

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

**AIR FORCE MANUAL 11-2TH-1H,  
VOLUME 1**



**23 JUNE 2023**

Corrective Action applied 21 September 2023  
***Flying Operations***

**TH-1H HELICOPTER AIRCREW  
TRAINING**

---

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**ACCESSIBILITY:** Publications and forms are available for downloading or ordering on the e-Publishing web site at [www.e-Publishing.af.mil](http://www.e-Publishing.af.mil).

**RELEASABILITY:** There are no releasability restrictions on this publication.

---

OPR: 19 AF/A3V

Certified by: AF/A3T  
(Mr. William D. Dries, Jr.)

Supersedes: AFMAN 11-2TH-1HV1, 20 June 2018

Pages: 21

---

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes standard operational procedures to be used by all units and aircrew members, including contractors, operating Air Force TH-1H aircraft. This publication applies to DAF civilians and uniformed members of the Regular Air Force, and those with a contractual obligation to abide by the terms of DAF issuances. This publication does not apply to the Air Force Reserve, Air National Guard, or United States Space Force. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 U.S.C., Sec 9013, Secretary of the Air Force, Section 301a, Incentive Pay, Public Law 92-204, Section 715, Appropriations Act for 1973, Public Law 93-570, Appropriations Act for 1974, Public Law 93-294, Aviation Career Incentive Act of 1974, DoDI 7730.67, Aviation Incentive Pays and Continuation Bonus Program, Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943, as amended by Executive Order 13478, and Executive Order 9397, as amended, November 18, 2008. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Submit suggested improvements to this publication on DAF Form 847, *Recommendation for Change of Publication*, through standardization and evaluation channels to 19th Air Force Standardization and Evaluation Division. Major commands (MAJCOMs) will coordinate MAJCOM-level supplements to this volume with the Aircrew Task Force and the 19th Air Force Standardization and Evaluation Division prior to publication. Field units below the MAJCOM level will coordinate their supplements with their parent MAJCOM Standardization

and Evaluation function before publication. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor’s commander for non- tiered compliance items. Except as specified elsewhere in this manual, the 19th AF Commander is the waiver authority for this manual. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

## ***SUMMARY OF CHANGES***

This document has been substantially revised and must be completely reviewed. Major changes include removing pilot alternate insertion and extraction, and night vision goggle alternate insertion and extraction requirements. This revision also adds task identifiers to all aircrew training tasks.

<b>Chapter 1—GENERAL GUIDANCE</b>	<b>4</b>
1.1. Overview.....	4
1.2. Roles and Responsibilities. ....	4
1.3. Crewmember Experience Levels. ....	5
1.4. Initial Qualification Training (IQT) Program. ....	5
1.5. Mission Qualification Training (MQT) Program.....	5
1.6. Continuation Training (CT). ....	5
1.7. Specialized Training. ....	5
1.8. Other Aircrew Training Programs. ....	5
<b>Chapter 2—INITIAL QUALIFICATION TRAINING (IQT)</b>	<b>7</b>
2.1. General Information. ....	7
2.2. Prerequisites. ....	7
2.3. Ground Training. ....	7
2.4. Flying Training. ....	7
2.5. Senior Officer Qualification. ....	7
2.6. Requalification Training.....	7
2.7. Difference Training.....	7
<b>Chapter 3—MISSION QUALIFICATION TRAINING (MQT)</b>	<b>8</b>
3.1. General Information.....	8

<b>Chapter 4—CONTINUATION TRAINING (CT)</b>	<b>9</b>
4.1. General Information. ....	9
4.2. Ground Training. ....	9
Table 4.1. TH-1H Crew Member Ground Training Requirements. ....	9
4.3. Flying Training Requirements. ....	10
Table 4.2. Pilot Flying Currency/Volume Requirements.....	11
Table 4.3. SMA Flying Currency/Volume Requirements. ....	12
Table 4.4. Event Definitions. ....	13
4.4. Recurrency. ....	14
4.5. Proration of End-of-Cycle Requirements. ....	14
4.6. Failure to Meet Volume Training Requirements. ....	14
<b>Chapter 5—SPECIALIZED TRAINING</b>	<b>16</b>
5.1. Overview. ....	16
5.2. Instructor Certified Events. ....	16
5.3. Special Categories: ....	16
<b>Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>18</b>

## Chapter 1

### GENERAL GUIDANCE

**1.1. Overview.** This manual provides guidance for managing TH-1H aircrew training.

1.1.1. This manual establishes training policy, guidance and requirements for each phase of aircrew training to progressively develop the capabilities of aircrew.

1.1.2. This manual does not authorize deviations from the flight manual, Technical Order (TO) 1TH-1H-1, *Flight Manual - USAF Series TH- 1H Aircraft*, or other 11-series manuals. Flight safety should be given prime consideration and take precedence over the requirements and guidance of this publication.

**1.2. Roles and Responsibilities.**

**1.2.1. The 19 AF Director of Operations will:**

1.2.1.1. Review subordinate unit training programs.

1.2.1.2. Review unit training waivers and semi-annual training deficiencies.

**1.2.2. Wing and Group Commanders will:**

1.2.2.1. Ensure unit training programs meet unit requirements, and provide necessary staff support. **(T-2)**

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

1.2.2.3. Forward copies of unit supplements to this manual and subsequent changes for coordination. **(T-2)**

**1.2.3. Squadron Commanders (SQ/CC) will:**

1.2.3.1. Assign aircrew members to the appropriate training status according to AFMAN 11-202, Volume 1, *Aircrew Training*.

1.2.3.2. Ensure aircrew members are properly trained and maintain a level of proficiency to effectively accomplish the flying training mission. **(T-2)**

1.2.3.3. Brief new instructor pilots (IPs) and instructor flight engineers (IFs) on instructor responsibilities before they accomplish any student training. **(T-3)**

**1.2.4. Individual Aircrew Members will:**

1.2.4.1. Hand-carry all available training records to assist the gaining unit in assessing certifications and training requirements. **(T-3)**

1.2.4.2. Complete training requirements and maintain currencies within the guidelines of this manual. **(T-2)**

1.2.4.3. Participate only in ground and flying activities for which they are adequately prepared, trained, qualified, certified and current unless the activity is part of an upgrade or program leading to qualification or certification, or for regaining currency. **(T-2)**

### 1.3. Crewmember Experience Levels.

1.3.1. **Experienced Crewmembers.** Pilots and Special Missions Aviators (SMAs) who have been certified as TH-1H instructors and have 150 instructor hours in any helicopter and 600 total hours may be considered experienced. For the purposes of this manual, the SQ/CC and Squadron Operations Officer (SQ/DO) are considered experienced pilots.

1.3.2. **Inexperienced Crewmembers.** Pilots and SMAs who do not meet the requirements in [paragraph 1.3.1](#) are considered inexperienced. Aircrew not designated as experienced will progress through a Buddy Instructor Program (BIP) to develop sound flying skills. **(T-3)** The SQ/DO will tailor each program based on the new aircrew's performance in Initial Qualification Training (IQT) and past flying experience. **(T-3)**

**1.4. Initial Qualification Training (IQT) Program.** Completion of the IQT program qualifies aircrew members in the TH-1H aircraft. See [Chapter 2](#) for further details of the IQT program.

**1.5. Mission Qualification Training (MQT) Program.** Completion of the MQT program qualifies aircrew members to the specific unit mission and local area requirements. See [Chapter 3](#) for further details of the MQT program.

**1.6. Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency and currency. CT provides minimum ground and flight training requirements. This training is necessary to develop and certify aircrew in specific unit or local area requirements. Pilot events may be accomplished in either seat. The SQ/CC may specify additional training requirements. See [Chapter 4](#) for further details of the CT program and the associated Aviation Resource Management System (ARMS) codes.

**1.7. Specialized Training.** This training is necessary to carry out the unit's assigned missions, but is not necessarily required of every crewmember. See [Chapter 5](#) for specialized training programs.

### 1.8. Other Aircrew Training Programs.

1.8.1. **Other Unqualified Aircrew Training.** Other aircrew members not obtaining or maintaining qualification in the TH-1H will accomplish the following training before performing aircrew duties:

1.8.1.1. A review with an instructor of Technical Order 1TH-1H-1, *Flight Manual - USAF Series TH- 1H Aircraft*; AFMAN 11-2TH-1H, Volume 3, *TH-1H Operations Procedures*; and unit supplements. **(T-3)**

1.8.1.2. Emergency Egress Training Non Ejection Seat according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program* and AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*. **(T-3)**

1.8.1.3. Aircrew Flight Equipment Fit-Check according to AFI 11-301, Volume 1. **(T-3)**

1.8.1.4. A cockpit procedures trainer or aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics. **(T-3)**

1.8.2. **Flight Surgeon Qualification.** A qualified flight surgeon is allowed to occupy the left seat or a position in the cabin. A flight surgeon will not operate the flight controls unless an IP

is at the other set of flight controls and will not fly during critical phases of flight. (T-3) Flight Surgeon training will consist of the following:

1.8.2.1. Aircraft general review with an instructor. (T-3)

1.8.2.2. Cockpit and/or crew resource management training In Accordance With (IAW) AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*. (T-3)

1.8.2.3. Aircrew flight equipment and procedures training IAW AFI 11-301, Volume 1. (T-3).

1.8.2.4. Emergency Egress Training Non-ejection Seat IAW AFI 11-301, Volume 1 and AFI 16-1301. (T-3)

1.8.2.5. An instrument and emergency procedure review with an instructor. (T-3)

**1.8.3. Specialized Undergraduate Pilot Training-Helicopter (SUPT-H) Graduate Flying Training Program.** The SQ/CC (or a designated representative) may authorize graduated pilots of the SUPT-H course to perform inflight duties on a non-interference basis. The purpose of these sorties is for graduates to maintain proficient in kills they already have, not to experience new maneuvers. Specialized undergraduate pilot training-helicopter graduates must:

1.8.3.1. Fly with an IP at a set of controls, (T-1) and may occupy either seat.

1.8.3.2. Accomplish boldface testing according to local directives. (T-3)

1.8.3.3. Accomplish the minimum go/no-go requirements for pilot inflight duties IAW DAFMAN 11-401, *Aviation Management*. (T-3)

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

**2.1. General Information.** IQT is completed with a qualification evaluation and instrument evaluation (as applicable for crew position) conducted IAW AFMAN 11-2TH-1H, Volume 2, *TH-1H Helicopter Aircrew Evaluation Criteria*. Upon completion of the program, aircrew members are qualified according to AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, and AFMAN 11-2TH-1H, Volume 2.

**2.2. Prerequisites.** The formal course syllabi list course entry prerequisites and waiver authorities. Prerequisites can be found on the ETCA website at <https://usaf.dps.mil/teams/app10-etca/sitepages/home.aspx>

**2.3. Ground Training.** AFMAN 11-202, Volume 1, this manual and the formal course syllabus lists required ground training. The SQ/CC may credit any equivalent ground training from a previous flying assignment except those training events required after arriving to a new duty location.

**2.4. Flying Training.** Formal course syllabus mission objectives and tasks are minimum requirements for IQT completion. Additional training is available within the constraints of the formal course syllabus.

**2.5. Senior Officer Qualification.** Accomplish the IQT program using the appropriate formal course syllabus found on the ETCA website.

**2.6. Requalification Training.** Accomplish requalification training in accordance with AFMAN 11-202, Volume 1.

**2.7. Difference Training.** Difference training is not authorized; however, the formal course may be tailored in accordance with the syllabus for aircrew previously qualified in H-1 aircraft.

## Chapter 3

### MISSION QUALIFICATION TRAINING (MQT)

**3.1. General Information.** The MQT program is the mission instructor upgrade for formal schoolhouse assigned personnel. It is normally conducted in conjunction with IQT according to the formal course instructor training syllabus (Pilot Instructor Training/Special Missions Aviator Instructor Training).

3.1.1. Complete MQT with a mission evaluation in accordance with AFMAN 11-202, Volume 2, and AFMAN 11-2TH-1H, Volume 2.

3.1.2. Civilian contract instructors will receive training as required by their contract, which may not include all possible MQT events. **(T-3)**

3.1.3. The formal course syllabi list course entry prerequisites and waiver authorities.



## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General Information.** This chapter outlines minimum ground and flying training requirements and currencies for TH-1H aircrew members. **Note:** Currencies expressed in months expire at the end of the calendar month. There are two aspects of CT: aircrew training in the basic flying skills and specific mission-related training.

**4.2. Ground Training.** **Table 4.1** outlines ground training requirements. Ground training accomplished during IQT or MQT may be credited toward CT requirements for the training cycle in which it was accomplished. The following publications should be consulted for ground training guidance:

- 4.2.1. AFMAN 11-403, *Aerospace Physiological Training Program*.
- 4.2.2. AFMAN 11-210, *Instrument Refresher Program (IRP)*.
- 4.2.3. AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*.
- 4.2.4. AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*.
- 4.2.5. AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*.
- 4.2.6. AFMAN 11-202, Volume 1, *Aircrew Training*.
- 4.2.7. AFMAN 11-218, *Aircraft Operations and Movement on the Ground*.
- 4.2.8. AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*.

**Table 4.1. TH-1H Crew Member Ground Training Requirements.**

Grounding Events			
Event (ARMS Codes)	Frequency	References	Crew Position
Physiological Training	5 years	AFMAN 11-202V1 AFMAN 11-403	All
Emergency Egress Training, Non-Ejection Seat (LL03XT)	24 months	AFMAN11-202V1 AFI 11-301V1	All
Aircrew Flight Equipment Familiarization (LL01XT)/Training (LL06XT)	Prior to first flight at base of assignment & every 3 years after	AFI 11-301V1	All
Aircrew Flight Equipment Fit-Check (LL07XT)	Prior to first flight at base of assignment & every 3 years after	AFI 11-301V1	All
Local Area Survival (SS01XT)	Prior to first flight at base of assignment	AFI 16-1301	All

Crew Resource Management Refresher (AC05XT)	24 months	AFMAN 11-290 AFMAN 11-202V1	All	
Mast Bumping Training (G023XT)	Prior to first flight at base of assignment	This publication	All	
<b>Conditional/Supervisory Events</b>				
Event (ARMS Codes)	Frequency	References	Crew Position	Notes
Water Survival Training (SS05XT)	36 months	AFMAN 11-202V1 AFI 16-1301	All	1
Helicopter Emergency Egress Device (SS08XT)	36 months	AFI 16-1301	All	1
Night Vision Goggles (NVG) Refresher (VV01XT)	17 months	AFMAN 11-202V1	All	2
Instrument Refresher Course (G130XT)	17 months	AFMAN 11-202V1 AFMAN 11-210	Pilot	3
AirCard Training® (G400XT)	36 months	AFI 11-253	All	4
<b>Non-Grounding Events</b>				
Event	Frequency	References	Crew Position	Notes
Aircraft Anti-Hijacking (AC04XT)	24 Months	AFI 13-207-0	All	
<b>Notes:</b> 1. Loss of currency restricts overwater flight beyond autorotational distance from land. 2. Loss of currency restricts NVG flight unless supervised. 3. Restricted from IFR flight or flight in Instrument Meteorological Conditions (IMC) unless supervised. 4. Loss of currency restricts using AirCard®.				

**4.3. Flying Training Requirements.** The annual training cycle is the first day of January to the last day in December.

4.3.1. **Currency and Requirements.** Pilot currency and volume requirements listed in [Table 4.2](#). SMA currency and volume requirements listed in [Table 4.3](#). Event completion criteria listed in [Table 4.4](#). **Note:** Flight Surgeon currency and volume requirements are defined in AFMAN 11-202, Volume 1.

**Table 4.2. Pilot Flying Currency/Volume Requirements.**

Event (ARMS Codes)	Frequency (Days)		Volume (Annual)	
	I	E	I	E
Basic Events (Note 1)				
Basic Sortie (B010XT)	45		36	24
Instrument Approach (B070XT)	45			
Precision Approach (Note 3) (B080XT)			12	6
Non-Precision Approach (Note 3) (B100XT)			12	6
Contact Sortie (B200XT)	60	90		
Emergency Procedures Sortie (B440TT)	60	90		
Remote Ops (T100RT)	90			
Simulator Sortie (B441XT)	180			
Mission Events (Note 2)				
Proficiency Sortie (Note 4) (B300XT)	90	180		
Night Sortie (Note 6,7) (B410XT)	60	90		
NVG Sortie (Note 6,7) (S610XT)	60			
NVG Remote Ops (Note 6,7) (S620RT)	90			
Low-Level Sortie (T050RT)	90			
NVG Low-Level Sortie (Note 6,7) (T060XT)	90			
Weapons Systems Trainer (WST) Instructor Operating System (IOS) Sortie (Note 5) (T141RT)	180			
Formation Sortie (T140RT)	90			
NVG Simulator Sortie (B441NT)	180			
Notes:				
1. Loss of currency restricts flight in all areas unless supervised.				
2. Loss of currency restricts flight in that specific mission profile or event unless supervised.				
3. Dual credits Instrument Approach. Refer to paragraph 4.3.2.2.				
4. Loss of currency restricts flight with students.				
5. Required for IOS certified instructors only.				
6. NVG sorties or events may dual-credit night unaided or day requirements.				
7. Night sorties or events may dual-credit day requirements.				
Legend:				
I—Inexperienced aircrew according to paragraph 1.3.2.				
E—Experienced aircrew according to paragraph 1.3.1.				

**Table 4.3. SMA Flying Currency/Volume Requirements.**

Event (ARMS Codes)	Frequency (Days)		Volume (Annual)	
	I	E	I	E
Basic Events (Note 1)				
Basic Sortie (B010XT)	45		36	24
Emergency Procedures Sortie (B440TT)	60	90		
Simulator Sortie (Note 2) (B441XT)	180			
Mission Events (Note 3)				
Proficiency Sortie (Note 4) (B300XT)	90	180		
Night Sortie (Note 6,7) (B410XT)	60	90		
NVG Sortie (Note 6,7) (S610XT)	60			
Remote Ops (T100RT)	90			
NVG Remote Ops (Note 6,7) (S620RT)	90			
Low-Level Sortie (T060RT)	90			
NVG Low-Level Sortie (Note 6,7) (T060XT)	90			
WST IOS Sortie (Note 5) (T141RT)	180			
Formation Sortie (T140RT)	180			
Alternate Insertion/Extraction (AIE) (H060RT)	180			
NVG AIE (Note 6,7) (H066RT)	180			
Notes:				
1. Loss of currency restricts flight in all areas unless supervised.				
2. SMAs may dual credit as an Emergency Procedures Sortie once per annual training period				
3. Loss of currency restricts flight in that specific mission profile or event unless supervised.				
4. Loss of currency restricts flight with students.				
5. Required for IOS certified instructors only.				
6. NVG sorties or events may dual-credit night unaided or day requirements.				
7. Night sorties or events may dual-credit day requirements.				
Legend:				
I—Inexperienced aircrew according to paragraph 1.3.2.				
E—Experienced aircrew according to paragraph 1.3.1.				

**Table 4.4. Event Definitions.**

<b>Event</b>	<b>Definition</b>
Basic Sortie	Perform, demonstrate or instruct mission planning, performance data, crew and passenger briefing, crew coordination, flight clearance, taxi and hover, takeoff procedures, approach (instrument or visual), landing procedures, and fuel management.
Instrument Approach	Perform or demonstrate either a precision or non-precision instrument approach.
Precision Approach	Perform or demonstrate any type of precision instrument approach while in visual meteorological conditions or IMC conditions. No more than 50-percent of required instrument approaches flown in the simulator may be logged for annual volume requirements.
Non-precision Approach	Perform or demonstrate any type of non-precision instrument approach flown while in visual meteorological conditions or IMC conditions. No more than 50 percent of required instrument approaches flown in the simulator may be logged for annual volume requirements.
Contact Sortie	Perform, demonstrate or instruct normal approach, steep approach, shallow approach, approach to a hover (and/or touchdown), normal takeoff, maximum performance takeoff, and marginal power takeoff. <b>Note:</b> An approach to a slide landing is also desired.
Night Sortie	Accomplish 1 hour of night time of which 1/2 hour must be primary or instructor time.
NVG Sortie	Accomplish 1 hour of NVG time of which 1/2 hour must be primary or instructor time.
Emergency Procedures Sortie	Perform, demonstrate, or instruct boldface procedures, straight-ahead autorotation, low-level autorotation, autorotation with turn, hovering autorotation, and hydraulics-off approach. <b>Note:</b> The following are also desired: One autorotation to power recovery and one to a touchdown, anti-torques to include one left and one right, and simulated engine failure at hover and at altitude. All maneuvers should be accomplished on a single flight.
Low-level Sortie (Day/NVG)	Perform, demonstrate, or instruct mission-planning low-level navigation, low-level approach and landing, and time-on-target procedures. <b>Note:</b> A turning approach is also desired.
Formation Sortie	Perform, demonstrate, or instruct takeoff, approach, en route, and landing procedures as lead and wing; lost visual procedures; and rejoin procedures. <b>Note:</b> Low level operations are also desired.
Remote Sortie (Day/NVG)	Perform, demonstrate, or instruct mission planning, navigation, Hi-Lo recon, approach and landing. <b>Note:</b> Marginal power operations, slopes, nav divert, pinnacle operations, and confined area operations are also desired.

Event	Definition
Simulator Sortie/ NVG Simulator Sortie	Perform or demonstrate boldface procedures, straight-ahead autorotation, low-level autorotation, autorotation with turn, main driveshaft failure, flight control servo hard over, hydraulics-off approach, fixed pitch failures, emergency governor operations, engine over speed (either governor failure or fuel control failure) and complete loss of tail rotor thrust. <b>Note:</b> Engine start malfunctions, N2/Nf accessory gearbox failure, low side governor failure, Inlet Guide Vane failure, droop compensator failure, compressor stall, engine over speed (other emergency not accomplished above), loss of tail rotor components, and electrical fire-inflight are also desired.
WST IOS Sortie	Must operate WST sortie from any IOS station.
Proficiency Sortie	Designed to permit instructors sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile only when flying with another IP. <b>Note:</b> Advanced handling techniques and marginal power operations are desired.
AIE (Day/NVG)	SMA - Perform, demonstrate, or instruct equipment preparation/inspection, discuss pattern, and review AIE Emergency Procedures (completed during crew brief). One complete iteration must be performed with a rope ladder. Control of the device must be maintained until it contacts the surface and is returned to the cabin or released.

#### 4.3.2. Loss of Currency or Qualification.

4.3.2.1. Annual volume requirements are delinquent on the first day of the next annual training period (January 1st – December 31st). Forty-five, 60, and 90-day currency requirements are noncurrent on the 46th, 61st, and 91st days, respectively.

4.3.2.2. If pilots go non-current for an instrument approach (either annual volume or currency), they may regain instrument approach currency in the simulator under the supervision of an instructor. **Note:** Currency for instrument approaches may be regained in the simulator even if the 50 percent volume threshold is exceeded; however, the approach itself will not count towards annual volume totals.

**4.4. Recurrency.** Recurrency is required whenever an aircrew member fails to meet the frequency requirements set by this manual. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission determined by the SQ/CC.

**4.5. Proration of End-of-Cycle Requirements.** The SQ/CC may reduce currency requirements for aircrew members in accordance with AFMAN 11-202, Volume 1.

**4.6. Failure to Meet Volume Training Requirements.** Refer to AFMAN 11-202, Volume 1 and AFMAN 11-402, *Aviation and Parachutist Service*. Individual aircrew members who fail to meet volume training requirements according to this manual and AFMAN 11-202, Volume 1, will:

4.6.1. Be repressed in training status. **(T-3)** For example, a mission ready pilot will regress to non-mission ready status.

4.6.2. Not regain training status or perform aircrew duties in the new training cycle until a review is completed to determine the cause of the deficiency and whether additional training

is required. (T-2) The reviewing authority is the Operations Group Commander. This authority will not be delegated. (T-3)

## Chapter 5

### SPECIALIZED TRAINING

**5.1. Overview.** This training is necessary to carry out the unit's assigned missions, but is not necessarily required of every crewmember. SQ/CCs may select individuals for training in these specialized areas via appropriate formal course training, locally developed syllabi, or squadron-developed and Operations Group Commander approved training programs.

**5.2. Instructor Certified Events.** The following section identifies instructor certified events. AFMAN 11-202, Volume 1 provides certification documentation guidance.

**5.2.1. Functional Check Flight (FCF) Pilots.** Aircraft commanders and SMAs must complete the following training before performing duties on FCFs:

5.2.1.1. Ground and flying: Use an Operations Group Commander approved training program. FCF pilots will maintain basic events and day remote currency requirements as prescribed by the Government Flight Representative IAW AFI 10-220, *Contractor's Flight and Ground Operations*.

5.2.1.2. Remote Operations Certification. (Contract FCF Pilot only). This training will normally be conducted in conjunction with FCF pilot training.

**5.2.2. Alternate Insertion/Extraction (Pilots).** Training will be in accordance with [paragraph 5.1. \(T-3\)](#)

**5.2.3. Formation (SMAs).** Training will be in accordance with [paragraph 5.1. \(T-3\)](#)

**5.2.4. Rope Ladder (SMAs).** Training will be in accordance with [paragraph 5.1. \(T-3\)](#)

### 5.3. Special Categories:

#### 5.3.1. Buddy Instructor Program (BIP):

5.3.1.1. The BIP formalizes and standardizes the training a new instructor accomplishes after Pilot Instructor Training/Special Missions Aviator Instructor Training graduation. The unit will outline procedures for the administration, responsibilities, and training requirements for the BIP. **(T-3)**

5.3.1.2. The SQ/CC may waive or tailor BIP requirements according to an individual's experience. Units will maintain BIP training records and/or waivers in the instructor's training folder. **(T-3)** After completion of BIP requirements, the SQ/CC certifies program completion.

5.3.1.3. **Prerequisite.** MQT complete.

5.3.1.4. **Ground Training.** When entered into BIP and prior to flying with students, aircrew will review the BIP program, unit policies, instructor responsibilities, grading practices, CT requirements, scheduling, student training folder management, ground and flying safety, and standardization and evaluation procedures. **(T-3)**

5.3.1.5. **Flying Training.** The flying training portion of the BIP consists of two different kinds of sorties: BIP sorties and observation sorties. Units will develop and track BIP procedures, including sortie type, administration, and maneuvers to be flown. **(T-3)**



**5.3.1.6. Definitions:**

5.3.1.6.1. BIP Sorties. Sorties flown to increase the inexperienced instructor's proficiency level, assess his/her development, and receive mentoring from an experienced instructor.

5.3.1.6.2. Observation Sorties. Sorties flown to observe the new instructor teaching students.

JOSEPH T. GUASTELLA, Lt Gen, USAF  
Deputy Chief of Staff, Operations

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

AFPD 11-2, *Aircrew Operations*, 30 January 2019

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

AFMAN 11-2TH-1H, Volume 2, *TH-1H Helicopter Aircrew Evaluation Criteria*, 25 July 2018

AFMAN 11-2TH-1H, Volume 3, *TH-1H Operations Procedures*, 23 January 2020

AFMAN 11-202, Volume 1, *Aircrew Training*, 26 September 2019

AFMAN 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 30 August 2021

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

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 5 April 2019

AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*, 17 May 2021

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

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

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

DAFMAN 90-161, *Publishing Processes and Procedures*, 14 April 2022

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

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

AFI 13-207-0, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 5 February 2019

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

AFI 10-220, *Contractor's Flight and Ground Operations*, 7 February 2023

TO 1TH-1H-1, *Flight Manual - USAF Series TH-1H Aircraft*, 1 August 2016

***Adopted Forms***

DAF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AIE**—Alternate Insertion/Extraction

**ARM**—Aviation Resource Management System

**BIP**—Buddy Instructor Program

**CC**—Commander

**CT**—Continuation Training

**ETCA**—Education and Training Course Announcements

**FCF**—Functional Check Flight

**IAW**—In Accordance With

**IF**—Instructor Flight Engineer

**IMC**—Instrument Meteorological Conditions

**IOS**—Instructor Operating System

**IP**—Instructor Pilot

**IQT**—Initial Qualification Training

**MAJCOM**—Major Command

**MQT**—Mission Qualification Training

**NVG**—Night Vision Goggles

**OPR**—Office of Primary Responsibility

**SERE**—Survival Evasion Resistance and Escape

**SMA**—Special Missions Aviator

**SUPT-H**—Specialized Undergraduate Pilot Training-Helicopter

**TO**—Technical Order

**WST**—Weapons Systems Trainer

### *Office Symbols*

**19 AF/A3V**—19th Air Force Standardization and Evaluation Division

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

**SQ/CC**—Squadron Commander

**SQ/DO**—Operations Officer

### *Terms*

**Aircraft Commander (AC)**—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission. Note: For the purposes of this manual, the term pilot in command (PIC) may be used interchangeably with AC.

**Certification**—The process of certifying an aircrew member in tactical employment and special weapons capabilities, procedures, and rules.

**Continuation Training (CT)**—Training to maintain proficiency and improve aircrew capabilities while performing squadron missions and aircrew proficiency sorties not flown in formal syllabi

missions, tests, or evaluations. This training is applicable to BAQ, BMC, and CMR aircrew members.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination IAW AFMAN 11-290, Cockpit/Crew Resource Management and Threat & Error Management Program.

**Currency**—The minimum frequency required to perform an event or sortie safely.

**Difference Qualification Training (DQT)**—Training provided to qualify members in a different series aircraft in the same mission design.

**Event**—The accomplishment of specific training elements, functions, or tasks (i.e., formation, NVG, water operations, remote operations, etc.).

**Flight Lead**—As designated on the flight orders, the individual responsible for the overall conduct of the mission from preflight preparation/briefing to postflight debriefing regardless of actual position within the formation.

**Formation**—Two or more aircraft under the command of a designated flight lead operating in mutual support with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others flying in the same formation.

**Functional Check Flight (FCF)**—A flight or flights performed to determine whether an aircraft, and/or its various components, are functioning according to predetermined specifications while subjected to the flight environment. FCFs are conducted when it is not feasible to determine safe or required operation (aerodynamic reaction, air loading, signal propagation, etc.) by means of ground or shop tests. Conditions requiring FCFs are specified in the -6 T.O. for each type of aircraft. FCF checks or maneuvers can only be accomplished by current and qualified aircrew members.

**Low-Level Operations**—Flight conducted below 300 feet AGL.

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in the squadron's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Mission Ready (MR)**—The status of an aircrew member who has satisfactorily completed MQT, is fully qualified to perform the squadron's mission(s), and maintains qualification, certifications, and proficiency in these missions at non-combat coded units (e.g., FTU, test, and Operational Support Airlift).

**NVG Sortie**—Any night sortie where crewmembers wear NVGs for situational or orientation awareness while performing duties in the primary crew position.

**Night Time**—The time between the end of evening civil twilight and the beginning of morning civil twilight as published in the Air Almanac, converted to local time.

**Operational Mission**—Any mission not designated as a unilateral training mission. Operational Support Flyer (OSF)—An individual whose primary full-time duty does not require flying but may be required by the Air Force to fly on an infrequent or irregular basis in order to perform a specific, essential inflight duty which a regularly assigned primary or mission aircrew member cannot

perform. Helicopter OSFs may include, but are not limited to, medical technicians and security force personnel.

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Profile**—A combination of training events that are flown together to receive credit and are logged under one ARMS identifier.

**Qualification**—Aircrew member has demonstrated the capability to operate the aircraft and/or equipment safely and effectively during all phases of the mission.

**Special Mission Aviator (SMA)**—A career enlisted aviator air force specialty code (AFSC) responsible for the following activities: performing aircraft visual inspections and in-flight duties; operating and monitoring engine and aircraft systems controls, panels, indicators, and devices; supervising cargo/passenger loading and offloading activities; determining cargo placement and restraint requirements, as well as directing and checking the placement of restraint equipment; computing aircraft weight and balance, as well as performing functions which include airdrop of personnel and equipment/cargo; inspecting, operating, and securing armament systems and subsystems; operating airborne weapons systems; and employing combat procedures and tactics.

**Specialized Training**—Training in specialized tactics, weapon systems, or flight responsibilities such as flight lead, instructor, NVG water ops, etc. This training may be conducted during MQT, LMT, or during continuation training as required.

**Syllabus**—Formal guidance which details procedures to complete an aircrew training program.

**Training Cycle**—The period of time for which aircrew continuation training requirements are tracked and maintained. The RTM establishes the aircrew training cycle and reporting requirements.

**Training Status**—A status in which all of an aircrew member's flying training is completed under the supervision of an instructor in the aircrew member's respective crew position.

**Volume**—A method of tracking currency based on the total number of events/sorties completed within a specified period of time.