

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

**AIR FORCE MANUAL 11-2T-38,  
VOLUME 1**



**14 MAY 2020**

***Flying Operations***

***T-38 AIRCREW TRAINING***

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

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OPR: 19 AF/DOV

Certified by: AF/A3T  
(Maj Gen James A. Jacobson)

Supersedes: AFI11-2T-38V1,  
1 September 2017

Pages: 18

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This publication implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and Air Force Manual (AFMAN) 11-202, V1, *Aircrew Training*. This manual prescribes standard procedures used by all pilots operating an Air Force T-38 aircraft and applies to all Regular Air Force, Air Force Reserve, and Air National Guard instructor pilots flying the T-38. Ensure that records created as a result of processes prescribed in this manual 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. This manual 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 SORN F011 AF XO A, *Aviation Resource Management System (ARMS)* is available at: <http://dpclo.defense.gov/Privacy/SORNS.aspx>. Refer recommended changes and questions about this manual to the Office of Primary Responsibility (OPR) listed above using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate Standardization and Evaluation functional chain. This publication may be supplemented at any level. Major commands (MAJCOM) will coordinate proposed MAJCOM-level supplements to this volume through 19 AF/DOV to AF/ACTF for coordination prior to publishing. Field units below MAJCOM level will coordinate copies of their supplements with their parent MAJCOM OPR prior to publishing. The authorities to waive wing/unit level requirements in this manual 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 OPR for non-tiered compliance items.

## ***SUMMARY OF CHANGES***

This document has been substantially revised and must be completely reviewed

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Roles and Responsibilities:

##### 1.1.1. 19 AF/DO personnel will:

1.1.1.1. Review and revise guidance herein as required in conjunction with 19 AF/DOU. (T-2).

1.1.1.2. Host annual conferences to review ground and flying training requirements and programs for applicable units. (T-2). Conference participants will include 19 AF/DOV and other applicable MAJCOM representatives. (T-2).

1.1.1.3. Review subordinate unit training programs. (T-2).

1.1.1.4. Review unit training waivers and semi-annual training deficiencies. (T-2).

##### 1.1.2. Wing and Group Commanders will:

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

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

1.1.2.3. Forward copies of unit training programs and unit supplements that expand on the minimum guidelines of this manual and subsequent changes as directed by 19 AF/DOU for review. (T-2).

1.1.2.4. Review programs and supplements annually. (T-2).

##### 1.1.3. Individual Aircrew Members will:

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

1.1.3.2. Complete training requirements and maintaining currencies within the guidelines of this manual. (T-2).

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

**1.2. Phases of Training: Note:** All references to “days” in this publication are to “calendar days” unless specifically noted otherwise:

1.2.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties in the T-38 aircraft. See [Chapter 2](#) for IQT program requirements. The maximum completion time for IQT will be in accordance with the applicable IQT syllabus. (T-2).

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

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency and/or increase flight qualifications. It provides

minimum ground and flight training event requirements. This training is also necessary to develop the instructor pilot (IP) force and certify pilots in specific unit or local area requirements. Individual aircrew CT requirements are based on unit assignment as inexperienced or experienced. See [Chapter 4](#) for CT program requirements. Using MAJCOMs will detail their CT program in their MAJCOM supplement and squadron commanders will designate all pilots as experienced or inexperienced, as follows: **(T-2)**.

**1.2.3.1. Experienced Aircrew.** For the purposes of this manual, the wing commander, wing vice commander, operations group commander (OG/CC), deputy OG/CC, squadron commander, and squadron operations officer are designated as experienced aircrew. If Using MAJCOMs choose to expand this definition, it will include the definition of “experienced” aircrew in their MAJCOM supplement. **(T-2)**. Document experienced designation on the AF Form 4348, *USAF Aircrew Certifications* or unit certification document in accordance with AFI 11-202, V2, *Aircrew Standardization/Evaluation Program*.

**1.2.3.2. Inexperienced Aircrew.** 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 aircrew’s past flying experience and performance during IQT and MQT. **(T-2)**. No time limit is established to transition from inexperienced to experienced.

**1.2.4. Specialized/Certification 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, stall pilot, and functional check flight pilot. Individuals selected for training will accomplish appropriate formal course training to certify in these specialized areas, or comply with locally developed syllabi and squadron-developed training programs in accordance with [Chapter 5](#). **(T-2)**.

**1.2.5. Night Vision Goggles Training.** Night vision goggles training is not authorized.

**1.3. Aircrew Graduate Evaluation Program.** Refer to the appropriate formal course syllabus or command directive for aircrew graduate evaluation procedures.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

**2.1. General Information.** This chapter outlines the IQT program for the T-38. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in education and training course announcement (ETCA), available at <https://etca.randolph.af.mil>. Completing the appropriate formal course satisfies basic qualification training requirements. In accordance with AFMAN 11-202, V1, when attendance is not practical or quotas are not available, units will request waivers from the MAJCOM/A3 to conduct in-unit qualification training, using formal school courseware.

2.1.1. Upon completion of the IQT program, aircrew will be qualified in accordance with AFI 11-202, V2; and AFMAN 11-2T-38, V2, *T-38 Aircrew Evaluation Criteria*.

2.1.2. Except for unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with minimum interruption and complete training within the time specified by the syllabus. **(T-2).** Aircrew members undergoing qualification training will not be utilized in unit jobs or other duties until the completion of training. **(T-2).** (Exception: Students enrolled in Pilot Instructor Training (PIT) or PIT Theater Indoctrination (TI) may serve as runway supervisory unit (RSU) observers after their instrument/qualification check.) Failure to complete training within the specified time limit requires notifying the gaining wing commander of the aircrew's name, grade, reason for delay, planned actions, and estimated completion date.

2.1.3. Completion of IQT qualifies pilots to act as pilot-in-command of the model (T-38A/B or T-38C) the instrument/qualification evaluation was accomplished in.

**2.2. Prerequisites.** For listings of formal training courses or administrative and reporting requirements see the ETCA. The formal course syllabi list waiver authorities for course entry prerequisites. Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFMAN 11-202, V1. **(T-2).** In addition, all personnel maintaining flying status will meet the physical examination; physiological training; survival, evasion, resistance, and escape training requirements in AFMAN 11-202, V1; and centrifuge training in accordance with AFMAN 11-404, *Fighter Aircrew Acceleration Training Program*, before flying. **(T-2).**

**2.3. Ground Training.** Ground training will follow the current formal course syllabus flow, but may be tailored to the individual's background and experience as well as local conditions. **(T-2).**

**2.4. Flying Training.** Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training is available within the constraints of the formal course syllabus. Pilots may satisfy MQT and upgrade training requirements during IQT if the appropriate IP is available and the formal course training allows it.

**2.5. Basic Aircraft Requalification Training.** Follow the requalification guidance in AFMAN 11-202, V1, and [paragraph 4.5.2](#) along with its sub-paragraphs of this manual.

**2.6. Conversion and/or Difference Qualification.** Conversion qualification follows the guidance in this chapter and the formal course conversion syllabus. Difference training is

authorized for pilots converting from the T-38C to the T-38A/B or vice-versa. MAJCOMs will provide difference training guidance. **(T-2).**

**2.7. Multiple Qualifications.** Qualification in more than one mission design series is authorized according to AFMAN 11-202, V1. (**Note:** Multiple qualifications are not authorized for general officers.) Multiple qualifications require completion of IQT as specified in this chapter.

**2.8. Senior Officers Qualifications.** Senior Officers' (colonel selects and above) training will follow the appropriate formal course syllabus and comply with guidance provided in AFI 11-401, *Aviation Management*, and AFMAN 11-202, V1. **(T-2).**

### **Chapter 3**

#### **MISSION QUALIFICATION TRAINING (MQT)**

**3.1. General.** Using MAJCOMs will determine MQT requirements.



## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General Information.** This chapter outlines minimum ground and flying training requirements for T-38 aircrew CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills, which ensures safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions or taskings. Taskings may be locally generated or higher headquarters directed. All CT will be maintained in the Aviation Resource Management System database in accordance with AFMAN 11-202, V1 and AFMAN 11-421, *Aviation Resource Management*. Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember. Using MAJCOMs will define additional currencies and requirements in their MAJCOM supplement. (T-2).

**4.2. Training Cycle.** Using MAJCOMs will define the training cycles in their MAJCOM supplement. (T-2).

#### **4.3. CT Administration:**

##### **4.3.1. Quarterly CT 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 cockpit/crew resource management (CRM) topic or scenario should be discussed in each CT meeting referring to core concepts from AFI 11-290, *Cockpit/Crew Resource Management Program*.

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

**4.3.2. Requirements.** MAJCOMs may add to the minimum annual or semi-annual requirements listed in this chapter. Squadron commanders will approve profiles for all required CT sorties. (T-2). Profiles will detail the minimum events and currency items to be accomplished on the sortie (for example, aircraft handling characteristics maneuvers, approaches, or emergency patterns and landings). (T-2). Sorties and events accomplished during MQT may be credited toward CT requirements (ground and flying events) for the training cycle in which they were accomplished. Before an aircrew member who fails to meet minimum CT requirements may fly in the new training cycle, the OG/CC will determine if additional training is required. (T-2). (Note: Additional training may be required, depending on the type and magnitude of the deficiency.)

**4.3.3. Prorating End-of-Cycle Requirements.** At the end of the training cycle, the squadron commander may prorate training requirements, for aircrew members who were not available for flying duties according to AFMAN 11-202, V1. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but prorate no requirement below 1.

**4.3.4. Failure to Complete Annual and Semiannual CT Requirements.** Aircrew members who fail to maintain training requirements according to [Table 4.1](#), [Table 4.2](#), additional MAJCOM flying or ground requirements, and minimum mission ready, basic mission capable or basic aircraft qualification (BAQ) CT requirements according to AFMAN 11-202, V1, will be placed in non-mission ready (NMR) or non-basic aircraft qualified (N-BAQ) status as applicable. **(T-2).** Aircrew members will not fly in the new training cycle until the OG/CC determines the cause of the deficiency and whether additional training is required. **(T-2).**

**4.3.5. Multiple Qualifications.** MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 sortie, event, and currency requirements in their MAJCOM supplement. **(T-2).**

**4.4. Minimum Training Requirements.** Training accomplished during IQT, MQT, TI, and Buddy Instructor Program training may be credited toward CT requirements for the training cycle in which it was accomplished. AFMAN 11-202, V1, and [Table 4.1](#) establish aircrew minimum training requirements. **(T-2).** Using MAJCOMs may specify additional ground training requirements in their MAJCOM supplement. For ancillary, readiness, mobility, and other training requirements, refer to the Advanced Distributed Learning Service website.

**Table 4.1. Aircrew Minimum Requirements Table.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
	<b>Subject (Note 1)</b>	<b>Frequency (Note 2)</b>	<b>Prescribing Directive</b>	<b>Grounding</b>	<b>Status if overdue (Note 3)</b>
<b>1</b>	Flight Physical	455 days	AFI 44-170/AFI 48-123	Yes	N-BAQ
<b>2</b>	Physiological Training	60 months	AFI 11-403		N-BAQ
<b>3</b>	Emergency egress training, ejection seat (LL02)	12 months	AFMAN 11-202, V1		N-BAQ
<b>4</b>	Emergency parachuting training (SS06)		AFI 16-1301		N-BAQ
<b>5</b>	Instrument/Qual Evaluation	17 months	AFI 11-202, V2	No	N-BAQ
<b>6</b>	Mission Evaluation				NMR
<b>7</b>	CRM continuation training (Note 4)	Note 4	AFI 11-290		N-BAQ
<b>8</b>	Aircrew flight equipment familiarization (LL01)	One time/ assignment	AFMAN 11-202, V1	Yes	N-BAQ
<b>9</b>	Aircrew flight equipment training (LL06)	12 months		No	N-BAQ

10	Aircrew Flight Equipment Fit Check (LL07)	4 months		Yes	N/A
11	Local area survival training (SS01)	One time/ assignment (Note 5)	AFI 16-1301	Yes	N-BAQ
12	Water survival training (SS05)	Note 6		Note 6	Note 6
13	Instrument refresher course	17 Months	AFMAN 11-210	No	N-BAQ
14	Boldface and operations limits testing	Monthly	This AFMAN	Yes (Note 7)	Note 7
15	Flight Surgeon Written Exam (Note 8)	17 months	AFI 11-202, V2	Yes	N-BAQ
16	Centrifuge Training	One time (Note 9)	AFMAN 11-404	No (note 9)	N-BAQ
17	Marshalling Exam	One time/ assignment (Note 10)	AFMAN 11-218	No	NMR
18	Air Card Training	36 months (Note 11)	AFI 11-253	No	NMR

**Notes:**

1. This is a consolidated list. Units will comply with grounding/frequency requirements of most restrictive guidance when differences exist between this AFI and prescribing directives. **(T-2)**.
2. *n* Months – Expires at the end of the last day of the *n*th calendar month after last accomplished. For example, if last accomplished 10 Jan 16, expires on 31 Jan 17, overdue on 1 Feb 17.
3. See **paragraph 4.3.4.1**.
4. MAJCOM's determine frequency. For multiple-qualified T-38 pilots, accomplishment of annual CRM CT in their primary aircraft fulfills the T-38 annual CRM CT requirement in this table. For Flight Surgeons, CRM is a one-time requirement in the primary assigned aircraft.
5. Visiting aircrew are required to be trained on unique/local Aircrew Flight Equipment & local area survival requirements to include equipment configurations and individual survival components/scenarios. **(T-2)**. Once accomplished on the initial TDY at each location, this training is current for the duration of the assignment.
6. Units required to conduct routine over-water flights will maintain water survival training currency. **(T-2)**. An over-water flight is defined as a flight in which the aircraft is flown outside the safe glide ratio to land at any time during the flight. Aircrew non-current in water survival training must accomplish water survival training prior to conducting over-water flight. Reference AFI 16-1301 and MAJCOM Supplements.
7. Required before the first flight of the month. **(T-2)**. An unsatisfactory boldface exam will result in grounding until successful re-accomplishment. **(T-2)**. Ops limits exams are correctable to 100 percent.
8. Flight Surgeons only.
9. Refresher training is designed for aircrew reassigned to the T-38 following a non-flying assignment or converting from a non-sustained high-G aircraft or lower-G sustained aircraft to the T-38. See AFMAN 11-404, Chapter 5, for more guidance on refresher training.

10. N/A if tested at a formal school within the previous 6 months.
11. Complete initial AIR Card user training before using the card.
- Cited publications: AFI 11-403, *Aerospace Physiological Training Program*; AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*; AFI 44-170, *Preventive Health Assessment*; AFI 48-123, *Medical Examinations and Standards*; AFMAN 11-210, *Instrument Refresher Program (IRP)*; AFMAN 11-218, *Aircraft Operations and Movement on the Ground*.

**4.5. Flying Training.** All pilots will maintain currency requirements as applicable in **Table 4.2. (T-2)**. Units will document OG/CC reviews of training cycle shortfalls and additional training requirements in the individual's training folder. **(T-2)**. Using MAJCOMs may specify additional events or sortie currencies in their MAJCOM supplement.

**Table 4.2. T-38 Pilot Currencies.**

Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
Landing	30	45	Yes	1
Instrument Approach			No	2
IP RCP Landing	60	90		3
IP RCP Night Landing	90			3, 4
<b>Notes:</b> 1. See <b>paragraph 4.5.2.1.</b> of this manual. 2. Instrument approach currency may be updated from either cockpit when an instrument approach is flown at day, night, or during actual instrument meteorological conditions. Non-qualified instrument pilots will only gain/regain currency in simulated or actual meteorological condition with a qualified safety observer as a crewmember. <b>(T-2).</b> MAJCOMs will determine limitations when instrument approach currency is expired. <b>(T-2).</b> 3. Rear cockpit (RCP) landings update both RCP landing currency and landing currency. Front cockpit landing currency is good day or night. 4. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight. <b>(T-2).</b> To regain RCP night landing currency, three night landings must be accomplished from the RCP and the front cockpit must be qualified (not necessarily current) in front cockpit and RCP night landings. <b>(T-2).</b> See <b>paragraph 5.3.</b> of this manual.				

**4.5.1. Restrictions.** Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. **(T-2)**. First pilots will not fly simulated emergency patterns, touch-and-goes, traffic pattern stalls, formation, or low-level without a current IP at a set of controls. **(T-2)**. **Exception:** First pilots enrolled in a formal Air Education and Training Command course of training (i.e., PIT), or First pilots flying sorties during Wing Theater Indoctrination training, are exempt from these restrictions. In these cases, formation sorties will be performed under the direct supervision of an IP in the other formation aircraft. **(T-2)**.

**4.5.2. 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. Pilots must log all flying currencies/events in the aircraft. **(T-2)**. If a pilot loses an event currency, the pilot will not perform that event except for the purpose of regaining currency under the supervision of a current and qualified instructor. **(T-2)**. Unless otherwise specified

in this manual, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the squadron commander.

**4.5.2.1. Landing Currency.** Landing currency, in accordance with [Table 4.2](#), is required to maintain basic aircraft qualification (BAQ). **(T-2).** Currency may be regained by flying at least three satisfactory landings with a landing-current IP. A landing from either the front cockpit or RCP updates landing currency. Loss of landing currency exceeding 90 days requires the following action: **(Note:** Timing starts from date of last landing.)

4.5.2.1.1. For 91 through 135 days. Same as [paragraph 4.5.2.1](#), plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). **(T-2).**

4.5.2.1.2. For 136 through 210 days (to 225 days Experienced). Same as [paragraph 4.5.2.1](#) and [paragraph 4.5.2.1.1](#), plus a recurrency flight (in accordance with [paragraph 4.5.2.1](#)), qualification written examinations, and an emergency procedures evaluation. **(T-2).** AF Form 8, *Certificate of Aircrew Qualification*, documentation is not required.

4.5.2.1.3. For 226 days up to 39 months at the end of a nonflying assignment or 48 months at the end of any active flying assignment. For basic aircraft requalification, accomplish items in [paragraph 4.5.2.1](#), [paragraph 4.5.2.1.1](#) and [paragraph 4.5.2.1.2](#), plus a locally administered qualification program approved by the OG/CC, to include an instrument or qualification evaluation. **(T-2).**

4.5.2.1.4. For periods of time greater than [paragraph 4.5.2.1.3](#). Accomplish basic aircraft requalification in accordance with AFMAN 11-202, V1, and accomplish instructor/mission requalification according to MAJCOM direction. **(T-2).**

#### **4.6. Special Categories:**

**4.6.1. Loss of Instructor Qualification and Requalification.** An instructor will be unqualified for:

4.6.1.1. Cause in accordance with AFI 11-202, V2. **(T-2).**

4.6.1.2. A failed flight evaluation. **(T-2).** To regain instructor status, an instructor must successfully complete a flight evaluation in accordance with AFI 11-202, V2. **(T-2).**

4.6.1.3. A failed qualification or instrument written examination. **(T-2).** To regain instructor status, an instructor must successfully re-accomplish the written examination. **(T-2).**

**4.6.2. Demanding Sortie.** MAJCOMs will list sorties or events requiring demanding sortie currency in their MAJCOM supplement. **(T-2).** Aircrew who do not have demanding sortie or event currency will not participate in demanding sorties without the proper level of supervision as determined by the squadron commander. **(T-2).**

**4.6.3. Flight Surgeon.** Flight Surgeons will accomplish ground-training requirements in accordance with [Table 4.1](#) of this manual. **(T-2).** Flight Surgeons will accomplish a written evaluation every 17 months in accordance with AFI 11-202, V2 and CT flying requirements in accordance with AFMAN 11-202, V1. **(T-2).**

4.6.4. **Higher Headquarters Aircrew Position Indicator 8 Aircrew.** For training other than that conducted in support of a formal inspection, higher headquarters personnel will coordinate with the supporting unit as follows:

4.6.4.1. Aircrew will ensure appropriate Aviation Resource Management System data is maintained and provided in accordance with AFI 11-401. **(T-3).**

4.6.4.2. Units will review the qualifications and currencies of higher headquarters-assigned aircrew before authorizing them to fly. **(T-2).** Units will evaluate the demands of each mission scenario and ensure higher headquarters-assigned aircrew ability and proficiency will not be exceeded. **(T-2).**

4.6.4.3. Aircrew will submit qualification and authorization documentation to the supporting squadron commander or operations officer prior to flying with that squadron. **(T-2).**

## Chapter 5

### SPECIALIZED TRAINING PROGRAMS

**5.1. Overview.** This chapter outlines upgrade training programs for special capabilities and qualifications. These programs are intended to provide a basic starting point and may need to be modified by the squadron commander, based on the unit's requirements and the aircrew's previous experience, qualifications, and documented performance. Unless governed by a formal course syllabus, ground and device training for these programs will consist of unit-developed academics and scenarios. (T-2). Flight training will be conducted in accordance with a program approved by the squadron commander. (T-2). Using MAJCOMs may specify additional specialized training programs in their MAJCOM supplement.

**5.2. Instructor Upgrade.** Follow a MAJCOM-approved formal course syllabus. (T-2).

**5.3. Night Landing Qualification Training:**

**5.3.1. Spatial Disorientation Ground Training.** Spatial disorientation ground training will consist of both a briefing and a training system demonstration that focus on prevention, recognition and recovery. (T-2). Spatial disorientation briefing requirements are met by currency in the instrument refresher course. If spatial disorientation training system is not available, ground training may consist of a briefing only, but special emphasis on spatial disorientation prevention, recognition and recovery will be made during the briefing. (T-2).

**5.3.2. Flying Training.** For initial qualification, an IP qualified in RCP night landings will occupy the front cockpit. (T-2). The IP being night qualified will accomplish a minimum of three RCP landings. (T-2). Night landings to gain or regain night landing qualification will be accomplished between the end of evening civil twilight and the beginning of morning civil twilight. (T-2).

**5.4. Formation and/or Flight Lead Upgrade.** Using MAJCOMs will publish formation and/or flight lead training programs in their MAJCOM supplement. (T-2). Completion of a formal course syllabus may satisfy this requirement.

**5.5. Low Altitude Training Upgrade.** Using MAJCOMs will publish low altitude upgrade programs in their MAJCOM supplement. (T-2). Completion of a formal course syllabus may satisfy this requirement.

**5.6. Functional Check Flight Training.** MAJCOMs will publish functional check flight pilot training requirements in their MAJCOM supplements. (T-2).

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

AFI 11-202, V3, *General Flight Rules*, 10 August 2016

AFI 11-214, *Air Operations Rules and Procedures*, 14 August 2012

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 October 2012

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

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

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

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

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AFMAN 11-2T-38, V2, *T-38 Aircrew Evaluation Criteria*, 14 May 2020

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

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

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

AFMAN 11-404, *Fighter Aircrew Acceleration Training Program*, 27 November 2019

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

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

***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4348, *USAF Aircrew Certifications*

***Abbreviations and Acronyms***

**AFPD**—Air Force Policy Directive

**AFI**—Air Force Instruction



**AFMAN**—Air Force Manual  
**BAQ**—basic aircraft qualification  
**CRM**—cockpit/crew resource management  
**CT**—continuation training  
**ETCA**—education and training course announcement  
**IP**—instructor pilot  
**IQT**—initial qualification training  
**MAJCOM**—major command  
**MQT**—mission qualification training  
**N-BAQ**—non-basic aircraft qualified  
**NMR**—non-mission ready  
**OG/CC**—operations group commander  
**OPR**—Office of primary responsibility  
**PIT**—Pilot Instructor Training  
**RCP**—rear cockpit  
**RSU**—Runway Supervisory Unit  
**TI**—Theater Indoctrination

### ***Terms***

**Aircraft handling characteristics**—Training for proficiency in utilization and exploitation of the aircraft flight envelope, consistent with operational and safety constraints, that includes (but is not limited to) high or maximum angle of attack maneuvering, energy management, minimum time turns, maximum or optimum acceleration, deceleration techniques, and confidence maneuvers (AFI 11-214, *Air Operations Rules and Procedures*).

**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, Vol. 1)

**Continuation training (CT)**—The program that provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

**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.

**Emergency procedures evaluation**—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures conducted by a Standardization and Evaluation flight examiner orally or in a cockpit training device.

**Experienced**—Aircraft crew who meet the experience qualifications defined in MAJCOM supplements (see inexperienced).

**Flight lead**—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation and briefing to postflight debriefing, regardless of his or her actual position within the formation. A certified four-ship flight lead may lead formations and missions in excess of four aircraft unless restricted by the unit commander. A two-ship flight lead may lead an element in a larger formation.

**Formal course**—Training courses listed in Air Force ETCA.

**Inexperienced**—Aircraft crew who do not qualify as experienced or are not certified as such by the squadron commander (see experienced).

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

**Initial qualification training (IQT)**—Training needed to qualify for basic aircraft crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission. This training is the minimum requirement for BAQ.

**Low altitude training**—Mission-oriented operations in the certified low-altitude block (500 feet to 1,000 feet above ground level).

**Mission qualification**—An aircraft crew member engaged in training to qualify in an assigned aircraft crew position to perform a command or unit mission.

**Night**—The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time (AFI 11-202V3).

**Night landing**—A landing conducted between the end of evening civil twilight and the beginning of morning civil twilight.

**Night sortie**—A sortie in which either a takeoff or a landing and at least 50 percent of flight duration is accomplished between the end of evening civil twilight and the beginning of morning civil twilight.

**Proficiency**—A measure of how well a task is completed. Aircraft crew members are considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety (AFMAN 11-202, V1).