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SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2UV-18,
VOLUME 1**



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Flying Operations

UV-18 AIRCREW TRAINING

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*. Along with major command (MAJCOM) and local procedures, this publication establishes the minimum Air Force standards for training and qualifying personnel performing duties in the UV-18 aircraft. This publication applies to Regular Air Force and Air Force Reserve aircrew members who operate the UV-18. It does not apply to the Air National Guard. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, Secretary of the Air Force. The applicable System of Records Notice F011 AF XO A, *Aviation Resource Management Systems*, is available at <http://dpcl.o.defense.gov/Privacy/SORNs.aspx>. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate standardization and evaluation (stan/eval) functional chain. This publication may be supplemented at any level. Field units below MAJCOM-level will coordinate copies of their supplements with their parent MAJCOM stan/eval office prior to approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See

AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include compliance with the Secretary of the Air Force publication guidance to reduce regulatory information and to convert this publication from an Air Force Instruction to an Air Force Manual.

Chapter 1

GENERAL GUIDANCE

1.1. Overview: This publication prescribes basic policy and guidance for training United States Air Force UV-18B aircrews supporting the United States Air Force Academy Airmanship programs according to AFD 11-2 and AFMAN 11-202 Volume 1.

1.2. Roles and Responsibilities:

1.2.1. 19th Air Force Director of Operations (19 AF/DO) personnel will:

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

1.2.1.2. Process all change requests, review unit waiver requests, and collect end-of-cycle reports. **(T-2).**

1.2.1.3. Determine training requirements. **(T-2).**

1.2.2. Wing and Group commanders will:

1.2.2.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support. **(T-2).**

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

1.2.2.3. Forward copies of unit training programs, all waiver requests, and unit supplements that expand on the minimum guidelines of this publication and subsequent changes to 19 AF Undergraduate Flying Training (19 AF/DOU) for review and coordination with 19 AF/DOV. **(T-2).**

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

1.2.2.5. Identify and report end-of-cycle training shortfalls semi-annually to 19 AF/DOU. **(T-2).**

1.2.3. Squadron commanders will:

1.2.3.1. Manage squadron continuation training (CT) and flying hour program to ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members. **(T-2).**

1.2.3.2. Review training and evaluation records of newly assigned aircrew members and those completing formal training prior to qualification/certification. **(T-2).**

1.2.3.3. Brief new pilots on their responsibilities and program policies before the new pilot accomplishes the unit mission and any student training. **(T-2). Note:** The squadron operations officer may conduct this briefing if the squadron commander is not available.

1.2.3.4. Review completed training documentation, assign qualified individuals to a training status, and certify trained and qualified individuals to mission ready (MR) and instructor pilot (IP) status. **(T-2). Note:** The squadron commander, operations officer or assistant operations officer will fly a certification sortie prior to squadron commander written certification. **(T-2).**

1.2.3.5. Report end-of-cycle training deficiencies through the flying training group (FTG). **(T-2).**

1.2.4. Squadron or flight training officer will:

1.2.4.1. Maintain training records. **(T-2).** Electronically generated training records may be used.

1.2.4.2. Update the squadron commander monthly on the status of all personnel in training and provide the squadron commander an estimated completion date. **(T-3).**

1.2.4.3. Inspect all completed training records on aircrew who have completed training qualification/certification and forward the records through the squadron commander or appropriate certifying official. **(T-2).**

1.2.5. Individual aircrew members will:

1.2.5.1. Hand-carry all available training records to help the gaining unit assess qualifications and training requirements. **(T-2).**

1.2.5.2. Complete training requirements and currencies within the guidelines of this publication. **(T-2).**

1.2.5.3. Participate only in ground and flying activities for which they are qualified, current, and prepared. **(T-2).**

1.3. Phases of Training.

1.3.1. Initial Qualification Training (IQT). This training is necessary to qualify aircrew for duties in the UV-18 aircraft without regard for the unit's operational mission. See [Chapter 2](#) for IQT program requirements. The maximum completion time for IQT will be in accordance with the applicable IQT syllabus. **(T-2).**

1.3.2. Mission Qualification Training (MQT). This training is necessary to qualify aircrew for the unit's mission or local-area requirements. This training may be incorporated in MAJCOM-approved IQT syllabi. See [Chapter 3](#) for MQT program requirements.

1.3.3. Continuation Training (CT). This training is necessary for qualified aircrew to maintain their level of proficiency, increase flight certifications, and develop as pilots and instructors. It provides minimum ground and flight training requirements. See [Chapter 4](#) for CT program requirements.

1.3.4. Specialized Training. This training is necessary to carry out the unit's assigned missions, but is not required of every crewmember. Examples of specialized training include formation, instructor pilot (IP), and functional check flight (FCF) pilot. Individuals recognized by the unit will accomplish appropriate formal course training to qualify personnel in these specialized areas or comply with locally developed syllabi and squadron developed training programs. **(T-2).** See [Chapter 5](#) for specialized training program requirements.

1.4. Training Concepts and Policies.

1.4.1. Units will normally train every assigned or attached pilot to MR status. The FTG commander may approve training for individual pilots to basic aircraft qualified (BAQ) if there is minimal impact to the mission and adequate resources are available to support required non-

mission sortie and event requirements. Unit will document this authorization in the individual's training folder. (T-2).

1.4.2. Night vision goggle training is not authorized. (T-2).

1.5. Training Records and Reports.

1.5.1. Units will maintain aircrew records for individual training and evaluations according to AFMAN 11-202, Volume 1; AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*; and the records disposition schedule. (T-2). Training records referenced in this publication, may be electronic utilizing Graduate/Training Integration Management System (G/TIMS).

1.5.2. For each certification listed on the squadron letter of Xs, units will maintain documentation on an AF Form 4348, *USAF Aircrew Certifications*, or G/TIMS equivalent, according to AFI 11-202, Volume 2, and their MAJCOM supplement. (T-2). This includes certifications maintained in other locations such as supervisor of flying. Corresponding training records maintained during the certification process shall be retained a minimum of six months after the AF Form 4348 is signed. (T-2). Units may then archive or dispose of the records in accordance with the records disposition schedule.

1.6. Pilot Utilization.

1.6.1. Commanders will ensure assigned pilots fill only authorized positions listed in unit manning documents and properly designated pilot status. (T-2). The objective is for pilots to perform only operations-related duties. Supervisors may assign pilots to valid, short-term tasks but must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.6.2. Duties required by various publications that may be assigned to aircrew position indicator level one pilots are quality assurance evaluator, programmer, safety officer, supervisor of flying, mobility officer, training, aircrew flight equipment officer, and duties directly related to flying operations. Aircrew position indicator level one pilots will not be attached to wing staffs or hold wing staff positions unless wing pilot manning is 100 percent or better. (T-2). Commanders will ensure wing staff pilots perform duties justified in MAJCOM manpower standards documents and authorized in the unit manpower document. (T-2).

1.7. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus and AFMAN 11-202, Volume 1, as supplemented, for aircrew graduate evaluation procedures.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General.

2.1.1. This chapter outlines the initial qualification training program for the UV-18. On completion of the program, pilots will be qualified in accordance with AFI 11-202, Volume 2; and AFMAN 11-2UV-18, Volume 2, *UV-18 Aircrew Evaluation Criteria*; as first copilots (FC) or first pilots (FP). **Note:** Only one combined evaluation is required when pilots complete MQT in conjunction with IQT.

2.1.2. Except in unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with a minimum of interruption and complete training within the time specified by the syllabus. **(T-3).** Failure to complete training within the specified time limit requires notifying the gaining commander of the individual's name and grade, reason for delay, planned actions, and estimated completion date. **(T-2).**

2.1.3. Completion of IQT qualifies a copilot to fly in the right seat and a FP to fly in either seat under the supervision of an aircraft commander or above.

2.2. Prerequisites. Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFMAN 11-202, Volume 1. **(T-2).**

2.2.1. Each aircrew member must comply with the appropriate formal course training prerequisites prescribed in education and training course announcements, available at <https://etca.randolph.af.mil/>. **(T-2).**

2.2.2. All personnel maintaining flying status will meet the physical examination and physiological training requirements in AFMAN 11-202, Volume 1, before flying. **(T-2).**

2.3. Ground Training. Ground training will follow the formal course syllabus flow. **(T-2).**

2.4. Flying Training. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training due to student nonprogression is only available within the constraints of the formal course syllabus. Pilots may satisfy MQT and specialized training requirements during IQT if the appropriate IP is available and the formal course training allows.

2.5. Basic Aircraft Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (**paragraph 4.14**). Follow the requalification guidance in AFMAN 11-202, Volume 1, and **paragraph 3.8** of this publication. **(T-2).**

2.6. Conversion and Difference Qualifications. Conversion qualification follows the formal course qualification syllabus. Difference qualification is not authorized. **(T-2).**

2.7. Multiple Qualification. Qualification in more than one mission design series is authorized in accordance with AFMAN 11-202, Volume 1.

2.8. Senior Officer Qualification. Comply with the guidance provided in AFI 11-401, *Aviation Management*, and AFMAN 11-202, Volume 1. Flying training wing commanders will be fully qualified IPs and have a completed AF Form 8, *Certification of Aircrew Qualification*, according to the requirements of AFI 11-401 and AFMAN 11-2UV-18, Volume 2. **(T-2).**

2.9. Flying Training Wing Key Personnel.

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

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

2.9.3. The FTG and deputy FTG commanders will be instructor qualified and maintain flight examiner certification in their primary mission aircraft. **(T-2).**

2.10. Flight Surgeon Qualification. Flight surgeon qualification training will consist of the following ground training:

2.10.1. Aircraft general review. **(T-2).**

2.10.2. An instrument and emergency procedures review with an IP. **(T-2).**

2.10.3. One-time Cockpit/crew resource management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Program*. **(T-2).**

2.10.4. Aircrew flight equipment and procedures training in accordance with AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. **(T-2).**

2.10.5. Egress training, nonejection seat, in accordance with AFI 11-301, Volume 1. **(T-2).**

2.10.6. Flight surgeon qualification examination completion according to AFI 11-202, Volume 2. **(T-2).** **Note:** Upon completion of ground training, a flight surgeon is qualified to occupy the right seat during UV-18 missions with an IP at the controls. A flight surgeon will not operate the controls during critical phases of flight. **(T-2).** Without an IP onboard, a flight surgeon must occupy a seat in the troop compartment. **(T-2).**

2.11. Indoctrination Flier Training. Units will document indoctrination flier training on a unit-developed checklist. **(T-2).** Indoctrination fliers will accomplish the following initial checkout:

2.11.1. A review, with an IP, of the aircraft flight manual (Technical Order 1U-18(V)B-1, *Flight Manual, USAF Series UV-18B Aircraft*); AFMAN 11-2UV-18, Volume 3, *UV-18 Operations Procedures*; and unit supplements. **(T-2).**

2.11.2. Egress training according to AFI 11-301, Volume 1. **(T-2).**

2.11.3. An aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics. **(T-2).** The IP will emphasize electronic flight instrument system displays and controls. **(T-2).**

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General.

3.1.1. MQT upgrades pilots who have completed IQT to MR status. MQT is normally conducted in conjunction with IQT ([paragraph 2.1.1](#)). At the completion of MQT, the squadron commander will certify the pilot as a mission pilot (MP) or copilot (MC). (T-2).

3.1.2. Pilots who complete MQT are basic mission capable according to AFMAN 11-202, Volume 1, and will not be designated MR until certified by the squadron commander. (T-2).

3.1.3. Pilots must complete MQT within the training time prescribed in the formal course syllabus. (T-3). The FTG commander is waiver authority for training time extensions. Units will document this waiver in the individual's training folder. (T-2). Units may consider MQT complete after successful completion of a UV-18 mission evaluation in accordance with AFMAN 11-2UV-18, Volume 2.

3.2. Prerequisites. Pilots must complete IQT before beginning MQT. (T-2). Before entering MQT, each aircrew member must comply with prerequisites in the appropriate formal course training syllabus and AFMAN 11-202, Volume 1. (T-2).

3.3. Ground Training. Units will maintain lesson plans for MQT ground training. (T-2). When MQT is not conducted in conjunction with IQT, minimum ground training will consist of the ground training required by the formal course syllabus. (T-2).

3.4. Flying Training. When MQT is not conducted in conjunction with IQT, complete the instructional sorties required by the formal course instructor syllabus. (T-2).

3.5. Sorties. When MQT is not conducted in conjunction with IQT, units will log MQT sorties as mission support sorties. (T-2). MQT sorties and events may be used to meet the CT sortie and event requirements for the upgrade pilot during the training cycle in which they are flown.

3.6. Loss of IP Qualification. Failure of a mission evaluation, a commander-directed downgrade, or failure to perform UV-18B instructor duties according to [paragraph 3.7](#) results in loss of IP qualification. To regain IP qualification, pilots must successfully complete an evaluation according to AFI 11-202, Volume 2, and AFMAN 11-2UV-18, Volume 2. (T-2).

3.7. Loss of MR/BAQ Status.

3.7.1. Pilots will be placed in non-mission ready/non-BAQ status if they:

3.7.1.1. Fail any flight evaluation. (T-2). To regain MR status, the pilot must successfully reaccomplish the failed flight evaluation according to AFI 11-202, Volume 2, and AFMAN 11-2UV-18, Volume 2. (T-2).

3.7.1.2. Fail a qualification written examination. (T-2). To regain IP status, the IP must successfully reaccomplish the failed examination. (T-2).

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

3.7.1.4. Fail to complete the continuation training (CT) sorties required by **Table 4.3 (T-2)**. See **paragraph 4.12** to regain IP status.

3.7.2. If an IP becomes noncurrent in an event or sortie listed in **Table 4.2**, IP status may be retained, but the IP will not instruct in that event or sortie until the required currency is regained. **(T-2)**. Supervision by another IP is required to regain currency. **(T-2)**.

3.7.3. In accordance with AFI 11-202, Volume 3, *General Flight Rules*, non-mission ready/Non-BAQ pilots will not act as pilot-in-command.

3.8. Requalification Training. For all aircrew personnel, except flight surgeons, requalification requirements follow the Requalification Training guidance in AFMAN 11-202, Volume 1. A flight evaluation completes the requalification process according to AFMAN 11-2UV-18, Volume 2. Flight surgeons will reaccomplish qualification training per **paragraph 2.10. (T-2)**.

3.8.1. **Table 4.2** lists the currency items affecting qualification.

3.8.2. When authorized by AFMAN 11-202, Volume 1, and approved by the FTG commander, pilots may complete a locally generated training program. For locally generated training, the squadron commander will develop an individual program, taking into account the pilot's previous experience and currency. **(T-2)**.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training and currencies required for UV-18 qualified aircrew. Units may direct additional training in a supplement to this publication.

4.2. Training Cycle. There are two CT training cycles: 1 January to 30 June, and 1 July to 31 December of each calendar year.

4.3. Quarterly Meetings.

4.3.1. CT Meetings. Commanders will direct and supervise quarterly CT meetings. **(T-2).**

4.3.1.1. The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge. A CRM topic or scenario will be discussed in each CT meeting referring to CRM core concepts from AFI 11-290. **(T-2).**

4.3.1.2. Commanders will chair a monthly CT meeting for inexperienced pilots and those in the buddy IP (BIP) program. **(T-2).** The regularly scheduled squadron quarterly CT meeting fulfills the requirement for that month's meeting.

4.3.2. IP Meetings. Commanders will direct and supervise quarterly IP meetings. **(T-2).** Commanders will use these meetings to discuss standardization, instructional techniques, grading practices, and recent trends. **(T-3).** They may be combined with CT meetings if all topics are adequately covered.

4.3.3. Attendance. Attendance at CT and IP meetings is mandatory. The unit will determine a method to track CT and IP meeting attendance as part of the go/no-go process for flight. **(T-2).** Individuals who are not available for CT or IP meetings will read the meeting minutes or be briefed by an operations supervisor before their next flight. **(T-2).**

4.4. Minimum Training Requirements. Training accomplished during IQT, MQT and BIP training may be credited toward CT requirements for the training cycle in which it was accomplished.

4.5. Multiple Qualification Requirements. Individuals qualified in more than one mission designation series will complete all of the flying training requirements of this chapter in the UV-18. **(T-2).**

4.6. Periodic Emergency Procedures Simulator and Situational Emergency Procedures Training (SEPT).

4.6.1. All pilots will accomplish annual emergency procedure simulator training and semiannual emergency procedures and cockpit/crew resource management (CRM) training as prescribed in [Table 4.1](#) **(T-2).**

4.6.2. If semiannual requirements are not met, pilots will not fly until the SEPT is accomplished. **(T-2).**

4.6.3. The SEPT administered by an IP must include:

4.6.3.1. All critical action procedures and selected noncritical action emergencies from Section III of TO 1U-18(V)B-1. **(T-2).**

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

4.6.3.3. All Headquarters Air Force, MAJCOM, NAF, wing or local Special Interest Items. (T-2).

4.6.3.4. Any additional local items as determined by the squadron commander. (T-3).

4.6.4. Preferably, accomplish SEPT one on one, but small, flight-sized groups are allowed so all members can participate to the full extent and share equal time responding to emergency situations.

4.6.5. Teaching SEPT may satisfy semiannual SEPT requirement for the IP who administers the training.

4.6.6. SEPT may also be accomplished in-flight, in a static aircraft, in a cockpit trainer, or in a Federal Aviation Administration approved training facility for the aircraft's civil variant emergency procedure simulator.

4.7. Flight Surgeon Requirements.

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

4.7.2. Flight surgeons will accomplish CT in accordance with AFMAN 11-202, Volume 1. (T-2). To regain currency, flight surgeons need only reaccomplish the non-current event (T-2).

4.8. Indoctrination Flier Training. Indoctrination fliers will complete an annual ground training program to include review of aircraft systems, emergency procedures, and egress training according to AFI 11-301, Volume 1 and [paragraph 2.11](#) of this publication. (T-2). They will complete monthly boldface testing. (T-2). Indoctrination fliers are exempt from other periodic flying requirements.

4.9. Ground Training Requirements. AFMAN 11-202, Volume 1, and [Table 4.1](#) summarize pilot ground training requirements. For ground training prescribed by other publications, units must refer to those publications for the latest requirement. (T-2). Initial ground training accomplished during IQT and MQT may be credited toward CT requirements for the training cycle in which it was accomplished.

4.10. Flying Training Requirements and Currencies. All pilots will maintain currency requirements as applicable in [Table 4.2](#) and sortie/event requirements as applicable in [Table 4.3](#). (T-3).

4.10.1. The FTG commander (the 19 AF/DOV chief for a command flight examiner) is the waiver authority for these requirements. Document approved waivers in the individual's training folder. (T-2). Refer to [Chapter 6](#) for guidance on logging sorties and events.

4.10.2. Any pilot not meeting currency requirements (except for jump currency) will not perform the sortie or event except under the supervision of an IP. (T-2).

4.11. Restrictions. Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. (T-2).

Table 4.1. Pilot Ground Training Requirements.

I T E M	A	B	C	D
	Subject (Note 1)	Frequency	Prescribing Directive	Grounding
1	Flight Physical	455 days	AFI 44-170, <i>Preventive Health Assessment</i> /AFI 48-123, <i>Medical Examinations and Standards</i>	Yes
2	Physiological training	60 Months	AFI 11-403, <i>Aerospace Physiological Training Program</i>	Yes
3	Emergency egress training, non-ejection seat (LL03)	Every 12 months (Note 4)	AFI 11-301, Volume 1	Yes
4	Instrument refresher training	Every fourth calendar quarter	AFMAN 11-210, <i>Instrument Refresher Program (IRP)</i>	Yes
5	Aircrew qualification	Every 17 months	AFMAN 11-UV-18, Volume 2	Yes
6	CRM training	Every 12 months	AFI 11-290	Yes
7	Aircrew flight equipment familiarization (LL01)	Once per base	AFI 11-301, Volume 1	Yes
8	Aircrew flight equipment Training (LL06)	Every 12 months	AFI 11-301, Volume 1	Yes
9	Local area survival training (SS01)	Once per base	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	Yes
10	Water survival refresher (SS05)	Every 36 months	AFI 16-1301	No
11	Situational emergency procedures training (SEPT)	Every 6 months	AFMAN 11-UV-18, Volume 1	Yes
12	Emergency procedures simulator (Note 2)	Annually	AFMAN 11-UV-18, Volume 1	Yes
13	Boldface and operation limits testing (Note 3)	Monthly	AFMAN 11-UV-18, Volume 1	Yes
14	Antihijacking training	Every 24 months	AFI 13-207-O, <i>Preventing and Resisting Aircraft Piracy (Hijacking)</i>	No
15	Marshalling test	Once per base	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	No
16	Air card training	36 Months	AFI 11-253, <i>Managing Off-Station Purchases of Aviation Fuel and Ground Services</i>	No
17	Flight surgeon written exam (Flight Surgeon only)	17 Months	AFI 11-202, Volume 2	Yes

I T E M	A	B	C	D
	Subject (Note 1)	Frequency	Prescribing Directive	Grounding

Notes:

1. This is a consolidated list. Units will comply with grounding/frequency requirements of the most restrictive guidance when differences exist between this AFMAN and prescribing directives. **(T-1).**
2. Emergency procedures simulator can be used to update the SEPT. The FTG commander can waive the emergency procedures simulator requirement.
3. An unsatisfactory boldface examination will result in grounding until successful reaccomplishment. **(T-2).** Operation limits are correctable to 100 percent.
4. Flight surgeons will follow the frequency requirements in AFMAN 11-202, Volume 1. **(T-2).**

Table 4.2. UV-18 Pilot Currency Requirements.

Table 4.2: CV-18 Pilot Currency Requirements.				
I	A	B	C	D
T E M	Sortie/Event	Currency	Affects BAQ	Notes
Sorties				
1	CT sortie	90 days	No	1
2	FCF sortie	180 days		2
3	Formation sortie	180 days		2
4	Jump sortie	60 days		
Events				
5	Instrument approach	45 days	No	1
6	Landing	45 days	Yes	1
7	Night landing	180 days	No	3
Notes:				
1. Pilots not current in this sortie or event require IP supervision on all flights.				
2. Only required for certified pilots.				
3. Night landings count toward landing currency.				

Table 4.3. Semiannual UV-18 Pilot Sortie and Event Requirements.

I	A	B		C			D
T E M	Requirements	BAQ		MR			Notes
		FC	FP	MC	MP	IP	
Sorties							
1	CT sorties	2	2	2	2	2	1
2	Out-and-back mission	0	1	1	1	1	
3	Total sorties	4	4	36	36	24	
Events							
4	Full flap landings	0	0	0	0	1	2
5	Night landings	2	2	2	2	2	2
6	Nonprecision approach	3	3	6	6	6	
7	Precision approach	3	3	6	6	6	

I	A	B		C			D
T E M	Requirements	BAQ		MR			Notes
		FC	FP	MC	MP	IP	
8	Reverse taxi	0	0	0	1	1	3
9	Total landings	12	12	36	36	24	
10	Touch-and-go landings	6	6	6	6	6	2
Notes: 1. Accomplish with an IP. (T-2). (Exception: IP CT sorties do not require another IP.) 2. Counts toward total landings. 3. Required for certified FPs, MPs, and IPs. (T-2).							

4.12. Failure to Complete Semiannual Requirements. Pilots who fail to complete semiannual training requirements according to [Table 4.1](#) and [Table 4.3](#) and minimum MR or BAQ CT requirements according to AFMAN 11-202, Volume 1, will result in regression until a review is completed to determine continued or additional training. (T-2).

4.12.1. Regression. MR pilots will regress to BAQ status, and BAQ pilots will regress to unqualified status (N-BAQ). (T-2). N-BAQ pilots will not fly in the new training cycle until the review is completed unless supervised by an IP. (T-2). Pilots regressed from MR to BAQ may continue to fly as an FP or FC under the supervision of an IP until the review is completed.

4.12.2. The FTG commander (or the 19 AF/DOV chief for a command flight examiner) is the reviewer and waiver authority. The reviewer should consider the type and magnitude of the deficiency and the pilot's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. The unit will document this waiver, with justification, in the individual's training folder and report these training cycle shortfalls to 19 AF/DOU. (T-2).

4.12.3. Refer to [paragraph 4.15](#) for guidance on prorating requirements. Refer to AFMAN 11-402, *Aviation and Parachutist Service*, for guidance on aviation service suspension when failure to complete requirements is for causes entirely within the member's control.

4.12.4. The minimum additional training will include all deficient sorties and events with appropriately certified IP supervision. (T-2).

4.13. Loss of Currency and Recurrency. Unless otherwise restricted, pilots may log and update currencies during any sortie (including student sorties) if the maneuver or item is demonstrated. All flying currencies/events must be logged in the aircraft. (T-2). If a pilot loses an event currency, he or she will not perform that event except for the purpose of regaining currency under the supervision of a current and qualified instructor. (T-2).

4.14. Recurrency of events affecting BAQ. Landing currency affects BAQ in accordance with [Table 4.2](#). Loss of currency exceeding 6 months will result in unqualified status requiring requalification according to AFMAN 11-202 Volume 1 and [paragraph 3.8](#) (T-2). Loss of currency up to 6 months will require recurrency training as follows (**Note:** Timing starts from date of event currency expiration.):

4.14.1. Noncurrent 1 to 45 days, regain landing currency by accomplishing three successful landings (preferably one each of 0-, 10-, and 20-degree flap settings) under the supervision of a current IP. (T-2).

4.14.2. Noncurrent 46 to 90 days, regain landing currency by accomplishing the same actions in [paragraph 4.14.1](#), plus an instructor-supervised review session (normal, emergency, and instrument procedures). (T-2).

4.14.3. Noncurrent 91 to 180 days, regain currency by accomplishing the following:

4.14.3.1. Perform the same actions as in [paragraph 4.14.1](#), plus an IP-supervised CT sortie. (T-2).

4.14.3.2. Accomplish the open and closed book qualification written examinations. (T-2).

4.14.3.3. Complete an AFMAN 11-2UV-18, Volume 2, emergency procedures evaluation. (T-2). AF Form 8 or AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*, documentation is not required.

4.15. Prorating Requirements. At the end of the training cycle, the squadron commander may prorate training requirements according to AFMAN 11-202, Volume 1, if the aircrew member was not available. The commander may consider extended periods of adverse weather and periods when the aircraft are not available for normal training as nonavailability. The squadron commander may not prorate periods of less than 15 days. (T-3).

Chapter 5

SPECIALIZED TRAINING

5.1. General.

5.1.1. Specialized training programs upgrade qualified aircrew members to aircraft commander, IP, FCF pilot or other specialized mission skills. Units may tailor these programs for all crewmembers based on experience, currency, documented performance, and formal training. Units will document all specialized training certifications on the AF Form 4348 or electronic G/TIMS equivalent, to include those certifications that are unit specific. **(T-2).**

5.1.2. The squadron commander will approve entry into all specialized training programs and certify pilots following training completion. **(T-2).**

5.1.3. Except where a formal course is required by this publication, specific training guidance, procedures, policy, and requirements for specialized training are described in locally developed syllabi. Ground training will precede flying training. **(T-3).**

5.2. Aircraft Commander Training. This program describes training required for upgrade to aircraft commander and authorizes the pilot to perform pilot in command duties.

5.2.1. Pilots will attain at least 100 hours in the UV-18 as a MP or MC before entering aircraft commander upgrade training. **(T-2).** The squadron commander is the waiver authority and will ensure waivers are documented in the individual's training folder. **(T-2).**

5.2.2. Prior to certification, upgrade pilots will demonstrate proficiency in mission planning; briefing; reverse taxi, uncontrolled airfield operations; precision and nonprecision instrument approaches; single-engine pattern, approach, go-around, and landing; 0-, 10-, and 20-flap landings; actual or simulated jump operations (including off- station jump operations); and debriefing. **(T-2).**

5.3. Formation Training. Formation training consists of training to two levels of certification, formation pilot and formation instructor pilot. All upgrade pilots will fly upgrade sorties under the supervision (in the same aircraft) of a formation-qualified instructor. **(T-2).** A formation leader will be designated as the individual responsible for the overall conduct of the formation from preflight through post-flight briefings. **(T-2).**

5.3.1. Formation pilot candidates must be at least MP qualified. **(T-2).** A formation IP candidate must be IP qualified and formation pilot certified. **(T-2).**

5.3.2. As a minimum, ground training for formation pilot certification will consist of squadron-developed instruction including mission preparation, flight briefings and debriefings, conduct of missions, and emergency procedures. **(T-2).**

5.3.3. Formation pilot flying training will include a minimum of three sorties (at least one in each seat). **(T-3).** Pilots must complete all unit-directed training and maneuvers as lead and wing. **(T-3).** Once certified, the pilot may lead formations and fly in either seat with any other formation-certified pilot.

5.3.4. There is no specific flying training required for formation IP upgrade. Once certified, an individual is authorized to upgrade new formation pilots and fly formation currency or re-currency sorties.

5.4. Instructor Pilot Training. This course teaches selected pilots the fundamentals and concepts of instructing and certifies them to perform IP duties.

5.4.1. The IP candidate will be an MP with 150 hours of total UV-18 flight hours. (T-3). The squadron commander may waive this requirement for highly experienced candidates. Approved waivers will be documented in the individual's training folder. (T-2).

5.4.2. All initial IP candidates will complete the formal UV-18 IP course. (T-2). Flying training will include an instructor evaluation as defined in AFI 11-202, Volume 2. (T-2).

5.5. Buddy IP (BIP) Training. Units will assign each new IP to an experienced BIP sponsor who will monitor the new IP's performance and provide guidance in all IP duties until the new IP has completed the ground and flying training requirements provided in [paragraphs 5.5.2 and 5.5.3](#) (T-2). The squadron commander may waive BIP requirements for rated pilots with previous instructor experience. Units will document this waiver in the individual's training folder. (T-2).

5.5.1. Pilots must complete MQT before enrolling in BIP training. (T-2).

5.5.2. Before flying with students, units will ensure each new IP is briefed on unit policies, the BIP program, instructor responsibilities, grading practices, CT requirements, scheduling, student training folder management, ground and flying safety, and stan/eval procedures. (T-2).

5.5.3. The flying training portion of the BIP program consists of two different kinds of sorties, BIP sorties (with the new IP) and sponsor sorties (with the new IP's students). (T-2).

5.5.3.1. BIP Sorties. The BIP will fly a minimum of one sortie with the new IP during the course of the BIP program. (T-2). The objective of this sortie is to further develop new IP instructional techniques. During the sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, and common student errors. (T-2).

5.5.3.2. Sponsor Sorties. The BIP sponsor, operations officer, or chief of stan/eval will fly a minimum of one sortie with the new IP's student after the new IP has flown a minimum of two sorties with the student. (T-2). After the sortie, the BIP sponsor will provide feedback to the new IP on the student's progress, effectiveness of instructional techniques, grading practices, and suggested areas for student improvement. (T-2).

5.6. Night Training. Pilots will accomplish their first night landing under the supervision of an IP. (T-2).

5.7. FCF Program.

5.7.1. Pilot Selection. Units will forward names of FCF pilot candidates to the FTG commander for approval. (T-2). Individuals selected for FCF pilot will be IP qualified and preferably be a flight examiner. (T-2). The FTG commander must designate all FCF pilots in writing. (T-3).

5.7.2. FCF Certification Training. FCF pilot candidates must complete the following training before they can be certified as FCF pilots.

5.7.2.1. Ground Training. Candidates will review applicable TOs and publications, including, as a minimum, AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Maintenance Operational Checks and Check Flights*; TO 1U-18(V)B-1; TO 1U-18(V)B-6CF-1, *Acceptance and Functional Check Flight Procedures (Commercial*

Manual), *USAF Series UV-18B Aircraft*,, *USAF Series UV-18B Aircraft*; and local FCF procedures. **(T-2)**.

5.7.2.2. Flying Training. Candidates will fly as a copilot on a minimum of one mission to experience the flight analysis and data-gathering portion of an FCF sortie. **(T-2)**.

5.7.3. FCF IP Certification. After their initial FCF pilot certification, pilots must complete at least two complete FCF profiles (actual or simulated) before they can be certified as an FCF IP. **(T-2)**. The additional profiles do not require FCF IP supervision.

5.7.4. Chief FCF Pilot. The FTG commander will appoint a Chief FCF pilot. The Chief FCF pilot will:

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

5.7.4.2. Maintain an FCF operational information file in the FCF briefing areas. **(T-2)**. The FCF operational information file will not duplicate the flight crew information file. **(T-2)**.

5.7.4.3. Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. **(T-2)**. The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

5.7.4.4. Monitor FCF pilots currencies according to [Table 4.2](#). **(T-2)**.

5.7.4.5. Coordinate with FTG stan/eval on publication and technical order changes and revisions. **(T-2)**.

5.7.4.6. Ensure local flight clearance is coordinated with air traffic control agencies. **(T-2)**.

Chapter 6

TRAINING SORTIES AND EVENTS

6.1. CT Sortie.

6.1.1. A CT sortie will include traffic pattern stalls or power-on stalls; slow flight or steep turns; one precision and one nonprecision approach (one simulated single-engine); single-engine landing; single-engine go-around or missed approach; visual flight rules traffic pattern; 0-, 10-, and 20-degree flap landings; and full-flap landing (IP only) on a single sortie. **(T-3).**

6.1.1.1. If circumstances prevent completion of all CT sortie events on one sortie, pilots may credit a CT sortie after completing remaining events on a second sortie. IPs may credit a CT sortie when completing all events on multiple sorties within 30 calendar days.

6.1.1.2. Copilots do not require single-engine events.

6.1.2. Instructors should tailor the CT sortie to the individual pilot's needs, placing particular emphasis on simulated systems malfunctions, single engine operations, and instrument procedures.

6.1.3. Pilots should also accomplish holding, arcing, fix-to-fix, circling, unusual attitude recoveries, and a minimum controlled airspeed demonstration (IP only) as required to maintain proficiency.

6.1.4. Pilots will log a CT sortie on all qualification evaluations. **(T-2).**

6.2. Out-and-Back Mission. Pilots will accomplish a minimum of two sorties with a full-stop landing and engine shutdown at other than the home station to update currency. **(T-2).**

6.3. Jump Sortie. Pilots must perform a simulated or actual wind direction indicator drop and simulated or actual drop of jumpers to update currency. **(T-2).** Regain jump sortie currency by flying a jump profile (simulated or actual) with a current MP or IP. **(T-2).**

6.4. Landing. Pilots will log a landing when performing any 0-, 10-, 20-, or full-flap landing. **(T-2).**

6.5. Night Landing. To get credit for a night landing, pilots must accomplish the landing during the period after evening civil twilight and before morning civil twilight as published in the Air Almanac. **(T-2).** Regain night landing currency by accomplishing two night landings with a current IP. **(T-2).**

6.6. Formation Sorties. Pilots must accomplish a minimum of one takeoff, departure, rejoin, jump position, wing work, and position change as lead or wing to update currency. **(T-2).** Regain formation currency by flying an entire formation profile with a current formation IP. **(T-2).**

6.7. Instrument Approach. Pilots must accomplish a precision or nonprecision approach, including an electronic flight instrument system-out approach, to update currency. **(T-2).** For the electronic flight instrument system-out approach, pilot will fly the nonprecision approach using the standby attitude indicator, standby altimeter, standby airspeed indicator, and the radio magnetic indicator as the primary references. **(T-2).** Regain instrument approach currency by flying an instrument approach under the supervision of an IP. **(T-2).**

6.8. Emergency Procedures Simulator. Emergency procedures training will be conducted in a Federal Aviation Administration approved UV-18 civil variant training facility. **(T-2).** An emergency procedure simulator conducted during IQT may be credited towards this requirement.

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

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

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

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

AFMAN 11-202, Volume 1, *Aircrew Training*, 27 September 2019

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 6 December 2018

AFI 11-202, Volume 2_AETCSUP, *Aircrew Standardization/Evaluation Program*, 12 March 2019

AFI 11-202, Volume 3, *General Flight Rules*, 10 August 2016

AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*, 19 August 2013

AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 Oct 2012

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

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 11-401_AETCSUP, *Aviation Management*, 29 February 2016

AFI 11-403, *Aerospace Physiological Training Program*, 30 November 2012

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

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

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

AFI 33-360, *Publications and Forms Management*, 1 December 2015

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

AFI 44-170, *Preventive Health Assessment*, 30 January 2014

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013

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

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

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

AFMAN 11-2UV-18, Volume 2, *UV-18 Aircrew Evaluation Criteria*, 19 March 2015

AFMAN 11-2UV-18, Volume 3, *UV-18 Operating Procedures*, 19 March 2015

TO 1-1-300, *Maintenance Operational Checks and Check Flights*, 15 March 2012

TO 1U-18(V)B-1, *Flight Manual, USAF Series UV-18B Aircraft*, 15 October 2010

TO 1U-18(V)B-6CF-1, *Acceptance and Functional Check Flight Procedures (Commercial Manual)*, USAF Series UV-18B Aircraft, 30 November 2010

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AF—Air Force

AFE—aircrew flight equipment

AFPD—Air Force Policy Directive

AFI—Air Force Instruction

AFMAN—Air Force Manual

BAQ—basic aircraft qualified, basic aircraft qualification

BIP—buddy instructor pilot

CRM—cockpit/crew resource management

CT—continuation training

FC—first copilot (BAQ)

FCF—functional check flight

FP—first pilot (BAQ)

FTG—Flying Training Group

G/TIMS—Graduate/Training Integration Management System

IQT—initial qualification training

IP—instructor pilot

IRP—instrument refresher program

MAJCOM—major command

MC—mission copilot

MP—mission pilot

MQT—mission qualification training

MR—mission ready

OPR—office of primary responsibility

SEPT—situational emergency procedures training

Stan/Eval—standardization/evaluation

Terms

Air Almanac—Issued annually, it contains astronomical data for use in navigation and is available from the Government Printing Office. In addition, a suitable calculator is available at the U.S. Naval Observatory site (<https://www.usno.navy.mil/USNO/astromical-applications>) under “Complete Sun and Moon Data for One Day.”

Basic Aircraft Qualification—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform aircrew duties in the unit aircraft (AFMAN 11-202, Volume 1).

Continuation training—Training to maintain proficiency and improve aircrew capabilities to perform unit missions, and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations.

Currency—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

Formal course—A training course listed in education and training course announcements (<https://cs2.eis.af.mil/sites/app10-etca/SitePages/home.aspx#Home>).

Home Station—An airfield where the aircrew usually operates day-to-day missions and aircraft maintenance is available. This includes deployed locations during a deployment.

In-Unit Training—Training completed by other than enrollment in a formal course when a formal course is normally required.

Indoctrination Flier—A rated officer or career enlisted advisor in inactive status required to perform operational flying on a temporary basis to complete a specific official task (for example, to evaluate an operational flying procedure, review flying training effectiveness, take part in a flying exercise or test program, or become familiar with a specific operational weapon system and procedure) (AFI 11-401).

Initial qualification training—Training to qualify an aircrew member for basic aircrew duties in an assigned aircrew position without regard for the unit’s operational mission.

Mission qualification training—Training to qualify an aircrew member in an assigned aircrew position to perform the command or unit mission.

Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission (AFMAN 11-202, Volume 1).