COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations* and Air Force Manual (AFMAN) 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in Air Force T-1A. This AFMAN applies to all Regular Air Force and Air Force Reserve pilots and Combat Systems Operators (CSOs) and all Air National Guard associate instructor pilots (IPs) operating the T-1A. This publication requires the collection and or maintenance of information protected by the Department of Defense Instruction 5400.11, *DoD Privacy and Civil Liberties Program.* The applicable system of records notice (SORN) F011 AF XO A, Aviation Resource Management System (ARMS), applies, and is available at: **http://dpclo.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 **https://afrims.cce.af.mil/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) listed above using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command to 19th Air Force Standardization and Evaluation (19 AF/DOV). Major commands (MAJCOMs) will coordinate any proposed MAJCOM-level supplements to this volume through (19 AF/DOV) to Deputy Chief of Staff, Operations, Director of Training and Readiness (AF/A3T) prior to publication. Field units below Wing level will coordinate copies of their supplements with their parent MAJCOM OPR prior to publication. Field units below MAJCOM level will coordinate copies of their supplements with their parent MAJCOM OPR prior to 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 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. Maintain a local copy of all approved waivers associated with this publication. 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. Compliance with the attachments in this publication is mandatory.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. The primary changes were to tier directive statements and convert this publication to an AFMAN.

Chapter 1

GENERAL GUIDANCE

1.1. Overview. This publication prescribes basic guidance and procedures for training United States Air Force aircrews in T-1A operations supporting Air Education and Training Command (AETC) undergraduate flying training programs.

1.2. Roles and Responsibilities.

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

      1.2.1.1. Review and revise guidance herein, as required. **(T-2)**.

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

      1.2.1.3. Host, at a minimum, an annual conference to review ground and flying training requirements and programs for applicable units. **(T-2)**. Conference participants will include 19 AF/DO, subordinate units, and MAJCOM applicable representatives. **(T-2)**.

   1.2.2. Wings 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 that meet training objectives. **(T-2)**.

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

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

      1.2.2.5. Identify and report semi-annual shortfalls to 19AF/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. Establish squadron CT policies and guidance to include, but not limited to: theater indoctrination (TI), instructor development (ID), Buddy Instructor Program (BIP) programs, and unit certifications. **(T-2)**. **Note:** BIP does not apply to T-1 operations at Randolph AFB or Naval Air Station (NAS) Pensacola; TI does not apply to CSOs.

      1.2.3.3. Review training and evaluation records of newly assigned aircrew and those completing formal training. **(T-2)**. The review determines if additional training is required to achieve qualification/certification and to ensure provisions of this publication are met.

1.2.3.4. Brief new aircrew on their responsibilities and BIP program policies prior to accomplishing the unit mission and student training. **(T-2)**. **Note:** The squadron director of operations may accomplish this action if the squadron commander is unavailable.

1.2.3.5. Fly a sortie with new aircrew during TI. **(T-2)**. Discuss policies, techniques, and grading practices in conjunction with this sortie. **(T-2)**. **Note:** The squadron director of operations or assistant director of operations may fly this sortie if the squadron commander is unavailable. Units will document any deviations and identify emphasis areas in the aircrew training folder. **(T-2)**.

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

1.2.3.7. Report end-of-cycle training shortfalls to the Operations Group (OG). **(T-2)**.

1.2.3.8. Develop ID sortie profiles that detail the minimum events and currency maneuvers T-1A aircrew must accomplish on each sortie. **(T-2)**.

1.2.4. Squadron or Flight Training Officer will:

1.2.4.1. Supervise overall scheduling, training, and progress of the TI program. **(T-2)**. On a case-by-case basis, the training officer will assign additional training sorties tailored to correct individual aircrew deficiencies (or emphasis areas), if required. **(T-2)**.

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

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

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

1.2.4.5. Recommend an individually tailored BIP training program for new personnel to the squadron commander based on past performance and experience. **(T-2)**.

1.2.5. Individual Aircrew Members will:

1.2.5.1. Hand-carry all available training records (electronic or paper) to the gaining unit to assist in assessing certifications and training requirements. **(T-2)**.

1.2.5.2. Be responsible for completing training requirements and currencies within the guidelines of this publication. **(T-2)**.

1.2.5.3. Participate only in sorties, missions, events, and tasks for which they are adequately prepared, trained, certified, and current. **(T-2)**.

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

1.3.1. Initial Qualification Training (IQT). This training is necessary to qualify aircrew for duties as a first pilot (FP) or instructor combat systems officer (ICSO)-2 (I-2) in the T-1A

aircraft. See **Chapter 2** for IQT program requirements. The maximum completion time for any IQT program will be in accordance with the applicable syllabus.

1.3.2. Mission Qualification Training (MQT). This training is necessary to upgrade T-1A FPs to instructor pilots (IPs), and T-1A ICSO candidates to mission qualified instructor navigators (INs) [ICSO]. In this phase, upgrades are only accomplished with a MAJCOM-approved syllabus. **(T-2)**. See **Chapter 3** for MQT program requirements.

1.3.3. Continuation Training (CT). This training ensures qualified aircrew maintain their proficiency and currency in T-1A aircraft. It provides minimum ground and flight training for aircrew while also developing the instructor force and certifying aircrew in unit and local area requirements. Individual aircrew CT requirements are based on unit assignment as inexperienced or experienced. See **Chapter 4** for CT program requirements.

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

    1.3.4.1. Experienced. Squadron commanders may designate T-1A aircrew who meet the following criteria as experienced:

        1.3.4.1.1. IPs certified as mission ready (MR) with previous major weapon system (MWS) instructor time; 150 rated hours primary or instructor military flight time in the T-1A aircraft; and 600 hours rated military fixed-wing time. In addition, ICSOs certified as MR with a previous MWS instructor rating and 50 rated hours of instructor flight time in the T-1A. Or:

        1.3.4.1.2. IPs certified as MR with 250 rated hours primary or instructor military flight time in the T-1A aircraft and 450 hours total rated military fixed-wing time. In addition, ICSOs certified as MR with 250 rated hours and 100 rated hours instructor flight time in the T-1A. **Note:** For the purpose of this publication, the wing commander, wing vice commander, OG commander, deputy OG commander, squadron commander, and squadron director of operations (DO) are experienced pilots/CSOs.

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

1.3.5. 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, but are not limited to, Functional Check Flight (FCF) pilot, Buddy IP (BIP), Re-Blue program, and Break in Training (BIT) program (see **Attachments 2**, **3**, **4**, **5**). Individuals recommended by the unit will accomplish appropriate formal course training to certify personnel in these specialized areas or will comply with this publication and locally developed syllabi or training programs. **(T-2)**.

1.4. Non-towered Airfield certification. If units utilize non-towered airfields, Operations Group Commanders will develop a training program to prepare aircrews to operate in a non-towered airfield environment. **(T-2)**. Prior to implementation, units will submit the training program to 19 AF/DOU for coordination. **(T-2)**. At a minimum, the program will include a discussion of all applicable codes of Federal Aviation Administration regulations, advisory circulars, and Aeronautical Information Manual, Official Guide to Basic Flight Information and ATC Procedures, and references on non-towered airport operations. **(T-2)**. Training will also emphasize standard common traffic advisory frequency radio phraseology and instrument approach procedures in a non-radar environment. **(T-2)**. Units will record the certification in the training folder and document on the Letter of Xs. **(T-2)**. See AFMAN 11-2T-1V3, *T-1A Operations Procedures*, for operational guidance.

1.5. Training Records and Reports. Units will:

1.5.1. Maintain an aircrew training folder for each assigned or attached aircrew member (paper, electronic or G/TIMS). **(T-2)**. The training folder will document individual training to include but not limited to: TI, BIP, specialized training, supervisor of flying, operation supervisor, functional check flight (FCF) and local certifications. **(T-2)**.

1.5.1.1. Maintain training folders according to AFMAN 11-202V1, AFI 11-202V2, *Aircrew Standardization and Evaluation Program*; and records disposition schedule.

1.5.1.2. Units will maintain all G/TIMS electronic gradebook training documentation both completed and in-progress if used. **(T-2)**.

1.5.2. For each certification listed on the squadron Letter of X (LoX), units will maintain documentation on an AF Form 4348, *USAF Aircrew Certifications,* (or G/TIMS equivalent) according to AFI 11-202V2. **(T-2)**. Once training that requires a certification is complete, the signed AF Form 4348 becomes the source document for the completion of that training. Place signed AF Form 4348 in the aircrews' training folder. Units may remove corresponding training records after 6 months.

1.6. Aircrew Utilization.

1.6.1. Commanders will ensure wing aircrew fill only authorized positions according to unit manning documents and status is properly designated. **(T-2)**. The overall objective is for aircrew to perform only operations-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, flying evaluation board member, mishap board member, etc.), but they must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience.

1.6.2. Duties required by various publications that may be assigned to aircrew position indicator (API)-1 are programmer, flying safety officer (FSO), supervisor of flying, mobility or contingency plans, training (except ARMS documentation), standardization/evaluation liaison officer, squadron flight equipment officer, and other duties directly related to flying operations. Commanders will ensure API-1 individuals are not attached to wing staffs or fill wing staff positions unless total wing API-1/6 manning is 100 percent or better. **(T-2)**. Commanders will ensure wing staff aircrew (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents. **(T-2)**.

1.7. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus or command directives and AFMAN 11-202V1, as supplemented, for aircrew graduate evaluation procedures.

1.8. Progress Review. Refer to the appropriate formal course syllabus and AFMAN 11-202V1 as supplemented, for procedures.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General.

2.1.1. This chapter outlines the IQT program for T-1A aircrew. On completion of the program, aircrew are eligible for assignment as basic aircraft qualified (BAQ) according to AFMAN 11-202V1, AFI 11-202V2, and AFMAN 11-2T-1V2, *T-1A Aircrew Evaluation Criteria*, as FPs or I-2 ICSOs.

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

2.1.3. Pilots who complete IQT qualify to act as pilot-in-command of any T-1A aircraft. CSOs who complete IQT qualify to accomplish aircrew duties in the I-2 seat of the T-1A, in conjunction with the Undergraduate CSO Training (UCT) mission with a qualified Air Force, contract or civil service IP at a direct set of controls. IQT-complete pilots, will not command any T-1A sortie unless certified by the squadron commander. **(T-2)**.

2.2. Prerequisites. Before entering IQT, each aircrew member must comply with the appropriate formal course training syllabus and AFMAN 11-202V1, prerequisites. **(T-2)**. For listings of formal training courses and administrative and reporting requirements, see the Education and Training Course Announcements (ETCA) available at **https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx**. The formal course syllabi contain course entry prerequisites and waiver authorities.

2.3. Ground Training. For in-unit training, see AFMAN 11-202V1 for waiver requirements. Additionally, commanders will obtain and use current formal school courseware and syllabi. **(T-2)**.

2.4. Flying Training.

2.4.1. For in-unit training, see AFMAN 11-202V1 for waiver requirements. Additionally, commanders will obtain and use current formal school syllabus. **(T-2)**.

2.4.2. At a minimum, complete all formal course syllabus objectives and tasks during IQT. **(T-2)**. Additional training is available within the constraints of the formal course syllabus.

2.4.3. Pilots and CSOs in IQT will fly under direct IP/ICSO supervision until completion of the Initial Qualification Evaluation. **(T-2)**.

2.5. Basic Aircraft Requalification Training. An aircrew member is unqualified upon expiration of their qualification evaluation or loss of currency exceeding 6 months. Follow the requalification guidance in AFMAN 11-202V1, AFMAN 11-202V2, AFMAN 11-2T-1V2, and this publication, as applicable to aircrew position.

2.6. Conversion and Difference Qualification. Pilots completing conversion qualification will follow the formal course conversion syllabus. **(T-2)**. Difference training for qualification in the T-1A is not authorized. **(T-2)**.

2.7. Multiple Qualifications. Qualification in more than one mission design series (MDS) is authorized according to AFMAN 11-202V1. Multiple qualifications require completion of IQT, as specified in this chapter.

2.8. Senior Officers. Comply with guidance provided in AFI 11-401, *Aviation Management,* and AFMAN 11-202V1. Flying training wing commanders will be fully qualified instructors and have a completed AF Form 8, *Certificate of Aircrew Qualification*, according to the requirements of AFI 11-401 and AFMAN 11-2T-1V2. **(T-2)**. Senior officer pilots maintaining BAQ status will always fly with an IP. **(T-2)**.

2.9. Flying Training Wing Key Personnel.

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

2.9.2. Wing FSOs will complete IQT and MQT in their primary mission aircraft. **(T-2)**. There must be at least one FSO for each primary mission aircraft. **(T-2)**.

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

2.10. Indoctrination Flier Training.

2.10.1. In addition to AFI 11-401 and AFI 11-401_AETCSUP, indoctrination fliers will accomplish the following:

2.10.1.1. A review with an IP of the appropriate flight manuals and AFMANs: *Flight Manual T-1A*, AFMAN 11-2T-1V3, and unit supplements. **(T-2)**.

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

2.10.2. Egress training requirements are provided in AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*.

2.10.3. Survival training requirements are provided in AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*.

2.10.4. Document initial and annual training in the aircrew training folder. **(T-2).**

2.11. Flight Surgeon Qualification.

2.11.1. In addition to AFMAN 11-202V1 Flight Surgeon requirements, Flight Surgeon (FS) training will consist of the following:

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

2.11.1.2. An EP review with an IP. **(T-2)**.

2.11.2. Crew resource management (CRM) training requirements are provided in AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

2.11.3. Aircrew flight equipment and procedures training requirements are provided in AFI 11-301V1.

2.11.4. Egress training, non-ejection seat requirements are provided in AFI 11-301V1.

2.11.5. FS testing requirements are provided in AFI 11-202V2.

2.11.6. Survival training requirements are provided in AFI 16-1301.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission qualification training (MQT) upgrades qualified T-1A aircrew to IP or instructor navigator (IN) (ICSO). MQT for IPs will normally be conducted in conjunction with IQT according to the formal course, pilot instructor training (PIT). MQT for ICSOs is normally conducted in conjunction with IQT for the I-2 position under the T-1A Combat Systems Officer Instructor Training and the T-1A Combat Systems Officer Instructor-1 (I-1) Qualification syllabus for the I-1 position. See **Chapter 4** for additional sorties and requirements to become Mission Ready (MR).

   3.1.1. Aircrew who have completed MQT are basic mission capable according to AFMAN 11-202V1.

   3.1.2. Aircrew shall not be designated as MR until they complete TI (as applicable) and are certified by the squadron commander. **(T-2).**

   3.1.3. Aircrew must complete MQT within the times prescribed in the formal course syllabus. **(T-2).** Aircrew should concentrate on their training and not be assigned to other duties while they are in training status. The OG commander, or equivalent, may grant training time extensions as appropriate, and units will document such waivers in the individual's training folder. (**T-2).**

   3.1.4. Complete MQT through a successful mission evaluation according to AFI 11- 202V2, and AFMAN 11-2T-1V2.

3.2. Prerequisites. All MQT upgrades must have completed T-1A IQT. **(T-2).** Before entering MQT, each aircrew member must comply with the appropriate formal course training syllabus and AFMAN 11-202V1, prerequisites. **(T-2)**.

3.3. Ground Training. For in-unit training, see AFMAN 11-202,V1 for waiver requirements. Additionally, commanders will obtain and use current formal school syllabus. **(T-2)**. CSO MQT follows the appropriate formal course training syllabus.

3.4. Flying Training. For in-unit training, see AFMAN 11-202V1 for waiver requirements. Additionally, commanders will obtain and use current formal school syllabus. **(T-2)**.When pilot MQT is not conducted in conjunction with IQT, pilots must complete the instructional sorties required by the formal course instructor syllabus. **(T-2)**. CSO MQT follows the appropriate formal course syllabus.

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

3.6. Loss of Instructor (IP or IN [ICSO]) Qualification. Failure or expiration of a mission evaluation, a commander-directed downgrade, or failure to perform T-1 instructor duties according to **paragraph 3.8** results in the loss of instructor qualification. **(T-2).** To regain qualification, aircrew must, at a minimum, successfully complete a mission evaluation according to AFI 11- 202V2, and AFMAN 11-2T-1V2. **(T-2)**.

3.7. Loss of MR status/BAQ status.

3.7.1. IPs and ICSOs are decertified and placed in nonmission-ready (NMR) status if they:

3.7.1.1. Fail any flight evaluation. **(T-2).** To regain MR status, they must successfully reaccomplish the failed flight evaluation according to AFI 11-202V2, and AFMAN 11-2T-1V2. **(T-2).**

3.7.1.2. Fail any 11-2T-1V2 requisite. **(T-2).** To regain MR status, they must successfully re-accomplish the failed requisite. **(T-2).**

3.7.1.3. Fail to complete minimum requirements in accordance with **Table 4.1** and AFMAN 11-202V1. **(T-2).** To regain MR status pilots must successfully complete the required event. **(T-2).**

3.7.2. IPs and ICSOs may retain MR status for loss of currency or failure to accomplish annual and semiannual flying requirements. However, their instruction duties will be limited according to AFMAN 11-202V1, and this publication.

3.7.3. Non BAQ/NMR pilots will not act as pilot in command. **(T-1).**

3.8. Instructor Requalification. The following provides criteria for requalifying instructors (specialized undergraduate pilot training [SUPT], PIT, and UCT) who have not performed T-1A instructor flying duties due to:

3.8.1. Loss of currency for a period of 181 days to 2 years. The individual will complete a locally generated requalification. **(T-2)**. The OG commander will develop an individual requalification program taking into account the individual's previous experience and currency. **(T-2)**. Only experienced instructors will conduct the flying training. **(T-2)**. Complete a requalification mission evaluation in accordance with AFI 11-202V2 and AFMAN 11-2T-1V2. **(T-2)**.

3.8.1.1. Items successfully accomplished during the course of requalification training may be used to establish initial dates for individual currency requirements in **Table 4.2** This includes items accomplished during requalification evaluation.

3.8.1.2. Items that are not accomplished are flown and updated with a current and qualified instructor of like qualified crew position prior to designating the individual as MR. **(T-2). Exception:** An IP can establish the currency requirement for an ICSO I-1 in the right seat.

3.8.2. A Period of 2 to 5 Years. The individual will complete the appropriate formal instructor requalification syllabus. **(T-2)**. For in-unit training, see AFMAN 11-202V1 for waiver requirements.

3.8.2.1. Additionally, commanders will obtain and use current formal school syllabus. **(T-2)**.

3.8.2.2. Civilian simulator instructor pilot (CSIP) candidates will complete the appropriate PIT or 19AF-approved syllabus. **(T-2)**.

3.8.3. More Than 5 Years. The individual will complete the appropriate full PIT syllabus. **(T-2)**.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training considered necessary to maintain a viable T-1A aircrew corps to meet mission demands, and provides for the development of individual IPs through additional certifications and instructor development (ID) sorties.

4.2. Training Cycle. Semiannual CT training cycles are 1 January to 30 June and 1 July to 31 December. Review semiannual requirements at the end of each cycle.

4.3. CT Administration.

4.3.1. Meetings.

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. **(T-2)**. The purpose of these meetings is to discuss standardization, safety, mission-related topics, instructional techniques, grading practices, and to increase general knowledge. A CRM topic or scenario will be discussed in each CT meeting referring to core concepts from AFI 11-290. **(T-2)**.

4.3.1.2. Squadron commanders will chair a monthly CT meeting for inexperienced IPs and those in the BIP program. **(T-2)**. The regularly scheduled quarterly CT meeting may fulfill the requirement for that month's meeting. **Exception:** Monthly CT meetings are not required for PIT.

4.3.1.3. All aircrew members must attend CT meetings. **(T-2)**. Individuals not available for CT meetings will read the meeting minutes before their first flight of the next quarter. **(T-2)**. Units will determine a method to track attendance as part of the go/no-go process for flight. **(T-2)**.

4.3.2. Prorating End-of-Cycle Requirements. At the end of the training cycle, the squadron commander may prorate training requirements according to AFMAN 11-202V1, for aircrew members who were not available for flying duties. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but do not prorate any requirement below 1.

4.3.3. Failure to Complete Annual and Semiannual Training Requirements:

4.3.3.1. Units will place aircrew members who fail to maintain physiological training, medical clearance, ground training, or flying training requirements according to **Table 4.1, Table 4.2** and **Table 4.3** in NMR or non-basic aircraft qualified status, as applicable. **(T-2)**. They will not fly in the new training cycle until completing a review to determine the cause of the deficiency and if additional training is required. **(T-2)**.

4.3.3.2. The OG commander (19 AF/DOV for MAJCOM flight examiners) is the reviewing and waiver authority. The reviewer should consider the type and magnitude of the deficiency and the individual's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. Units will document waivers, with justification, in the individual's training folder and report semi-annual shortfalls to 19 AF/DOU. **(T-2)**.

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

4.3.4. Multiple Qualifications. Aircrews qualified in the T-1A and another MDS must complete all requirements for this publication and as directed by the other MDS-specific instructions. **(T-2)**.

4.3.5. Aircrew Categories and Training Requirements**.** All aircrew members will maintain minimum requirements according to AFMAN 11-202V1, AFMAN 11-202V2, AFMAN 11-2T-1V2; and this publication. **(T-2)**.

4.3.5.1. IPs. In addition to AFMAN 11-202V1, training requirements, MR aircrew must accomplish all training prescribed in **Table 4.1**, **Table 4.2**, and **Table 4.3**, as applicable. **(T-2)**.

4.3.5.2. FPs. Squadron commanders may assign FPs to BAQ training status upon completion of TI. In addition to AFMAN 11-202V1, training requirements, BAQ aircrew must accomplish recurring ground training prescribed in **Table 4.1**, currency requirements prescribed in **Table 4.2**, and EP/CRM training prescribed in **Table 4.3** **(T-2)**

4.3.5.3. Restrictions. FPs will not fly simulated EPs, touch-and-goes, traffic pattern stalls, formation, airdrop (AD), low-level, or air refueling (AR) without an IP occupying a pilot seat. **(T-2)**

4.4. Periodic Emergency Procedures and Cockpit/Crew Resource Management Simulator Training:

4.4.1. All pilots, to include FPs and senior officer pilots, will accomplish semiannual EP and CRM simulator training based on experience level, as described in **paragraph 1.3.4** and as prescribed in **Table 4.3** **(T-2)**. All I-1 ICSOs accomplish annual EP and CRM training as prescribed in **Table 4.3** **(T-2)**. The unit will determine a method to track attendance as part of the go/no-go process for flight. **(T-2)**. Accomplish the mission in the simulator with a certified simulator instructor (CSI). **(T-2)**. According to Air Education and Training Command instruction (AETCI) 11-203, *Flying Training Simulator Instruction Programs*, if there is not a CSI available, a simulator-certified T-1A Military Simulator Instructor (MSI) may administer the simulator mission. IPs may take credit for an EP and CRM simulator when administering the simulator. If semiannual or annual requirements are not met, aircrew will not fly until EP and CRM training is accomplished. **(T-2)**. **Note:** Experienced IPs may log semiannual EP and CRM simulator events with a qualified ICSO occupying the copilot seat.

4.4.2. Use a locally generated simulator EP and CRM instructor guide when administering the simulator. The simulator mission must include:

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

4.4.2.2. A cross-section of thrust-deficient situations. **(T-2)**.

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

4.4.2.4. A reduced runway condition reading or hydroplaning stopping scenario. (Not applicable for CSO.) **(T-2)**.

4.4.2.5. A discussion on wind shear and microburst hazards, detection, and escape procedures as well as a scenario experiencing such conditions on takeoff and landing. **(T-2)**.

4.4.2.6. Applicable Special Interest Items and mishap lesson-learned identified by MAJCOM, wing, or unit safety staffs. **(T-2)**.

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

4.5. Theater Indoctrination (TI) Training (N/A for ICSOs). The local pilot upgrade process starts with TI. During TI, skills learned during IQT and MQT are applied to the local flying environment. New pilots will fly a local familiarization mission prior to certification to MR status. **(T-2)**. The local familiarization mission will focus on local departure procedures, military operating areas, recovery, and pattern operations. **(T-2)**. Specific TI category missions will emphasize local constraints, review common pilot errors, and highlight use of local anchors and tracks, low-level routes, and local transition bases. **(T-2)**.

4.5.1. Squadron commanders will certify individuals as TI IPs on the LoX. **(T-2)**. At a minimum, TI IP certification will include a briefing with the squadron training officer and squadron commander or DO. **(T-2)**. Pilots in TI will fly with TI IPs. **(T-2)**.

4.5.2. **(479th Flying Training Group only)** Pilots will fly all TI sorties with experienced instructors, of "like" crew position, as designated by the squadron commander. **(T-2)**. During TI, both the new and experienced pilots occupy the pilots' seats, unless noted otherwise.

4.5.3. Pilots will not perform instructor duties or the unit mission prior to completing TI. **(T-2)**.

4.5.4. Pilots must accomplish CSO-modified aircraft difference training prior to operating a CSO-modified aircraft during TI. **(T-2)**.

4.5.5. Units will record TI in the training folder. **(T-2)**.

4.5.6. Log TI sorties as training support sorties and they may meet CT requirements during the period they are flown. As a minimum, fly the following missions:

4.5.6.1. Local familiarization. **(T-2)**.

4.5.6.2. Transition. **(T-2)**.

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

4.5.6.4. Low-level navigation or airdrop (may be flown single-ship or formation). **(T-2)**.

4.5.6.5. AR (does not apply to NAS Pensacola T-1A operations). **(T-2)**.

4.5.7. When applicable, if all training objectives are met, these missions may be combined. TI sorties will include normal operations and emergencies in the local area such as diversions, single runway operations, and emergency airfields. **(T-2)**.

4.5.8. After successfully completing all TI, the squadron commander may certify the new pilot as MR or BAQ, as applicable. (Additional sorties and requirements to become MR or BAQ are at the discretion of the squadron commander).

4.5.9. PIT squadron commanders may tailor TI for previous MR IPs directly gained from SUPT squadrons. At a minimum, accomplish a local familiarization sortie. **(T-2).**

4.5.10. Squadron commanders may tailor TI for FPs; however, at a minimum, a local familiarization sortie must be accomplished. **(T-2)**.

4.5.11. Squadron commanders may waive TI for pilots that remain at the same base in which they completed MQT.

4.6. Night Flying.

4.6.1. Night Definition**.** For purposes of T-1A CT, night is defined as that period of darkness occurring from the end of evening civil twilight until the beginning of morning civil twilight. Night certification events and CT requirements will only be credited under the constraints of this definition. **(T-2)**. For purposes of logging "night time" on the Air Force technical order (AFTO) Form 781, *ARMS Aircrew/Mission Flight Data Document*, see AFI 11-401.

4.6.2. Night Certification (Pilot only).

4.6.2.1. Night certification will consist of a dedicated training sortie with a night-certified IP or CSIP and spatial disorientation training accomplished in a MAJCOM-approved spatial disorientation-training device. **(T-2)**. **Note:** Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training satisfies this requirement.

4.6.2.2. Aircrew will accomplish all night ground training before the first night certification sortie. (**T-2**). The night certification sortie is a transition sortie emphasizing spatial disorientation, night instruments, local area (transition out base), traffic pattern procedures, and visual references. The night certification sortie shall include the following maneuvers: a simulated single-engine pattern and landing, no-flap pattern and landing, tactical overhead pattern and landing, and a circling approach. **(T-2).**

4.6.2.3. Pilots may log currencies in conjunction with the night certification sortie.

4.6.3. Night Certification (CSO only). Night certification consists of accomplishing an instructor-led night orientation of the aircraft interior lighting system and discussion of night operating procedures, restrictions, and techniques.

4.6.4. Night Restrictions. Pilots who are not night certified will not fly at night (as defined by AFI 11-401) without a night-certified and current IP occupying a pilot seat in the aircraft. **(T-2)**. Do not accomplish touch-and goes at night with a CSO in the right seat. **(T-2)**.

4.6.5. Documentation. Units will document night certification on an AF Form 4348 in the training folder and LoX. **(T-2)**.

4.7. Ground Training Requirements. Ground training accomplished during IQT, MQT, TI, and BIP may be credited toward CT requirements for the training cycle in which it was accomplished. AFMAN 11-202V1, and **Table 4.1** establish aircrew ground training requirements. For ancillary, readiness, mobility, and other training requirements, refer to the Advanced Distributed Learning Service website.

Table 4.1. T-1A Pilot and CSO Ground Training Minimum Requirements.(T-2).

	Subject	Frequency	Prescribing Directive	Grounding
1	Aircrew flight equipment familiarization (LL01)	One time/base	AFI 11-301V1	Yes
2	Emergency egress training, nonejection seat (LL03)	Annual		
3	Local area survival training (SS01)	One time/base	AFI 16-1301	
4	Boldface and operations limits testing (Note 1)	Monthly	AFMAN 11-2T-1V1	
5	Noncombat survival training (SS04)	Triennial	AFI 16-1301	No
6	Water survival training (SS05) (Note 2)			
7	Aircrew flight equipment training (LL06)	Annual	AFI 11-301,V1	
8	CRM training	Annual	AFI 11-290, as supplemented	
9	Instrument refresher course	According to AFMAN 11-210, *Instrument Refresher Program (IRP)*	AFMAN 11-210	

Notes:
1. Required before the first flight of the month. An unsatisfactory boldface exam results in grounding until successful reaccomplishment. Operations limits are correctable to 100 percent. Use the MAJCOM-approved T-1A Boldface and operations limits worksheet.
2. During over-water operations, aircrew noncurrent for water survival training are to remain within gliding distance of land.

4.8. Flying Training Requirements. All aircrew will maintain currency requirements as applicable in **Table 4.2** and sortie/event requirements shown in **Table 4.3** (**T-2**). See **paragraph 4.3.3** for failure to complete training requirements.

4.8.1. Restrictions. Aircrew will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified unless under the supervision of an IP/ICSO. **(T-2)**.

4.8.2. Currency and Recurrency. Unless otherwise restricted, aircrew may log currencies during any sortie or mission if the maneuver or item is demonstrated. Noncurrent individuals will not perform that sortie, mission, or event except for the purpose of regaining currency. **(T-2).** Unless otherwise specified, supervisory requirements pertaining to recurrency may be

satisfied in the flight position that offers best control of the mission, as determined by the squadron commander. See **Table 4.2** for T-1A currency requirements.

4.8.2.1. Landing Currency (Pilot only). Landing currency is required to maintain basic aircraft qualification (BAQ). **(T-2)**. Currency is regained by flying at least three satisfactory landings with a current IP. **(T-2)**. Loss of landing currency exceeding 90 days requires the following action:

4.8.2.1.1. For 91 to 135 Days. Same as **paragraph 4.8.2.1**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). **(T-2)**.

4.8.2.1.2. For 136 to 180 Days. Same as **paragraph 4.8.2.1** and **paragraph 4.8.2.1.1,** plus all qualification written examinations, an EP/CRM simulator, and a recurrency flight. **(T-2)**.

4.8.2.1.3. For greater than 180 Days. Same as **paragraph 3.8.1 (T-2).**

4.8.2.2. Instrument Approach Currency (Pilot only). Instrument approach currency may only be updated at night, during actual instrument meteorological conditions, or during simulated instrument meteorological conditions with a qualified pilot acting as a safety observer. **(T-2)**. Additionally, pilots may update currency with a proficiency-current I-1 ICSO occupying the right seat as a safety observer. If currency is lost, instrument approaches will not be flown until currency is regained by flying an instrument approach with a current IP. **(T-2)**.

4.8.2.3. Night Landing Currency (Pilot only). See **paragraph 4.6** for requirements to log night landings. Night landing currency updates basic landing currency. Night landing currency must be regained by accomplishing three satisfactory night landings with a current IP. **(T-2)**.

4.8.2.4. Formation Currency (Specialized Undergraduate Pilot Training [SUPT] and PIT IPs only). Currency may be logged during any formation flight. Currency must be regained by flying formation with a current IP. **(T-2)**.

4.8.2.5. Low-Level Currency. Instructors will fly a route entry or exit and at least two legs of a locally approved low-level or a published military training route (instrument route [IR], visual route [VR], or slow route [SR]). **(T-2)**. ICSOs may credit currency while occupying any seat in which they are qualified. Currency must be regained by flying a low level with a current IP. **(T-2)**. I-1 ICSOs may credit currency from both the right seat and jump seat. I-1 ICSOs who are also I-2 qualified may credit currency from the I-2 and student combat systems officer-2 (S-2) seats. I-2 ICSOs must have a current and qualified I-2 ICSO on board the aircraft to regain currency **(T-2)**.

4.8.2.6. Precontact and Contact Currency (SUPT and PIT IPs only). Each IP flies precontact and contact as a receiver. **(T-2).** Currency is regained by flying the maneuvers with a current IP. **(T-2).**

4.8.2.7. Traffic Pattern Stall Currency (Pilot only). Pilots will fly a minimum of one turning and one straight-ahead traffic pattern stall. **(T-2)**. Currency may be regained by flying the maneuvers with a current IP.

4.8.2.8. Proficiency Currency (I-1 ICSOs only). Proficiency currency is required to BAQ. **(T-2)**. In order to credit currency, I-1 ICSOs must occupy the right seat for a minimum of 1 hour, monitor at least one takeoff and landing, and monitor at least one instrument approach flown by the instructor pilot. **(T-2)**. Individuals must regain currency by monitoring the proficiency requirements with a current and qualified IP at the controls. **(T-2)**. Loss of currency greater than 120 days requires the following actions:

4.8.2.8.1. For 121 to 180 Days. Same as **paragraph 4.8.2.8** plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). **(T-2)**.

4.8.2.8.2. For greater than 180 Days. Same as **paragraph 3.8.1** **(T-2).**

4.8.2.9. I-2 CSO Currency. I-2 currency is required to maintain basic aircraft qualification. **(T-2)**. In order to credit I-2 currency, I-2 ICSOs must occupy the I-2 seat or the S-2 seat with an I-2 qualified ICSO in the I-2 or S-2 seat. **(T-2)**. Individuals must regain currency by flying a sortie with the S-2 seat occupied by a current and qualified I-2 ICSO. **(T-2)**.

4.8.2.9.1. For 121 to 180 Days. Same as **paragraph 4.8.2.9**, plus an instructor supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). **(T-2)**.

4.8.2.9.2. For greater than 180 Days. Same as **paragraph 3.8.1** **(T-2)**.

Table 4.2. T-1A Currency Requirements.(T-2).

ITEM	A Currency Requirements (Days)	B IP I	C IP E	D FP	E Senior Officer (Pilot)	F I-1 CSO I	G I-1 CSO E	I I-2 CSO	J Notes
1	Landing	30	45	30	45				
2	Instrument approach	30	45	30	45				
3	Formation	60	90						1
4	Night landing	180	180	180					2, 3
5	Low level	90	120			90	120		4
6	Precontact/contact	60	90						1
7	Traffic pattern stalls	120	180	120					
8	FCF		60						3
9	Proficiency					90	120		
10	I-2 Currency							120	

Notes:
1. N/A for T-1A pilots at NAS Pensacola.
2. Updates landing currency.
3. Currency applies to those individuals certified.
4. N/A I-1 ICSO not certified for low levels

4.8.3. Semiannual Sortie/Event Requirements.   **Table 4.3** establishes the minimum semiannual sortie/event requirements for all MR IPs and ICSOs. FPs and senior officer pilots must meet currency requirements prescribed in **Table 4.2** and EP/CRM simulator event requirements of **Table 4.3** **(T-2)**.

  4.8.3.1. ID Sorties**.** All experienced SUPT and PIT IPs will fly a minimum of one ID sortie dedicated to each syllabus category of training per semiannual period: transition, navigation, formation, airdrop, and air refueling. **(T-2)**. Inexperienced IPs will fly two ID sorties in each syllabus category. **(T-2)**. All UCT IPs will fly a minimum of one ID sortie dedicated to a minimum of one syllabus category of training per semiannual period. **(T-2)**. ICSOs will fly a minimum of one ID sortie per semiannual period dedicated to each syllabus category of training per semiannual period. **(T-2)**. ICSOs qualified in both the I-1 and I-2 position must accomplish a minimum of one ID sortie in each applicable category of training in each position. **(T-2)**.

    4.8.3.1.1. Logging ID Sorties. ID sorties are not logged on formal training syllabus missions. **(T-2)**. For purposes of CT, an aircraft sortie is defined from initial takeoff to full-stop landing. Due to differences in average T-1A sortie duration compared to that of other undergraduate MDSs, if aircraft sortie duration exceeds 2.0 hours, each pilot may log up to two ID sorties. During dedicated undergraduate pilot training/PIT ID sorties, pilots should not plan for more than two profiles on one aircraft sortie (for example, AR/AD, transition/formation, transition/low-level navigation).

    4.8.3.1.2. Provided they are not administering instruction, ICSOs occupying the Jump or co-pilot seat may log ID sorties with ICSO MQT or undergraduate instruction being conducted in the I-2/S-2 positions and vice versa.

    4.8.3.1.3. UCT IPs and ICSOs may log any ID sortie they fly, regardless of total sortie duration. There is no limit to the number of ID sortie types logged, but each type may only be logged once per flight.

  4.8.3.2. Dual Logging Sortie Events. Events, when accomplished, may be dual-logged. For example, a single-engine precision approach may log single-engine precision approach, precision approach, and instrument approach. Updating currency is optional if flown according to AFMAN 11-202V1; AFMAN 11-202V3, *General Flight Rules*; and this publication.

  4.8.3.3. Events may be logged during formal training syllabus missions when the pilot demonstrates the maneuver.

  4.8.3.4. Student Events**.** Log student events based on the number of profiles accomplished and instructor-student ratio. **(T-2)**. Log one student event for each formal training syllabus event flown or accomplished in the simulator (instructor must be in the seat instructing to credit student events in the simulator). Evaluators may log student

events while executing evaluations. More than one student event can be logged on a sortie.

Table 4.3. Minimum T-1A Semiannual Sortie/Event Requirements.(T-2).

ITEM	Sortie/Event	SUPT/ PIT IP		UCT IP		ICSO		Notes
		I	E	I	E	I	E	
1	Instructor development sortie	18	10	10	6	2	2	1, 2
2	EP/CRM simulator	2	1	2	1	2	1	3
3	Landing	12	12	12	12			
4	Night landing	4	2	4	2			4, 5
5	Night circling approach	1	1	1	1			4, 6
6	30-Flap pattern/landing							
7	Single-engine pattern/landing							
8	No-flap pattern/landing	2	2	2	2			
9	Tactical overhead							
10	Traffic pattern stalls							
11	Published approach procedure	3	3	3	3			7
12	Instrument approach	12	8	12	8			
13	Precision approach	4	2	4	2			
14	Single-engine precision approach	2	2	2	2			
15	Nonprecision approach	4	2	4	2			
16	RMI-only approach (VOR or NDB)							
17	Single-engine nonprecision approach	2	2	2	2			
18	Single-engine missed approach							
19	Single-engine go-around							
20	Circling approach	4	2	4	2			6
21	Student Instructional Sortie	18	18			10	8	8

Notes
1. See **paragraph 4.8.3.1**.
2. ICSO requirement is "1" ID sortie per position qualified (i.e., If an ICSO is qualified as an I-1 and I-2 ICSO, then they must perform one ID sortie in the I-1 and one ID sortie in the I-2 seat per semiannual period).
3. See **paragraph 4.4.**; senior officers and FPs accomplish one per semiannual period. Not applicable to I-2 only qualified ICSOs.
4. Certified pilots only.
5. The 12th Flying Training Wing and attached certified pilots will fly a minimum of one per semiannual period.
6. May be logged at termination of an instrument approach to low-closed pattern at home or auxiliary field. Sidestep maneuver does not fulfill "circling approach" requirement.
7. Fly a complete procedure (high or low altitude) from the instrument approach fix (IAF) to landing or missed approach.
8. Complete a SUPT, UCSO, PIT syllabus-directed sortie, ICSO IQ/MQ syllabus directed sortie, or as a flight examiner on any evaluation.

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

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

AFMAN 11-202V3, *General Flight Rules,* 8 May 2020

AFI 11-290, *Cockpit/Crew Resource Management Program*, 27 May 2020

AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 10 October 2017

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

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

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

AFI 13-201, *Airspace Management*, 21 August 2012

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

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

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

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

AFMAN 11-2T-1V2, *T-1A Aircrew Evaluation Criteria*, 24 July 2020

AFMAN 11-2T-1V3, *T-1A Operations Procedures*, 24 July 2020

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

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

TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*, 14 November 2007

TO 1T-1A-1, *Flight Manual - T-1A*, 31 August 2010, Change 3, 31 January 2017

TO 1T-1A-6CF-1, *Checkflight--Acceptance and Functional Procedures*, T-1A, 1 April 1997, Change 8, 31 January 2017

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4286, *Functional Check Flight Certification Record T-1A Aircraft*

AF Form 4348, *USAF Aircrew Certifications*

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

Abbreviations and Acronyms

19 AF/DOU—19 AF Undergraduate Flying Training

19 AF/DO—19th Air Force Director of Operations

19 AF/DOV—19th Air Force Standardization and Evaluation

AD—airdrop

AETC—Air Education and Training Command

AETCI—Air Education and Training Command instruction

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

AFE—aircrew flight equipment

AFI—Air Force instruction

AFMAN—Air Force manual

AFPD—Air Force policy directive

AFTO—Air Force technical order

API—aircrew position indicator

AR—air refueling

ARMS—Aviation Resource Management System

BAQ—basic aircraft qualified

BIP—buddy instructor pilot

BIT—break in training

CRM—cockpit/crew resource management

CSI—certified simulator instructor

CSIP—civil service instructor pilot

CSO—combat systems officer

CT—continuation training

DO—director of operations or operations officer

DoDI—Department of Defense instruction

EP—emergency procedures

ETCA—education and training course announcements

FCF—functional check flight

FP—first pilot

FS—flight surgeon

FSO—flying safety officer

G/TIMS—Graduate Training Management System

I-1—the jump or copilot seat position in which the ICSO instructor sits

I-2—the seat position in which the ICSO sits behind the jump seat

ICSO—instructor combat systems officerID—instructor development

IN—instructor navigator

IP—instructor pilot

IR—instrument route

IQT—initial qualification training

LoX—letter of X

MAJCOM—major command

MDS—mission design series

MQT—mission qualification training

MR—mission ready

MSI—military simulator instructor

MWS—major weapon system

NAS—naval air station

NDB—nondirectional radio beacon

NMR—nonmission ready

OG—operations group

OPR—office of primary responsibility

PIT—pilot instructor training

RMI—radio magnetic indicator

S-2—the seat position in which the UCSO sits in the back of the T-1

SORN—system of records notice

SR—slow route

stan/eval—standardization and evaluation

SUPT—specialized undergraduate pilot training

TI—theater indoctrination

UCT—undergraduate combat systems officer trainingUFT—undergraduate flying training

VOR—very high frequency omni-directional range

VR—visual route

Terms

Basic Aircraft Qualified—T-1A aircrew who have satisfactorily completed initial qualification training to maintain the skills necessary to act as pilot-in-command or perform duties as a combat systems officer.

Basic Mission Capable—T-1A aircrew who have satisfactorily completed mission qualification training to maintain the skills necessary for some aspect of the unit mission.

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. Applicable to mission ready and mission support aircrews.

Currency—A measure of how frequently 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—Training courses listed in the Air Force Education and Training Course Announcements (ETCA) located at **https://etca.randolph.af.mil**.

Initial Qualification—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Initial Qualification Training—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for mission support status.

Instructor Development Sortie—Sortie used to develop an instructor's abilities to teach and instruct various maneuvers and missions in the aircraft.

Letter of X—The letter of X is the commander's tool to show a consolidated picture of aircrew certification within the squadron.

Mission Qualification—An aircrew member engaged in training to qualify in an assigned aircrew position to perform the command or unit mission.

Mission Ready—Basic mission capable aircrew certified for the unit mission after completion of theater indoctrination training.

Mission Support—Sorties that are indirectly assisting with student training. I.e. CT support.

Night—The period of darkness occurring from the end of evening civil twilight until the beginning of morning civil twilight.

Night Landing—A landing accomplished during that period of darkness from the end of evening civil twilight until the beginning of morning civil twilight.

Proficiency—A measure of how well a task is completed. An aircrew member is considered proficient when he or she can perform tasks at the minimum acceptable levels of speed, accuracy, and safety. For purposes of this publication, proficiency also requires currency in the event, if applicable.

Squadron Supervisor—Squadron commander, operations officer, assistant operations officer, and flight commander are squadron supervisors for purposes of this publication.

Training Folder—Paper, electronic, or G/TIMS documentation of an individual's required training.

Theater Indoctrination—Training to certify and familiarize an aircrew member as mission ready or basic aircraft qualified at home station.

Attachment 2

FUNCTIONAL CHECK FLIGHT PROGRAM

A2.1. Overview. The OG commander will designate one FCF pilot as the chief of FCF, designate one lead FCF pilot for each operationally assigned aircraft, and determine the need for additional FCF pilots. **(T-2).** Assign the chief FCF pilot to the OG. **(T-2).** The chief FCF pilot may act as his or her MDS-specific lead FCF pilot. **(T-2).**

A2.2. FCF Chief Responsibilities. The FCF chief will:

A2.2.1. Supervise and administer the wing FCF program according to AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*; TO 1T-1A-6CF-1, *Checkflight— Acceptance and Functional Procedures, T-1A*; MAJCOM and local guidance and procedures. **(T-2).**

A2.2.2. Work closely with maintenance quality assurance personnel. **(T-2).**

A2.2.3. Maintain an FCF read file available to all FCF pilots for review before flying FCF sorties. **(T-2).**

A2.2.4. Ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment. **(T-2).**

A2.2.5. Ensure minimum FCF requirements and currencies are met and noncurrent pilots are not allowed to fly until recurrent. **(T-2).**

A2.2.6. Act as a liaison member of OG stan/eval and air traffic control agencies. **(T-2).**

A2.2.7. Establish a local training and certification program for new FCF candidates. **(T-2).**

A2.3. FCF Pilot Requirements. FCF pilots are selected from highly qualified pilots. Pilots selected must have completed TI, have a minimum of 600 total flying hours, and 250 IP/FP hours in the T-1A. **(T-2).**

A2.4. FCF IP Requirements. Pilots selected to be an FCF IP must have at least 4 months of experience conducting FCFs. **(T-2)** FCF IPs will train new FCF pilots and administer FCF certification flights according to local unit training programs. FCF IPs will be documented on the LoX. **(T-2).**

A2.5. FCF Training and Certification. Prior to being certified as an FCF pilot, pilots complete a local checkout program that at a minimum will include: **(T-2).**

A2.5.1. Review applicable areas from AFI 21-101; AFI 13-201, *Airspace Management*; TO 1-1-300; TO 1T-1A-6CF-1; AFMAN 11-2T-1V3; this publication; and local FCF procedures. **(T-2).**

A2.5.2. Fly an adequate number of FCF training profiles in the aircraft to be familiar with all aspects of a full FCF profile. **(T-2).**

A2.5.3. Fly a certification flight on a full profile FCF sortie after completing the local checkout program. **(T-2).**

A2.5.4. Complete an AF Form 4286, *Functional Check Flight Certification Record T-1A Aircraft,* after completing the training program and being certified as an FCF pilot. **(T-2).**

Additionally, record certification on an AF Form 4348 in the training folder and document on the LoX. **(T-2)**.

A2.6. FCF Currency Requirements. FCF pilots must fly an FCF flight every 60 days to maintain currency. **(T-2)**. Regain currency by flying with an FCF-current pilot. FCF pilots who exceed 180 days from their last FCF flight are decertified. **(T-2)**. To re-certify, FCF pilots must complete an OG commander approved recertification program that will include, at a minimum: a review of the FCF read file, a complete a review of ground and flight requirements, and fly an FCF certification flight with an FCF IP. **(T-2)**.

Attachment 3

BUDDY INSTRUCTOR PILOT PROGRAM

A3.1. BIP Program. (**Note:** PIT, key wing personnel [wing commanders, wing vice commanders, OG commanders, OG deputy commanders, and squadron commanders], and former T-1 pilots with Naval Flight Officer/UCT experience are exempt from this program.)

A3.1.1. Following TI, flight commanders and/or the chief pilot will assist squadron training by assigning each new IP to a highly qualified BIP who will monitor the new IP's performance and provide guidance in all areas of job requirements, until the new IP has instructed through each category of training. **(T-2)**.

A3.1.2. To accommodate different experience levels of new IPs, there are long and short BIP courses. The BIP short program is for new IPs with previous instructor experience or extensive MWS experience. The BIP long program expands on the short program and is mandatory for first-assignment IPs and recommended for individuals who have not instructed or have limited MWS experience. **(T-2)**. The squadron commander will designate which program new IPs enter based on their performance during IQT, MQT, TI, and previous experience. **(T-2)**.

A3.1.3. Squadron commanders should tailor each individual's BIP program and provide additional training, as required.

A3.1.4. Sponsor sorties are logged as training support sorties and may meet CT requirements during the period in which they are flown. **(T-2)**.

A3.2. BIP Long Program. This program typically lasts 3 to 6 months, but will be minimum of 3 months. **(T-2)**. Prior to accomplishing any student sorties, the squadron commander will brief the new pilot of his or her instructor responsibilities. **(T-2)**. IPs will accomplish training requirements listed in **paragraph A3.2.1** and **paragraph A3.2.2** **(T-2)**. Briefings accomplished during TI may be used to fulfill these requirements. **Note:** UCT IPs may accomplish the program in less than 3 months due to reduced BIP program requirements.

A3.2.1. Ground Training**.** Ground training will consist of the following:

A3.2.1.1. Squadron policies briefing (before flying with students). **(T-2).**

A3.2.1.2. BIP briefing (before flying with students). **(T-2).**

A3.2.1.3. Instructor responsibilities briefing (before flying with students). **(T-2).**

A3.2.1.4. Commander's Review or Commander's Awareness Program briefing. **(T-2).**

A3.2.1.5. Grading practices briefing (before flying with students). **(T-2).**

A3.2.1.6. Merit Assignment Selection System briefing. (N/A to UCT) **(T-2).**

A3.2.1.7. CT requirements briefing. **(T-2).**

A3.2.1.8. Scheduling briefing. **(T-2).**

A3.2.1.9. G/TIMS briefings. **(T-2).**

A3.2.1.10. Flying safety briefing. **(T-2).**

A3.2.1.11. Stan/eval briefing. **(T-2).**

A3.2.1.12. Check section briefing (before flying with students). **(T-2).**

A3.2.1.13. Check flight ground evaluation monitoring. **(T-2).**

A3.2.1.14. Runway supervisory unit briefing (optional). (NA to UCT)

A3.2.1.15. Runway supervisory unit tour of duty monitoring (optional). (N/A to UCT)

A3.2.1.16. EP and CRM simulator mission with a CSI/MSI. **(T-2).**

A3.2.1.17. Aircrew Graduate Evaluation Program briefing. (N/A to UCT) **(T-2).**

A3.2.1.18. Open book CSO-modified technical order test (locally generated). (UCT only)**(T-2).**

A3.2.2. Flying Training. Flying training consists of BIP sorties and sponsor sorties: **(T-2)**.

A3.2.2.1. BIP Sorties:

A3.2.2.1.1. BIP sorties are those flown by the BIP with the IP. All BIP sorties are flown with the assigned BIP or supervisors (assistant flight commander or above) in the IP's chain of command. **(T-2)**. These flights further develop the IP's flying proficiency and instructional techniques. ID sortie requirements may be logged during BIP sorties.

A3.2.2.1.2. During the sortie, BIPs will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and pitfalls the new IP should avoid. **(T-2)**. Document these sorties in the IPs training folder. **(T-2)**.

A3.2.2.1.3. Multiple mission requirements may be flown on one BIP sortie. A minimum of one BIP mission is flown in each of the following categories of training:

A3.2.2.1.3.1. Transition. **(T-2)**.

A3.2.2.1.3.2. Navigation out and back (may include low level). **(T-2)**.

A3.2.2.1.3.3. AR (N/A to UCT). **(T-2)**.

A3.2.2.1.3.4. AD (N/A to UCT). **(T-2)**.

A3.2.2.1.3.5. Formation (N/A to UCT). **(T-2)**.

A3.2.2.1.3.6. UCT sortie profile. **(T-2)**. This sortie will be flown with an ICSO in the copilot seat and BIP in the jump seat. Attempt to fly this sortie after the IP has accomplished at least three student (undergraduate or CSO-upgrade) missions.

A3.2.2.2. Sponsor Sorties (N/A to UCT): **(T-2)**.

A3.2.2.2.1. BIPs or supervisors (assistant flight commander or above) in the IP's chain of command will fly sponsor sorties with the IPs students to ensure effective technique and instruction. **(T-2)**. BIPs may observe the IP from the jump seat.

A3.2.2.2.2. IPs will fly a series of three student sorties in each category with the same student or students, after which the BIP will fly or observe from the jump seat, a sortie with that student. **(T-2)**. BIPs will provide feedback to the IP (within 2

workdays) on instructional techniques and grading practices. **(T-2)**. Document all sponsor sorties and debriefings in the new IP's BIP training folder. The categories are as follows:

A3.2.2.2.2.1. Transition. **(T-2)**.

A3.2.2.2.2.2. Navigation. **(T-2)**.

A3.2.2.2.2.3. Air Mobility Fundamentals (one formation, one AR, and one AD). **(T-2)**.

A3.3. BIP Short Program (N/A to UCT). This program lasts approximately 1 to 3 months and is designed for IPs who have previous instructor or extensive MWS experience. Prior to accomplishing any student sorties, the squadron commander will brief the new pilot of his or her instructor responsibilities. **(T-2)**.

A3.3.1. Ground Training. Ground training requirements are those listed in the BIP long program. **(T-2)**.

A3.3.2. Flying Training. Flying training consists of BIP sorties and sponsor sorties.

A3.3.2.1. BIP Sorties. BIP sorties are those flown by the BIP with the new IP. All BIP sorties are flown with the assigned BIP or supervisor (assistant flight commander or above) in the new IP's chain of command. **(T-2)**. These flights further develop the new IP's flying proficiency and instructional techniques. Fly a minimum of one BIP sortie in any category of training (transition, navigation, AR, AD, or formation). **(T-2)**. During the sortie, BIPs will discuss instructional techniques, planning profiles, student progress, grading practices, pitfalls to avoid, local flying policies, and common student errors. **(T-2)**. Document all sorties and debriefings in the new IP's BIP training folder. **(T-2)**.

A3.3.2.2. Sponsor Sorties. BIPs or any supervisor (assistant flight commander or above) in the IP's chain of command will fly sponsor sorties with the IP's students to ensure effective technique and instruction. **(T-2)**.

A3.3.2.2.1. Fly a minimum of one sponsor sortie (in any category of training) after the students have had sufficient exposure and influence to the new IP's techniques. **(T-2)**. BIPs may actively fly with the new IP's students or observe the new IP from the jump seat.

A3.3.2.2.2. Document all sorties and debriefings in the new IP's BIP training folder. **(T-2)**.

A3.4. BIP Program Completion. After completion of all ground and flying training requirements, squadron commanders will certify program completion. **(T-2)**. Place BIP training records in the IP's training folder. **(T-2)**.

Attachment 4

PILOT INSTRUCTOR TRAINING RE-BLUE PROGRAM

A4.1. Re-Blue Program. The purpose of the Re-Blue Program is to increase the quality of PIT instruction. This is accomplished by giving PIT IPs the opportunity to interact and fly with undergraduate flying training (UFT) student pilots in all categories of flying and ground training instruction. IP re-bluing should be accomplished at the discretion of the squadron commander after considering manning, PFT, and other constraints. PIT IPs who have not flown with a T-1A UFT student within the last 2 years should spend a week flying with UFT students.

A4.2. PIT IP Responsibilities.

A4.2.1. Contact the host squadron point of contact to determine additional requirements or documentation. **(T-2)**.

A4.2.2. Ensure currency in all requirements and training events prior to traveling to the UFT host squadron. **(T-2)**.

A4.2.3. Report to the host squadron DO. **(T-2)**.

A4.2.4. Sample as many different categories of flying and ground training as possible while at the host squadron. **(T-2)**.

A4.2.5. Bring back AFTO Form 781 extracts and documentation required for logging CT training at home station. **(T-2)**.

A4.3. Host Squadron Responsibilities. Host squadrons:

A4.3.1. Utilize the PIT IP to the maximum extent possible after consulting with the PIT IP. The PIT IP should be treated and scheduled like any other "line IP." Schedule the PIT IP for student sorties over CT sorties to maximize training objectives.

A4.3.2. Schedule at least one local CT familiarization sortie to acquaint the PIT IP with local procedures (ground, pattern, MOA, and local airfields). **(T-2)**.

A4.3.3. Attempt to fly the IP with students in all categories and varying proficiency levels so he or she can get an accurate picture of the UFT environment.

Attachment 5

BREAK-IN-TRAINING PROGRAM

A5.1. UFT T-1A Graduates. UFT T-1A graduates who will exceed 30 days between class graduation and follow-on flying training are authorized to fly additional T-1A aircraft training sorties after graduation. The purpose of these sorties is to maintain proficiency, not experience new maneuvers or complete upgrades.

A5.1.1. Participation. At the squadron and graduates discretion, graduates may participate on a noninterference basis (sorties will not be generated solely for BIT purposes). Graduates may fly with an IP or CSIP approximately once a week in a variety of categories, with special emphasis on instrument training and CRM. Unlimited aircrew training device sorties are authorized on a space available basis.

A5.1.2. Requirements. Graduate pilots may occupy any seat and should attempt to accomplish one landing per sortie. Graduate CSOs may occupy the jump or S-2 seat. To ensure a safe level of proficiency is maintained, graduates must complete life support/aircrew flight equipment training and boldface testing according to **Table 4.2** and local directives. **(T-2)**. MQF testing is not required.

A5.2. Logging Training. BIT rides will be tracked by the unit. **(T-2)**. Log all training according to AFI 11-401 and AFMAN 11-202V1. Instructors may log currencies and events according to this publication.

A5.3. Orientation Sorties. Wing commanders may authorize orientation sorties for any graduate in any wing or group aircraft according to AFI 11-401 and AFI 11-401_AETC Sup (for example, a T-1A graduate awaiting T-1 PIT may be authorized orientation sorties in the T-1).