



DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC

AFMAN11-2RC-135V1_AFGM2023-01
4 OCTOBER 2023

MEMORANDUM FOR DISTRIBUTION C
MAJCOMs/FOAs/DRUs

FROM: ACC/A3
205 Dodd Blvd Ste 101
Joint Base Langley-Eustis VA 23665-2789

SUBJECT: Air Force Guidance Memorandum to AFMAN 11-2RC-135 Volume 1,
RC/OC/WC/TC-135 – Aircrew Training

By Order of the Secretary of the Air Force, this Air Force Guidance Memorandum (AFGM) immediately implements changes to AFMAN 11-2RC-135 Volume 1, *RC/OC/WC/TC-135 - Aircrew Training* regarding Senior Staff Qualification Training (SSQT). Compliance with this Memorandum is mandatory. To the extent its directions are inconsistent with other Air Force publications, the information herein prevails, in accordance with DAFI 90-160, *Publications and Forms Management* and Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*. This guidance applies to all Air Combat Command (ACC), Air National Guard (ANG) and Air Force Reserve Command (AFRC) aircrew operating the RC/OC/WC/TC- 135.

In advance of a rewrite of AFMAN 11-2RC-135V1, the attachment to this memorandum provides changes that are effective immediately. This AFGM implements requested changes that add Senior Enlisted Leader SSQT requirements. It defines SELs and their training to specify the requirements for flight duties. The criteria are not for separate qualification, but mimic the criteria required for the Senior Staff Officer (SSO) Electronic Warfare Officer (EWO) and SSO Information Integration Officer (IIO) and applies it to the Airborne Systems Engineer (ASE) and Cryptologic Mission Crewmember (CMC) qualifications.

Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule which is located in the Air Force Records Management System.

This Memorandum becomes void after one year has elapsed from the date of this Memorandum, or upon publication of an interim change to, or rewrite of 11-2RC-135V1, whichever is earlier.

JAMES C. SLIFE
Lt Gen, USAF
Deputy Chief of Staff for Operations

AFMAN 11-2RC-135V1_AFGM2023-01

Attachment: AFGM to AFMAN 11-2RC-135V1, *RC/OC/WC/TC-135 – Aircrew Training*
ATTACHMENT
AFGM to AFMAN 11-2RC-135V1, *RC/OC/WC/TC-135 – Aircrew Training*

The below changes to AFMAN 11-2RC-135V1 are effective immediately.

All references to:

AF Form 847, *Air Force Publication/Form Recommendation for Change of Publication* are changed to DAF Form 847, *Department of the Air Force Publication/Form Recommendation for Change of Publication*

AFI 11-401_ACCSUP, *Aviation Management* are changed to DAFMAN 11-401_ACCSUP, *Aviation Management*.

2.10. Senior Staff Qualification Training (SSQT). SSQT is designed for senior staff officers (colonel selects and above) and billeted Senior Enlisted Leaders (SEL) (Chief Master Sergeants).

2.10.3. SSQT graduates will be BAQ qualified and eligible for upgrade to BMC/CMR status with appropriate approval.

2.10.3.1. (ADDED) Senior Staff Officer (SSO) requires ACC/A3 approval.

2.10.3.2. (ADDED) SEL requires OG/CC approval.

2.10.4. SSOs and SELs must complete initial qualification/requalification requirements and must maintain BMC continuation flying requirements in the -135, including simulators, to fly unsupervised in the assigned -135. Only general officers in commander billets, SSOs in NAF, wing, operations group commander positions and the 170 GP/CC (NEANG) who maintain BMC or higher are eligible to fly in their primary assigned aircraft without instructor supervision.

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

**AIR FORCE MANUAL 11-2RC-135
Volume 1**

13 SEPTEMBER 2019

Flying Operations

**RC/OC/WC/TC-135—AIRCREW
TRAINING**



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no release restrictions on this publication.

OPR: ACC/A3CR

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

Supersedes: AFI11-2RC-135V1,
20 October 2014

Pages: 62

This volume implements Air Force Policy Directive (AFPD) 11-4, *Aviation Service*; Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202 Volume 1, *Aircrew Training*. This instruction applies to all Air Combat Command (ACC), Air National Guard (ANG) and Air Force Reserve Command (AFRC) aircrew operating the RC/OC/WC/TC- 135 and establishes the minimum Air Force standards for training and qualifying personnel performing duties in the RC/OC/WC/TC-135. Major Commands (MAJCOM) are to forward the proposed MAJCOM and Numbered Air Force (NAF)-level supplements to this volume to ACC/A3C for approval prior to publication in accordance with (IAW) AFI 11-200. Copies of MAJCOM/NAF-level supplements, after approved and published, will be provided by the issuing MAJCOM/NAF to Headquarters Air Combat Command, Command and Control, Intelligence, Surveillance, and Reconnaissance Operation (ACC/A3C), and the user MAJCOM/NAF and National Guard Bureau (NGB) offices of primary responsibility. Field units below MAJCOM level will forward copies of their supplements to this publication to their parent MAJCOM/NAF Office of Primary Responsibility (OPR) for post publication review. Refer recommended changes and questions about this publication to the OPR using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route forms from the field through the appropriate functional chain of command. The authorities to waive wing or 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.

This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. The authorities to collect and or maintain the records prescribed in this publication are Title 37, United States Code, 301a *Incentive Pay; hazardous duty*, Public Law (PL) 92-570, *Department of Defense Appropriations Act of 1973*, PL 93-294, *Aviation Career Incentive 1974 and Required Annual Report*, February 5, 1976, with Changes 1 and 2, and Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*.

Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XOA, Aviation Resource Management System (ARMS) (March 04, 2011, 76 FR 12084) applies and is available at <http://dpclo.defense.gov/Privacy/SORNS.aspx>. Paperwork Reduction Act of 1995 as amended in 1996 affects this instruction. In accordance with the Paperwork Reduction Act and Department of Defense (DoD) policy, ensure that reports of information collections that are collected and/or is compiled and transmitted from the general public are cleared and licensed by Office of Management and Budget prior to collection. Information that is collected from other DoD components or Federal agencies must be approved by DoD and licensed with a report control symbol. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System.

Field activities must send implementing publications to the MAJCOM functional OPR for review and coordination before publishing. The OPR determines if waivers may be granted for any part of this publication.

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Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities.

1.1.1. ACC/A3 is the agency responsible for this instruction IAW AFD 10-9, *Lead Command Designation and Responsibilities for Weapons Systems*. ACC/A3 will:

1.1.1.1. Chair annual ACC Realistic Training Review Boards to review ground and flying training requirements/programs for Combat Air Forces units. Realistic Training Review Board participants will include applicable ACC representatives. Major Command (MAJCOM)/A3s with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.1.1.2. Process all change requests.

1.1.1.3. Provide ACC/A3TV, and all applicable MAJCOM/A3s a copy of approved supplements to this instruction.

1.1.1.4. Review subordinate unit supplemental instructions and supplemental training programs yearly.

1.1.1.5. Standardize aircrew flying training requirements.

1.1.1.6. Determine training requirements to meet expected unit tasking.

1.1.1.7. Determine the number of training quotas needed to meet operational requirements. The 338th Combat Training Squadron determines the formal school capacity.

1.1.1.8. Provide policy and guidance in order for units to develop their respective training programs.

1.1.1.9. Review subordinate unit training programs yearly.

1.1.1.10. Approve all Formal Training Unit (FTU) courses and syllabi and act as the approval authority for any changes.

1.1.1.11. Review instructional texts biannually.

1.1.2. 55th Operations Group, henceforth referred to as OG/CC, will: **(T-3)**

1.1.2.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs and provide necessary staff support.

1.1.2.2. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills or practicing tactical employment simulating circumstances anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties.

1.1.2.3. Determine missions/events in which individual Basic Mission Capable (BMC) aircrew maintain qualification versus familiarization.

1.1.2.4. Identify levels of supervision needed to accomplish required training. Training conducted according to this AFMAN that is intended to result in initial mission qualification or requalification in a crew position may result in an active duty service

equipment (ADSC) per AFI 36-2107, *Active Duty Service Commitments (ADSC)* and the Education and Training Course Announcement (ETCA).

1.1.2.5. Review programs and manning position designations yearly.

1.1.2.6. Attach each Aircrew Position Indicator (API)-6/B, to a flying squadron and designate an appropriate training level. Designate the training level to which each API-6/B flyer should train. Upon request, provide HQ ACC/A3CR and NGB/A3C with a list of BMC and Combat Mission Ready (CMR) designated manning positions no later than the beginning of each training cycle. Commanders should ensure wing/group staff crewmembers (API-6/Bs) perform duties justified in HQ ACC manpower standards documents and authorized Unit Manning Documents.

1.1.2.7. Forward supplemental instructions and supplemental training programs to HQ ACC/A3CR. Review supplements yearly.

1.1.2.8. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification training is considered unsatisfactory by the 338 Combat Training Squadron (CTS).

1.1.2.8.1. Determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board (FEB) for rated officers or Aeronautical Review Board for CEA/non-rated flyers on receiving documentation and recommendations from the 338 CTS and the gaining unit.

1.1.2.8.2. Notify ACC/A3C (ANG: NGB/A3C) when an FEB or Aeronautical Review Board is recommended.

1.1.3. Squadron Commanders (SQ/CC) will: **(T-3)**

1.1.3.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew.

1.1.3.2. Ensure review of training and evaluation records of newly-assigned aircrew and those completing formal training to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.1.3.3. Determine utilization of BMC aircrew.

1.1.3.4. Determine how many and which BMC and CMR aircrew will carry special qualifications (e.g. low altitude operations or hull run) or special certifications (e.g. specific Quick Reaction Capability).

1.1.3.5. Assist the OG/CC in developing training programs.

1.1.3.6. Monitor individual assigned/attached aircrew currencies and requirements.

1.1.3.7. Ensure aircrew members participate only in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.1.3.8. Review qualifications and training requirements of squadron-assigned flight surgeons and determine appropriate flight restrictions.

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

1.1.3.10. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification/certification training is considered unsatisfactory by the SQ/CC.

1.1.3.11. Submit a training report during the training cycle as directed.

1.1.3.11.1. Transmit a Training Health Report every fourth month of the training cycle (mid-month Feb, Jun and Oct) via email to ACC/A3CR atacc.a3crairborne@us.af.mil. Squadrons will report RAP health, summarizing critical training issues IAW the guidance and examples available on the ACC/A3T CoP.

<https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=AC-OP-02-66-4-2&Filter=AC-OP-02-66>. Submit reports through the OG/CC and then send to ACC/A3CR. Attach a current squadron-training health slide to summarize critical training issues.

1.1.3.11.2. Report only significant shortfalls or limiting factors of events/sorties that affect 15 percent or greater of the squadron's aircrew force. Include planned corrective action or specific assistance required as appropriate. ACC/A3CR will coordinate to correct or minimize noted shortfalls or limiting factors while the training cycle is underway.

1.1.3.11.2.1. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, etc. Example: unable to accomplish training sorties due to aircraft availability.

1.1.3.11.2.2. Limiting factors are constraints, restrictions, etc., that degrade training effectiveness.

1.1.3.11.3. Report training requirement deviations, following proration, to ACC/A3CR IAW **Attachment 3** of this AFMAN. This report should include training requirements waived by the OG/CC. E-mail training reports to ACC/A3CR RAP manager atacc.a3crairborne@us.af.mil.

1.1.4. Supervisors will: **(T-3)**

1.1.4.1. Monitor individual assigned/attached aircrew currencies and requirements.

1.1.4.2. Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.1.4.3. Identify areas where additional training is needed and direct training accordingly.

1.1.4.4. Ensure mission objectives are pre-briefed, debriefed, and evaluated to determine successful accomplishment.

1.1.5. Individual aircrew members will: **(T-3)**

1.1.5.1. When an electronic training folder does not exist, hand-carry copies of all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.1.5.2. Complete training requirements and currencies within the guidelines of this AFMAN.

1.1.5.3. Log training events IAW AF, ACC, and local directives for submission to the squadron aviation resource management (SARM) section for input into ARMS.

1.1.5.4. Participate only in ground and flying activities in which they are current and qualified unless under the direct supervision of an instructor or flight examiner possessing like-qualification(s).

1.1.6. The SARM section should ensure all training and qualifications status are correctly documented and tracked in ARMS.

1.1.7. Formal school aircrew training system contractors will develop, update, and maintain courseware, and perform task and media analysis consistent with the applicable aircrew training system contract as managed by ACC/TRSS.

1.2. Processing Changes.

1.2.1. Refer recommended changes to this manual to MAJCOM/A3 via AF Form 847, Recommendation for Change of Publication.

1.2.2. MAJCOMs will forward approved recommendations to ACC/A3 and NGB/A3C.

1.2.3. ACC/A3 will:

1.2.3.1. Coordinate changes to the basic instruction with all applicable MAJCOM/A3s.

1.2.3.2. Address time sensitive changes by immediate action message.

1.2.3.3. Forward recommended changes to AF/A3O-AI for AF/A3/5 approval, IAW AFI 11-200.

1.2.3.4. Determine training requirements for the subordinate units. This includes making changes, additions, or deletions to this instruction at any time.

1.3. Aircrew Status. As defined in 11-202, Volume 1, Aircrew Training, all aircrew will be assigned to CMR, BMC, or Basic Aircrew Qualified (BAQ) status. **(T-3)**

1.3.1. Combat Mission Ready (CMR). A CMR crewmember is proficient in their qualification(s) and certification(s) in all of the primary missions tasked to their unit or weapon system. Failure to complete training or maintain currency events, as defined in ground and flying continuation training tables, results in regression to Non-CMR (N-CMR) status. All API-1/2/A/Z positions, Flight Examiners (FE), flying SQ/CC, and Squadron Director of Operation (SQ/DO) positions will be designated as CMR positions. Chief of Weapons and Chief of Safety will maintain CMR unless OG/CC deems it is unfeasible. Other staff crewmembers at the forward operating locations, including Detachments, will normally be designated API-6/B and maintain BMC rates. The SQ/CC or the OG/CC may increase training currency requirements for any crewmembers above the CMR/BMC rate to meet training requirements for any mission tasking. The OG/CC may designate other API-6/B positions within the wing as CMR. **Exception:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document APIs-1/2/A/Z to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers with at least 50%, if available, designated CMR. Reserve/ANG Drill Status FTU graduates will train at a minimum of BMC status. **(T-3).**

1.3.1.1. FTU students normally graduate CMR eligible. However, they may be N-CMR upon completion if they fail to meet requirements (ground and/or flight) for the unit's mission. They will train at the CMR-Inexperienced (CMR/N) requirement level to establish lookback requirements and will complete the SQ/CC certification requirements. Graduates may fly unsupervised provided they are current and qualified for the events or sorties to be flown. **(T-3)**

1.3.2. Basic Mission Capable (BMC). A BMC crewmember is qualified and familiar in all core missions of the Mission Design Series to which they are assigned or attached. They may also maintain proficiency and qualification in some of the unit's other core missions. For those missions for which they maintain familiarization only BMC aircrew must be able to attain CMR status in 30 days or less. BMC aircrew may deploy and may participate in any mission for which, they are proficient and qualified, without additional training. The SQ/CC will determine if additional training is required for BMC crewmembers prior to each deployment. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. **(T-3)**

1.3.2.1. FTU instructors are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing FTU duties, wing/NAF supervision or staff functions that directly support the flying operation. However, these aircrew members are required to provide additional sortie generation capability, either in lieu of, or in addition to, the personnel assigned to the flying squadrons. Reserve/Drill Status ANG members (API-1/2/A positions and FEs) will maintain a minimum of BMC status. **(T-3)**

1.3.3. Basic Qualification (BAQ). An aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation, but has not completed mission qualification in an assigned aircraft. BAQ personnel must accomplish mission qualification training prior to designation as BMC or CMR.

1.3.3.1. Senior staff officers transitioning to the RC-135 will be trained to a BAQ level. BAQ aircrew members have completed a flight evaluation and are qualified to perform basic aircrew duties. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew members may fly unsupervised. Without an instructor/evaluator, BAQ aircrew members will only fly local training sorties performing those duties for which they have been trained and qualified. BAQ aircrew will not participate on operational missions or other advanced exercises without an instructor. Except for General Officers or General Officer selects at or above the wing level, BAQ is not a long term qualification status. Waiver authority for any crewmember, other than General Officers, to remain BAQ for longer than 6 months is the MAJCOM A3.

1.3.4. N-CMR/N-BMC. Aircrew members who regress to N-CMR/N-BMC status will comply with **Chapters 2** and **3**. **(T-3)**

1.4. Training. RC/OC/WC/TC-135 aircrew training is designed to progress aircrew from initial/mission qualification training (I/MQT), difference qualification training (DQT) or requalification training (RQT) to continuation training (CT). Training limitation times are listed in the respective course syllabi. Training scenarios are based on employment plans, location, current intelligence, and threat capabilities. A balanced mixture of flight, simulator, and academic training in each phase prepares aircrew members for the next phase of qualification.

1.4.1. Normally, formal training combines both Initial Qualification Training (IQT) and Mission Qualification Training (MQT). IQT and MQT progress concurrently and provide the training necessary to initially qualify or requalify a crewmember in a specific aircrew position and flying duties to perform the mission assigned to a specific unit or aircraft model. Completion of I/MQT is a pre-requisite for BMC and CMR. I/MQT, apart from Cryptologic Mission Crewmember students, is accomplished by the 338 CTS in association with formal training course attendance.

1.4.2. Continuation Training (CT). There are two aspects of CT. The first is basic proficiency training required to ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.3. Specialized Training. This is additional training that may be identified to meet unforeseen tasking that would require specialized training (e.g. low altitude operations qualification) or a specific Quick Reaction Capability. It may not be required for every aircrew member. Specialized training may consist of some continuation training events. Specialized training is accomplished after an aircrew is assigned CMR/BMC status, and is in addition to CMR/BMC requirements. Aircrew in CMR or BMC positions may hold special capabilities and qualifications as long as additional training requirements are accomplished.

1.5. Training Concepts and Guidance.

1.5.1. Units should design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flight publications.

1.5.2. Training missions should be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. Training missions should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and enemy capabilities. Crewmembers should practice procedures/actions applicable to combat scenarios or reconnaissance operations (e.g. appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, an intelligence briefing, and debriefing).

1.5.3. ACC Training Support Squadron (ACC/TRSS) will develop and validate training programs when/where tasked by the ACC/A3. Other MAJCOMs may submit requests for training program support to the ACC/A3. If validated, these requests will be prioritized and tasked to ACC/TRSS. These syllabi will be adjusted through the OG/CC and submitted to ACC/TRSS for coordination and ACC approval.

1.5.4. The SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. Use flight evaluators and instructors for any phase of training to capitalize on their expertise and experience.

1.5.4.1. The following personnel will be supervised by an instructor possessing like qualification(s) when performing aircrew duties: **(T-3)**

1.5.4.1.1. All non-current aircrew members.

1.5.4.1.2. All aircrew members in initial, difference, upgrade, or requalification flying training.

1.5.4.1.3. Unqualified crewmembers and senior officers as defined in AFI 11-202 Volume 1 and any other staff personnel the Wing (WG), OG, or SQ/CCs designate as required to fly with an instructor.

1.5.4.1.4. For unqualified, non-current, or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight.

1.5.4.2. Every attempt should be made to ensure instructor continuity for crewmembers in initial mission qualification, requalification, difference training, and upgrade training. If the number of instructors exceeds five, document in the individual's training folder.
Exception: Squadron commanders, operations officers and CTS Specialty Chiefs should not be included in this limitation.

1.5.5. The aircrew training cycle is 12 months concurrent with the fiscal year. Units should complete training requirements during the appropriate training cycle. Training shortfalls during this period should be reported IAW with this manual.

1.5.6. The use of simulators is required to enhance flight training. Certified Aircrew Training Devices and operational aircraft with ground power are simulators authorized for aircrew training. Aircrew may credit events for currency and training cycle requirements in these simulators IAW RC/OC/WC-135 RAP Tasking Memo.

1.6. Ready Aircrew Program (RAP).

1.6.1. RAP is a CT program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. RAP tasking is executed IAW the RC/OC/WC-135 RAP Tasking Memo. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types and associated events as determined by the MAJCOM and unit commanders.

1.6.2. Progression from Non-experienced (N) to Experienced (E). The fourth letter in each crew position designates experience levels. The minimum progression criteria for advancement from non-experienced to experienced is listed in [Table 1.1](#). Squadron commanders may progress crewmembers at their discretion once crewmembers have met these minimum requirements or have acquired sufficient simulator sorties that would approximate these requirements.

Table 1.1. Non-experienced to Experienced Progression.

Crew Position	Minimum Qual Time	Total Flt Hours	RC/OC/WC/TC-135 Hours
Aircraft Commander	6 months	1500	300
Pilot	6 months	-	300
Navigator	6 months	1500	200
		1000	300
		-	500

Electronic Warfare Officer (EWO)	6 months ¹	1500 1000 -	200 300 500
RC-135 ASE ²	6 months ¹	1500 1000 -	200 300 500
OC-135 ASE ²	6 months ¹	1000 -	150 250
CMC	6 months ³	250 ⁴ -	250
IIO	6 Months	500	500
Special Equipment Operator (SEO)	1 year	-	300 ⁵

Notes:

1. Qualified in a C2ISR/Electronic Attack (EA) MDS with like mission and equipment.
2. Multi-qualified ASEs may be designated experienced based on their primary assigned aircraft.
3. Must be certified as CMR/BMC in primary position(s) and assigned for minimum of 6 months, e.g. an AMS may have been qualified for 2 years as a DLO but is not experienced in their new position until qualified 6 months as an AMS.
4. Up to 75% of total flying time can be gained from the use of ATDs.
5. Must have at least 1 operational sortie as an SEO. Commander, Air Force Technical Analysis Center (AFTAC), Detachment 1 has the final authority for designating experience level.

1.7. Multiple Mission Design Series Qualification.

1.7.1. Qualification in more than one RC/OC/WC/TC-135 aircraft does not require MAJCOM/A3 authorization. All -135s are considered the same mission design series (MDS) for basic qualification purposes. However, crewmembers flying multiple models (i.e. RC-135V/W, RC-135S, and RC-135U) may need to obtain qualification or certifications in the various models depending on the requirements listed in this volume and AFMAN 11-2RC-135 Volume 2, *Aircrew Evaluation Criteria*.

1.7.2. Due to the unique duties of Cryptologic Mission Crewmembers (CMCs), Airborne Systems Engineers (ASEs) and Information Integration Officers (IIOs) and the various service requirements/tasking, CMCs/ASEs/IIOs may be required to augment non-RC-135 MDS. The OG/CC should forward multiple qualification requests to ACC/A3CR for approval IAW AFI 11-202 Volume 1 and AFI 11-401, *Aviation Management*, to allow retention of RC-135 qualification while augmenting the additional MDS. The owning squadron of the individual requiring a Multiple-MDS waiver will be responsible for generating and staffing the waiver through their Group Stan/Eval. All Multiple-MDS waivers should be placed in the individual's flight evaluation folder and should be reviewed yearly. Individuals are required to complete,

at a minimum, all egress, emergency procedures, aircrew flight equipment and qualification training for the additional MDS they will qualify in.

1.7.3. Crew members qualified on multiple models and/or multiple MDS will maintain the SQ/CC required proficiency level (BMC/CMR) for each aircraft they maintain qualifications on. Crew members are only required to update events that are different in order to maintain required proficiency level. (T-3)

1.8. Training Records and Reports.

1.8.1. Units will maintain crewmember records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202 Volume 1

1.8.1.2. AFI 11-202 Volume 2, *Aircrew Standardization and Evaluation Program*

1.8.1.3. AFI 11-401

1.8.1.4. ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*

1.8.1.5. Appropriate MAJCOM directives.

1.8.2. Units will track the following information for all aircrew members (as applicable): (T-3)

1.8.2.1. Ground training.

1.8.2.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.2.3. Total RAP sorties for 1-month and 3-month lookback.

1.8.2.4. Currencies.

1.8.3. Training Folder Requirements. Training folders are initiated for all qualification, upgrade, and additional training directed by the squadron commander or a flight examiner. The training folder should include approved Air Force forms for all training reports and other applicable records used in the formal training program. The training documents should be placed in reverse chronological order with the most recent on top.

1.8.3.1. Units should maintain training folders on each aircrew member. Units may keep electronic or paper copies of the training history. Training records should be retained by the aircrew member's flying unit for as long as the member is attached to the 55 WG.

1.9. Aircrew Utilization Policy.

1.9.1. Commanders will ensure that wing/group aircrew members (API-1/2/6/A/B/Z) fill authorized positions IAW unit manning documents and that crewmember status is properly designated. The overall objective is that aircrew members perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. (T-3)

1.9.2. Students assigned to the 338 CTS should not be assigned additional duties upon entry into syllabus training.

1.9.3. Aircrew members whose status is duty not including flying (DNIF) may log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon should be consulted if the crewmember's ability to complete training is in question. Aircrew members that are on long term DNIF status, or have been suspended from flying operations, may perform non-flying related duties regardless of their experience level.

1.9.4. Aircrew should not perform long-term duties that detract from primary duties of training for or performing the unit flying mission.

1.10. Sortie Allocation Guidance.

1.10.1. Use the following guidance to determine sortie allocation priorities for scheduling.

1.10.1.1. CMR/API-1/2/A/Z. Currency events required for deploying aircrew members to be fully mission capable to perform their duties on operational sorties. Inexperienced API-1/2/A/Z aircrew members should receive sortie allocation priority over experienced aircrew members.

1.10.1.2. Syllabus sorties.

1.10.1.3. CMR/API-1/2/A/Z Proficiency and continuation training events. Non-experienced API-1/2/A/Z aircrew members should receive sortie allocation priority over experienced aircrew members.

1.10.1.4. CMR API-6/B.

1.10.1.5. BMC.

1.10.2. API-8 (above wing level) personnel flying authorizations will be IAW AFI 11-401 and HQ ACC guidance. They will fly the BMC rate; however they are not required to complete BMC specific missions/events. Units should provide assigned API-6/8/B/D flyers adequate resources to maintain minimum training requirements. However, API-6/8/B/D flyer support will not come at the expense of the flying squadron's primary mission. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401. Units requiring flying hour adjustments for attached API-8/D and applicable API-6 flyers must request program changes IAW *AFI11-102 ACC_SUP*, Flying Hours Program Management.

1.11. Waiver Authority.

1.11.1. The waiver authority for this volume is MAJCOM/A3 IAW AFI 11-202 Volume 1. All waivers or issues involving ANG personnel will be coordinated with the 170 GP/CC (NEANG).

1.11.1.1. Submit waivers to the requirements of this volume via message, memo, fax or email through the group training office (55 OG/OGT) to the OG/CC, and then to the MAJCOM/A3 for approval, unless otherwise specified. All waivers will include ACC/A3CR as an information addressee.

1.11.1.2. The OG/CC is the delegated waiver authority for flying and ground training requirements. Groups will keep a record of waivers granted and will notify ACC/A3CR and NGB/A3C by message, memo, fax, or email when waivers are issued.

1.11.1.3. Copies of all waivers will be filed in the student's aircrew training folder.

1.11.1.4. All waivers will be valid until the end of the annual RAP training cycle or as noted in the waiver.

1.11.2. Some ground training items (e.g. small arms, aircrew flight equipment, etc.) are tasked by other agencies. Reference the source instruction to determine the waiver authority in these cases.

1.11.3. Waiver requests will be IAW [Attachment 4](#).

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines RC/OC/WC/TC-135 formal training. Formal training, to include I/MQT, RQT, central flight instructor course (CFIC), faculty training course (FTC), and senior staff qualification training (SSQT), should normally be conducted by the FTU. Difference qualification training (DQT) should normally be accomplished by operational squadrons. Formal training may be conducted or completed in-unit with OG/CC approval. Evaluations for conversion training may be conducted by 645 Aeronautical Support Squadron (AESS) personnel with ACC/A3C and unit approval.

2.1.1. The primary method of qualification training is to attend and complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies all qualification training requirements. Formal training may be conducted in operational squadrons IAW provisions of this chapter and with the approval of OG/CC. The in-unit formal training will be conducted using appropriate USAF training syllabus, flow programs, and requirements. Unit training flights Director of Operations Training will contact 338 CTS for an approved training program. **(T-3).**

2.2. Prerequisites. Each aircrew member must comply with the appropriate formal training course prerequisites prescribed in the ETCA and the requisite ACC approved syllabus before entering qualification training. Prior to flight training, aircrew members will meet the following requirements:

2.2.1. Egress training (LL04)

2.2.2. Aircrew flight equipment training (LL01, LL06, LL09)

2.2.3. Flight records review.

2.2.4. Local area survival training (Initial only). (SS01) (Not required for Temporary Duty (TDY) personnel.)

2.3. Ground Training.

2.3.1. 55 OSS will develop and instruct the following ground training:

2.3.1.1. Aircrew flight equipment training

2.3.1.2. Survival, Evasion, Resistance, and Escape (SERE) Training

2.3.1.3. Operations Plan 801X Procedures

2.3.1.4. Flash blindness protection

2.3.2. Squadrons will develop and instruct the following ground training:

2.3.2.1. Mission Certification Training (as applicable)

2.3.2.2. Special qualifications (as applicable)

2.3.3. Initial egress training will be accomplished using the aircraft, aircraft diagrams and pre-positioned aircrew flight equipment as training aids. For continuation training, see LL03 in [Attachment 2](#). (See ACCI 11-301v1, *Aircrew Flight Equipment (AFE) Program* for more information.)

2.3.4. Ground training accomplished during I/MQT, DQT, or RQT establishes due dates for subsequent continuation training.

2.4. Flying Training. Units should prepare a training program designed to maintain mission qualification and prevent regression of proficiency. Squadron-developed training programs should use profiles typical of squadron missions.

2.4.1. In-unit training must be accomplished according to applicable formal training or approved school courseware if available.

2.4.2. Academic training required for qualification will be completed prior to flight evaluation and certification in the unit operational mission. Exceptions will be noted and justified in the student's training records prior to in-flight evaluation.

2.4.3. BMC or CMR individuals transferring (PCS/PCA) between units will complete mission certification training or difference training as determined by the gaining unit's SQ/CC. This training should be based on experience, proficiency, currency, and previous formal training of the moving individual. BMC or CMR individuals moving between units must complete the unit mission briefing. Use the multiple qualification section in **Chapter 1** to help determine when an evaluation is required.

2.4.4. I/MQT, RQT, DQT, upgrade, or special qualification training conducted during operational missions will be in accordance with AFMAN 11-2RC-135 series and specific theater Operations Orders and directives. An instructor of like specialty will supervise students on these sorties. SQ/CC will ensure the training will not impact mission effectiveness nor expose crewmembers to unnecessary risks. **Note:** Like specialty for CMC is based on position qualification not target specialty. **(T-3)**

2.4.5. Ground and flight training requirements in ACC approved syllabi will be completed prior to the flight evaluation except as annotated in the syllabus. CMC will have 120 days after completion of IQT and applicable CDCs to complete in-unit MQT and become eligible to be certified as CMR. Aircrew who will be certified as BMC need only accomplish those ground and flight training events necessary to maintain BMC status.

2.4.6. Flight training events accomplished during I/MQT/RQT/SSQT are not creditable for continuation training requirements. Crewmembers undergoing RQT for loss of qualification less than one year will have their CT requirements pro-rated IAW **Table 3.1**. Events accomplished IAW 11-202 Volume 2 are creditable for continuation training and establish currency. DQT, Pre-CFIC, and CFIC instructor upgrade flight training events are creditable for continuation training requirements. Pilots enrolled in Pre-Pilot Upgrade Program training may continue to log flight training events flown in the right seat towards continuation training requirements.

2.5. CMR/BMC Certification. The gaining squadron commander certifies aircrew members as CMR or BMC when training is complete.

2.5.1. Qualification documents are filed in the crewmember's flight evaluation folder. Certifications will be noted on the AF Form 4348, *USAF Aircrew Certifications* or equivalent in the crewmember's training folder.

2.5.2. A tailored training program should be used to recertify aircrew who have regressed from BMC or CMR for any reason. This training should specifically address deficiencies which caused regression to recertify regressed aircrew.

2.6. Initial Qualification Training (IQT). IQT is used for qualifying newly assigned crewmembers or re-qualifying crewmembers who have been unqualified for more than 8 years.

2.6.1. The primary method of initial qualification is to attend and complete the formal training course listed in the ETCA. Completing the formal course satisfies all qualification training requirements.

2.6.2. Initial qualification training will be conducted at the FTU IAW approved ACC syllabi. Document initial qualification training in the individual's training folder. **(T-3)**

2.6.3. 55 WG units should forward the names of candidates to the 338 Combat Training Squadron Registrar Office (338 CTS/CCR) to fill given training quotas no later than 30 days prior to class start date.

2.6.4. Upon completion of a formal training program, most crew members are considered mission qualified. **Exception:** CMC are not mission qualified until completion of in-unit MQT.

2.6.4.1. The FTU will complete CMR I/MQT training events as required before releasing the student to the gaining squadron, unless waived by the gaining SQ/CC. When CMR events are not completed during IQT/MQT, the FTU will document those items still required on the individual's AF Form 4348 or equivalent and forward to the gaining squadron Director of Operations Training. **(T-3)**

2.7. Mission Qualification Training. Most mission qualification training events are integrated into the aircrew qualification syllabus and are accomplished in conjunction with aircrew qualification. A separate mission qualification evaluation is not required for RC/OC/WC/TC-135 aircrew; aircrew will be certified in their respective missions by their gaining SQ/CC IAW local restrictions or guidance. **(T-3)**

2.7.1. CMR crewmembers will be required to perform nuclear, conventional SRO, and conventional contingency missions based on their respective aircraft mission. BMC crewmembers normally qualify/certify on all missions performed by their assigned primary aircraft but train to maintain familiarization rather than currency. The SQ/CC determines assigned/attached BMC aircrew utilization. **(T-3)**

2.7.2. The SQ/CC is the approval authority for mission qualifying/certifying crew members on more than one mission aircraft. **Note:** ANG should coordinate through the 170 GP/CC, respective ANG SQ/CC and attached active flying SQ/CC.

2.8. Difference Qualification Training (DQT). DQT is used for two types of training. First, it can be used to train crewmembers in a different system/tactic (e.g. baseline or avionic upgrades) within the same/similar aircraft. Second, DQT can be used to train mission crew personnel already qualified in one crew position in a subsequent crew position within the same MDS and crew specialty. Difference qualifications/certifications will use formal flight and academic training prescribed by the formal syllabus (if available) or unit developed training profile. OG/CC approved difference training may be completed at the FTU or trained in-unit and will be documented in the individual's training folder. **(T-3).**

2.8.1. The OG/CC will determine whether DQT requires a certification or flight evaluation with the following **Exceptions: (T-3)**

2.8.1.1. Pilots transitioning between TF-33 and TCTO-509 aircraft require difference qualification training and a flight evaluation.

2.8.1.2. Navigators transitioning between TF-33 and TCTO-509 aircraft require difference qualification training and a flight evaluation.

2.8.1.3. Pilots and navigators transitioning between different -135 aircraft or those receiving multiple -135 certifications require difference certification training and SQ/CC certification (e.g. transitioning between OPEN SKIES to CONSTANT PHOENIX, or transitioning between COBRA BALL to RIVET JOINT).

2.8.1.4. Pilots and navigators qualified in the KC-135/B-707 and transitioning to the RC/OC/WC/TC-135 require a difference course and evaluation.

2.8.2. Electronic Warfare Officers' difference training is based on mission equipment utilization.

2.8.2.1. Crewmembers transferring between or those receiving multiple qualifications on -135 aircraft employing like equipment (e.g. CORVUS) require 55 OG/CC approved difference qualification training. These training programs may be conducted in-unit or at 338 CTS. 55 OG/Operations Group Training (OGT) should forward copies of these training plans and programs to ACC/A3C.

2.8.2.2. Crewmembers transferring between -135 aircraft required to operate different mission equipment require formal difference qualification flight and academic training followed by a flight evaluation. Prior to beginning difference qualification training of this type, 55 OG/CC will review the training plan and forward it to ACC/A3C for final approval.

2.8.3. Airborne Systems Engineer difference qualification training is based on crew position.

2.8.3.1. Airborne Systems Engineers transferring between -135 aircraft require only difference training.

2.8.3.2. Airborne Systems Engineers obtaining additional position qualifications on the same -135 model require formal training at the FTU. Further information can be found in [chapter 4](#).

2.8.4. Airborne Mission Supervisors transitioning between RC-135U/S and RC-135V/W require a difference certification. All other CMC require only emergency equipment familiarization.

2.8.5. The OG/CC in consultation with 645 AECS/CC, will determine what constitutes a major or minor system change.

2.8.5.1. A minor system change within the same MDS requires a difference training and certification as a minimum. Document all difference training completion in the individual's active training folder, maintain the folder IAW AFRIMS. Units will document the difference certification on the squadron letter of certification (letter of Xs).

2.8.5.2. A major system change will be handled as conversion training and will require a difference qualification evaluation. Units will document the certification and evaluation on the squadron letter of certification (letter of Xs).

2.8.5.3. For all system changes, ACC will coordinate with Air Force Material Command to ensure suitable training resources are provided as part of the acquisition program. ACC/A3CR will assist 55 OG in developing training programs in concert with 645 AESS. Prior to beginning difference training for a system upgrade, OG/CC will review the training plan and forward it to ACC/A3C for final approval.

2.9. Loss of Currency. An individual is considered non-current in an area when they exceed the time requirements for events as dictated by the specific crew position.

2.9.1. An aircrew member is unqualified upon either loss of currency exceeding 6 months or expiration of the mission/qualification check, whichever occurs first. Requalification requirements are as follows:

2.9.1.1. Loss of currency up to 6 months does not constitute loss of qualification. To regain currency, crewmembers will accomplish training as directed by the SQ/CC and a proficiency demonstration of the non-current event(s) to an instructor possessing like qualification(s). Loss of currency exceeding 6 months results in an unqualified status.

2.10. Senior Staff Qualification Training (SSQT). SSQT is designed for senior staff officers (colonel selects and above) as well as a small number of certain wing senior staff positions.

2.10.1. Course prerequisites are listed in the ETCA and the RC-135 SSQT syllabus.

2.10.2. Senior staff officers will complete SSQT in the appropriate -135 based upon the manner they will perform flight duties. **(T-3)**

2.10.3. SSQT graduates will be BAQ qualified and eligible for upgrade to BMC/CMR status with HQ ACC/A3 approval.

2.10.4. Senior officers must complete initial qualification/requalification requirements and must maintain BMC continuation flying requirements in the -135, including simulators, to fly unsupervised in the assigned -135. Only general officers in commander billets, senior officers in NAF, wing, operations group commander positions and the 170 GP/CC (NEANG) position who maintain BMC or higher are eligible to fly in their primary assigned aircraft without instructor supervision.

2.10.5. Formal training courses for senior officers conducted at the FTU require approval at the following levels:

2.10.5.1. Colonel and colonel (selects): ACC/A3C (NGB/A3C for ANG officers only).

2.10.5.2. General selects and above: ACC/A3.

2.10.6. Senior officers in training in the FTU are in formal training status. Unit duties should be turned over to appropriate deputies or vice commanders until training is completed.

2.10.7. Wing Commanders should qualify in only one of their wing's aircraft (preferably in their wing's predominant aircraft). Either the WG/CV or OG/CC should qualify in the wing's other aircraft.

2.11. Conversion Training. Conversion training is usually conducted off station with the engineering specialists responsible for converting to the new system (e.g. new engines, baseline upgrades, minor system upgrades). These personnel will provide conversion training for the initial cadre whenever possible. In some instances, it will be necessary for units to form an initial cadre of personnel for whom certain training requirements may be waived. 645 AESS, Greenville, TX is considered the primary base for conversion training when new systems come online which represent significant changes from current aircraft configurations. Initial cadre completing conversion training will provide DQT to other unit aircrew members at home station. Coordinate cross-command training/evaluations through OG/CC to ACC/A3C and 645 Aeronautical Support Group.

2.11.1. The following circumstances apply to management of initial cadre aircrew qualification: Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion.

2.11.1.1. The OG/CC will determine which training events are applicable after examining the training and evaluation records of initial cadre.

2.11.1.2. The OG/CC will review the proposed training qualification plan and forward to HQ ACC/A3C for approval prior to beginning conversion training for major system changes.

2.11.1.3. Crewmembers will complete academic and ground training events before starting flight training on new systems.

2.11.2. Prior to evaluation/certification, crewmembers will complete all training recommended on any equipment, systems or crew procedures which differ from that in the mission series (M/S)-135 aircraft initial crewmembers are currently qualified.

2.11.3. Crewmembers will complete closed book qualification examination prior to unsupervised flight when emergency procedures are different.

2.11.4. Difference qualification or difference certification (as applicable) is the squadron commander's validation that all difference training is complete. Units will document difference qualifications in the individual's flight evaluation folder. The host unit providing conversion training will document all conversion training and maintain the training folder IAW AFRIMS.

2.12. Instructor Training. Flight instructors must be graduates of a formal instructor course in order to perform instructor duties. Only those instructors who have completed the 338 CTS faculty training course (FTC) may conduct I/MQT, FTC and SSQT qualification training unless waived by the FTU/CC. RQT, DQT and CFIC do not require instructors who have completed the 338 CTS FTC.

2.13. Faculty Training Course (FTC). A certification training program taught by the 338 CTS, designed to qualify RC/OC/WC/TC-135 instructors for faculty duties in the FTU or operational squadron. Graduates are fully qualified FTU flight instructors. The 338 CTS/CC will determine requirements for FTC certification.

2.14. Special Qualifications. The squadron commander may determine certain special capabilities that crew members will need to maintain to accomplish certain missions IAW local restrictions and guidance.

2.15. Formal Training Reports. Feedback is an important tool for improving qualification training programs. All students will complete an aircrew training system contractor generated end of course critique following completion of the aircrew training system phase of training (as required). ACC Training Support Staff Det 10 will send post-graduate training critiques to each student and their supervisor three to six months after graduation. The student and supervisor will complete their respective critiques and return them to ACC TRSS DET 10. ACC TRSS Det 10 will generate post-graduate critiques for all RC/OC/WC/TC-135 training conducted in the 55 OG and will maintain the critique findings and actions taken for 24 months.

Chapter 3

CONTINUATION TRAINING

3.1. General. This chapter contains guidance on continuation ground and flying training requirements for CMR, BMC, and BAQ aircrew.

3.2. Ground Training. Commanders will direct additional training, as necessary, to ensure all aircrew attain and maintain a state of proficiency which will permit immediate and successful completion of the unit's assigned mission. Ground training will be accomplished IAW the aircrew specific ground training tables in local guidance and the RC/OC/WC-135 RTM. The waiver authority for the ground training specified is IAW the reference directive.

3.2.1. A qualified instructor who instructs a class receives credit for that academic training requirement. The instructor must be current on the event prior to teaching the class.

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

3.2.3. Crewmembers that enter N-BMC/CMR status because of overdue ground training will regain BMC/CMR status upon completion of training.

3.2.4. Units are encouraged to combine like courses whenever possible and teach only those portions applicable to their aircraft and mission. Course descriptions are listed in local guidance.

3.2.5. BMC crewmembers need not maintain currency on CMR ground training events for which they maintain familiarization only, but must regain currency on the events prior to flying operational or training mission for which that training event applies. Alert status is considered an operational flying mission.

3.3. Flying Training. All aircrew will accomplish the events shown in their respective continuation flight tables as stated in the RC/OC/WC-135 RTM. Failure to accomplish these events requires additional training as determined by the SQ/CC.

3.4. Field Training Unit-Assigned Instructors.

3.4.1. FTU-assigned instructors will maintain BMC. They may provide simulator training while DNIF or N-BMC provided they maintain currency in the simulator.

3.4.2. Instructors cannot regain currency in any continuation training event they are non-current in by dual logging it as an instructor.

3.4.3. Instructors may credit/dual-log 50% continuation training events on sorties with unqualified students. An instructor flying on sortie M-1 may log a proficiency sortie when all syllabus demonstrations are completed.

3.5. Continuation Training. Currency and events are found in the RC/OC/WC-135 RTM and *AFMAN11-2RC-135 Volume 1 55 OG Supplement*.

3.6. Special Categories.

3.6.1. Above wing level staff API-8/D aircrew members may be attached to 55 WG flying squadrons IAW AFI 11-401 and MAJCOM guidance.

3.6.1.1. Mission directed training for Higher Head Quarters personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM directors (division chiefs for flight safety and IG) and NAF/OV are the reviewing authorities for assigned personnel. They will:

3.6.1.1.1. Coordinate with the supporting agency to ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

3.6.1.1.2. Review API-8/D crewmember accomplishments and currencies prior to authorizing crewmembers to participate in mission directed training.

3.6.1.1.3. Provide each API-8/D crewmember with written documentation specifying the sortie types and events the crewmember is authorized to fly.

3.6.1.1.4. API-8/D personnel maintaining BMC status are exempt from academic ground training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron by ACC/A3C to participate in squadron scenarios for mission directed training. API-8/D personnel must complete ground training and spin up training as directed by host flying SQ/CC prior to assuming alert duties or flying operational missions/deployments as a primary (required) crewmember.

3.6.1.1.5. API-8/D personnel will be trained to CMR status for the specific mission(s) to be performed before deploying in support of RC/OC/WC/TC-135 operational missions.

3.6.1.2. Host units will coordinate with the supporting agency to ensure appropriate training information is documented in ARMS IAW AFMAN 11-421, *Aviation Resource Management* and AFI 11-202 Volume 1.

3.6.1.3. Aircrew members will: **(T-3)**

3.6.1.3.1. Review logged training and currencies for accuracy.

3.6.1.3.2. Submit qualification/authorization documentation, to include DD Form 2992 *Recommendations for Flying or Special Operational Duty*, showing current flight medical status, to the supporting SQ/CC or DO prior to flying with that squadron.

3.6.1.3.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

3.6.1.3.4. Instructor-qualified aircrew members may perform instructor duties with the concurrence of the OG/CC if qualified and current for the applicable missions/events.

3.6.2. Flight Surgeons will maintain flying rates and requirements IAW AFI 11-202 Volume 1 and RC/OC/WC-135 RTM. **(T-2)**

3.7. Loss of currency. Crewmembers will not perform a sortie/event they are not current to perform unless under instructor supervision (direct supervision for pilots in critical phases of flight). Instructors must be current and qualified in the crew position/sortie/event they supervise.

3.7.1. Regaining currency is required whenever a crewmember does not meet the currency requirements of this volume or subordinate documents. Training affecting BMC/CMR status will require regression to N-BMC/CMR until the appropriate training, specified by SQ/CC and

this volume, is completed. Training identified as not affecting BMC/CMR status does not require regression unless it is a grounding event IAW this document, subordinate documents, or RC/OC/WC-135 RTM.

3.7.2. Loss of Instructor Status. SQ/CCs will disqualify instructors when one of the following conditions exists:

3.7.2.1. Failure of a flight evaluation. The instructor must successfully complete a flight evaluation IAW AFI 11-202 Volume 2 and AFMAN 11-2RC-135 Volume 2 to regain instructor status.

3.7.2.2. Failure of a qualification, instrument, or mission written examination. Aircrew members must successfully re-accomplish the written exam to regain instructor status.

3.7.2.3. If in the judgment of the SQ/CC the candidate is not capable of performing instructor duties.

3.7.3. SQ/CCs may disqualify instructors if they become non-current in an event/sortie that causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option, or if the instructor becomes non-current in events/sorties that does not require removal from CMR/BMC status, then instructor status may be retained. Individual will not instruct the event/sortie until the required currency is regained.

3.8. Ready Aircrew Program (RAP) Policy and Management. The RAP program is a training system designed to focus training on accomplishing a unit's wartime or primary operational tasking(s). RAP training levels are broken down into BMC or CMR. These training levels are further divided into experienced or non-experienced categories. The aircrew specific chapters establish the minimum number of RAP sorties and events per training cycle. Non-RAP requirements are in addition to RAP requirements. Non-RAP requirements ensure basic aircrew skills, necessary to operate in the civil airspace environment safely, are maintained.

3.8.1. SQ/CC will determine, assign, and certify aircrew that will train for and maintain special certifications or qualifications. Specialized training is normally accomplished in addition to CMR/BMC sortie/event requirements.

3.8.2. Aircrew members are normally classified as "non-experienced" when initially certified BMC/CMR by the SQ/CC. SQ/CC may reclassify aircrew members as "experienced" when they meet minimum progression criteria and SQ/CC determines that they can maintain sufficient proficiency in the squadron's assigned mission while training at the reduced rates. Units will track this progression through the use of AF Form 4324 *Aircraft Assignment/Aircrew Qualification Worksheet* and annotate experience levels in the "letter of Xs". See [Table 1.1](#) for the minimum experience level and progression requirements.

3.9. RAP 1-Month and 3-Month Lookback and Regression. RAP mission and sortie requirements apply to CMR and BMC crewmembers. RC/OC/WC-135 RTM establishes the minimum number of sorties per training cycle for BMC/CMR levels of training. Approved Aircrew Training Device (ATD) may be used to update RAP provided training objectives can be met as determined by the SQ/CC.

3.9.1. SQ/CCs ensure lookback calculations are performed the first duty day of every month. Lookback calculations begin following MQT and the aircrew must maintain a 1-month

lookback sortie rate until 3-month lookback is established. In addition, the 1-month lookback will start the first full month of CMR/BMC status.

3.9.2. CMR and BMC aircrew members will fly the required monthly sortie rate. Lookback does not apply to BAQ aircrew members or API 8/D flyers above the wing. End-of-cycle training requirements are based on the crewmember's experience level on the last day of the current training cycle.

3.9.3. Failure to meet 1-month lookback requires a review of the crewmember's 3-month sortie history. If the 3-month lookback is met the crewmember may remain BMC/CMR.

3.9.4. Failure to meet the 3-month lookback will result in SQ/CCs placing a crewmember on either RAP probation or regression. An example of an appropriate use of probation is when crewmembers fail lookback due to an operational staff TDY or non-availability of the assigned primary aircraft. Probation is limited to one month following the date the crewmember failed the 3-month lookback requirement. See [Figure 3.1](#) for more information on regression.

3.9.5. If RAP requirements are not met at the end of the probation period the crewmember will be regressed to N-CMR/N-BMC status or:

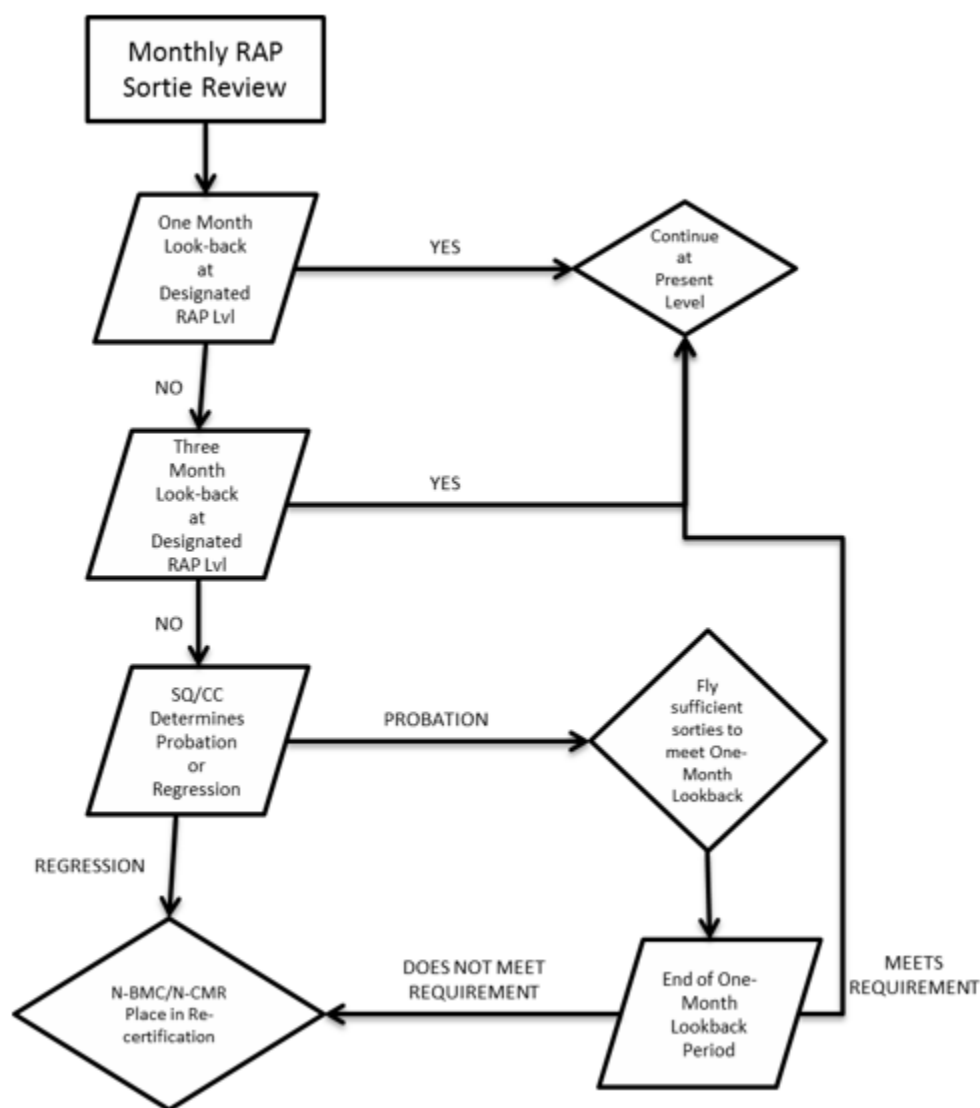
3.9.5.1. Removed from a CMR manning position or

3.9.5.2. Action will be initiated to remove the crewmember from active flying status.

3.9.6. Crewmembers regressed to N-BMC/CMR for lookback for less than 180 days will complete a SQ/CC approved program to return the crewmember to BMC/CMR status. BMC/CMR aircrew must meet the subsequent 1-month lookback requirement prior to reclaiming BMC/CMR status upon completion of the SQ/CC directed program. The sorties and events accomplished during the program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirements.

3.9.7. Crewmembers regressed to N-BMC/CMR beyond 181 days will accomplish a flight evaluation using a standard RAP profile or an appropriate certification of the event that caused the regression.

Figure 3.1. Regression Flow Chart.



3.10. Failure to Meet End-of-Cycle Training Requirements. Aircrew who fail to complete both RAP and non-RAP event requirements by the end of the training cycle will accomplish training at the direction of the SQ/CC. Report all training shortfalls IAW [chapter 1](#).

3.10.1. Failure to meet sortie and/or event requirements for BAQ results in supervised status until successful training is accomplished, as determined by the SQ/CC.

3.10.2. Failure to accomplish sorties required for special certifications/qualifications will result in loss of that certification/qualification. The SQ/CC will determine recertification/requalification requirements.

3.11. Proration of end-of-cycle requirements. The SQ/CC may prorate all training requirements when DNIFs, emergency leaves, non-flying TDY, exercises, and lack of aircraft preclude continuation training for a portion of the training period at the end of the training cycle. Normal annual leave will not be considered as non-availability. Extended bad weather, which

precludes the unit from flying for more than 15 consecutive days, may be considered as non-availability. The following guidelines apply:

3.11.1. Proration should only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

3.11.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 3.1](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability. For example, Major Captain was granted 17 days of emergency leave in January and attended Squadron Officer School in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of three months proration from his training cycle: one month for emergency leave and two months for Squadron Officer School.

3.11.3. A crewmember's training cycle will start over at a prorated share following completion of training if initial mission qualification training is re-accomplished.

3.11.4. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

3.11.5. For initial/requalification training, the newly assigned crewmembers should be prorated upon achieving BMC/CMR status. If this occurs after the 15th of the month, begin tracking continuation training for proration on the first day of the following month.

3.11.6. An aircrew member's last month on station prior to departing on a PCS may be prorated. Departing crewmembers may be considered CMR for reporting purposes up to 60 days from date of their last flight, or until loss of CMR currency, port call date, or sign-in at a new duty station, whichever occurs first.

3.11.7. CMR aircrew members who attend US Air Force Weapons School in TDY-and-return status may be reported throughout the TDY as CMR. These aircrew members should accomplish a prorated share of sortie/event requirements IAW [Table 3.1](#) upon returning to home station.

3.11.8. Individuals enrolled in formal training who hold multiple qualifications may be prorated for their current qualification and the position for which they are in training.

3.11.9. Operational/contingency sorties that provide valid RAP training, based on the definition of a RAP sortie in this instruction, are to be logged as RAP sorties/events while deployed. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

Table 3.1. Proration Allowance.

CONSECUTIVE DAYS OF NONFLYING	MONTHS OF PRORATION ALLOWED
0 – 15	0
16 – 45	1
46 – 75	2
76 – 105	3
106 – 135	4
136 – 165	5

166 – 195	6
196 – 225	7
226 – 255	8
256 – 285	9
286 – 315	10
316 – 345	11
346 – 365	12

3.12. Aircrew Training Devices (ATDs).

3.12.1. The OG/CC will determine in which ATDs aircrew may update currencies based upon SIMCERT results and recommendations from 55 OG/OGT. 55 OG/OGT will maintain a master list of these creditable flight training and currency events.

3.12.2. Because of the wide range of conditions and medications, the flight surgeon will need to determine whether an individual can perform ATDs duties when placing the individual on DNIF status.

3.12.3. The required recurring simulator training events for BMC, CMR, and BAQ aircrew members are listed in the RC/OC/WC-135 RTM for specific crewmembers. Not applicable to API-8 and General Officer/General Officer-select BAQ aircrew.

Chapter 4

INSTRUCTOR AND UPGRADE TRAINING

4.1. General. This chapter contains information for instructor and upgrade training.

4.2. Instructor Upgrade Training. SQ/CCs will review each instructor candidate's qualifications to ensure the individual possesses skills necessary to upgrade to instructor. Instructor candidates must be considered experienced as listed in [Table 1.1](#) and meet the hour requirements listed in [Table 4.1](#).

4.2.1. The Central Flight Instructor Course (CFIC). CFIC attendance is a prerequisite for flight instructor status. Prerequisites and time limitations are listed in the ETCA, the CFIC syllabus and this volume. [Table 4.1](#) outlines the hour requirements for initial upgrade to instructor. Instructor requalification events may be accomplished with basic requalification events.

Table 4.1. Instructor Upgrade Hour Requirements.

	Total Flt Time ²	Total RC/OC/WC/TC-135 Time
Current C-135 AC	-	300 hours
Former C-135 IP or B707IP	-	-
Current C-135 MN	750 hours 1000 hours 1500 hours	500 hours 300 hours 100 hours
Former C-135 IN or B707IN	-	-
RC-135S/U EWO	600 hours	300 hours
RC-135V/W EWO	600 hours	300 hours
Former IEWO on C2ISR/Bomber/EA MDS	1500	-
ASE ⁴	600 hours 1000 hours 1500 hours	500 hours (300 OC-135B) 300 (200 OC-135B) 200
CMC ^{4,5}	250 hours	250 hours
IIO	500 hours	300 hours
SEO ^{6,7}	200 hours	-

Notes:

1. The OG/CC may waive the minimum flying hour requirements for instructor upgrade.
2. Total flying time is career military flying time logged in the crew position the individual will upgrade in. Time includes “student” time but does NOT include time logged in the simulator or “other” time. **Exception:** CMC/HIO may log up to 75% of the total required flight time in an approved ATD.
4. Instructors who upgrade or change positions will be qualified in that position for 12 months and have a minimum of 300 flight hours in that position before performing instructor duties in that position, i.e. an IACLA who upgrades to AA will not be an IAA until qualified as an AA for 12 months and logging 300 hours in the AA position. Instructor upgrade requires Experienced designation as outlined in Chapter 1.
5. Requires minimum of 1 year as CMR and SQ/CC nomination
6. Requires minimum of 1-year as a CMR ready SEO.
7. Commander, AFTAC/Det 1 may waive the minimum flying hour requirements for instructor upgrade

4.2.2. The instructor course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, flying skill, and technical knowledge.

4.2.3. Individuals who previously attended a formal MAJCOM flight instructor course and meet the minimum flying hour requirements may upgrade to an RC/OC/WC/TC-135 instructor in-unit with OG/CC approval.

4.2.4. The academic training course must be satisfactorily completed prior to any flight training being accomplished. Training areas are specified in the CFIC syllabus.

4.2.5. Units should forward the names of instructor candidates to the FTU/CCR to fill allocated training quotas no later than 30 days prior to class start date.

4.2.6. Instructor candidates should arrive at CFIC current and qualified in their unit assigned aircraft.

4.2.7. Multiple simulated emergencies may be required during CFIC flight training. The intent of these maneuvers is to broaden a candidate’s experience base and will only be accomplished at CFIC. These maneuvers must be approved by HQ ACC/A3C.

4.2.8. If an instructor upgrade student experiences difficulties in an instructor upgrade course where the problem specifically concerns the students’ lack of instructional ability rather than a lack of proficiency, the FTU/CC may recommend, with OG/CC approval, suspension or disenrollment provided the member meets basic and mission qualification standards.

4.2.8.1. Candidates that are suspended will return to their squadron for additional training. The suspended candidate’s SQ/CC will determine what additional training is required. Upon completion of additional training, the suspended candidate’s SQ/CC will recommend to FTU/CC re-entrance into CFIC, disenrollment from CFIC, FEB Waiver or FEB.

4.2.8.2. Candidates who are dis-enrolled will be sent back to their respective squadron to fly as a non-instructor aircrew member.

4.2.9. Failure to complete an initial instructor evaluation for any reason requires appropriate action IAW AFMAN 11-402, *Aviation and Parachutist Service* and AFI 11-202 Volume 2.

4.2.10. The FTU will submit a final training report to the unit at the completion of CFIC.

4.3. Aircraft Commander (AC) Upgrade Training.

4.3.1. Pilot Upgrade Program is a formal training course for RC/OC/WC/TC-135 copilots upgrading to aircraft commander. Formal school attendance at the FTU is the primary method for AC qualification training. In-unit upgrade using courseware provided by the FTU is the secondary method. In-unit AC upgrade flight training will be accomplished only when FTU upgrade quotas are not available and a waiver has been granted by ACC/A3C.

4.3.2. Individuals selected for Pilot Upgrade Program training may occupy the left seat under direct IP supervision to perform orientation or SQ/CC directed pre-Pilot Upgrade Program training events as applicable. Document all PUP qualification training in the individual's training folder. **Table 4.2** outlines the requisites to upgrade from a Co-Pilot or other MDS Aircraft Commander (AC) to RC/OC/WC/TC-135 AC.

Table 4.2. Aircraft Commander Upgrade Flying Time Prerequisites.

Crew Position	Total Flying Time	Total -135/B707 Time	Notes
C-135 or B-707 CP/FP	1000 hours	500 hours	1
First Assignment AETC Instructor	1000 hours		2
Other MDS pilots	1000 hours		1,3
Notes: 1. Total flying time includes "student" time but does NOT include time logged in the simulator or RPA flight time. No more than 200 hours of "other" time may be counted. 2. Total flying time does not include "student", "other" and "sim" time. 3. Other MDS pilots must have previously been qualified as an A/C or IP. Other MDS Co-pilots must have at least 300 hours -135 time to be nominated by SQ/CC.			

4.4. Mission Crew Commander (MCC) Upgrade Training (Referred to as the Tactical Coordinator (TC) on the RC-135 V/W). Units will designate candidates for MCC/TC upgrade/qualification. Training will consist of both academic and flight phases IAW the formal syllabus. **Table 4.3** lists the flying time required for MCC/TC upgrade.

Table 4.3. Mission Crew Commander Upgrade Flying Time Prerequisites.

	Total Flight Time	MDS Time (See Note)
EWO	600	600
	1000	300
	1500	150
	2000	Current or former MCC/TC in any RC-135/EC-130

Note: MDS time is a combination of primary, instructor, and evaluator time on the specific RC-135 (Rivet Joint (RJ), Cobra Ball (CB), Combat Sent (CS)) for which MCC/TC qualification is sought.

4.5. Airborne System Engineer Multiple Position Qualification Training.

4.5.1. Multiple Position Qualification is defined as qualification on multiple positions of the same model. For example, an ASE 1 on the RC-135V/W obtaining a qualification as an ASE 5 on the RC-135V/W.

4.5.1.1. Qualification requires attendance of a formal course. This course must be taught by an FTC instructor either at the FTU or in-unit using the approved syllabus.

4.5.1.2. Prerequisite for obtaining a multiple position qualification is 500 hours total RC-135 flying time and SQ/CC approval. Flying time is defined as time flown in the last crew position qualified in. This includes “student time”.

4.5.2. Multiple qualifications onboard multiple models require OG/CC approval and IQT/RQT. **Exception:** The ASE 1 position onboard the RC-135S and the ASE 3 position onboard the RC-135U are to be considered the same model and follow guidance in [paragraph 4.5.1](#).

4.5.3. Difference training between platforms will be IAW [Chapter 2](#).

4.6. Airborne Mission Supervisor/Airborne Analyst/Data Link (AMS/AA/DLO) Operator Upgrade Training.

4.6.1. Units will designate candidates for AMS/AA/DLO upgrade. Training will consist of both academic and flight phases IAW the appropriate syllabus. Use difference certification to cross train a qualified AMS to a different model of RC-135.

4.6.2. SQ/CCs and Director of Operations Training sections will ensure that all individuals selected for DLO, AA, and AMS programs are qualified and experienced in the MDS as identified in [Table 1.1](#). Individuals must also meet the flying time prerequisites specified in [Table 4.4](#).

Table 4.4. Airborne Mission Supervisor/Airborne Analyst/Data Link Operator Upgrade Flying Time Prerequisites.

	Total Flying Time ¹	RC-135 Time
AMS	750 hours	750 hours ¹
AA/DLO	300 hours	300 hours
Notes:		
1. AMS upgrade requires previous qualification as either an AA or a DLO.		

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

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

AFPD 10-9, *Lead Command Designation and Responsibilities for Weapons Systems*, 8 March 2007

AFPD 11-4, *Aviation Service*, 1 September 2004

AFI 11-102 ACC_SUP 1, *Flying Hours Program Management*, 7 June 2007

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

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

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

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

AFMAN 11-421, *Aviation Resource Management*, 12 September 2018

AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (High-jacking)*, 05 February 2017

AFI 14-105 ACC SUP I, *Unit Intelligence Mission and Responsibilities*, 28 January 2003

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

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 22 October 2018

AFI 91-202, *The US Air Force Mishap Prevention Program*, 24 June 2015

ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, 13 March 2013

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 1 Sep 2017

AFMAN 33-363, *Management of Records*, 1 March 2008

Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/>

Adopted Forms

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

AF Form 847, *Recommendation for Change of Publication*

AF Form 1381, *USAF Aircrew Certification*

AF Form 1520, *ARMS Individual Flight Pay Entitlement Worksheet*

AF Form 1521, *ARMS Individual Jump Pay Entitlement Worksheet*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AA—Airborne Analyst

AC—Aircraft Commander

ACC—Air Combat Command

ACL—Airborne Cryptologic Language Analyst

AESS—Aeronautical Support Squadron

AETC—Air Education and Training Command

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFTAC—Air Force Technical Analysis Center

AMS—Airborne Mission Supervisor

ANG—Air National Guard

API—Aircrew Position Indicator

A/R—Air Refueling

ARMS—Aviation Resource Management System

ASE—Airborne Systems Engineer

ATD—Aircrew Training Device

BAQ—Basic Qualified

BMC—Basic Mission Capable

C2—Command and Control

CB—COBRA BALL (RC-135S)
CBT—Computer Based Training
CFIC—Central Flight Instructor Course
CMC—Cryptologic Mission Crewmember
CMF—Combat Mission Folders
CMR—Combat Mission Ready
COMSEC—Communications Security
CRM—Crew Resource Management
CS—COMBAT SENT (RC-135U)
CST—Combat Survival Training
CT—Continuation Training
CTD—Celestial Training Device
CTS—Combat Training Squadron
DE—Directed energy
DLO—Data Link Operator
DNIF—Duty Not Including Flying
DOD—Department of Defense
DQT—Difference Qualification Training
EA—Electronic Attack
EM—Electromagnetic
EP—Electronic Protection
ETCA—Education and Training Course Announcement
EWO—Electronic Warfare Officer
F—Familiarization
FE—Flight Examiner
FEB—Flight Evaluation Board
FLIP—Flight Information Publications
FTC—Faculty Training Course
FTU—Formal Training Unit
HQ—Headquarters
IAW—In Accordance With
IDM—Improved Data Modem

IIO—Information Integration Officer
I/MQT—Initial/Mission Qualification Training
IN—Instructor Navigator or Intelligence Officer/Branch
IP—Instructor Pilot
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
ISR—Intelligence, Surveillance, and Reconnaissance
JFS—Jet Fuel Starter
JTIDS—Joint Tactical Information Distribution System
MAJCOM—Major Command
MCC—Mission Crew Commander
MCTS—Mission Crew Training System
MDS—Mission Design Series (i.e., RC-135, WC-135, OC-135, etc.)
MQT—Mission Qualification Training
M/S—Mission Series (i.e., COBRA BALL, RIVET JOINT, etc.)
NAF—Numbered Air Force
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
PA—Privacy Act
PAA—Primary Aircraft Authorization
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PTT—Part Task Trainer
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RJ—RIVET JOINT (RC-135V/W)
RJMT—RIVET JOINT Mission Trainer
RQT—Requalification Training

SATCOM—Satellite Communications
SEO—Special Equipment Operator
SORTS—Status of Resources and Training System
SQ/CC—Squadron Commander
SQ/DO—Squadron Director of Operations
SSD—Signals Search and Development
SSQT—Senior Staff Qualification Training
STAN/EVAL—Standardization and Evaluation
TC—Tactical Coordinator
TDY—Temporary Duty
T.O.—Technical Order
TRSS—Training Support Squadron
USAFE—United States Air Forces Europe
VFR—Visual Flight Rules
WG—Wing
WST—Water Survival Training

Terms

Academic Training—A course of instruction including, but not limited to, classroom instruction or programmed study related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures and abnormal and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator/flight training. Part-task training utilizing ATDs may be included in academic training modules.

Airborne Systems Engineer (ASE)—The generic term for OC-135 and RC-135S/U/V/W system maintenance technicians. ASE requirements apply to all ASE positions unless otherwise indicated.

Aircraft Commander—The pilot designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Aircraft Commander (AC)—The pilot designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Aircrew Training Device—includes operational flight trainer (OFT), RIVET JOINT Mission Trainer (RJMT), Mission Crew Training System (MCTS), celestial training device (CTD), and other flight simulators or part-task trainers approved by 55 OSS/OST.

Aircrew Training Device (ATD)—Includes operational flight trainer (OFT), RIVET JOINT Mission Trainer (RJMT), Mission Crew Training System (MCTS), celestial training device (CTD), and other flight simulators or part-task trainers approved by 55 OSS/OST.

Aircrew Training System—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most formal academic and ATD training; Air Force conducts most flight training.

Air Refueling—The refueling of an aircraft in flight by another aircraft.

Air Refueling (A/R) Mission—Flight that involves A/R procedures as receiver.

Airborne Analyst (AA)—Oversees the analysis and reporting effort derived from collection by the cryptologic mission crew. Also maintains communications networks with national and tactical entities.

Airborne Cryptologic Language Analyst (ACL)—Crewmember tasked with exploiting target data in order to satisfy local, theater, and national tasking. For the purpose of this instruction, a cryptologic language analyst is any 1A8 or SSD on board the mission aircraft.

Airborne Mission Supervisor (AMS)—Senior cryptologic authority on the mission aircraft. Oversees the cryptologic mission crew collection and reporting and supports local, theater, and national tasking, as required.

Assigned Aircraft—Aircraft or MDS series to which a crewmember is specifically assigned.

Basic Aircraft Qualification—Aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation, but has accomplished no mission qualification events in an assigned aircraft.

Basic Mission Capable—The status of CDA mission crewmembers who satisfactorily completed MQT, are qualified in the unit mission, but do not maintain MR status.

Basic Qualified (BAQ)—Aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation, but has accomplished no mission qualification events in an assigned aircraft.

Basic Mission Capable (BMC)—Aircrew member who has successfully completed initial mission/qualification training and has passed an in-flight evaluation, but has not been fully mission certified/qualified by the gaining SQ/CC.

Code Word—Series of designated words or terms used with a security classification to indicate that the material classified was derived through a sensitive source or method, constitutes a particular type of SCI, and is therefore, accorded limited distribution.

Combat Air Forces—Air forces that are directly engaged in combat operations. Examples include fighters; bombers; command and control; combat search and rescue; and intelligence, surveillance, and reconnaissance aircraft, and the forces that operate and support them.

Combatant Commander—A commander of one of the unified or specified combatant commands established by the President.

Combat Mission Ready—A crew member who has satisfactorily completed IQT and MQT, and maintains certification, currency and proficiency in the command or unit combat mission.

Command And Control—The exercise of authority and direction by a properly designated commander over assigned forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications,

facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission.

Continuation Training—Additional advanced training exceeding the minimum upgrade training requirements with emphasis on present or future duty assignments.

Crew Resource Management (CRM) Training—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

Combat Mission Ready (CMR)—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

Computer Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training (CT)—Ground, flight, and ATD training events designed to maintain proficiency and improve crewmember capabilities.

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Critical Phases Of Flight—As described in AFI 11-202V3.

Critical Phases of Flight—For the purposes of this AFMAN, this term shall include: Terminal Area operations including taxi, takeoff and landing, low-level flight, air refueling, tactical/air combat operations and all portions of any test or functional check flight or any aerial demonstration.

Currency Event—Flying and ground continuation training events with prescribed maximum interval-between-accomplishment shown in the .FREQ. column.

Difference Qualification Training—Training necessary to qualify an individual in a different tactic or system within the same aircraft, or an aircrew member in an aircraft that is a different series other than the one in which currently qualified. Training is conducted IAW approved syllabi or as directed in this instruction.

Difference Qualification Training (DQT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft, or an aircrew member in an aircraft that is a different series other than the one in which currently qualified. Training is conducted IAW approved syllabi or as directed in this instruction.

Data Link Operator (DLO)—Oversees all data link operations required to satisfy local, theater, and national tasking. Coordinates with Electronic Intelligence (ELINT) compartment to fuse data with collection by the cryptologic mission crew.

Education and Training Course Announcement (ETCA)—ETCAs are the Air Force approved formal training courses, formerly the AFCAT 36-2223, and are maintained at Keesler AFB. Copies of these courses may be accessed at <https://etca.randolph.af.mil>.

Electronic Warfare—Any military action involving the use of electromagnetic (EM) and directed energy (DE) to control the EM spectrum or to attack the enemy. The three major subdivisions within EW are: electronic attack (EA), electronic protection (EP), and electronic warfare support (ES).

Formal Training Unit—A unit with a primary mission to train crew personnel according to approved syllabi.

A-Annual—Accomplished every 12 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the following year. For example, if an individual's currency reference month is January 01 and he/she completes the event in July 00, the currency reference month is updated to Jan 02. Units may change an individual's currency reference month to facilitate block ground training. In no case should an individual exceed 18 months between accomplishment of annual ground training events.

Academic Training—A course of instruction including, but not limited to, classroom instruction for aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

AR-As Required—(Self explanatory).

B-Biennial—Accomplished every 24 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the second year. Units may change an individual's currency reference month to facilitate block ground training. In no case should an individual exceed 30 months between accomplishment of biennial ground training events.

C-Cyclical—Catch all term for non-standard recurring frequencies. Events falling under this category have an associated note at the bottom of the respective training table explaining the required currency.

15—Accomplish every 15 months.

18—Accomplish every 18 months.

Initial Cadre—Those personnel assigned to conduct flight testing of experimental, developmental, or new aircraft for which there are no established formal training programs nor standardized evaluation criteria. Initial Cadre designations are appropriate through Initial Operational Capability.

In Support Of—Assisting or protecting another formation, unit, or organization while remaining under original control.

Letter Of Xs—This document serves as the commander's tool to track specialized training. The Letter of Xs is not a source document for certifications and qualifications; it is a display of information found in the source documents.

M-Monthly—Accomplished each calendar month.

Mission Qualification Training—Training needed to qualify mission crewmembers to perform their specific squadron mission in an assigned position. This training is a prerequisite for CMR or BMC status.

Operational Flight Trainer—A training device that dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training.

Q-Quarterly—Accomplished four times each calendar year, once in each three-month quarter (Oct-Dec, Jan-Mar, Apr-Jun, and Jul-Sep).

Requalification Training—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See **chapter 2** for requalification training requirements.

Ready Aircrew Program—RAP is a MAJCOM specific Continuation Training program that applies to CMR crew members. RAP guidance is issued either by memorandum to combat coded/DOC-tasked units or this AFMAN to non-combat coded units. It is intended to focus training toward current and relevant combat skills. The MAJCOM RTM provides positional event requirements outlined in **Chapter 4** for combat coded units.

SA-Semiannual—Accomplished twice each calendar year, not later than the end of the 6 month from the month last accomplished.

Specialized Training—This is additional training that may be identified to meet unforeseen tasking that would require specialized training (e.g. low altitude operations qualification) or a specific Quick Reaction Capability or Modern Collections System.

Supervised Status—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator.

Survival, Evasion, Resistance, And Escape—Actions performed by isolated personnel designed to ensure their health, mobility, safety, and honor in anticipation of or preparation for their return to friendly control.

T-Triennial—Accomplished every 36 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the third year. Units may change an individual's currency reference month to facilitate block ground training. In no case should an individual exceed 42 months between accomplishment of triennial ground training events.

Tactical Coordinator (TC)—Oversees mission crew in locating, collecting, and exploiting nationally tasked intelligence targets for the intelligence community and theater commanders. Assumes seat position 23 on the RC-135 V/W.

Information Integration Officer (IIO)—oversees the coordination of all-source intelligence real time via TS-SCI / SIPRNET chat and web communication systems onto and off of the RC-135 in connection with other ground/airborne ISR assets, national organizations, theater operation centers, and tactical units.

Initial/Mission Qualification Training—Prepares aircrew members to perform duties in their respective aircraft. Training is conducted IAW approved syllabi.

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor to perform both ground and in-flight training.

Instructor Candidate—An aircrew member undergoing upgrade training to instructor.

Instructor Supervision—When a current instructor, who is qualified in the same crew position, supervises a maneuver or training event. For critical phases of flight, the instructor pilot must occupy one of the seats/stations, with immediate access to the controls.

Minimum Requirements—The minimum training level to keep a crewmember in CMR/BMC status.

Navigator (N)—Crewmember fully qualified in navigator duties.

Night—See flight information publications (FLIP) for definition.

Non-Combat Mission Ready (N-CMR)—Individual who is unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission(s).

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo door operation or receiver air refueling.

Proficient—Capable of meeting the 3 training standard for a particular event.

Raven—An EWO crewmember qualified to operate specialized electronic warfare equipment onboard the RC-135 aircraft.

Requalification Training (RQT)—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See **chapter 2** for requalification training requirements.

Special Certifications—Those certifications required for one of a kind or ad hoc equipment that has not met the criteria (over 50% of the fleet) for inclusion in an FTU approved course.

Mission Crew Commander (MCC)—Oversees mission crew in locating, collecting, and exploiting nationally tasked intelligence targets for the intelligence community and theater commanders. Assumes the TC seat position on the RC135 S/U.

Training Aid—Any item developed or procured with the primary intent that it shall assist in training and the process of learning.

Training Devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Unit Manning Document—Identifies specifics about every authorized position in the Air Force; provides the organization structure and hierarchy for the organization; and identifies unit designations and office symbols.

Upgrade Training—Training to qualify an aircrew member in a higher crew position.

Attachment 2**TRAINING EVENT DESCRIPTIONS**

AP00—Total Approaches. This is not a directly loggable event. AP01, AP02 automatically credits events and updates currency. For ARMS tracking and planning purposes only.

AP01—Precision Approach.

AP02—Non-precision Approach.

AP19—Missed Approach

AP22—Visual Flight Rules (VFR) Approach. Log for any type of approach flown primarily using visual references with or without utilizing FMS guidance. Types of approaches include: overhead pattern, straight in, and contact approaches.

AP30—Single Engine Out Go Around

AR00—Air Refueling Total not an aircrew, directly loggable event. AR01 and AR02 automatically credits events and updates currency. For ARMS tracking and planning purposes only.

AR01—Receiver A/R Day. Receiver pilot should accomplish 10 minutes of toggles-engaged time if applicable. Accomplish during the hours of official daylight as defined in AFI 11-202 V3. Log only one air refueling event (AR01 or AR02) per pilot per A/R track unless a separate rendezvous is completed.

AR02—Receiver A/R Night. Receiver pilot should accomplish 10 minutes of toggles-engaged time if applicable. Accomplish during the hours of official night as defined in AFI 11-202 V3. Log only one air refueling event (AR01 or AR02) per pilot per A/R track unless a separate rendezvous is completed.

AR05—Receiver Rendezvous. Perform either a point parallel or enroute rendezvous to receive credit for this event. Instructors may dual log this event.

AR13—Receiver Breakaway.

EC11—Raven X. Accomplish Raven X duties in support of either SRO Profile or Contingency profile.

EC12—RJ Tactical Coordinator. Accomplish Tactical Coordinator duties in support of either SRO Profile or Contingency profile. Dual qualified TCs should log TC duties, E002 or Opposite Seat Sortie, LD18 but not Raven X, E001. TCs may dual-log accomplishment of E003 and/or E004 as appropriate in conjunction with the accomplishment of a TC duty.

EC13—AEP Confidence Check (RX). Accomplish an AEP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC14—AEP Confidence Check (MCC/TC). Accomplish an AEP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC15—ESP/ Precision ELINT Confidence check (RX). Accomplish an X ESP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC16—ESP/ Precision ELINT Confidence check (MCC/TC). Accomplish an X ESP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC17—Precision ELINT SRO/801X Profile. Credited on an operational SRO/801X mission or a training mission simulating an SRO/801X mission that uses the Manuals system. As a minimum, EWOs must mission plan, conduct ELINT tasking study, accomplish an On Watch period, as appropriate record multiple tasked emitters, and produce appropriate post mission products.

EC18—Automatic ELINT SRO/801X Profile. Credited on an operational SRO/801X mission or a training mission simulating an SRO/801X mission that uses the AEELS. As a minimum, EWOs must mission plan, conduct ELINT tasking study, accomplish an On Watch period, as appropriate record multiple tasked emitters, and produce appropriate post mission products.

EC19— Precision ELINT Contingency Profile. Credited for flying an operational contingency mission or a training mission simulating a contingency mission that uses the Manuals system. As a minimum, EWOs must mission plan, conduct Area of Responsibility study, accomplish an On Watch period, provide actual or simulated package support in conjunction with the CMCs (including imminent/direct threat warning and establishing external digital or voice links), and produce appropriate post mission products.

EC20—Automatic Contingency Profile. Credited for flying an operational contingency mission or a training mission simulating a contingency mission that uses the AEELS. As a minimum, EWOs must mission plan, conduct Area of Responsibility study, accomplish an On Watch period, provide actual or simulated package support in conjunction with the CMCs (including imminent/direct threat warning and establishing external digital or voice links), and produce appropriate post mission products.

EC21—CB Mission Crew Commander (Single Qual)

EC22—CB Mission Crew Commander (Dual Qual)

EC23—CB Raven 1/ 2

EC24—CB Raven 3

EC25—CS Mission Crew Commander (Single Qual)

EC26—CS Mission Crew Commander (Dual Qual)

EC27—CS Raven 1/2

EC28—CS Raven 9

EC29—CS Raven 3/4/5

EC30—Raven 1/2 Reports/Data Transfer. A planned activity period for reconnaissance compartment training that stresses equipment operation during event collection. Instructors may dual-log this event. Raven 1/2 Reports/Data Transfer – Must transfer (or simulate) data from hard drives to tape and complete an operational or simulated report and CDWR.

EC31—Electronic Warfare Activity Period. Requires a minimum of scheduled 2 ½ hours from takeoff to “Off Watch” with at least 90 minutes of “On Watch” time. The raven crew must accomplish signal processing to include signal detection, identification, location, recording and reporting. The tactical coordinator is the final authority for ensuring accomplishment of crew requirements. This time may be shortened to account for a late take-off or other mission changes. The tactical coordinator should determine if sufficient time was allowed to complete the EC31. A minimum of 1 1/2 hours is required to log an EC31. Instructors may dual-log this event.

EC32—SEAD Integration. One complete mission planning and one flight including the following requirements: successful set up of a digital link, the sending and if possible receipt of digital SEAD information over JTIDS or IDM Link, with appropriate associated voice information. (**Note:** If receipt of digital SEAD info is not possible then it may be simulated/briefed). May be dual logged with EC31.

EC33—Confidence Check. Each crewmember should accomplish a systems test and checkout to determine equipment capabilities and maintenance status.

EC34—Collection Ascent/Descent. TC and R1 should coordinate with flight deck crew for optimal positioning and timing of collection. Actual altitude changes may be simulated.

EC35—Reentry Event Data Run. Credited for flying a planned activity period for a reentry event that stresses equipment operation during event collection. All positions must accomplish a system test and check-out to determine equipment capabilities and maintenance status. This may be accomplished on a power-on ground trainer. Instructors may dual-log this event. The following crew specific procedures also must be accomplished:

R1: Must successfully transfer (or simulate) data from hard drives to tape.

R3: Must successfully transfer (or simulate) data from Real-Time Reporting and Full-Frame Video to appropriate media.

MCC: Must simulate sending out reports to appropriate agencies.

EC36—Launch Event Data Run. Credited for flying a planned activity period for a launch event that stresses equipment operation during event collection. All positions must accomplish a system test and check-out to determine equipment capabilities and maintenance status. This may be accomplished on a power-on ground trainer. Instructors may dual-log this event. The following crew specific procedures also must be accomplished: **R1:** Must successfully transfer (or simulate) data from hard drives to tape. **R3:** Must successfully transfer (or simulate) data from Real-Time Reporting and Full-Frame Video to appropriate media. **MCC:** Must simulate sending out reports to appropriate agencies.

EC38—Signal Run. Each crewmember should configure equipment for optimal collection on a simulated or actual signal.

GA02—Boldface. Grounding item. Complete IAW AFI 11-202V2, ACCSUP1, [para 6.5.2](#)

GA03—Anti-Hijack. Training IAW with AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*. OG/CC or designated representative will determine required training.

GA06—Crew Resource Management (CRM). This is a grounding event but is waivable by the 55 OG/CC.

GA09—Communication Security (COMSEC). Training covers COMSEC user requirements to include ordering/receiving, safeguarding and control, and destruction of COMSEC material IAW AFI 17-130, *Air Force Cybersecurity Program Management*; incident reporting procedures IAW AFSSI 4212. Training also covers Emergency Action Plans, how to use a Simple Key Loader and COMSEC documents. OPR is 55 OSS/OSN (Combat Crew Communications). This is a non-grounding event. Affects CMR/BMC status.

GA26—US/Russia Prevention of Dangerous Military Activities. Initial and annual refresher training IAW AFII1-2RC-135V1. Training requires a review of the “Procedures for the Prevention of Dangerous Military Activities between the US and Russia” section of the Flight Information Handbook

GA32—Flightline Driving Training. For SOF qualified and other crew positions required to operate vehicles on the flightline. Must be accomplished annually IAW AFI 23-213 and OAFBI 13-214.

GA43—Small Arms Training. This is a non-grounding event, but does affect CMR/BMC status.

GA46—Tactics and EC Academics. Tactics doctrine and training necessary to complete unit’s operational mission. This training should include a review of threats to the aircraft, crew

coordination, and defensive maneuvers. For initial students this course is should be expanded to allow in-depth understanding of unit's mission. OPR is 55 OSS/OSKW.

GS03—Situational Emergency Procedures Training. Grounding event. See AFMAN 11-2RC-135v1, [chapter 3](#) for details.

GS05—Periodic Test. Complete one between 1 Jan - 30 Jun and another between 1 Jul – 31 Dec of each year. Crewmembers failing to pass a periodic test by the end of each period will be placed in supervised status until the test is successfully completed.

GS06—Instrument Refresher Course. Instrument flying procedures for pilots and navigators IAW AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, and AFI 11-202V2, Aircrew Standardization/Evaluation Program, as supplemented. Affects CMR/BMC status.

GS22—Ops Study and Certification. Includes initial, recurring, and pre-deployment study/preparation. Training will be as directed by 55 OSS/OST. This is a non-grounding event however, failure to accomplish the event does affect CMR status. BMC crewmembers do not need to be current on G050 in order to maintain BMC status, but must complete applicable portions of

GS22 as determined by SQ/CC prior to operational deployment if not current. **Note:** Initial ops study and certification should be completed during IQT/MQT/RQT prior to the qualification evaluation. This must be completed prior to designating a crewmember as CMR/BMC. Each crewmember will participate as a briefer, board member, or seminar participant in the initial ops study/certification.

GS25—Aircraft Servicing. Ensure aircrews have the knowledge to service and reconfigure the aircraft for launch. Training is required in each training cycle. This course does not qualify crews to perform maintenance tasks. This is a non-grounding event and failure to accomplish the event does not affect CMR/ BMC status.

GS26—Flying Safety Training. Conducted quarterly by the wing/group flying safety office IAW AFI 91-202, *The US Air Force Mishap Prevention Program*. Commanders or appropriate ops supervisors will ensure that any aircrew member not attending the training will read and sign-off the training notes or watch most recent wing safety video. This is a non-grounding event and failure to accomplish the event does not affect CMR/BMC status.

GS28—Supervisor of Flying (SOF) Training.

GS29—SOF Tour. Must perform one shift as Supervisor of Flying.

GS38—Transcription. Transcription of target communications. Must be communications of CO's primary language and must comprise at least 1/3 of cryptologic continuation training.

GS39—Target Study (Airborne Cryptologic Language Analyst). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should

focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS40—Target Study (Airborne Mission Supervisor). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS41—Target Study (Airborne Analyst). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS42—Target Study (Data Link Operator). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS43—Target Processing (Airborne Cryptologic Language Analyst). Credit for CO specific target language training. Only creditable using GDPS, MCTS, or ACES. Profiles should include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS44—Target Processing (Airborne Mission Supervisor). Credit for specific target language training. Only creditable using GDPS, RJMT, or MCTS. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS45—Target Processing (Airborne Analyst). Credit for specific target language training. Only creditable using GDPS, RJMT, or MCTS. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS46—Target Processing (Data Link Operator). Credit for specific target language training. Only creditable using GDPS, RJMT, or MCTS. Profile should include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS53—Language Training Events. Required training in according with 1A8X1 Career Field Education and Training Plan (CFETP). 55OG/CC determines specific training policy.

GS54—NICKELBACK Jan-Jun

GS55—NICKELBACK Jul-Dec

GS56—OPLAN 801X Study. Review of OPLAN 801X mission documents, instructions, applicable plans, CMFs/DMFs, alert procedures, EWO performance data and OPLAN 801X unit mission briefing. OPLAN 801X study should be tailored by crew specialty. BMC crewmembers do not need to be current on GS56 to maintain BMC status, but must complete training prior to assuming alert for OPLAN 801X. **Note:** Initial OPLAN 801X study should be completed during IQT/MQT/RQT prior to the qualification evaluation for aircrew assigned/attached/en route to units with an 801X doc statement. Designate aircrew no higher than BMC until completion of

GS56/GS58 for units with an 801X doc statement

GS58—801X Certification. Non-grounding event but does affect CMR status.

GS59—801X C2 Procedures. Message decoding and operational reporting procedures training. This is a non-grounding event; failure to accomplish the event does affect CMR status (N/A BMC).

GS60—SEO Mission Equipment and Malfunctions Refresher.

GS61—SEO Track Planning Refresher.

GS62—SEO Radiation Detection and Safety Refresher. (Annual training IAW AFI 48-148)

GS64—Electrical System Ground Refresher Course. Can also be accomplished in OFT.

GS65—Fuel System Ground Refresher Course. Can also be accomplished in OFT.

GS66—Engines Ground Refresher Course. Can also be accomplished in OFT.

GS67—Flight Control Ground Refresher Course. Can also be accomplished in OFT.

GS68—Pneumatic System Refresher Course. Can also be accomplished in OFT.

GS69—Hydraulic System Ground Refresher Course. Can also be accomplished in OFT.

IE02—ISOPREP. Isolated personnel report (ISOPREP) card. See AFI 14-105_ACCSUP_I, *Unit Intelligence Mission and Responsibilities* for more information. This is a non-grounding event but failure to accomplish the event does affect CMR/BMC status.

IO01—IIO Duty.

LD00—Total Landings. Not an aircrew, directly loggable event. LD01, LD02 will automatically credit events and update currency. For ARMS tracking and planning purposes only.

LD01—Day Landing. Log when accomplished during the hours of official daylight as defined in AFI 11-202 V3.

LD02—Night Landing. Log when accomplished during the hours of official night as defined in AFI 11-202 V3.

LD03—Touch and Go Landing. Refer to AFTTP 3-3.RC-135 for applicable techniques and procedures. May be dual logged with LD01 and LD02.

LD11—Full Stop Reverse Thrust Landing (If Applicable). Landing rollout will be made using reverse thrust of applicable engines. Loss of currency will not cause loss of CMR status.

LD12—Simulated Engine Out Landing (Approach and Landing).

LD25—Landing Gear Alternate Extension.

LL01—Life Support Familiarization Training. Mandatory before first flight at unit of assignment. Included in 338 CTS training syllabus.

LL03—Emergency Egress, Non-ejection. Recurring training will be accomplished using the aircraft, aircraft diagram, or other visual training aids (videos, power point presentations, CBTs, etc). Training will encompass location, use, donning, and/or deployment of life support equipment, egress procedures including ground egress and ditching. This is a grounding event.

LL04—Aircrew Chemical Defense Training. Aircrew Chemical Defense is required to maintain CMR status.

LL05—Egress with ACDE. Must be accomplished one time before first flight using ACDE. Included in 338 CTS training syllabus. This is a non-grounding event.

LL06—Aircrew Life Support Equipment Training.

MC01—AMS Duty. May dual log MC02 and/or MC03 if performing duties and functions of those positions in addition to AMS, shall be current and qualified in all positions logged. SARM shall credit this event for MC04 currency.

MC02—DLO Duty. May dual log MC03 and/or MC01 if performing duties and functions of those positions in addition to DLO, shall be current and qualified in all positions logged. SARM shall credit this event for MC04 currency.

MC03—AA Duty. May dual log MC02 and/or MC01 if performing duties and functions of those positions in addition to AA, shall be current and qualified in all positions logged. SARM shall credit this event for MC04 currency.

MC04—ACL Duty. The RC-135 crew position for the Airborne Cryptologic Linguist Analyst (ACL) AFSC.

MC05—SSD Duty.

MC06—CMC SRO/801X Profile. A sortie profile that mirrors a SRO/EWO type profile for that platform. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, performing NICKLEBACK/Threat Warning procedures, establishing digital or voice links with external entities, supporting real or simulated external customers, and completing post-mission reports and logs.

MC07—CMC Contingency Profile. A sortie profile that mirrors a contingency profile for that platform. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, performing Imminent/Direct Threat Warning procedures, establishing digital or voice links with external entities, supporting real or simulated external customers, and completing post-mission reports and logs.

MC11—Degraded Electromagnetic Spectrum. Required for all crewmembers by ACC SII [Attachment 2](#), “IG inspection checklist.” Training is intended to primarily occur in ATDs, but may occur in live flight as long as there are no safety of flight concerns. This is a non-grounding event and doesn’t affect CMR/BMC status. Dual logging of this event for applicable positions is allowed. This event will be logged upon completion of one or more of the following events:

1. Degraded/Denied GPS: In flight operations with degraded or denied GPS which impacts navigation and/or system capability at a minimum. Log only one event per sortie. Minimum time for an effective event is 15 minutes of “On-Watch” time. (In the absence of actual systems capability of degrading or denying GPS, the effects may be generated by selecting a non-GPS navigational aid or turning GPS OFF.)

2. Comm. Jamming: Inflight operations in a Line-of-sight and SATCOM comm. jamming environment that provides realistic efforts (intervals and durations) without use of active anti-jam radios and /or effective chattermark procedures to counter jamming. Log only one event per sortie. Minimum time for an effective event is 15 minutes of “On-Watch” time.

3. Datalink Jamming: Inflight operation with degraded or denied datalink. Log only one event per sortie. Minimum time for an effective event is 15 minutes of “On-Watch” time. (In the absence of systems capable of degrading or denying datalink, the effects may be generated by turning systems OFF or SILENT.)

4. Radar Jamming: Inflight operations with degraded radar that provides realistic effects of radar jamming for both navigation and collection purposes. Log only one event per sortie. Minimum time for an effective event is 15 minutes of “On –Watch” time.

MC12—NCCT Integration

ME22—Alert Engine Start. Pilots must receive instruction from a unit instructor pilot on alert start operations and accomplish at least one OFT alert engine start accompanied by an instructor pilot. Subsequent alert engine starts may be accomplished in an OFT or the aircraft. This is a pilot only currency.

ME23—JFS Start. Practice procedures for fast reaction engine starts using JFS or cartridges, as appropriate for the MDS. Currency can be updated in the aircraft or OFT without restriction. This is a pilot only currency.

ME30—Proficiency Exercise. Requirements listed below by crew position.

Pilot: Must be accomplished with an IP. IPs may accomplish and log an ME30 without another instructor's supervision. Once the exercise commences, it should not be disrupted for any other type of training. A minimum of 1.5 hours should be scheduled for this event.

1. As a minimum, a pilot proficiency sortie will consist of the following:

- a. Review of boldface emergency procedures.
- b. Three instrument approaches.
- c. Missed approach.
- d. VFR traffic pattern (weather permitting).

2. In addition, the following should be accomplished when available/applicable:

- a. Holding pattern or procedure turns (to include entry).
- b. Circling approach.
- c. Simulated engine-out landing (if applicable to aircraft type and weather permitting, NA copilots).
- d. Simulated engine-out go-around/missed approach (if applicable to aircraft type and weather permitting, NA copilots).
- e. Partial flap landing (if applicable).

3. If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph. Instructors should tailor each ME30 to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations and instrument procedures.

Navigator. A Navigator ME30 will, at a minimum, include 1 of the following events. Mission Nav Leg (planned for 1 hour), or AR Rendezvous.

EWO. Ravens may credit a proficiency sortie only when performing primary crew member duties. In order for a Raven to log an ME30 in each crew position the following must be accomplished as the primary crewmember: System power-on, equipment checkout/configuration, Full "on watch" period or event, post event data processing and system power off.

ASE. May credit a proficiency sortie when performing duties and tasks associated with operating and maintaining mission equipment. These tasks include: powering on applicable equipment for mission profile, determining mission systems condition and how those conditions will affect the mission profile, performing any operational checkout with proper technical data, addressing any

and all equipment errors and malfunctions, and properly reporting any discrepancies using appropriate documentation.

CMC/HIO. May credit a proficiency sortie when performing duties in assigned position and when performing duties and tasks associated with their target

SEO. SEOs may credit a proficiency sortie when performing duties and tasks associated with sample collection. The tasks will include at a minimum: 1st SEO for pre/post flight, AOI sampling, vectoring, simulated/actual contact IAW AFTAC CENI 10-101, and associated mission paperwork and reports.

NE01—Systems Navigation Leg. The generic term for the various nav legs performed on the - 135 reconnaissance variants. Pilots will monitor the navigation leg and perform mission related duties. The navigator will perform the primary mission navigation leg of the model he is certified in. If navigators are certified in more than one model, SQ/CC's will determine what combinations of the model specific nav legs can be performed to meet training cycle or currency requirements.

OC -135 Systems Navigation Leg: Continuation training, currency and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Can dual log with Mission Navigation Leg, if accomplished. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one FMS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum Accomplishments:

- a. Designate start and end navigation points.
- b. Three sensor legs.
- c. Minimum two turns of 270 degrees.
- d. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. Steering should be through the inertial navigation system with autopilot coupled.
- b. Inertial will be used to the maximum extent.
- c. Maximum allowable error for position counters is 5 NM.

3. Authorized Aids:

- a. All modes and sub-modes of the inertial navigation system or FMS.
- b. TACAN, VOR, GPS (if available).

4. Accuracy Standards:

- a. Maintain 100 percent of scored positions within 4 NM of planned course.
- b. Maximum allowable terminal error: 4 NM.

WC -135 Systems Navigation Leg. Continuation training, currency and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one INS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum Accomplishments:

- a. Designate start and end navigation points.
- b. Expanding Box or,
- c. 360 degree turns or,
- d. As directed by Special Equipment Operator (SEO) and,
- e. One Radar Fix.
- f. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. Steering should be through the inertial navigation system with the autopilot coupled.
- b. Inertial will be used to the maximum extent.
- c. Maximum allowable error for position counters is 4 NM.

3. Authorized Aids:

- a. All modes and sub-modes of the inertial navigation system or FMS.
- b. TACAN, VOR, GPS (if available).
- c. Radar.
- d. Doppler.

4. Accuracy Standards:

- a. Maintain 100 percent of scored positions within 10 NM of planned course.
- b. Maximum allowable terminal error: 10 NM.

NE03—RJ/CS Reconnaissance Orbit Area. Continuation training and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one FMS or INS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum accomplishments:

- a. Coordinate all turns and control the time to the start (entry) and end (exit) navigation point with the mission crew. Notify crew of variations due to mission changes.
- b. Four radar fixes, if available (Start and End Navigation fixes may be used).
- c. Perform Systems Cross Check IAW AFMAN 11-2RC-135 Volume 3, Navigation.
- d. Simulate normal command and control procedures. Units will develop standard profiles that simulate typical operational sorties.
- e. Must accomplish a minimum of 30 minutes planned duration to receive credit.

Note: A Reconnaissance Orbit Area may be logged on operational sorties when the aircraft enters the operational area.

2. Procedures:

- a. Steering by ASN-121 navigation system or the FMS if ASN-121 is inoperable.
- b. Follow system cross check and additional navigation requirements IAW AFMAN 11-2RC-135V3, RC/OC/WC/TC-135 Operations Procedures. Manually confirm aircraft is tracking to the next waypoint.

3. Authorized Aids:

- a. Radar.
 - b. FMS/INS automatic position
- 4. Certified alternate navigation source approved for flight (laptop, hand-held GPS).**
- 5. Accuracy Standards:**
- a. Maintain position within 4 nms of planned course.
 - b. Maximum allowable terminal error: 5 nms.

NE05—Radar Navigation Leg. Continuation training and currency. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one FMS or INS and one nav-aid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum Accomplishments:

- a. Designate start and end navigation points.
- b. Four radar fixes. Does not include start and end navigation fixes.
- c. Perform Systems Cross Check IAW AFMAN 11-2RC-135 Volume 3, Navigation.
- d. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. INS/FMS steering is not authorized.
- b. Navigator/CSO will determine alter heading prior to all turns.
- c. Radar will be manually configured to true north.

3. Authorized Aids:

- a. Radar.
- b. FMS/INS automatic position.
- c. Certified alternate navigation source approved for flight (laptop, hand-held GPS).

4. Accuracy Standards:

- a. Maintain position within 5 NM of planned course.
- b. Maximum allowable terminal error: 5 NM.

Note: Notify ATC that the aircraft will be maneuvering either side of course prior to commencing radar navigation leg.

NE08—CS/CB Data Run Procedures. Continuation training, currency and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of ½ hour.

Pilots: Back up navigation using one FMS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

- 1. Minimum accomplishments.**

- a. Establish orbit at Top of Track. Forward maximum time on track and true heading to TC within 2 minutes after roll out and after all subsequent Data Run heading changes. Record Data Run information as required.
- b. Perform Systems Cross Check IAW AFMAN 11-2RC-135 Volume 3 RC/OC/WC/TC-135 *Operations Procedures*, Navigation.
- c. Simulate normal command and control procedures. Units will develop standard profiles that simulate typical operational sorties.
- d. Roll out Top of Track within 1 minute of designated time without degrading collection due to aircraft position.
- e. Correct heading to within 2 degrees of desired data run heading no later than 3 minutes after roll out on data track.
- f. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. Steering by ASN-121 navigation system.
- b. Follow system cross check and additional navigation requirements IAW AFMAN 11-2RC-135V3, RC/OC/WC/TC-135 *Operations Procedures*. Manually confirm aircraft is tracking to the next waypoint.

3. Authorized Aids: ALL.

4. Accuracy Standards:

- a. Remain inside operating area, positioning the aircraft as necessary to facilitate data collection. En route corridor navigation requirements are a separate event and terminate at the roll in point (RIP) at top of track (TOT) and will resume within 5 minutes of the end of data track or receipt of the RTB.
- b. Maintain aircraft true heading within 2 degrees.

Note: A Data Run Procedure may be logged on operational sorties when the aircraft enters the operational area.

NE09—CS Special Maneuvers. Training and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of ½ hour.

Pilots: Back up navigation using one FMS and one navaid if available. Pilots must simulate/accomplish related crew procedures (ascents/descents and/or hull runs, on-watch procedures, collection documentation, etc.).

Navigators: Minimum accomplishments: Conduct or simulate collection ascents/descents and/or hull runs. Comply with Low Altitude Operations (LAO) and Very Low Altitude Operations (VLAO) found in T.O. 1C-135(RC) (I)-1 if applicable.

RA04—Milstar Proficiency Comply with ACCI 10-450 training requirement that an attempt is made to log on to the Milstar communications system and attempt a comm. check on every training flight with a nav. leg or orbit flown. May also be accomplished in an On Ground Trainer. Minimum accomplishment: Log on to Milstar either manually or using a TSM and obtain a comm check on every training sortie that includes either one of the afore mentioned nav legs or reconnaissance orbit.

SE01—SEO Mission Brief.

SE02—SEO Preflight.

SE03—SEO Takeoff Procedures.

SE04—SEO Area of Interest Sampling. (Accomplish AOI sampling IAW AFTAC CENI 10-101)

SE05—SEO Contact Procedures. (Actual/simulated contact IAW AFTAC CENI 10-101)

SE06—SEO Reintercept Procedures. (At least one simulated/actual SEO-directed aircraft maneuver (actual/simulated contact lost))

SE07—SEO Post flight.

SE08—SEO SENSOR PACER. (Event will include power up, loading keys, sending and receiving messages, power down and securing equipment)

SE09—Manual Control Box. (Operate U-1B using manual control box)

SE10—Exceptional Release.

SE11—2nd SEO. (2nd SEO for pre/post flight, AOI, and simulated/actual contact IAW AFTAC CENI 10-101, pre mission swipes, sphere changes, and radiation surveys)

SE14—Mission Equipment Operations. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Accomplish a minimum of 3 of the following items:

1. Upload a camera magazine with film
2. Configure camera body for mission profile (S/C, filter, and vacuum)
3. Power up mission equipment (i.e. DARMS)
4. Operate cameras during flight.
5. Inspection of the camera bay

SQ46—Pre-deployment/Tactics OFT.

SQ47—Instrument/FMS/NAV OFT. Simulator training focused on instrument procedures.

SR00—RAP Sortie. Not an aircrew, directly loggable event. For ARMS tracking and planning purposes only. Log RAP for operational missions or training sorties that develop basic combat skills/tactical employment simulating conditions anticipated in the unit's mission. RAP credit will be awarded when required events are completed as outlined in aircrew position specific continuation training and ATD tables. SQ/CC will develop further guidance for which training sorties meet the RAP criteria for their unit's mission.

SR56—Opposite Seat Sortie (dual seat qualified aircraft commanders or dual seat qualified recon crewmember). Pilot profile will include, as a minimum, a preflight, copilot initial takeoff

and climb-out, checklist duties, and an instrument approach and landing. Recon crewmember will complete majority of the duties as primary crew in alternate seat. Logged when an EWO is dual qualified and is flying in the non-primary position or seat. (i.e. a TC is flying as a R3, R5, Raven X, etc.)

SR57—OC-135B RAP Sortie.

SR58—WC-135C/W RAP Sortie.

SR59—RIVET JOINT RAP Sortie.

SR60—COBRA BALL RAP Sortie.

SR61—COMBAT SENT RAP Sortie.

SS01—Local SERE Orientation. This training is an initial only event conducted prior to the first flight at home station to familiarize aircrew members with the local environment, equipment requirements, and rescue procedures. A lesson plan will be developed to include all aspects of survival and rescue procedures within the local area.

SS02—Combat SERE Training (CST). This training is intended to provide a scenario in which the survivor can practice evasion and recovery procedures with actual survival equipment. Training will address combat survival from pre-deployment considerations through Personnel Recovery. The exercise will focus on combat skills and should be tailored to individual experience levels, local conditions and unit mission. Affects CMR/BMC status.

SS03—Conduct After Capture. Will be conducted IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*. Training will address Wartime, Peacetime Governmental, and Hostage/Terrorist detention guidance. Affects CMR/BMC status.

SS05—Water Survival Training (WST). Training for each crew member with all weapon system specific flotation devices and components available during an over-water emergency. All crewmembers must be current on WST for overwater flights. Affects CMR/BMC status.

SS24—Governmental Detention Level C, S-V83-A. This event is mandatory CMR reportable. Affects CMR status.

SX00—Total Sorties. Not a directly loggable event. SX03 will automatically credit events and update currency. For ARMS tracking and planning purposes only.

SX03—Basic Sortie. Required to maintain currency in RC/TC/OC/WC-135 aircraft and must be logged to receive total sorties(SX00) credit.

SX12—OPEN SKIES ASE Sortie.

SX21—CB ASE 1 Sortie.

SX22—CB ASE 2 Sortie.

SX23—CS ASE 1/2 Sortie.

SX24—CS ASE 3 Sortie.

TO00—Takeoffs, Total. Not an aircrew, directly loggable event. For ARMS tracking and planning purposes only Logging TO08 will automatically credit event volume and update currency. IPs may log a TO08 when performing a touch and go. Senior staff pilots (colonels and above) who require in-flight supervision and instructor pilots may take credit during initial takeoff or following a Touch and Go when occupying a pilot seat

TO04—Engine Failure/Fire Takeoff Continued. Refer to AFTTP 3-3.21 for applicable techniques and procedures.

TO08—Takeoff, Initial. Instructor pilot may dual-log when occupying a pilot seat.

Attachment 3

TRAINING SHORTFALL REPORT FORMAT

MEMORANDUM FOR HQ ACC/A3T and

A3C FROM: XX SQ/CC

SUBJECT: xx SQ Training Shortfalls

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE – PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

--SPECIFIC REASON FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--Limiting Factors

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

SQ/CC Signature

Block 1st Ind, 55

OG/CC

Cc: NAF/OV

Attachment 4**WAIVER REQUEST MEMORANDUM FORMAT**

A4.1. Waiver Request Format. Provide the following information in all electronic waiver requests. Asterisked (*) items must be provided for all waivers. Fill in all other items as appropriate or mark NA next to those that are not utilized.

MEMORANDUM FOR HQ
ACC/A3C FROM: 55 OG/CC

SUBJECT: (state specific type of waiver) Waiver Request

1. Request a waiver to (state purpose of the waiver, the specific AFL, syllabus, prerequisite, required upgrade, etc to be waived). The following information is provided per AFMAN 11-2RC- 135, Vol 1, [Attachment 4](#):

- a. *Student's Name and rank
- b. *Flying organization (assigned or attached).
- c. *Present crew qualification including special qualifications.
- d. *Total flying time in PAA.
- e. *Specific nature of waiver.
- f. *Reason and valid justification for waiver.
- g. Crew qualification to which person is qualifying or upgrading.
- h. Previous attendance at any formal instructor course (include course identifier and graduation date).
- i. Training start date.
- j. The prescribed mandatory upgrade or qualification date.
- k. Date event last accomplished and normal eligibility period.
- l. Remarks, to include formal school courseware required.

2. 55 OG/CC POC for this waiver is (provide an OG POC for the requested waiver including name, rank, telephone number, and functional address symbol).

55 OG/CC Signature Block