job training folders (DAF Form 623/623a, *Individual Training Record Folder/On-the-Job Training Record Continuation Sheet*, IAW Career Field Enlisted Training Plan). No other record of ground training is needed.

3.2.5. Individuals who are not assigned or attached to the 595 C2G/1 ACCS will comply with the following ground training requirements before they are permitted to fly aboard the E-4B:

3.2.5.1. Non-595 C2G/1 ACCS crewmembers (i.e., National Airborne Operations Center (NAOC) battle staff, flight surgeons, aerospace physiologists, etc.) will accomplish a flight physical, altitude chamber, LL01AG Aircrew Flight Equipment (AFE) Familiarization Training, LL03AG Emergency Egress Training, Non-Ejection Seat, SS01XG Local Survival, Evasion, Resistance, and Escape Orientation, and GA02XG Boldface before the individual's first flight as a crewmember. GA02XG will be accomplished monthly and LL03AG will be accomplished triennially thereafter, IAW **Table 3.1**. **(T-3)**

3.2.5.1.1. Training completion dates must be provided to the 1 ACCS/SARM office on AF Form 1522 and the owning unit's training manager for tracking. **(T-3)**

3.2.5.1.2. These are minimum requirements for crewmembers on the E-4B. Crew positions with additional career field requirements (i.e., flight surgeons, aerospace physiologists, etc.) will also accomplish their applicable required training. **(T-3)**

3.2.5.2. Mission essential personnel and passengers will receive an emergency brief from a flight attendant before takeoff. **(T-3)**

3.3. Failure to Complete Ground Training Requirements. Crewmembers that fail to accomplish "grounding" ground training requirements within the prescribed frequency will not fly as crewmembers until the overdue training is accomplished. **(T-2)** Crewmembers that fail to accomplish ground training requirements that effect CMR within the prescribed frequency regress to N-CMR/N-BMC/N-BAQ status. **(T-2)** Crewmembers regain CMR/BMC/BAQ status upon completion of the applicable overdue training.

Table 3.1. Aircrew Ground Training Requirements.

TRAINING EVENT	TASK ID	CREW POS	FREQ	CMR / GROUND	REFERENCE	NOTES
CATEGORY 1 – MISSION ESSENTIAL						

Qualification Evaluation	AA01XG	ALL	C	Yes / Yes	AFMAN 11-202V2	2, 5
Aircraft Systems Course	AG01XG	ALL	I	No / Yes	Positional Syllabus	
Boldface	GA02XG	ALL	M	No / Yes	AFMAN 11-202V2_AFGSCSUP	
Cockpit/Crew Resource Management (CRM)	GA06XG	ALL	24 Mos.	Yes / Yes	AFMAN 11-290 & AFMAN 11-290_AFGSCSUP	1
Annual Communications Security Training	GA09XG	AMSO CCO	A	Yes / Yes	AFMAN 17-1302-O	
Operations Plan Study	GS22XG	P/N/FE	SA	Yes / No	**Attachment 3**	3
Operations Plan Certification	GS23XG	P/N/FE	I	Yes / No	**Attachment 3**	3
Initial Nuclear Surety Training	GB07XG	CCO CSO DSO	I	Yes / Yes	DoDM 5210.42, DAFI 91-101, & DAFI 91-101_AFGSCSUP	
Nuclear Surety Training Refresher	GB08XG	CCO CSO DSO	15 Mos.	Yes / Yes	DoDM 5210.42, DAFI 91-101, & DAFI 91-101_AFGSCSUP	
Aircrew Flight Equipment (AFE) Familiarization Training	LL01AG	ALL	I	Yes / Yes	AFMAN 11-301V1 & AFI 11-301V1_AFGSCSUP	
Emergency Egress Training, Non-Ejection Seat	LL03AG	ALL	T	Yes / Yes	AFMAN 11-301V1 & AFI 11-301V1_AFGSCSUP	
Local Survival, Evasion, Resistance, and Escape Orientation	SS01XG	ALL	I	Yes / Yes	AFI 16-1301 & AFI 16-1301_AFGSCSUP	
Flight Physical	N/A	ALL	15 Mos.	Yes / Yes	DAFMAN 48-123	
Altitude Chamber	N/A	ALL	60 Mos.	Yes / Yes	AFMAN 11-202V2 & AFMAN 11-403	4
CATEGORY 2 – FLYING RELATED						
Anti-Hijacking Procedures	GA03XG	ALL	B	No / No	AFI 13-207-O	
Instrument Refresher Course	GS06XG	P/FE	C	Yes / No	AFMAN 11-210	
Flight Simulator Continuation Training	GA12XG	P/FE	Q	Yes / No	**Paragraph 3.6.** & **Attachment 3**	7, 8
Egress Simulator Training	GS13XG	FA	I	Yes / Yes	**Attachment 3**	
Refresher Egress Simulator Training	GS12XG	FA	A	Yes / Yes	**Attachment 3**	6, 7
Flying Safety Training	GS26XG	ALL	Q	No / No	DAFI 91-202 & AFI 91-202_AFGSCSUP	
Isolated Personnel Report Review	IE02XG	ALL	A	Yes / No	AFI 16-1301	
Aircrew Flight Equipment Training	LL06XG	ALL	T	No / No	AFMAN 11-301V1	

Conduct After Capture	SS03XG	ALL	T	Yes / No	AFI 16-1301 & AFI 16-1301_AFGSCSUP	
Water Survival Training	SS05XG	ALL	T	Yes / No	AFI 16-1301 & AFI 16-1301_AFGSCSUP	
Level C Survival, Evasion, Resistance, and Escape Training (S-V80-A)	SS20XG	ALL	I	No / No	AFI 16-1301	
AF Water Survival (S-V90-A)	SS32XG	ALL	I	No / No	AFI 16-1301 & AFI 16-1301_AFGSCSUP	
CATEGORY 3 – OTHER RELATED						
Fire Extinguisher Training	GA04XG	ALL	A	No / No	DAFMAN 91-203	
Marshaling Exam	GA07XG	P	I	No / No	AFMAN 11-218	
Cardiopulmonary Resuscitation Training (CPR)	GA08AG	FA	B	No / No	**Attachment 3**	
Law of Armed Conflict	GA11XG	ALL	A	No / No	AFI 51-401	
Protection of the President	GA18XG	ALL	A	No / No	AFI 71-101V2	
Flight Line Driver's License	GA32XG	ALL	A	No / No	DAFI 13-213	
Primary Passport	IE04XG	ALL	I/ 5 yrs	No / No	**Paragraph 2.4.3.**	
Secondary Passport	IE06XG	ALL	I/ 4 yrs	No / No	**Paragraph 2.4.3.**	

Notes:
1. CRM is not grounding during I/MQT/RQT. 595 C2G/CC is the waiver authority for this event.
2. Grounding item when performing duties as a primary crewmember (not grounding if under instructor supervision).
3. Grounding item for performing alert duties (not grounding for other missions).
4. For E-9 group superintendent (or higher or O-6 group commander (or higher) aircrew members. Hypoxia practical is optional. If a student opts for academics-only training, academics may be completed by a live video teleconference.
5. This event is required as part of evaluation criteria IAW AFMAN 11-202V2. Currency for the event is tracked on the AF Form 8, Certificate of Aircrew Qualification. The record of evaluations is tracked using AF Form 942.
6. Refresher egress simulator must be accomplished by the end of the following year (i.e., accomplished 13 Aug 16 due 31 Dec 17).
7. Annual requirement for senior officer pilots.
8. The SQ/DO may waive one quarterly simulator refreshers for each pilot/FE per annual training cycle. This waiver extends the currency until the end of the following quarter.

3.4. Flying Training. All aircrew will accomplish the events shown in their respective Continuation Training Tables (**Table 3.3**. **- Table 3.13**) each fiscal year beginning on 1 October through 30 September. **(T-3)**

3.4.1. Flight training accomplished during I/MQT is not creditable to continuation training requirements unless the member is qualified in those events. However, the dates that events were accomplished during I/MQT can establish currency dates.

3.4.2. Instructors and flight examiners may credit 50% of their total training requirements while instructing or evaluating. **Exception:** Instructor and flight examiner pilots may not credit any takeoffs, landings, or air refueling flown by another pilot.

3.4.3. Some flight training events must be practiced regularly and have currencies which expire after a defined number of days. Flight events with a number in the "Frequency" column of the respective Continuation Training Tables (**Table 3.3**. **- Table 3.13**) expire after the stated number of days.

3.4.3.1. A crewmember becomes non-current if they exceed the specified frequency timeframe (e.g., a pilot with a 45-day Total Landings currency becomes non-current at 0001Z on the 46th day after their last landing).

3.4.3.2. If no number is listed in the "Frequency" column, the training event does not expire. The total number of events for the respective qualification level must be accomplished within the fiscal year. **(T-2)**

3.5. Failure to Complete Flying Training Requirements. Individuals who become non-current or who fail to complete the required number of annual flight training events listed in their Continuation Training Table (**Table 3.3**. **- Table 3.13**) within the fiscal year regress to N-BMC/N-BAQ/N-CMR status.

3.5.1. If a crewmember loses currency in a flight training event, that event may not be performed in-flight without instructor supervision. **(T-2)** See **paragraph 1.6.2.1**. The crewmember regains currency and BMC/BAQ/CMR status after successfully accomplishing the delinquent training under instructor supervision.

3.5.1.1. Pilots do not regress to N-BMC/N-BAQ/N-CMR status for loss of currency in LD03AG *Touch & Go Landing.*

3.5.1.2. Crewmembers in AMSO and CCO positions who maintain currency in crew position operations and are non-current for SX00AG Total Sorties may be supervised by another experienced crewmember.

3.5.1.3. The SQ/DO may authorize instructors who are overdue for SX00AG Total Sorties to instruct training events for which they are current and qualified if the training event can be accomplished on the ground.

3.5.1.4. The SQ/DO may authorize non-current crewmembers to assume alert duties if accompanied by an instructor.

3.5.2. If a crewmember fails to accomplish the required number of flight training events within the fiscal year, the squadron commander will determine how many of the delinquent training events the crewmember must accomplish in order to regain BMC/BAQ/CMR status. This make-up training is creditable towards the new training period.

3.6. Flight Deck Simulator Training. Pilots and flight engineers will complete required simulator training at commercially contracted training facilities. 595 C2G will review and approve

all commercially produced training materials before the contractor delivers the training. **Table 3.3** and **Table 3.5** designate flying training events that may be accomplished in the simulator.

3.6.1. Designated training events logged in the simulator count toward annual training requirements but may not exceed 50% of the total annual requirement. **(T-3)** Continue to log the events in the simulator beyond the 50% annual requirement for currency. No minimum number of events are required to be accomplished in the simulator, except for simulator-only events.

3.6.2. Designated currency events may be extended in the simulator for the length of one frequency period. After one currency extension in the simulator, the event must be performed in the aircraft to extend the currency further (e.g., a pilot can re-establish landing currency in the simulator but then must perform a landing in the aircraft in the following 45 days to extend their currency). Designated events may be extended multiple times using the simulator in the same annual period, so long as they are performed in the aircraft between simulator-based extensions.

3.6.3. Pilots and flight engineers may regain currency in the simulator for designated events if supervised by a current and qualified instructor.

3.7. Proration of Training.

3.7.1. Training requirements for crewmembers that are not available for duties as outlined in AFMAN 11-202V1 are prorated.

3.7.2. Enter the number of months a crewmember is unavailable into the ARMS to prorate the remaining training. ARMS prorate the annual event table using the following formula: Events remaining = Annual events X (# months available/12), truncated to the nearest whole number.

3.7.3. Crewmembers completing I/MQT and receiving CMR certification during a given month will start continuation training on the first day of the following month. Training accomplished during I/MQT is not counted toward continuation training requirements remaining after attaining CMR status. Initial currency dates for recurring training events are established by the date of the AFMAN 11-202V2 evaluation. For events not accomplished on the initial evaluation (such as night landings), the initial currency date is established by the date the event was last accomplished and graded proficient. All requirements for crewmembers departing PCS or separating are prorated to the last day of the month preceding the month of departure. Refer to AFMAN 11-202V1 for further guidance.

3.7.4. Flying and academic training requirements for crewmembers that are not available for regular duties are prorated according to **Table 3.2**.

Table 3.2. Proration Table.

Continuous Days Unavailable	Months of Proration
0-30	0
31-45	1
46-75	2
76-105	3
106-135	4
136-165	5

166-195	6
196-225	7
226-255	8
256-285	9
286-315	10
316-345	11
346-366	12
Non-Continuous Days Unavailable	
>45	2

3.8. Commercial Contract Aircraft Continuation Training. Flight attendants will complete a Federal Aviation Administration (FAA) approved commercial training course for passenger-type aircraft annually. **(T-2)** The contractor's FAA-approved CRM course should be included and satisfies the AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, biannual requirement.

3.9. Aircrew Chemical Defense Ensemble Usage. E-4B crewmembers, by nature of their mission, are exempt from utilizing the aircrew chemical defense ensemble.

Table 3.3. Pilot Continuation Flight Training 12-Month Requirements.

PILOT	BAQ	BMC	CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT		INEXP / EXP	INEXP	EXP			
Alert Start Procedures	6	6	12	12		ME22AG	
Total Takeoffs	4	4	24	16	45	TO00AG	6,7*
Engine Loss on Takeoff (Simulator Only)	3	3	8	5		TO05SG	6
Receiver Rendezvous	0	8	14	8		AR05AG	9
Receiver Air Refueling	0	20	28	20	45	AR06AG	7,8,9
Receiver Air Refueling - Night	0	4	8	4	120	AR02AG	3,9
Receiver Air Refueling – Tanker AP Off	0	4	10	4	120	AR04AG	3,9
Receiver Breakaway Procedures	0	5	7	5		AR13AG	9
Trailing Wire Antenna Activity	0	2	4	2		NE06AG	9
Total Approaches	15	15	64	45	45	AP00AG	2,7*
Precision Approach	9	9	45	27		AP01AG	2*
Non-Precision Approach	6	6	19	18		AP02AG	*
Instrument Landing System Approach	4	4	36	21		AP14AG	2*
Category II/III Auto land	0	2	4	2		LD23AG	1,9*
Category II/III Approach	0	4	6	4	180	AP17AG	9*
Very High Frequency/Tactical Air Navigation/Localizer Approach	1	1	9	6		AP08AG	*
Global Positioning System/Area Navigation Approach	1	1	9	6		AP29AG	*

Circling Approach	1	1	9	6		AP21AG	*
Visual Pattern	1	1	9	6		AP27AG	*
Missed Approach - Auto	4	4	7	4		AP20AG	9*
Missed Approach - Manual	1	1	9	6		AP19AG	*
Missed Approach - 3 Engine	2	2	3	2		AP23AG	*
Touch & Go Landing (Instructor Pilot Only)	n/a	12	n/a	12	45	LD03AG	1,4,6*
Total Landings	6	6	55	41	45	LD00AG	1,6,7*
Night Landing	2	2	21	13	120	LD02AG	1*
Full Stop Landing - 3 Engine	2	2	10	6		LD09AG	1*
Short Field Landing (Simulator Only)	0	0	6	4		LD07SG	1,5*
Block Time Control Exercise	0	0	6	6		ME25AG	5*
Low Pass Visual Rendezvous	0	0	6	6		ME12AG	*
Rendezvous Procedures Exercise	0	0	6	6		ME24AG	*
Total Sorties	6	6	48	36	45	SX00AG	7*
Pilot Mission Sortie	0	0	12	12		SR04AG	
Pilot Proficiency Exercise	2	2	12	6		SR70AG	*
Oceanic/Overwater Sortie	0	0	1	1		ME36AG	

Notes:
*Items may be logged in the simulator, not to exceed 50% of the annual requirement. Continue to log the events for currency. The simulator may be used to extend or regain currency.
1. Credit Total Landings when accomplishing: Night Landing, Touch & Go Landing, Full Stop Landing, Full Stop Landing-3 Engine, Short Field Landing, and Category II/III Autoland.
2. Dual Log AP00AG when accomplishing AP01AG or AP02AG.
3. Dual log AR06AG when accomplishing AR02AG or AR04AG.
4. Loss of currency in Touch & Go Landing does not result in N-BMC/N-BAQ/N-CMR status.
5. Short Field Landing & Block Time Control Exercises are for Alert Aircraft Commanders only. 100% of Short Field landings may be accomplished in the simulator.
6. Dual Log TO00AG and LD00AG when accomplishing LD03AG.
7. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7.**
8. The required instructors pilot frequency is 60 days.
9. Refer to the BMC column for BAQ crewmembers who have completed training and evaluation for any of the following event categories: Air Refueling, CAT II/III, Low-Frequency Transmit System Operations.

Table 3.4. Navigator Continuation Flight Training 12-Month Requirements.

NAVIGATOR	BAQ	BMC	CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT		**INEXP / EXP**	**INEXP**	**EXP**			

Alert Start Procedures	6	6	8	4		ME22AG	1
Enroute Rendezvous	0	0	12	10		AR10AG	1
Point Parallel Rendezvous (RV Delta)	0	0	8	4		AR07AG	1
Receiver Rendezvous	0	0	20	14	90	AR05AG	1, 2, 3
Trailing Wire Antenna Activity	0	0	4	2		NE06AG	
Block Time Control Exercise	0	0	6	4	90	ME25AG	1, 2, 3
Rendezvous Procedures Exercise	0	0	4	4		ME24AG	1
Total Sorties	6	6	48	36	60	SX00AG	2, 3
Navigator Mission Sortie	0	0	18	12		SR04AG	
Low Pass Visual Rendezvous	4	4	4	4		ME12AG	1
Oceanic/Overwater Sortie	0	0	1	1		ME36AG	

Notes:

1. Credit may be awarded while instructing these items.

2. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7.**

3. BMC civilian frequency is 1/180.

Table 3.5. Flight Engineer Continuation Flight Training 12-Month Requirements.

FLIGHT ENGINEER	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
Alert Start Procedures	4	2	8	4		ME22AG	
Total Takeoffs	16	12	48	24	60	TO00AG	1*
Receiver Air Refueling	5	4	24	10		AR06AG	1*
Trailing Wire Antenna Activity	2	1	4	2		NE06AG	
Total Landings	16	12	48	24	60	LD00AG	1,2*
Rendezvous Procedures Exercise	2	2	4	2		ME24AG	1*
Total Sorties	36	24	48	36		SX00AG	2
Flight Engineer Mission Sortie	12	12	12	12		SR04AG	
Flight Engineer Proficiency Exercise	12	9	12	6		ME30AG	

Notes:

*Items may be logged in the simulator, not to exceed 50% of the requirement. However, continue to log the events for currency update. The simulator can also be used to regain currency. No minimum numbers of events need to be accomplished in the simulator.

1. When instructing a student who is non-current or unqualified, credit may be awarded when instructing Total Takeoffs, Receiver Air Refueling, Total Landings, and Rendezvous Procedures Exercise.

2. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7.**

3. BMC civilian contractors' frequency is 1/180.

Table 3.6. Flight Attendant Continuation Flight Training 12-Month Requirements.

FLIGHT ATTENDANT	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
Receiver Air Refueling	4	2	4	2	120	AR05AG	1,2
Passenger Comfort	4	2	4	4	120	ME35AG	3
Flight Attendant Mission Sortie	6	4	6	4	60	SR00AG	4,5

| Total Sorties | 12 | 6 | 12 | 6 | 60 | SX00AG | 5 |

Notes:
1. Credit Receiver Air Refueling when pilots accomplish Receiver Air Refueling or Receiver Air Refueling-Night. Credit may be awarded to experienced flight attendants semi-annually.
2. When instructing a student who is non-current or unqualified, credit may be awarded when instructing receiver air refueling.
3. Passenger comfort credit may be awarded semi-annually for experienced flight attendants.
4. Flight attendant mission sortie credit may be awarded quarterly for experienced flight attendants.
5. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7.**

Table 3.7. Super High Frequency (SHF) Technician Continuation Flight Training 12-Month Requirements.

SHF TECHNICIAN	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
SHF Systems Operations	18	9	36	18	60	CE08XG	1,2
Total Sorties	12	6	24	12	90	SX00AG	2,3
Inertial Navigation System (INS) Alignment	1	1	3	3		CE53XG	
Satellite Swap	1	1	3	3		CE54XG	
Attenuator Alignment	1	1	3	3		CE55XG	
Test Translator Loop	1	1	3	3		CE56XG	
USC-28 In-House Loop	1	1	3	3		CE57XG	
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
COMM Preflight	1	1	3	3		CE58XG	
COMM Shutdown	1	1	3	3		CE59XG	

Notes:
1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7.**
2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember.
3. BMC civilians contractors' frequency is 1/180.

Table 3.8. Technical Control 1 (TC-1) Continuation Flight Training 12-Month Requirements.

TECH CONTROL 1	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
TC-1 Systems Operations	6	6	36	18	60	CE04XG	1,2
Low Frequency Transmit System Ops	1	1	4	2		CE66XG	
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
COMM Preflight	1	1	4	2		CE58XG	
COMM Shutdown	1	1	4	2		CE59XG	
Total Sorties	6	6	24	12	90	SX00AG	2,3

Notes:

1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7**.
2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember.
3. BMC civilian frequency is 1/180.

Table 3.9. Technical Control 2 (TC-2) Continuation Flight Training 12-Month Requirements.

TECH CONTROL 2	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
TC-2 Systems Operations	6	6	36	18	60	CE05XG	1,2
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
COMM Preflight	1	1	4	2		CE58XG	
COMM Shutdown	1	1	4	2		CE59XG	
Total Sorties	6	6	24	12	90	SX00AG	2,3

Notes:
1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7**.
2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember.
3. BMC civilian frequency is 1/180.

Table 3.10. Senior Leader Communications System (SLCS) Operator (SO) Continuation Flight Training 12-Month Requirements.

SO	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
SO Systems Operations	6	6	36	18	60	CE02XG	1,2
Video Teleconference Setup	0	0	4	2		CE72XG	
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
COMM Preflight	1	1	4	2		CE58XG	
COMM Shutdown	1	1	4	2		CE59XG	
Total Sorties	6	6	24	12	90	SX00AG	2,3

Notes:
1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7**.
2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember.
3. BMC civilian frequency is 1/180.

Table 3.11. Communications Systems Operator (CSO) Continuation Flight Training 12-Month Requirements.

Communications System Operator	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
CSO Systems Operations	6	6	36	18	60	CE06XG	1,2

Voice Emergency Action Message (EAM) Procedures	0	0	4	2		CE60XG	
Fax Operations	0	0	4	2		CE61XG	
Authentication Procedures	0	0	4	2		CE62XG	
High Frequency (HF) Automatic Link Establishment (ALE) Ops	0	0	4	2		CE64XG	
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
COMM Preflight	1	1	4	2		CE58XG	
COMM Shutdown	1	1	4	2		CE59XG	
LFTS Preflight						CE39XG	
LFTS Systems Operations						CE07XG	
Total Sorties	6	6	24	12	90	SX00AG	2,3

Notes:
1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7**.
2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember.
3. BAQ/BMC civilian frequency is 1/180.

Table 3.12. Data Systems Operator Continuation (DSO) Flight Training 12-Month Requirements.

DATA SYSTEMS OPERATOR	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
Data Systems Operations	12	6	24	12	60	CE17XG	1,2
COMM Preflight	1	1	4	2		CE58XG	4
COMM Shutdown	1	1	4	2		CE59XG	
DSM Imaging	1	1	1	1			
EAM Transmit	0	0	2	2	180	CE46XG	
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
LFTS Preflight	1	1	2	1		CE39XG	
LFTS Systems Operations						CE07XG	
Very Low-Frequency Preflight	1	1	2	2		CE38XG	5
Global Summary Message Satellite Communication Preflight	1	1	2	2		CE40XG	5
Total Sorties	12	6	24	12	90	SX00AG	2,3

Notes:
1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7**.
2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember.
3. BMC civilian frequency is 1/180.
4. COMM Preflight is comprised of VLF-LF TX/RX, GSM, FAB-T, MCS/NPES, SHSM/Nova circuit activation.
5. Not required if the equipment necessary for the accomplishment of this task is not installed on the aircraft.

Table 3.13. Communications Control Officer Continuation Flight Training 12- Month Requirements.

COMMUNICATIONS CONTROL OFFICER	BMC		CMR		FREQ (DAYS)	TASK ID	NOTES
TRAINING EVENT	INEXP	EXP	INEXP	EXP			
Communication Control Officer Operations	18	9	36	18	60	CE14XG	1,2
Total Sorties	12	6	24	12	90	SX00AG	2,3
Emergency Action Message Transmit	6	6	10	6	90	CE46XG	
Simulated Emergency Procedure Execution	1	1	8	4	90	EP09XG	
Security Sweep/Shutdown	2	2	4	2		CE63XG	
Notes: 1. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.7**. 2. Crewmembers in AMSO and Communication Control Officer positions who maintain currency in crew position operations and are non-current for total sortie may be supervised by another experienced crewmember. 3. BAQ/BMC civilian frequency is 1/180.							

Chapter 4

UPGRADE TRAINING

4.1. Scope. This chapter contains prerequisites and training requirements necessary to prepare crewmembers to perform specialized duties in the E-4B aircraft. These include instructor upgrade, Flight Examiner Certification, Alert Aircraft Commander Certification, Functional Check Flight Certification, communication position upgrade from one communication position to another, and any other specialized training above BMC/BAQ/CMR qualification.

4.2. Aircrew Instructor Program. Instructor candidates are selected based on their background, experience, judgment, skill, and ability to instruct. Flying time requirements are depicted in **Table 4.1**. Instructor candidates must satisfy these requirements before being designated as instructors and performing instructor duties in the E-4B. **(T-3)**

Table 4.1. Minimum Flying Time Requirements for Instructor Upgrade.

Position	Total Qualified E-4B Hours
Pilot	500 or 200 & Note 1
Navigator	500 or 200 & Note 1
Flight Engineer	500 or 300 & Note 1
Flight Attendant	400 or 200 & Note 1
AMSO/CCO	100 & Note 2
Notes: 1. One year of prior instructor experience in another Tanker/Transport/Bomber aircraft and one year as an E-4B crew member. 2. May meet one of the following conditions: one year as a mission ready crewmember or a previously qualified flight instructor. Must have 5-level upgrade complete.	

4.3. Ground and Flight Training Prerequisites for Instructor Upgrade. Crewmembers scheduled for instructor upgrade will complete Education and Training Couse Announcement prerequisites before an upgrade and comply with the following requirements: **(T-2)**

4.3.1. MAJCOM Instructor Course. Previously qualified instructors who have completed a MAJCOM-approved instructor course, such as Air Force Train the Trainer Course and Instructor Preparatory Course need only accomplish the portions pertaining to regulations and manuals, in-unit academic training, and in-unit flying requirements. **(T-2)**

4.3.2. Central Flight Instructor Course. The Central Flight Instructor Course prepares unit personnel for instructor qualification. Prerequisites and time limitations are listed in the Education and Training Course Announcement and this manual. **(T-2)**

4.3.2.1. Previously qualified instructors are not required to attend the Central Flight Instructor Course.

4.3.2.2. The 338th Combat Training Squadron ensures the initial academic instructor training is completed.

4.3.2.3. Units should forward the names of instructor candidates to the training unit to fill allocated training quotas NLT 30 days before the class start date.

4.3.2.4. Instructor candidates must arrive current and qualified at the Central Flight Instructor Course in their unit assigned aircraft. **(T-2)** Units may be required to provide additional training to Central Flight Instructor Course candidates before school attendance.

4.3.2.5. Central Flight Instructor Course Graduation. After completion of the Central Flight Instructor Course, a final training report summarizes the student's overall performance concluding with a recommendation to either upgrade or not to upgrade the student to instructor. The squadron commander and training flight will determine whether to continue the candidate's training or evaluation if an upgrade is not recommended. **(T-3)**

4.4. Instructor Training Requirements.

4.4.1. Qualification Time Limit. Candidates are allowed 60 days after entry into the program to complete training and will complete an AFMAN 11-202V2 evaluation. **(T-2)** Additional training is at the discretion of the squadron commander.

4.4.2. Flight Training. Training for all crew positions is IAW the requirements outlined in the applicable instructor course syllabi. Schedule a minimum of two complete missions.

4.4.2.1. For pilots, one mission must include night transition, touch & go landings, and night receiver air refueling. All pilot flight training requirements are accomplished from the right seat. Instructor candidates will demonstrate and instruct in all phases of flight. **(T-2)** Emphasis should be placed on proper procedures, instructional techniques, and safety.

4.4.2.2. For mission crewmembers, the instructor candidate will instruct for an entire alert shift, aircraft generation, or communications trainer mission. **(T-2)**

4.4.3. Policies. Upgrade training is administered by instructor qualified crewmembers of the same crew position and is IAW with AFGSC/A3/6 approved syllabi.

4.5. Alert Aircraft Commander Certification.
The squadron commander will identify pilots for Alert Aircraft Commander Certification. All pilots are initially qualified to serve as Pilot in Command (PIC) for all missions except alert and HHQ missions. **(T-3)**

4.5.1. Prerequisites. Pilots should serve one year following IQT before considering Alert Aircraft Commander Certification. Additionally, the squadron commander should recommend certifying pilots with approximately 300 E-4B hours, who have completed at least seven alert tours, and who have gained adequate exposure to Continental United States (CONUS) airfields utilized for the National Airborne Operations Center alert mission.

4.5.2. Certification Procedures. Pilots will be certified by the squadron commander to serve as an alert aircraft commander after completing the training requirements listed in **paragraph 4.5.2.2**. **(T-2)** Certification is documented on the Letter of Certifications.

4.5.2.1. Touch & Go Landings. Certified alert aircraft commanders are authorized to conduct and supervise 4-engine touch & go landings.

4.5.2.2. The following events must be completed in the left seat under the supervision of an instructor. Waiver authority is the squadron commander.

4.5.2.2.1. Alert simulator profile.

4.5.2.2.2. Alert aircraft commander responsibilities.

4.5.2.2.3. Short field landing (simulator only).

4.5.2.2.4. Low Pass Visual Rendezvous.

4.5.2.2.5. Block time control exercise.

4.5.2.2.6. One alert tour and one Low-Frequency Transmit System (LFTS) sortie as the PIC.

4.5.2.2.7. Touch & go landing.

4.6. Functional Check Flight (FCF) Certification. The squadron commander identifies crewmembers for FCF certification. Consideration for FCF designation should be given only to the most experienced and proficient crewmembers in the squadron.

4.6.1. Certification Procedures. All flight requirements may be accomplished during a training sortie, a FCF, or in the simulator. Certification is documented on the Letter of Certifications.

4.6.1.1. Pilots – Must be instructor qualified and must satisfactorily perform at least one FCF profile under the supervision of a FCF pilot. **(T-2)**

4.6.1.2. Navigators – Must be experienced and proficient (instructors are preferred, but not mandatory). Navigators must perform at least one FCF profile under the supervision of a FCF navigator. **(T-2)**

4.6.1.3. Flight Engineers – Must be instructor qualified. Flight engineers must perform at least one FCF profile under the supervision of a FCF flight engineer. **(T-2)**

4.7. Difference Training. E-4B differences training is required for AMSO aircrew members to certify different E-4B mission equipment configurations. All difference training is accomplished IAW the appropriate course training document. Certification is documented on the Letter of Certifications.

4.8. Global Command and Control Mission (GC2M) Certification. The squadron commander will identify crewmembers from all crew positions for GC2M certification. Training requirements will be accomplished IAW the squadron commander approved E-4B GC2M training plan. Certification is documented on the Letter of Certifications.

4.9. Faculty Training Course (FTC). FTC is a certification training program taught by the 1 ACCS designed to qualify E-4 instructors for faculty duties in the operational squadron. Graduates are certified as Formal Training Unit flight instructors. The 1 ACCS/CC will determine requirements for FTC certification. Certification is documented on the Letter of Certifications.

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Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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Adopted Forms

1 ACCS Form 206, Training Record

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

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, *Aircrew Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

AF Form 4025, *Aircrew Summary/Closeout Report*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 942, *Record of Evaluation*

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

DAF Form 623, *Individual Training Record Folder*

DAF Form 623A, *On-the-Job Training Record Continuation Sheet*

DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*

DAF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

A/C—Aircraft Commander

ACC TRSS—Air Combat Command Training Support Squadron

ACCS/CC—Airborne Command and Control Squadron Commander

ACP—Automatic Communications Processor

AED—Automated External Defibrillator

AF—Air Force

AFE—Aircrew Flight Equipment

AFGSC—Air Force Global Strike Command

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

ALE—Automatic Link Establishment

AMSO—Airborne Mission Systems Operator

API—Aircrew Position Indicator

ARMS—Aviation Resource Management System

BAQ—Basic Aircraft Qualified/Qualification

BMC—Basic Mission Capable

C2—Command and Control

C2G/CC—Command and Control Group Commander

CCO—Communications Control Officer

CMR—Combat Mission Ready

CONUS—Continental United States

CPR—Cardiopulmonary Resuscitation

CRM—Cockpit/Crew Resource Management

CSO—Communication Systems Operator

DAF—Department of the Air Force

DAFI—Department of the Air Force Instruction

DAFMAN—Department of the Air Force Manual

DAFPD—Department of the Air Force Policy Directive

DO—Director of Operations

DoDI—Department of Defense Instruction

DoDM—Department of Defense Manual

DRRS—Defense Readiness Reporting System

DSM—Data Set Manager

DSO—Data Systems Operator

E—Experienced—EAM—Emergency Action Message

FAA—Federal Aviation Administration

FCF—Functional Check Flight

FEMA—Federal Emergency Management Agency

FTC—Faculty Training Course

FTF—Formal Training Flight

GC2M—Global Command and Control Mission

HF—High Frequency

HHQ—Higher Headquarters

I/MQT—Initial/Mission Qualification Training

IAW—In Accordance With

I—Inexperienced—INS—Inertial Navigation System

IQT—Initial Qualification Training

LFTS—Low-Frequency Transmit System

MAJCOM—Major Command

MQT—Mission Qualification Training

NAF—Numbered Air Force

NATO—North Atlantic Treaty Organization

NAOC—National Airborne Operations Center

N-BAQ—Non-Basic Aircraft Qualified

N-BMC—Non-Basic Mission Capable

N-CMR—Non-Combat Mission Ready

NCOIC—Non-Commissioned Officer in Charge

NLT—No Later Than

OPR—Office of Primary Responsibility

PCA—Permanent Change of Assignment

PCS—Permanent Change of Station

PL—Public Law

PRP—Personnel Reliability Program

RQT—Requalification Training

SEL—Senior Enlisted Leader

SELQT—Senior Enlisted Leader Qualification Training

SHF—Super High Frequency

SLCS—Senior Leader Communication Systems

SO—Senior Leader Communication Systems Operator

SOQT—Senior Officer Qualification Training

SPO—System Program Office

SQ/CC—Squadron Commander

SQ/DO—Squadron Director of Operations

TDY—Temporary Duty

T.O.—Technical Order

TC-1/2—Technical Control 1/2

TRB—Training Review Board

UQ—Unqualified

USC—United States Code

VTC—Video Teleconference

Office Symbols

ACC TRSS/DET 10—Air Combat Command Training Support Squadron Detachment 10

AFGSC/A3/6—Air Force Global Strike Command Operations and Communications Directorate

AFGSC/A3T—Air Force Global Strike Command Operations and Communications Training, Test, and Standardization & Evaluation Division

AFGSC/A3TO—Air Force Global Strike Command Operations and Communications Training Operations Branch

AF/A3T—Air Force Deputy Chief of Staff, Operations/Training and Readiness Directorate

1 ACCS/CC—1st Airborne Command and Control Squadron Commander

1 ACCS/SARM—1st Airborne Command and Control Squadron Aviation Resource Management

595 C2G—595th Command and Control Group

Terms

Academic Training—This training includes classroom, computer-based instruction, and aircrew training devices related to aircraft systems and operation, flight characteristics and techniques, performance, normal and emergency procedures, and safety of flight items. Academic courses prepare crewmembers for flight training and are customarily completed before fight training.

Aircraft Commander—(NATO) This is the historic term for the aircrew member, designated by a competent authority, who is in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission. This term has been replaced in the United States Code of Federal Regulations 14 Part 91.3 and DOD publications by the term Pilot in Command (PIC). When publications refer to the sole individual in command of an aircraft, apply the same guidance regardless of if the term Aircraft Command or Pilot in Command is used. The term aircraft commander is also still used to refer to a pilot crew duty position on the E-4B. In this context, it may refer to a pilot qualification or certification, not to the legal PIC of a specific sortie.

Aircraft Commander's Responsibilities—Pilots must receive a comprehensive briefing on their responsibilities while performing aircraft commander duties. This briefing will include but is not limited to Command and Control (C2), chain of command, International Civil Aviation Organization (ICAO) procedures, Foreign Clearance Guide, billeting, security, aircraft performance and limitations, crew rest, and crew duty day.

Aircrew—Consist of all qualified members on aeronautical orders who have completed a flight evaluation or are students enrolled in the course of study leading to a flight evaluation.

Alert Aircraft Commander—An aircraft commander who is certified to serve as Pilot in Command for National Airborne Operations Center alert.

Continuation Training—Training required by qualified personnel to maintain their assigned level of proficiency.

Critical Phases of Flight—Takeoff, air refueling, approach, and landing. Air refueling rendezvous/closures to astern are not considered critical phases of flight.

Emergency Procedures—Instructor-led comprehensive briefing/discussion/demonstration of emergency procedures. Emphasize recent incidents, special interest items, and trends from recent evaluations and operator feedback.

Flight Crew—Pilots, navigators, flight engineers, and flight attendants.

Higher Headquarters Mission—Any non-alert NAOC-assigned tasking (support of the Federal Emergency Management Agency (FEMA), the President of the United States, Global Command and Control, or on a Special Support Mission).

Mission Accomplishment Report—Computer-generated product used for recording continuation training activity.

Mission Crew—Communications Control Officer, Communication Systems Operator, Data Systems Operator, Technical Control 1, Technical Control 2, Senior Leader Communications Systems Operator, Super High-Frequency Technician.

Non-mission Ready—An individual who is not current or qualified in the aircraft, has not completed the required continuation training or is not certified to perform the unit mission.

Opposite Seat Exercise—Pilots demonstrate proficiency from the right seat during an approach and landing (Touch & Go or Full Stop). The event is required for IQT.

Pilot in Command—The Pilot in Command (PIC) is the aircrew member designated by competent authority, regardless of rank, as being responsible for, and is the final authority for the operation of the aircraft. PIC replaces the older Aircraft Commander term. When publications refer to the sole individual in command of an aircraft, apply the same guidance regardless of if the term Aircraft Command or Pilot in Command is used.

Proficient—Individuals can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without assistance.
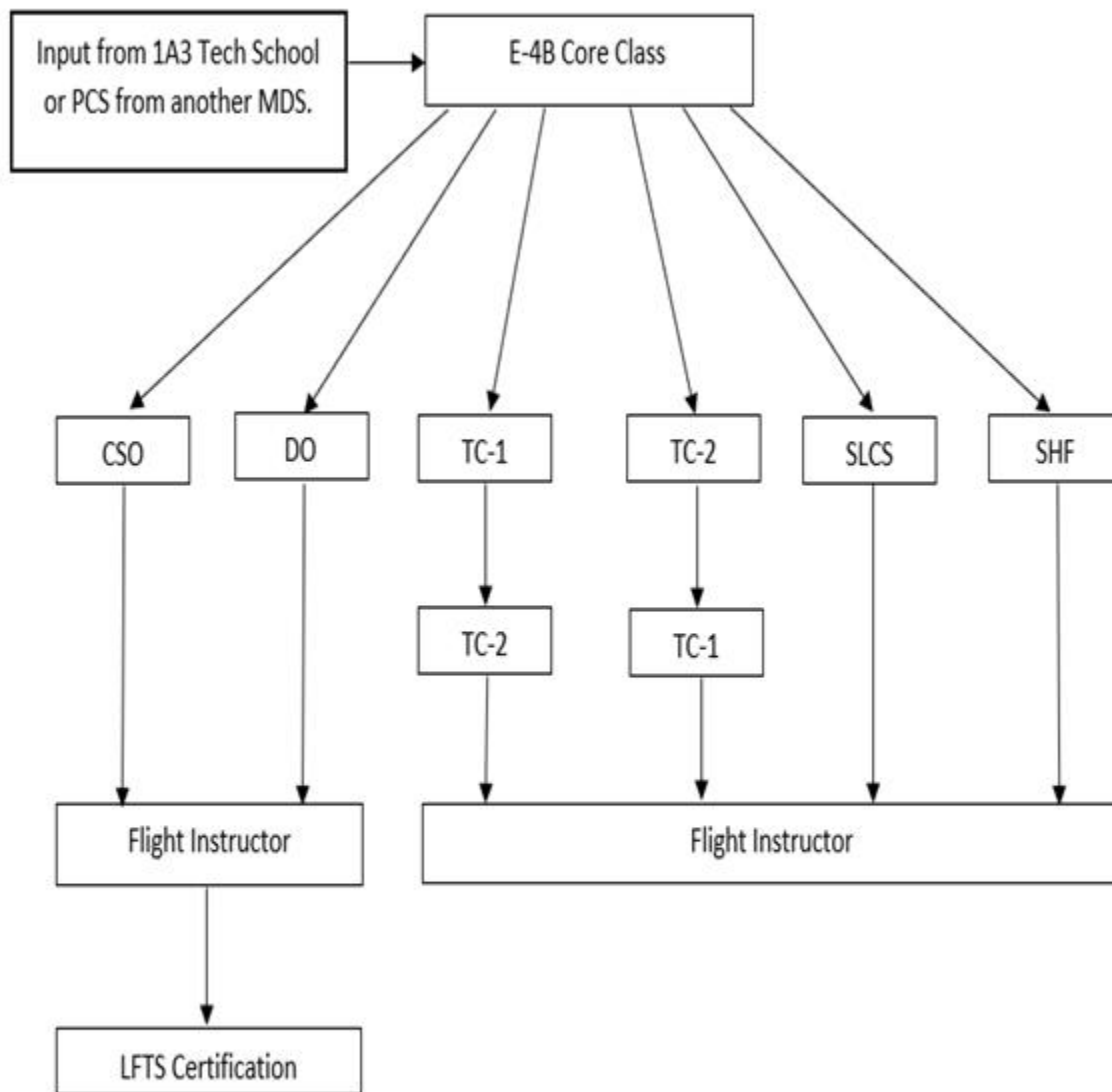
Supervised Status—Assigned to an individual who is delinquent in a currency event (except for LD03AG *Touch & Go Landing*) or whom the squadron commander has designated qualification level 3 IAW AFMAN 11-202V2. An individual in this status must be supervised by an instructor while performing the non-current/unqualified event IAW **paragraph 1.6.2.1**. The individual will be considered N-CMR/N-BMC/N-BAQ.

Task Identifier—Alpha/numeric character code used to represent ARMS event tasks.

Attachment 2

AIRBORNE MISSION SYSTEMS OPERATOR TRAINING PLAN

Figure A2.1. Airborne Mission Systems Operator Training Plan.

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┌────────────────────────┐          ┌──────────────────────┐
│ Input from 1A3 Tech     │───────▶ │   E-4B Core Class     │
│ School or PCS from       │         └──────────────────────┘
│ another MDS.             │
└────────────────────────┘
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┌──────┐  ┌──────┐  ┌──────┐  ┌──────┐  ┌──────┐  ┌──────┐
│ CSO  │  │  DO  │  │ TC-1 │  │ TC-2 │  │ SLCS │  │ SHF  │
└──────┘  └──────┘  └──────┘  └──────┘  └──────┘  └──────┘
                    ┌──────┐  ┌──────┐
                    │ TC-2 │  │ TC-1 │
                    └──────┘  └──────┘

┌───────────────────┐   ┌────────────────────────────────────┐
│ Flight Instructor │   │        Flight Instructor           │
└───────────────────┘   └────────────────────────────────────┘

┌───────────────────┐
│ LFTS Certification │
└───────────────────┘
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Note: Order of training is dependent on available training resources. One position is not a prerequisite for another, e.g., a TC-1 student may become a flight instructor before upgrade to TC-2, and vice versa.

Attachment 3

TRAINING EVENT DESCRIPTIONS/DEFINITIONS

Section A3A—GROUND TRAINING

A3.1. Category 1 – Mission Essential.

A3.1.1. AA01XG – Qualification Evaluation. Required as a course completion item for all initial/mission qualification and requalification training. Partial checks are needed in conjunction with difference training when difference qualification involves any new area in which not currently qualified.

A3.1.2. AG01XG – Aircraft Systems Course. (IQT/RQT) This course is designed to introduce the student to the various aircraft systems of the E-4B. Credit is not awarded until all course requirements are satisfied. Refer to the appropriate syllabus for course requirements.

A3.1.3. GA02XG – Boldface. Aircrew boldface exam.

A3.1.4. GA06XG – Cockpit/Crew Resource Management. The contractor provided training on crew communication and management. **Note:** Pilot, navigator, flight engineer can log during flight simulator continuation training. Flight attendants can log during commercial refresher training.

A3.1.5. GS22XG – Operations Plan Study. Receive a classified mission brief from NAOC, a mission communications capability brief from a CCO, and complete a regulations and guidance study period with 1 ACCS Plans.

A3.1.6. GS23XG – Operations Plan Certification. (Initial) Demonstrate knowledge of applicable mission requirements to an appropriate certifying official. **Note:** 1 ACCS/CC will designate certifying officials.

A3.1.7. GB07XG – Nuclear Surety Training, Initial. Initial training required for Personnel Reliability Program (PRP) members. Members must accomplish prior to flying. Grounding event.

A3.1.8. GB08XG – Nuclear Surety Training, Refresher. Refresher training required for PRP members. After Nuclear Surety Training, Initial (GB07XG), members must accomplish every 15 months. Grounding event.

A3.1.9. LL01AG – AFE Familiarization Training. One time event conducted before the first flight at home station to familiarize aircrew members with local equipment availability, issue, use, pre-flight, and post-flight procedures. Grounding Event.

A3.1.10. LL03AG – Emergency Egress Training, Non-Ejection Seat. Training on the use of primary and secondary egress points. For initial E-4B egress training, a field trip to the aircraft for hands-on training is required. For recurring, the field trip is optional.

A3.1.11. SS01XG – Local Survival, Evasion, Resistance, and Escape Orientation. One-time requirement before the first flight. Provides local standard operating procedures preparing aircrew for possible aircraft emergencies near the home base. Grounding Event.

A3.2. Category 2 – Flying Related.

A3.2.1. GA03XG – Anti-Hijacking Procedures. Conduct IAW AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)* (FOUO).

A3.2.2. GS06XG – Instrument Refresher Course. Credit when accomplished IAW AFMAN 11-210, *Instrument Refresher Program (IRP)*.

A3.2.3. GA12XG – Flight Simulator Continuation Training. Credited when the crew accomplishes a training profile that includes a sampling of normal operating procedures, instrument procedures including CAT II/III Instrument Landing System operations, various aircraft system malfunctions, emergency procedures, and operational scenarios.

A3.2.4. GS13XG – Egress Simulator Training. Initial simulator training includes normal and emergency procedures, emergency equipment, in-flight illness training, and aircraft systems training in the classroom. In addition, simulator drills for unplanned ground evacuations, planned and unplanned crash landing and ditching procedures, sea survival, and firefighting procedures.

A3.2.5. GS12XG – Refresher Egress Simulator Training. Training includes a review of normal and emergency procedures and emergency equipment location and use. In addition, simulator drills for unplanned ground evacuations, planned and unplanned crash landing and ditching procedures, sea survival, and firefighting procedures. Accomplished at least once every calendar year.

A3.2.6. GS26XG – Flying Safety Training. Establishes mishap prevention program requirements, assigns responsibilities for program elements, and contains program management information.

A3.2.7. IE02XG – Isolated Personnel Report Review. Annual Review of Isolated Personnel Report card IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*.

A3.2.8. LL06XG – Aircrew Flight Equipment Training. Academic and hands-on training in which aircrew members demonstrate their ability to locate and use all AFE carried aboard the E-4B.

A3.2.9. SS03XG – Conduct After Capture. Training prepares US military personnel to meet the obligations stated in the Code of Conduct and return with honor from any combat, evasion, or captivity situation.

A3.2.10. SS05XG – Water Survival Training. Classroom academic and hands-on training designed to provide an opportunity to use E-4B specific flotation devices and AFE during an overwater emergency. It also exercises employment of water survival and rescue procedures.

A3.2.11. SS20XG – Level C Survival, Evasion, Resistance, and Escape Training (S-V80-A). One-time, initial survival course. Presents training in principles, procedures, equipment, and techniques that enable individuals to survive, regardless of climatic conditions or unfriendly environments, and return to their organization.

A3.3. Category 3 – Other Related.

A3.3.1. GA04XG – Fire Extinguisher Training. Annual training provides aircrew with skills to safely and efficiently operate the hand-held fire extinguishers installed in the aircraft and

portable extinguishers positioned outside the aircraft. Discusses classes of fire and the effects of the extinguishing agent.

A3.3.2. GA07XG – Marshaling Exam. Evaluation of the rules for aircraft operation, movement, and control on the ground.

A3.3.3. GA08XG – Cardiopulmonary Resuscitation Training (CPR). Certified CPR training, for example, American Heart Association or Red Cross, including Automated External Defibrillator (AED) training.

A3.3.4. GA11XG – Law of Armed Conflict. Protection of combatants and non-combatants from unnecessary suffering; safeguarding the fundamental rights of civilians, prisoners of war, the wounded, and the sick.

A3.3.5. GA18XG – Protection of the President. Academic training is required regarding the protection of the President of the United States and other senior government officials, required for all personnel upon assignment to the 1 ACCS.

Section A3B—FLYING TRAINING

A3.4. AP00AG – Total Approaches. Used to track instrument approach currency. Credit Total Approaches when accomplishing either a Precision (AP01AG) or Non-Precision Approach (AP02AG).

A3.5. AP01AG – Precision Approach. Accomplished IAW the aircraft flight manual and AFMAN 11-202V3, *Flight Operations*. Credit when accomplishing any precision approach (Instrument Landing System (Category I, II, or III) or Precision Approaches).

A3.6. AP02AG – Non-Precision Approach. Accomplished IAW the aircraft flight manual and AFMAN 11-202V3. Credit when accomplishing any Non-Precision Approach (VOR, TACAN, LOC, NDB, or GPS/RNAV).

A3.7. AP08AG – Very High Frequency/Tactical Air Navigation/Localizer Approach. Credit when accomplishing any Very High Frequency/Tactical Air Navigation/Localizer Approach defined in AFMAN 11-202V3. Credit Non-Precision Approach (AP02AG) when accomplishing this event.

A3.8. AP14AG – Instrument Landing System Approach. Accomplished IAW the aircraft flight manual and AFMAN 11-202V3. Credit when accomplishing a Category I Instrument Landing System approach, an Instrument Landing System Approach-Auto (CAT II/III) (AP17AG), or an Instrument Landing System Approach-Manual (CAT II) (AP17AG). Also, credit Precision Approach (AP01AG) when accomplishing this event.

A3.9. AP17AG – Category II/III Approach. Log this event when accomplishing Category II/III Instrument Landing System procedures. While the entire instrument approach procedure need not be flown, the event may be credited the portions from the final approach fix through the missed approach point, and either a landing or missed approach are accomplished. Credit Instrument Landing System Approach (AP14AG) and Precision Approach (AP01AG) when this event is accomplished.

A3.10. AP19AG – Missed Approach-Manual. Accomplished IAW the aircraft flight manual and AFMAN 11-202V3.

A3.11. AP20AG – Missed Approach-Auto. Accomplished IAW the aircraft flight manual and AFMAN 11-202V3. Credit Instrument Landing System Approach (CAT I, II, or III) (AP14AG, AP17AG), Instrument Landing System Approach-Auto (CAT II/ III) (AP17AG), and Precision Approach (AP01AG) when accomplishing this event.

A3.12. AP21AG – Circling Approach. Credit when accomplishing any circling approach as defined in AFMAN 11-202V3. Credit Non-Precision Approach (AP02AG) when accomplishing this event.

A3.13. AP23AG – Missed Approach - 3 Engine. Accomplished IAW the aircraft flight manual and AFMAN 11-202V3. Credit Missed Approach-Manual (AP19AG) when accomplishing this event.

A3.14. AP27AG – Visual Pattern. Any visual approach to a runway without radio navigational aids or controller guidance.

A3.15. AP29AG – Global Positioning System/Area Navigation Approach. Credit when accomplishing any Global Positioning System/Area Navigation approach defined in AFMAN 11-202V3. Credit Non-precision Approach (AP02AG) when accomplishing this event.

A3.16. AR02AG – Receiver Air Refueling, Night. Receiver Air Refueling accomplished between sunset and sunrise. Credit Receiver Air Refueling (AR06AG) when accomplishing this event.

A3.17. AR04AG – Air Refueling - Tanker Auto Pilot Off. All axes of the tanker autopilot are disengaged to satisfy receiver training requirements. Receiver pilots practice contacts for a minimum of five minutes.

A3.18. AR05AG – Receiver Rendezvous. Pilots receive credit when accomplishing the closure from 1 NM to the pre-contact position IAW ATP-56(B). Navigators receive credit when accomplishing Point Parallel Rendezvous (RV Delta) (AR07AG) or Enroute Rendezvous (AR10AG).

A3.19. AR06AG – Receiver Air Refueling. For pilots, this consists of air refueling, including closure and contacts. Receiver pilots must accomplish ten minutes toggles engaged time and attempt to onload fuel. **(T-2)** The ten-minute toggles engaged requirement does not apply during tanker autopilot off-air refueling or during higher headquarters missions. Flight engineers and flight attendants must complete all air refueling checklists for credit. **(T-2)**

A3.20. AR07AG – Point Parallel Rendezvous (RV Delta). A point parallel rendezvous using radar beacon, differential TACAN, or computer DME, timing, DF steer, ATC/GCI assistance, or any combination of these. Dual log with Receiver Rendezvous (AR05AG).

A3.21. AR10AG – Enroute Rendezvous. A procedure used when join-up is to be accomplished at a rendezvous point at a scheduled time. Timing may be accomplished using the ground speed control, orbit delay, or timing triangle. Dual log with Receiver Rendezvous (AR05AG).

A3.22. AR13AG – Receiver Breakaway Procedures. Pilots demonstrate proficiency in executing breakaways during air refueling. Both pilots in the seats can log this event. Navigators and flight engineers should describe circumstances and procedures for requesting a breakaway.

A3.23. CE02XG – SO Systems Operations. Credited when operating as the primary qualified crewmember who operates or maintains applicable mission system during an aircraft generation,

a training sortie, an operational sortie, alert shift, or System Program Office (SPO) support. Do not log more than one system's operation on the same system per day. May also be logged if instructing or evaluating this event.

A3.24. CE04XG – TC-1 Systems Operations. Credited when operating as the primary crewmember who operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie, an alert shift, or SPO support. May also be logged if instructing or evaluating this event. Do not log more than one system's operation on the same system per day.

A3.25. CE05XG – TC-2 Systems Operations. Credited when operating as the primary crewmember who operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie, an alert shift, or SPO support. May also be logged if instructing or evaluating this event. Do not log more than one system's operation on the same system per day.

A3.26. CE06XG – CSO Systems Operations. Credited when operating as the primary qualified crewmember who operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie, an alert shift, or SPO support. Do not log more than one system's operation on the same system per day. May also be logged if instructing or evaluating this activity.

A3.27. CE07XG – Low-Frequency Transmit System Operations. Credited when functioning as the primary qualified crewmember who operates or maintains applicable mission system during an alert sortie, operational sortie, or training sortie. Do not log more than one system's operation on the same system per day. May also be logged if instructing or evaluating this activity.

A3.28. CE08XG – SHF Systems Operations. Credited when operating as the primary qualified crewmember who operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie, an alert shift, or SPO support. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A3.29. CE14XG – Communications Control Officer Operations. Credit when coordinating mission equipment configurations per operational requirements. This event requires coordination with the National Airborne Operations Center Battle Staff counterpart and leadership.

A3.30. CE17XG – Data Systems Operations. Credited when operating as the primary qualified crewmember who operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie, an alert shift, or SPO support. Do not log more than one system's operation on the same system per day. May also be logged if instructing or evaluating.

A3.31. CE38XG – Very Low-Frequency Preflight. Credited when performing a complete Very Low Frequency/Low-Frequency initialization from power off to operational status IAW T.O. 1E-4B(II)-43-1-1, *E-4B Command Control and Communication (C^3) Systems Operations Manual*, and the Vol VII. The procedure must include complete cryptographic loading procedures. May also be logged if instructing or evaluating.

A3.32. CE39XG – Low-Frequency Transmit System Preflight. Credited when performing a complete LFTS preflight from power off to operational status IAW 1E4-B(II)-43-1-1. May also be logged if instructing or evaluating.

A3.33. CE40XG – Global Summary Message Satellite Communication Preflight. Credited when performing a complete Global Summary Message Satellite Communication pre-flight from power off to operational status IAW T.O. 1E-4B(II)-43-1-1 and DSO Aircrew Aid. The procedure must include complete cryptographic and mission load set procedures. May also be logged if instructing or evaluating.

A3.34. CE46XG – EAM Transmit. Credited after completing an "off-platform" EAM transmission while adhering to relevant Vol VII standards, responsibilities, and requirements.

A3.35. CE53XG – Alignment. Credited when performing an INS Alignment procedure IAW procedures listed in T.O. 1E-4B(II)-43-1-1 under sections titled SHF OPERATOR SPECIAL PROCEDURES and INS PRESENT POSITION INITIALIZATION.

A3.36. CE54XG – Satellite Swap. Credited when performing satellite swap procedures IAW procedures listed in SHF Aircrew Aid. Coordination/approval from Battle Staff Communications Control Officer Operation is required when performing on an alert mission.

A3.37. CE55XG – Attenuator Alignment. Credited when performing Attenuator Alignment procedures IAW procedures listed in T.O. 1E-4B(II)-43-1-1 under section titled SHF OPERATOR SSMA NORMAL PROCEDURES.

A3.38. CE56XG – Test Translator Loop. Credited when performing Test Translator Loopback procedures IAW T.O. 1E-4B(II)-43-1-1 under sections titled SHF OPERATOR ALTERNATE PROCEDURES and LOOPBACK THROUGH THE TEST TRANSLATOR (LOCAL LOOPBACK).

A3.39. CE57XG – USC 28 In-House Loop. Credited when performing USC-28 In-House Loop procedure IAW SHF Aircrew Aid.

A3.40. CE58XG – COMM Preflight. Credited upon completion of the MISSION POWER OFF and MISSION POWER ON checklists IAW T.O. 1E4-B(II)-43-1-1. This can be performed with some steps simulated while the jet is on alert status to facilitate training. May also be logged if instructing or evaluating.

A3.41. CE59XG – COMM Shutdown. Credited upon completion of the EQUIPMENT SHUTDOWN checklist IAW T.O. 1E4-B(II)-43-1-1. This can be performed with some steps simulated while the jet is on alert status to facilitate training. May also be logged if instructing or evaluating.

A3.42. CE60XG – Voice EAM Procedures. Credited upon successfully transmitting an EAM via ultra high frequency line of sight radio IAW CSO Aircrew Aid and Vol VII procedures.

A3.43. CE61XG – Fax Operations. Credited when successfully sending or receiving a fax with a distant end IAW checklists and crew information brief.

A3.44. CE62XG – Authentication Procedures. Credited when demonstrating the ability to authenticate using appropriate resources properly.

A3.45. CE63XG – Security Sweep/Shutdown. Credited after completing a post-mission shutdown of all communications systems along with a verification that all associated communications security equipment has been accounted for IAW Aircrew Aid. Security Sweep/Shutdown can be credited after any of the following: alert missions, F6 sortie, and on-the-ground training events.

A3.46. CE64XG – HF ALE Ops. Credited when demonstrating successful transmit and receipt of voice traffic with a distant end over any applicable ALE networks using the High-Frequency Automatic Communications Processor (ACP)/ALE radio.

A3.47. EP09XG – Simulated Emergency Procedures Execution. Credited when accomplishing a checklist IAW T.O. 1E-4B(II)-43-1-1 under the section titled MISSION EQUIPMENT OPERATORS EMERGENCY PROCEDURES.   Crew participation may be coordinated but is not required for accomplishment. May be logged in flight or on the ground. May also be logged if instructing or evaluating this event.

A3.48. CE66XG – Very Low-Frequency Wire Ops. Credited when performing TC-1 duties on a wire flight.

A3.49. CE72XG – Video Teleconference (VTC) Setup. Credited upon successful establishment of Crisis Management System or Gold Video Teleconference utilizing High Capacity Backbone.

A3.50. LD00AG – Total Landings. All landings are multiple-logged under this Task ID (Full stop, Touch & Go, etc.).

A3.51. LD02AG – Night Landing. Used to track night landing currency.   A landing was accomplished between sunset and sunrise. Credit Total Landings (LD00AG) when accomplishing this event.

A3.52. LD03AG – Touch & Go Landing (IP Only). Instructor pilots accomplish maintaining currency—this event's loss of currency results in supervised status in this event only.   However, the individual is still considered mission-ready and may be placed on alert. Credit Total Landings (LD00AG) when accomplishing this event. **Note:** May credit Total Takeoffs (TO00AG) and Total Landings (LD00AG).

A3.53. LD07SG – Short Field Landing. The pilot demonstrates the ability to stop the aircraft within 6,000 feet of runway, turn aircraft around on the runway using no more than 153 feet turn diameter, and return to takeoff position. Emphasis is on a safe approach profile to provide a touchdown with maximum runway remaining and safe ground handling techniques. Credit Total Landings (LD00AG) when accomplishing this event. This event is completed and logged during simulator training only.

A3.54. LD09AG– Full Stop Landing-3 Engine. The pilot demonstrates the ability to land and full stop with a simulated engine out IAW flight manual procedures. Credit Total Landings (LD00AG) when accomplishing this event.

A3.55. LD23AG – Category II/III Auto land. This event requires a fully coupled approach to touchdown. Credit Total Landings (LD00AG), Category II/III Approach (AP17AG), Instrument Landing System Approach (AP14AG), Precision Approach (AP01AG), and Touch & Go Landing (LD03AG) when accomplishing this event.

A3.56. ME36AG – Oceanic/Overwater Sortie. Aircrew members may log an oceanic sortie when logging primary, secondary, instructor, or evaluator time outside the 48 contiguous states of the CONUS and using oceanic crossing procedures. Must also include a review of oceanic procedures and overseas (non-FAA) airspace regulations.

A3.57. ME12AG – Low Pass Visual Rendezvous. Accomplished IAW operational procedures. Accomplishing Rendezvous Procedure Exercise (ME24AG) and Block Time Control Exercise (ME25AG) in conjunction with this event is desired but not required.

A3.58. ME22AG – Alert Start Procedures. This training event consists of alert cocking, engine start, and taxi to the runway hold line. Credit may be awarded by accomplishing an alert taxi exercise while on ground alert or by accomplishing an alert start and taxi exercise on any training sortie. Both pilots may log the event regardless of who taxies the aircraft.

A3.59. ME24AG – Rendezvous Procedures Exercise. Credit when applicable rendezvous procedures and coordination are accomplished. Accomplish the TAXI BACK checklist and, if possible, make a subsequent takeoff. Actual physical rendezvous need not be accomplished to credit this training. Accomplishing Low Pass Visual Rendezvous (ME12AG) and Block Time Control Exercise (ME25AG) in conjunction with this event is desired but not required.

A3.60. ME25AG – Block Time Control Exercise. Time control from enroute cruise to touchdown, overhead runway midpoint, or final ramp parking destination. The accomplishment of the Low Pass Visual Rendezvous (ME12AG) and Rendezvous Procedure Exercise (ME24AG) in conjunction with this event is desired but not required. Creditable only for the pilot flying and the navigator.

A3.61. ME30AG – Flight Engineer Proficiency Exercise. Credited in conjunction with a Pilot Proficiency Exercise (SR70AG). Flight engineers perform crew specialty functions required during the pilot's proficiency exercise. See Pilot Proficiency Exercise (SR70AG) for events to be accomplished. Flight engineers are exempt from the 1.5-hour continuous condition.

A3.62. ME35AG – Passenger Comfort. Food procurement, storage, preparation, presentation, timing, and customs/agriculture restrictions. All phases of passenger handling must be carried out. In addition, final food preparation must be accomplished on the E-4B.

A3.63. NE06AG – Trailing Wire Antenna Activity. Credited when activity is accomplished. Trailing Wire Antenna Activity is defined as extension, drag, or retraction activity, which requires the flight crew and mission crew to exercise procedures and knowledge of the Trailing Wire Antenna system.

A3.64. SR04AG – Flight Attendant MSN Sortie. Sortie is flown as a primary crewmember during any training sorties, LFTS sorties, alert sorties, or sorties in support of FEMA, the President of the United States, Global Command and Control, or Special Support Mission. Flight attendants must accomplish 4 of the 6 events listed below to receive MSN sortie credit during any other sortie. **(T-2)** Credit Total Sortie (SX00AG) when accomplishing this event.

   A3.64.1. Pre-mission planning.

   A3.64.2. Preflight.

   A3.64.3. Through-flight inspection.

   A3.64.4. In-flight duties.

   A3.64.5. Onload of passengers.

   A3.64.6. Offload of passengers.

A3.65. SR04AG – Flight Engineer MSN Sortie. Sortie is flown as a primary crewmember during any training sorties, LFTS sorties, alert sorties, or sorties in support of FEMA, the President of the United States, Global Command and Control, or Special Support Mission and includes a preflight and use of alert checklist procedures. Flight engineers must accomplish 5 of the 8 events listed below to receive MSN sortie credit during any other sortie. **(T-2)** Credit Total Sortie (SX00AG) when accomplishing this event.

A3.65.1. Preflight procedures.

A3.65.2. Total Takeoff (TO00AG).

A3.65.3. Receiver Air Refueling (AR06AG).

A3.65.4. Trailing Wire Antenna Activity (NE06AG).

A3.65.5. Touch & Go Landing (LD03AG).

A3.65.6. Full stop landing.

A3.65.7. Rendezvous Procedures Exercise (ME24AG).

A3.65.8. Post-flight procedures.

A3.65.9. Alert Start Procedures (ME22AG).

A3.66. SR04AG – Navigator MSN Sortie. Sortie is flown as a primary crew member during alert, in support of FEMA, the President of the United States, Global Command and Control, or on a Special Support Mission. Navigators must accomplish 5 of the 8 events listed below to receive MSN sortie credit during any other sortie. (**T-2**) Instructors can also log while instructing items that meet the definition of a MSN sortie. Credit Total Sortie (SX00AG) when accomplishing this event.

A3.66.1. Alert Start Procedures (ME22AG).

A3.66.2. Departure through level-off procedures.

A3.66.3. Systems navigation leg.

A3.66.4. Receiver Rendezvous (AR05AG).

A3.66.5. Trailing Wire Antenna Activity (NE06AG).

A3.66.6. Descent procedures.

A3.66.7. Block Time Control Exercise (ME25AG).

A3.66.8. Rendezvous Procedures Exercise (ME24AG).

A3.67. SR04AG – Pilot MSN Sortie. Sortie is flown as a primary crewmember during alert, in support of FEMA, the President of the United States, Global Command and Control, or on a Special Support Mission. Credit Total Sortie (SX00AG) when accomplishing this event.

A3.68. SR70AG – Pilot Proficiency Exercise. 1.5-hour block of transition, instrument, and emergency procedures practice. Pilots log IP or primary time for the entire block to award credit. An IP supervises aircraft commanders. Pilots must accomplish 5 of the first 9 events listed below to receive Pilot Proficiency Exercise credit during any sortie. **(T-2)** Credit Total Sortie (SX00AG) when accomplishing this event in the aircraft.

A3.68.1. Alert Start Procedures (ME22AG).

A3.68.2. Receiver Air Refueling (AR06AG).

A3.68.3. Trailing Wire Antenna Activity (NE06AG).

A3.68.4. Total Approaches (AP00AG).

A3.68.5. Low Pass Visual Rendezvous (ME12AG).

A3.68.6. Missed approach (manual, auto, or 3-engine) (AP19AG, AP20AG, AP23AG).

A3.68.7. Short Field Landing (LD07SG). **Note:** Simulator only.

A3.68.8. Rendezvous Procedures Exercise (ME24AG).

A3.68.9. Simulated 3-engine landing.

A3.68.10. Accomplish an appropriate sampling of the following:

A3.68.10.1. Precision approaches (instrument landing system, PAR).

A3.68.10.2. Non-precision approaches (VOR, TAC, LOC, NDB, GPS/RNAV).

A3.68.10.3. Missed approaches.

A3.68.10.4. Visual pattern and landing (weather permitting).

A3.68.11. Accomplish as many practice emergency procedures as practicable in the time when conditions permit. Place particular emphasis on simulated systems malfunctions and simulated engine out operation. These may include but are not limited to:

A3.68.11.1. Simulated engine loss on takeoff. **Note:** Simulator only.

A3.68.11.2. Missed approach-3 engine.

A3.68.11.3. Simulated 3-engine landing.

A3.68.11.4. Alternate gear and flap lowering. **Note:** Simulator only.

A3.69. SX00AG – Total Sortie. Credited for any flight where primary, secondary, instructor, or evaluator flight time is logged on the AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*.

A3.70. TO00AG – Total Takeoffs. Used to track takeoff currency. Credit when accomplishing the full takeoff procedure IAW the aircraft flight manual. May credit from a Touch & Go Landing (LD03AG).

A3.71. TO05AG – Engine Loss on Takeoff. Engine failure at or after V1—the airspeed where the aircraft will either abort takeoff or continue to liftoff.