Administrative Changes to AFMAN 11-202V1, *Aircrew Training*

OPR: ACTF

ACTF – Aircrew Task Force. 1 Oct 2019

References throughout to "AF/A3TF" are hereby changed to "ACTF." 1 Oct 2019

The email address for ACTF is usaf.pentagon.af-a3.mbx.aircrew-crisis-task-force1@mail.mil.
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AIRCREW TRAINING

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This Air Force Manual (AFMAN) implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes the aircrew training program and is applicable to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, and Air National Guard. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by 5 United States Code, Section 552a, as amended; 37 United States Code; Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, as amended; and AFPD 11-2. The Privacy Act System of Records Notice F011 AF XO A, Aviation Resource Management Systems covers required information and is available at **http://dpclo.defense.gov/Privacy/SORNs.aspx**. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with 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. Submit suggested changes to this publication on Air Force Form 847, *Recommendation for Change of Publication*, through channels, to AF/A3TF, **usaf.pentagon.af-a3.mbx.a3xi-workflow@mail.mil**. Major Commands (MAJCOMs), Direct Reporting Units (DRUs) and Headquarters Air Force Field Operating Agencies (FOAs) may supplement this publication; coordinate supplements with the Deputy Chief of Staff, Operations, Directorate of Training and Readiness, Total Force Aircrew Management (AF/A3TF) before publication. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See Air Force Instruction (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 Deputy

Chief of Staff, Operations, Director of Training and Readiness (AF/A3T) for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This publication is substantially revised and should be reviewed in its entirety. Changes include: publication type change (AFI to AFMAN); added requirement to capture multinational training requirements in the program requirements document (**1.3.2.4**); added requirements to identify operational training infrastructure requirements and AF/A3TI's role (**1.3.2.6**); added requirement to document additional training on the Air Force (AF) Form 1522 (**3.2.1.1**); deleted specific sortie requirements for X-prefixed AFSCs (**3.11**); added guidance for ancillary training and egress training requirements (**6**); added Senior Enlisted Qualification and Performance Requirements (**2.8**). The revision codifies Air Education and Training Command (AETC) as the lead command for Night Vision Device academic training (**1.3.2.5**). The update recognizes that Hours per Crew per Month/Sorties per Crew per Month information is captured in the AAMS; the Table of Standard Training Identifier Codes has been moved to the ARM SharePoint™ site.

1. General.   This publication provides basic guidance for training Air Force aircrews according to AFPD 11-2 and AFI 11-200, *Aircrew Training, Standardization/ Evaluation, and General Operations Structure.*   Lead MAJCOMs will use this basic guidance to develop AFMAN 11-2Mission Design Series (MDS) Volume 1 publications that provide MDS unique, customized, and/or specialized training programs (e.g.: AFMAN11-2F-35V1). Undergraduate and Graduate aircrew production is tasked separately in the programmed flying training document. Trainers conduct undergraduate and introduction to fighter fundamentals training, according to Air Education and Training Command (AETC) syllabi.

　1.1. **Goals.** The aircrew training program ensures all aircrew members obtain and maintain the certification/qualification and proficiency needed to support their unit's mission. The objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment across the range of military operations.

　1.2. **Waiver Authority.** Unless otherwise specified, the Deputy Chief of Staff, Operations, Director of Training and Readiness (AF/A3T) is the waiver authority for the provisions of this publication. **Exception:** MAJCOM/A3s (or equivalent) have authority to waive individual aircrew requirements in this publication, but may not approve blanket or group (two or more aircrew) waivers.

　1.3. **Roles and Responsibilities.**

　　1.3.1. The Deputy Chief of Staff, Operations (AF/A3), through the Directorate for Training and Readiness (AF/A3T):

　　　1.3.1.1. Develops policy and guides the conduct and execution of the aircrew training program.

　　　1.3.1.2. Assigns the Total Force Aircrew Management Division (AF/A3TF) as the office of primary responsibility for this publication.

　　　1.3.1.3. Monitors and reviews MAJCOM programs to ensure MAJCOM policies, guidance and instructional supplements are adequate.

1.3.1.4. Hosts biennial, or as required, training conferences to assist in maintaining appropriate commonality in lead command training programs.

1.3.1.5. Formulates flying training concept of operations (CONOPS) in accordance with AFI 11-412, *Aircrew Management*. Annually releases undergraduate and graduate program guidance letters capturing approved training requirements across the Future Years Defense Program (FYDP). Determines operational training infrastructure requirements to enable the CONOPS.

1.3.1.6. Hosts annual programmed flying training conferences in coordination with lead training commands. Identifies Formal Training Unit and operational training infrastructure shortfalls to AF/A5/8 and the Air Force corporate structure.

1.3.2. Lead MAJCOMs. See AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems* and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities.* Lead MAJCOMs will accomplish the following:

1.3.2.1. Develop and manage, in coordination with user commands, the appropriate AFMAN 11-2MDS Volume 1, to establish aircrew ground and flying training requirements, regardless of mission designation and command of assignment. See AFPD 11-2, AFI 11-200, and AFI 33-360 for specific information.

1.3.2.2. Host an MDS-specific training conference biennially, or more frequently if required, to review all training programs and operational training infrastructure for currency, applicability, compliance, and effectiveness, and to address issues in AFMAN 11-2MDS Volume 1 as appropriate. Attendees should include training representatives from user commands, formal schools, numbered Air Force training and standardization/evaluation offices (if applicable), selected unit representatives, and Aircrew Training System (ATS) contractors.

1.3.2.3. Determine total force training requirements across the FYDP and forward requirements annually via the program requirements document to AF/A3TF, for validation and inclusion in the undergraduate and graduate program guidance letter in accordance with AFI 11-412, Chapter 3.

1.3.2.4. In coordination with Air Force component headquarters, determine joint and multinational training requirements across the FYDP and forward requirements annually via the program requirements document, to AF/A3TF for validation and inclusion in the graduate program guidance letter in accordance with AFI 11-412, Chapter 3.

1.3.2.5. Develop MDS-specific Night Vision Device (NVD) training programs that emphasize sound night operations using NVDs and address common NVD hazards, weapons-specific NVD capabilities, and the limitations involved in NVD-aided operations. AETC is the lead command for all NVD academic training. AETC will develop and update initial and refresher courseware and provide courseware to MAJCOM operational training divisions for distribution to units.

1.3.2.6. Determine Operational Training Infrastructure (OTI) requirements across the FYDP and forward requirements annually to the AF/A3T, Operational Training

Infrastructure Division (AF/A3TI); update the OTI Working Group hosted by AF/A3TI.

1.3.2.7. Coordinate with training and user commands to identify shared OTI gaps and requirements (Example: AETC formal training unit simulator, co-used by Air Combat Command operational squadron).

1.4. **Training Command.** The training command is the command tasked with managing formal training (which may be different than the training provider) and will accomplish the following:

1.4.1. In coordination with AF/A3T, support annual programmed flying training conferences, with the purpose to capture inputs from Headquarters Air Force, Air Force Personnel Center, lead and user MAJCOMs, and other users in the allocation of training quotas. The conference goal is to publish a consolidated programmed flying training pamphlet that fulfills maximum total force training requirements within programmed capacity.

1.4.2. Maintain quota allocation and management responsibilities.

1.4.3. Approve formal school courses and syllabi in coordination with lead commands and program managers. Ensure trainers develop courses and syllabi to support mission essential tasks.

1.4.4. Receive from other commands proposals for amending existing course prerequisites and syllabi or deleting obsolete courses. The training command will, in conjunction with commands responsible for aircrew training system (ATS) oversight process the approved changes in coordination with the Air Force Education and Training Course Announcement (ETCA) office of primary responsibility. Access the ETCA web site at **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**.

1.4.5. Develop, update, and maintain courseware and training syllabi in conjunction with ATS contractors (if applicable). Perform task and media analysis associated with aircrew qualification training per AFI 36-2651, *Air Force Training Program* and AFI 36-2251, *Management of Air Force Training Systems*, and function as the approving authority for these courses (coordinate with the lead command if different than the training command).

1.4.6. Host formal course reviews biennially or more frequently, as required, to review formal training programs and syllabi for currency, applicability, compliance and effectiveness.   Attendees should include program managers from lead commands, training representatives from user commands, curriculum developers, formal schools, numbered Air Force training and standardization offices (if applicable), selected unit representatives, and ATS contractors. May be accomplished in conjunction with realistic training review boards.

1.4.7. Progress Review. Outline procedures for a progress review to be accomplished when a student fails to progress according to syllabus requirements.

1.4.7.1. The progress review may recommend continuation in training or action per AFMAN 11-402, *Aviation and Parachutist Service* (e.g., a flying evaluation board).

1.4.7.2. If the recommendation is to continue training, then the progress review will determine the extent of additional training.

1.5. **MAJCOMs.** MAJCOMs will accomplish the following. The Air National Guard (ANG) is considered a MAJCOM for purposes of this publication unless otherwise stated.

1.5.1. Establish an aircrew training office responsible for the overall management of the command's aircrew training program.

1.5.2. Justify dedicated flying hours based on accomplishing peacetime missions and/or maintaining wartime readiness, and structure each training mission to achieve optimum training.

1.5.3. Develop theater indoctrination training and ensure aircrews are trained for specific theater flight operations, as assigned. As a minimum, this training will include:

1.5.3.1. A thorough review of theater unique instrument requirements and procedures.

1.5.3.2. The use of non-Department of Defense instrument approach procedures.

1.5.3.3. Required instrumentation for specific approaches.

1.5.3.4. Theater weather conditions and annual weather trends.

1.5.3.5. Host nation bird/wildlife strike hazards at local airfields and low-level airspaces.

1.5.3.6. Host nation and local area procedures and hazards.

1.5.3.7. Host nation agreements.

1.5.4. Notify training command headquarters and training units prior to recalling a student from a formal school course.

1.5.4.1. Commands will not recall students to prevent initiation of any actions associated with unsatisfactory performance. Commands may recall students for reasons other than performance, i.e., emergencies, unforeseen delays in training.

1.5.4.2. ANG Procedures.

1.5.4.2.1. ANG units will request approval from National Guard Bureau (NGB)/A3O if there is a need to recall a student. NGB/A3O will notify training command headquarters and the unit prior to recall.

1.5.4.2.2. Disposition of an ANG student (return at a later date, secondary method) will be determined as soon as reasonable and preferably prior to student departing formal course training.

1.5.4.2.3. The home unit, flying training unit and NGB/A3O make recall determinations. All recalls for ANG undergraduate flying training students will be in accordance with AETC Instruction (AETCI) 36-2605, *Formal Flying Training Administration and Management*.

1.5.5. Ensure formal school post-graduate evaluations are accomplished. If the aircrew member completed training through an AETC formal undergraduate or graduate flying training program, the primary instructor or gaining supervisor, as appropriate, will complete the aircrew graduate evaluation survey found in the aircrew graduate evaluation program, in accordance with AETCI 36-2206, *Aircrew Graduate Evaluation Program.*

1.5.6. Send proposals for amending existing formal school course prerequisites and syllabi or deleting obsolete courses to the training command for approval.

1.5.7. Determine unit of attachment for higher headquarters staff personnel assigned to flying positions.

1.6. **Squadron Commander.** The squadron commander or designated representative will ensure individuals receive training to successfully attain/maintain required certifications/qualifications, complete unit missions and maintain individual proficiency. The squadron commander will also determine the training level (Mission Ready [MR]/Combat Mission Ready [CMR], Basic Mission Capable [BMC]) of each assigned crewmember, when not prescribed by the MAJCOM. **(T-2).**

1.7. **Aircrew Members.** Each aircrew member is responsible for monitoring and completing all training requirements.

1.8. **Primacy Policy.** This AFMAN, AFMAN 11-2MDS Volumes 1, and associated Ready Aircrew Program (RAP) tasking memoranda are the only publications that designate grounding an aircrew member for training deficiencies. All other instructions are considered advisory. **(T-1).**   Managers that believe their event could result in grounding an aircrew member, should refer their recommendation to the office of primary responsibility for the appropriate publication.

2. **Qualification Training.**   This section specifies minimum training requirements for initial qualification training, requalification, conversion/difference qualification, multiple qualification, senior officer qualification, and mission qualification training.

2.1. **Initial Qualification Training (IQT).** Training needed to qualify for basic aircrew duties in an assigned crew position for a specific aircraft, without regard for the unit's operational mission. All personnel maintaining flying status will meet the requirements listed in the sub-paragraphs below.

2.1.1. General Requirements.   Unless specified in applicable AFMAN 11-2MDS Volumes 1, the primary method of IQT is to attend and complete the appropriate formal training course listed in the Air Force Education and Training Course Announcement (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**). Completing the appropriate formal course satisfies all IQT requirements. When attendance is not practical or quotas are not available, units will request waivers as specified in the applicable AFMAN 11-2MDS Volume 1, to conduct in-unit IQT using formal school courseware (**paragraph 2.1.4**). **Note:** Before performing flying duties in USAF fixed-wing aircraft, helicopter-only qualified pilots must meet the eligibility criteria for and complete undergraduate pilot training. AETC delegated waiver authority is 19 AF/CC. See also AFMAN 11-402.

2.1.1.1. Aircrew members entered into in-unit IQT leading to qualification or requalification will be dedicated to that program; i.e., give training requirements priority over non-training related duties. **Exception:** Supervisory personnel may continue their normal duties as time permits.

2.1.1.2. Training time limitations for IQT completion are contained in applicable AFMAN 11-2MDS Volume 1. In-unit IQT will begin no later than 45 days (90 days

for the Air Reserve Components (Guard and Reserve)) after reporting to a new duty station or unit, unless waived by the MAJCOM aircrew training function.

2.1.1.3. Physical Examinations. Complete flight physical examinations in accordance with AFI 48-123, *Medical Examinations and Standards*, and AFI 44-170, *Preventive Health Assessment*. Aircrew members who fail to successfully complete a flight physical may not perform inflight duties until they successfully complete the examination. For further action to be taken on personnel who fail to complete a required flight physical examination when due see AFMAN 11-402.

2.1.1.4. Physiological Training. Complete physiological training in accordance with AFI 11-403, *Aerospace Physiological Training Program*.

2.1.1.4.1. These requirements do not apply to personnel assigned to inactive flying status codes J, K, and L (except individuals selected for indoctrination flying, flying status code T).

2.1.1.4.2. Personnel who perform flying duty in other than their rated specialty (for example, airborne command post duty) must maintain currency in physiological training.

2.1.1.4.3. Personnel who are delinquent in physiological training will not be scheduled for flight duty. This does not include Supervisor of Flying and Runway Supervisory Unit duties.

2.1.1.5. Survival, Evasion, Resistance, and Escape (SERE) Training. Complete training in accordance with AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program.* For actions concerning personnel who fail to meet training standards while enrolled in a USAF survival school, see AFMAN 11-402. **Note:** SERE training is not required for cadet aircrew.

2.1.2. IQT Prerequisites. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in the applicable syllabus. Due to quota allocations, scheduling limitations and fiscal constraints, SERE training (Ex. S-V-80/90) for students is desired, but not required for entry into IQT. Water survival training requirements are prescribed in the MDS-specific formal course syllabus. All ANG members will comply with training requirements in AFI 16-1301 and receive training prior to their first operational assignment.

2.1.3. Ground Training Requirements. (For in-unit IQT, commanders will obtain and use the current formal school courseware, if available.)

2.1.3.1. Accomplish academic training requirements as directed in the applicable syllabus.

2.1.3.2. For written examinations, comply with AFMAN 11-202V2, *Aircrew Standardization/Evaluation Program,* and the applicable AFMAN 11-2MDS Volume 2.

2.1.3.3. The first flight in a MDS will not occur until the individual has accomplished Emergency Parachute Training (SS06), Local Area Survival (SS01), Aircrew Flight Equipment Training (LL06), and Emergency Egress (LL02 or LL03 as applicable) in accordance with AFMAN 11-2MDS Volume 1, AFI 11-301V1, *Aircrew Flight*

Equipment Program, and AFI 16-1301. **(T-1).** (Not applicable for remotely piloted aircraft aircrew.) Check the ARM SharePoint™ site **https://cs2.eis.af.mil/sites/12984/default.aspx** for current codes.

2.1.3.3.1. Accomplish Emergency Egress Training, Ejection Seat (LL02), Non-Ejection (LL03), Egress Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) (LL05).

2.1.3.3.2. LL02/LL03/LL05 will only be instructed by an Aircrew Flight Equipment Officer (AFEO) or qualified instructor aircrew certified in writing by the AFEO. Egress instructors will use the applicable MDS "Dash-1" flight manual emergency procedures to complete LL02/LL03/LL05.

2.1.3.3.3. If not covered by specific MDS guidance, Flight Surgeons will receive egress training on primary assigned aircraft triennially for non-ejection seat aircraft and once every 90 days for ejection seat aircraft. The AFEO may waive this requirement up to 180 days for those flight surgeons who demonstrate proficiency in the aircraft on a case-by-case basis.

2.1.3.3.4. Newly assigned or visiting aircrew are not required to re-accomplish egress, if currency can be verified in assigned MDS (e.g., Aviation Resource Management System records).

2.1.3.3.5. Aircrew members previously qualified in a given ejection seat equipped aircraft and currently in transition to a different model of the aircraft, or undergoing upgrade training in the same type of aircraft, may receive egress training at the regular interval from date last accomplished, if the escape systems and procedures are the same in both aircraft models.

2.1.3.3.6. Aircrew members in transition from one type of ejection seat equipped aircraft to another and awaiting a formal training unit slot will receive LL02 at intervals determined as defined in MDS specific AFMAN 11-2MDS, Volume 1.

2.1.3.3.7. Student aircrew members assigned to a formal training unit will receive LL02 or LL03 training in accordance with applicable syllabus. **(T-2).**

2.1.3.3.8. Qualified aeromedical evacuation crewmember instructors and boom operators and loadmasters may instruct "Just in Time" LL03 for aeromedical evacuation personnel prior to flight. "Just in Time" training is intended to support aeromedical evacuation crewmember personnel who are forward deployed/operating on non-primary MDS aircraft, often without advanced notice. **(T-2).**

2.1.3.3.8.1. The training will be "hands on" student centered, and cover all related material in the applicable MDS "Dash-1" flight manual emergency procedures. **(T-2).**

2.1.3.3.8.2. Training will be documented on AF Form 1522, *ARMS Additional Training Accomplishment Report*, utilizing Aviation Resource Management System task identification codes for non-unit assigned aircraft are as follows: LL03A - C-130 Emergency Egress; LL03B - C-17 Emergency Egress; LL03C - KC-135 Emergency Egress; and LL03D - C-21 Emergency

Egress. **(T-2).**

2.1.3.3.8.3. Aeromedical evacuation personnel will continue to maintain LL03 currency for their unit assigned aircraft. **(T-2).**

2.1.3.3.8.4. Passenger and incentive flyer training is required for orientation/incentive and spouse orientation flights addressed in AFI 11-401, *Aviation Management*.

2.1.3.3.8.4.1. Passengers scheduled for flight aboard ejection seat equipped aircraft will receive LL02 no earlier than 72 hours prior to flight. If the 72 hours are exceeded before flight, training will be re-accomplished. Emergency egress training includes emergency ground egress, cockpit familiarization, oxygen regulator and mask procedures during emergency, use of oxygen & communication controls and switches, and manual bailout procedures training.

2.1.3.3.8.4.2. Mission essential personnel.   Non-aircrew personnel and operational support fliers who fly occasionally to perform official duties (e.g., enroute ground support, security) will receive LL02 specified by AFMAN 11-2MDS Volume 1 or specified in MAJCOM/FOA guidance. Training intervals will be determined by the respective MAJCOM. These individuals, to include members in casual status awaiting pilot training, aerospace physiologists, field   maintenance personnel, intelligence personnel, and developmental/test engineers, may be placed on a 120-day currency after meeting the following requirements: Members must complete emergency egress training (as applicable to the MDS) a minimum of three times during a 120-day period. Member must complete LL02 or LL03 and LL06 as required. When the two conditions above are met, the Aircrew Flight Equipment Officer will evaluate/validate the member's proficiency and forward a memorandum recommending the member be placed on a 120-day currency for the MDS specific event to the Operations Group Commander (OG/CC) for approval. **(T-2).** OG/CC is the approval authority for the 120-day currency.

2.1.3.4. Accomplish combat survival training, conduct after capture training, and water survival training in accordance with AFI 16-1301. See also AFMAN 11-2MDS Volume 1, RAP tasking memoranda, and/or MAJCOM supplements, as applicable. Aircrew members will be current in Water Survival Training (SS05) prior to participating in over water sorties. (Over water is defined as any body of water beyond power-off gliding distance from shore.) **(T-3).**

2.1.3.5. Applicable ground training (simulators, aircraft systems) accomplished at the formal school establishes the due dates for subsequent continuation training. If completion dates are unknown, use the Formal Training Unit completion date.

2.1.3.6. All Initial NVD training will be conducted by a qualified NVD Ground Instructor. The AETC Night Vision Goggle Academic Instructor Course will certify all qualified NVD Ground Instructors. FTU will conduct initial training for MDS with AETC-approved courseware.   Instructors are encouraged to use all subject

matter experts at their disposal, to include flight surgeons, aerospace physiologists, optometrists, and Aircrew Flight Equipment (AFE) technicians.

2.1.3.6.1. Initial ground training academics will include, but are not limited to: Visual Physiology, Limitations of Unaided Night Vision, NVD Form and Function, NVD Capabilities and Limitations, Pre & Post Flight Operations and Human Performance in accordance with Standardization Agreement (STANAG) 7147 *Aeromedical Aspects of Night Vision Device Training.* All topics included in AF courseware must be covered in initial training academics. However, these topics may be tailored to a specific MDS.

2.1.3.6.2. Initial flight training events will include, but are not limited to: confidence and defensive maneuvers, basic/tactical formation positions, aircraft preparation, goggle/de-goggle procedures, aircraft lighting demonstration, active instrument crosscheck, illumination levels, departure/arrival procedures, malfunction procedures, controlled flight into terrain (CFIT) avoidance, relevant crew/inter-flight communications, terminology, and roles/responsibilities.

2.1.4. In-unit initial qualification training (IQT) requirements. Approved in-unit training must be accomplished in accordance with applicable formal school courseware and the following guidance:

2.1.4.1. Training syllabi will establish a maximum time lapse between training missions. Failure to accomplish training as scheduled requires documentation and corrective action. **(T-2).**

2.1.4.2. With OG/CC (or equivalent) approval, IQT requirements may be completed during operational missions under the supervision of an instructor of like specialty. Comply with restrictions in appropriate AFMAN 11-2MDS Volume 1, MAJCOM directives, and applicable operation orders.

2.2. **Requalification Training.** An aircrew member is unqualified upon expiration of his or her qualification evaluation, loss of currency exceeding 6 months (for currency items specified in applicable AFMAN 11-2MDS Volume 1 [see **paragraph 3.3.3.2**]), or completion of a qualification evaluation in a different MDS (unless multiple qualification has been approved prior to the evaluation), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For aircrew members who are not authorized multiple qualification and who complete a qualification evaluation in a different MDS, members must complete requalification training as specified below to regain qualification in the original MDS. For all aircrew members except flight surgeons, requalification requirements are as follows. MAJCOMs may provide guidance that is more restrictive and may adjust requirements as necessary to allow for experience level of the aircrew member and similarity of aircraft types. Provide specific guidance in command supplements or AFMAN 11-2MDS Volume 1. As noted below, completing the Education and Training Course Announcement (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**) formal school flying training course is the desired standard. When attendance is not practical or quotas are not available, units will request waivers as specified in the applicable AFMAN 11-2MDS Volume 1, to conduct in-unit IQT, using formal school courseware. (Terms TX-1, TX-2 and TX-3 identify formal courses required, from longest to shortest course.)

2.2.1. Unqualified up to 39 months (not including the 39th month) at the end of a non-flying assignment, or up to 51 months (not including the 51st month) at the end of any active flying assignment.   Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a requalification evaluation in accordance with AFMAN 11-202V2 and AFMAN 11-2MDS Volume 2. An Education and Training Course Announcement (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**) formal school flying training course (TX-3) satisfies this requalification requirement, if specified in the applicable AFMAN 11-2MDS Volume 1.

2.2.2. Unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any active flying assignment, up to 8 years.   Complete the appropriate Education and Training Course Announcement (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**) formal school flying training course (TX-2) and a flight evaluation in accordance with AFMAN 11-202V2 and AFMAN 11-2MDS Volume 2.

2.2.3. Unqualified in MDS over 8 Years.   Complete the appropriate Education and Training Course Announcement (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**) formal school flying training (TX-1) and a flight evaluation in accordance with AFMAN 11-202V2 and AFMAN 11- 2MDS Volume 2.

2.2.4. Instructor Requalification. In accordance with AFMAN 11-202V2, and AFMAN 11-2MDS Volumes 1 and 2.

2.3. **Conversion Qualification Training.**

2.3.1. This type of training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school qualification course. For unit conversions, when formal school courses are not available, MAJCOMs will develop and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre. See also AFMAN 11-202V2 for instructor qualification and certification guidance for flight examiners.

2.3.2. Submit requests for conversion qualification training in accordance with the applicable AFMAN 11- 2MDS Volume 1.

2.4. **Difference Training.** Difference training is required for qualification in a different series aircraft within the same MDS. When Lead MAJCOMs determine the differences between series are great enough, the training required is a formal TX course. Difference qualification training requirements will be established in AFMAN 11-2MDS Volume 1.

2.5. **Transition Training.** MAJCOMs may prescribe shortened versions of qualification training for aircrew members cross-flowing from another military aircraft to allow credit for acquired aviation proficiency. Requirements will be established in AFMAN 11-2MDS Volume 1.

2.6. **Multiple Qualification.** MAJCOMs may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority is not to be delegated, except

AETC and Air Force Material Command (AFMC), which may further delegate, but not lower than 19 AF/CC, or wing commander respectively.

2.6.1. Unless required for unit mission accomplishment, commanders must not permit aircrew members qualified in primary mission aircraft to maintain qualification in support aircraft. **(T-2).**

2.6.2. General officers will only maintain qualification in a single MDS. Difference qualification in variants of the same MDS is authorized, but is not permitted when qualification involves formal conversion training, in accordance with AFMAN 11-2MDS Volume 2. Approval authority for general officer multiple qualification is the Air Force Chief of Staff (CSAF).

2.6.3. Multiple qualification does not apply to aircrew members selected for reassignment to another MDS who attend training prior to permanent change of station. Flying squadron commanders will review reassignment training and validate requirements for additional qualification prior to aircrew member flights in original aircraft. Additional qualification authorization under this exception terminates when the aircrew member signs out from the losing organization.

2.7. **Senior Officer Qualification and Performance Requirements.** Senior officers (Colonel selects and above) whose position requires operational flying will complete the appropriate formal training course unless already qualified. Aircraft qualification will include instrument qualification and an AF Form 8/8a flight evaluation as applicable. A senior officer course that does not result in an AF Form 8/8a flight evaluation does not permit unsupervised flying. In addition, senior officers will comply with **paragraph 3.1.4**. **Note:** All senior officers must complete a formal training course qualification program that results in an AF Form 8, *Certification of Aircrew Qualification*, or AF Form 8a, *Certification of Aircrew Qualification (Multiple Aircraft),* flight evaluation prior to flying an aircraft with passengers on board. Exceptions to this policy must be approved by AF/A3 (Colonels and Colonel selects); exceptions for general officers must be approved by the CSAF.

2.7.1. General officers in commander billets approved for operational flying may fly without an instructor in their primary assigned aircraft if they are current and qualified and maintain Mission Ready (MR)/CMR, or Basic Mission Capable (BMC) status in accordance with the applicable AFMAN 11-2MDS Volume 1.

2.7.2. All other general officers and general officer commanders maintaining Basic Aircraft Qualification (BAQ) status or less, must fly with an instructor.

2.7.3. When approved for operational flying, general officers authorized to fly single-place aircraft are limited to CSAF, Commanders, and MAJCOM/A3s. See AFI 11-401 for specific general officer flying authorizations. If approved by CSAF for operational flying, Numbered Air Force general officer vice commanders may also fly single-place aircraft. General officers maintaining BAQ in single-place aircraft require an instructor pilot in the flight.

2.7.4. General officers who are in operational flying status and who do not directly oversee Operational Support Airlift (OSA) aircraft and/or Executive Airlift (EA) operations, should not fly OSA/EA aircraft. **Exception:** CSAF, Vice Chief of Staff (VCSAF), MAJCOM commanders (or equivalents), and Combatant Commanders (when

filled by a USAF general officer and when those officers are in operational flying status). MAJCOM commanders may develop further OSA/EA guidelines as necessary.

2.7.5. As a minimum, CSAF and VCSAF maintain BAQ in their assigned aircraft when they maintain operational flying status. Minimum and maximum sortie rates do not apply.

2.7.6. Unless further restricted by AFMAN 11-2MDS Volume 1, Colonels and Colonel selects who comply with **paragraph 2.7** may fly without an instructor in their primary assigned aircraft.

2.7.7. MAJCOMs may establish additional guidelines and flight requirements as necessary.

2.7.8. The following personnel may attend senior officer qualification training courses:

   2.7.8.1. Test pilots (11Ex) of any rank assigned to AFMC;

   2.7.8.2. AFMC civilian employees who have previously graduated from a military test pilot school (or equivalent);

   2.7.8.3. Contract personnel who work under a government contract administered by AFMC or the Defense Contract Management Agency (DCMA) who have previously graduated from a military test pilot school (or equivalent);

   2.7.8.4. Aggressor and Thunderbird selectees (with MAJCOM concurrence).

2.8. **Senior Enlisted Qualification and Performance Requirements.** Senior Enlisted Leaders (Chief Master Sergeants) whose position requires operational flying will complete the appropriate formal training course unless already qualified. Aircraft qualification will include an AF Form 8/8a flight evaluation. A senior enlisted course that does not result in an AF Form 8/8a flight evaluation does not permit unsupervised flying. In addition, senior enlisted leaders will comply with **paragraph 3.1.4**. **Note:** All senior enlisted leaders must complete a formal training course qualification program that results in an AF Form 8/8a flight evaluation prior to operating an aircraft. Exceptions to this policy must be approved by AF/A3T.

   2.8.1. Chief Master Sergeants or Group Superintendent billets approved for operational flying may fly without an instructor in their primary assigned aircraft if they are current and qualified and maintain MR/CMR, or BMC status in accordance with the applicable AFMAN 11-2MDS Volume 1.

   2.8.2. Chief Master Sergeants who are in operational flying status and who do not directly oversee Operational Support Airlift (OSA) aircraft and/or Executive Airlift (EA) operations, should not operate OSA/EA aircraft. MAJCOM commanders may develop further OSA/EA guidelines as necessary.

2.9. **Mission Qualification Training (MQT).** The purpose of MQT is to qualify aircrew members in assigned aircrew positions to perform the command or unit mission. AFMAN 11-2MDS Volume 1 prescribes minimum training requirements to qualify individuals in unit missions. All crewmembers will complete MQT before entering special mission (e.g., Special Operations Low Level) certification/qualification, unless the special mission training

is specifically directed as pre-MQT in AFMAN 11-2MDS Volume 1 (e.g., LANTIRN training).

2.9.1. For aircraft with multiple mission certifications/qualifications, document the various courses and governing instructions in each applicable AFMAN 11-2MDS Volume 1. Provide a brief description of training required to transition between mission sets.

2.9.2. Upgrade/Special Mission Training. With OG/CC (or equivalent) approval, upgrade and special certification/qualification training requirements may be completed during operational missions under the supervision of an instructor of like specialty. Comply with restrictions in appropriate AFMAN 11-2MDS Volume 1, MAJCOM directives, and any applicable operational orders.

3. Continuation Training (CT). The CT program provides crewmembers with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned certification/qualification level.

3.1. **Aircrew Status.**

3.1.1. Mission Ready (MR). An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the command or unit operational mission.

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

3.1.3. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed IQT and MQT, is qualified in some aspect of the unit mission, but does not maintain MR/CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days, or in accordance with the applicable AFMAN 11-2MDS Volume 1.

3.1.4. Basic Aircraft Qualification (BAQ). Applies to an aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for that weapon system in the applicable AFMAN 11-2MDS Volume 1.

3.1.5. Minimum Requirements. In addition to the above, MR/CMR, BMC, and BAQ aircrew members must have accomplished and/or maintain the following minimum requirements. An asterisk [*] indicates the requirement is a grounding item.

3.1.5.1. *Flight physical in accordance with AFI 44-170 and AFI 48-123.

3.1.5.2. *Physiological training in accordance with AFI 11-403.

3.1.5.3. *Emergency egress training, ejection seat (LL02). Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress/ejection procedures. In aircraft with multi-crew ejection seat capability, stress importance of aircrew coordination actions in emergencies. Ensure aircrews are

aware of their responsibilities for conducting safety and passenger briefings in accordance with AFI 11-202V3, *General Flight Rules*. **(T-2).**

3.1.5.4. *Emergency egress training, non-ejection seat (LL03). Evaluates aircrew ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety briefings in accordance with AFI 11-202V3. **(T-2).**

3.1.5.5. Emergency Egress training with ACBRN (LL05). A one-time event per MDS that evaluates the aircrew's ability to demonstrate proficiency in the use of primary, as well as secondary, air and ground egress procedures while wearing ACBRN equipment. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience while wearing ACBRN equipment. **(T-2).**

3.1.5.5.1. Accomplish LL05 prior to aircrew one-time ACBRN flight check requirement. **(T-1)**.

3.1.5.5.2. Accomplish LL05 concurrently with LL04.

3.1.5.6. Refer to AFI 11-301V1 for AFE Familiarization training (LL01), ACBRN training (LL04), Aircrew Flight Equipment Training (LL06), AFE Fit Check (LL07), and ACBRN Fit Check (LL08).

3.1.5.7. *Emergency parachute training (as applicable). (N/A for remotely piloted aircraft). See AFI 16-1301 and AFMAN 11-2MDS Volume 1.

3.1.5.8. Aircrew qualification (Form 8/8a). See AFMAN 11-202V2 and AFMAN 11- 2MDS Volume 2.

3.1.5.9. Cockpit/Crew Resource Management (CRM) training, in accordance with AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and AFMAN 11-2MDS Volume 1 (for flight surgeons, CRM is a one-time requirement in the primary assigned aircraft unless required to perform aeromedical evacuation duties. Flight surgeons required to perform aeromedical evacuation duties accomplish CRM refresher training in accordance with AFMAN 11- 2AE Volume 1, *Aeromedical Evacuation Aircrew Training*.)

3.1.5.10. Combat Survival training, Conduct after Capture, Water Survival training, Local Area Survival, in accordance with AFI 16-1301. Check the referenced publication for current requirements.

3.1.5.11. Flight currency events, except special mission certifications/qualifications that do not affect the wartime mission.

3.1.5.12. Instrument refresher training in accordance with AFMAN 11-210, *Instrument Refresher Program (IRP)*.

3.1.5.12.1. Aircrew members who go non-current in instrument refresher training, may not fly instrument flight rules until training is completed.

3.1.5.12.2. Rated officers, career enlisted aviators (if applicable), commanders,

and key supervisors qualified in one aircraft, who also fly in other aircraft assigned to their units in accordance with provisions of AFI 11-401, are only required to accomplish one Instrument Refresher Course (IRC) for their primary aircraft within a single IRC currency cycle as defined in AFMAN 11-210.

3.1.5.13. Night Vision Device (NVD).

3.1.5.13.1. Once NVD certified, all aviators will receive NVD academic refresher training (as prescribed by the MAJCOM, but not to exceed one Air Expeditionary Force (AEF) cycle, or not to exceed 24 months when an AEF cycle does not apply) from a NVD-certified instructor.   Instructors are encouraged to use all subject matter experts at their disposal, to include flight surgeons, aerospace physiologists, and AFE technicians. Topics will include NVD mishaps, MDS-specific tactical issues, and any other relevant NVD discussion items.

3.1.5.13.2. Recurring NVD training will be taught separately from the IRC and will not be credited toward any part of IRC training. If the MAJCOM elects to use the IRC forum for NVD training, additional time must be allocated to fulfill NVD requirements.

3.2. **Training Events/Profiles.** Aircrew members' continuation training and additional (ground) training events/profiles are maintained in the Aviation Resource Management System (ARMS).

3.2.1. Use the following forms when documenting aircrew training in ARMS (if additional forms are needed, see AFI 33-360 for guidance). **Note:** Reports and updates to ARMS generated from AF-approved automated systems (e.g., ARMS, Patriot Excalibur (PEX), Training Integration Management System (TIMS)/Graduate Training Integration Management System (GTIMS)), may be used as source documentation for training provided these reports contain the minimum required elements in **paragraph 3.2.1.1.3**. A mission review process must validate these updates.

3.2.1.1. Additional Training. Use Air Force Form 1522, or MAJCOM approved electronic substitute (e.g., GTIMS), to document aircrew ground training for processing into ARMS. Grounding or non-grounding training events required to be taught by a certified instructor (e.g. Tactics Training or Emergency Egress), can be documented and signed by an instructor on the AF Form 1522 (or MAJCOM approved electronic substitute). **EXCEPTION:** If the AF-approved automated system (e.g. PEX, TIMS, GTIMS) has the capability for the system to only allow the instructor of the course to update the training event date this may be used in lieu of the AF Form 1522. Signatures are not required. The event will be reviewed by Squadron Aviation Resource Manager (SARM) personnel for accuracy prior to pushing the information into ARMS.

3.2.1.1.1. For training events maintained in ARMS that are accomplished by a single individual when no instructor is involved (e.g.: computer-based training), provide a copy of the certificate to the unit SARM office. The SARM office will maintain a copy of the certificate as a source document.

3.2.1.1.2. Non-grounding training events accomplished by other agencies (e.g. fire extinguisher training), that do not provide documentation must be

documented on the AF Form 1522 (or MAJCOM-approved electronic substitute) and signed by the member. Instructor certification is not required. **Exception:** If the AF-approved automated system (e.g. PEX, TIMS, GTIMS) has the capability for the system to only allow the agency to update the training event date this may be used in lieu of the AF Form 1522. Signatures are not required. SARM personnel will review the event for accuracy prior to adding the information into ARMS.

3.2.1.1.3. Training events accomplished by other agencies and documented on another form and/or certificate may be photocopied and annotated in the lower right corner with the ARMS training event identifier. Include date of input, initials of the individual processing the ARMS transaction, date of audit, and the initials of the individual who audited the ARMS transaction.

3.2.1.2. Continuation Training (CT). CT events will be logged in Zulu date format to match the Air Force Technical Order (AFTO) Form 781 *ARMS Aircrew/Mission Flight Data Document*, the AF Form 3521, *ARMS RPA Aircrew/Mission Flight Data Document* and the Flight Authorizations. With MAJCOM approval, units may develop local mission accomplishment reports and/or training accomplishment reports to document CT for processing into ARMS. MAJCOMs will establish minimum elements required for locally developed forms.

3.3. **Currency.** Currency requirements for aircrew members will be listed in AFMAN 11-2MDS Volume 1, and/or RAP tasking messages (as applicable).

3.3.1. MAJCOMs determine similar equipment or systems for aircrew members who fly more than one mission or design aircraft.

3.3.2. MAJCOMs may waive currency requirements for aircraft that are unique to an organization when accomplishment is not practical. In such cases, commanders will ensure that aircrew members are current and certified/qualified in all normal and emergency procedures before unsupervised flight.

3.3.3. Requalification Training.

3.3.3.1. Loss of currency up to 6 months. An aircrew member must demonstrate proficiency with an instructor (or designated supervisor, when specified in the applicable AFMAN 11-2MDS Volume 1) in all delinquent items.

3.3.3.2. Loss of currency exceeding 6 months. AFMAN 11-2MDS Volume 1 will establish which currency items result in unqualified status requiring requalification according to **paragraph 2.2,** and which currency items do not result in unqualified status allowing currency to be regained according to **paragraph 3.3.3.1**.

3.4. **Proration of Training.** When determining training requirements, prorate an aircrew member not available for flying duties (for example, permanent change of station (PCS); nonflying temporary duty; emergency leave; DOWN status, unless simulator or Operational Flying Duty Accumulator creditable).

3.4.1. Proration for PCSing aircrew member is only authorized from the date the member out-processed to the date they sign-in at the new assignment. Additionally, the CT event

must have completed during the current training cycle and inputted into ARMS at their prior base.

3.4.2. Proration does not apply to individuals who are available for 15 days or less, who will not incur training requirements.

3.4.3. For individuals available for flying duties for 16 days or more, requirements prorated are in direct proportion to the number of days of non-availability.   Do not prorate for non-availability of 15 days or less.

3.4.4. For every 30 days of non-availability beyond 15 days, prorate training requirements one month, but not to less than one event. Additional proration guidance may be established in AFMAN 11-2MDS Volume 1.

3.5. **Failure to Complete Continuation Training Requirements.**

3.5.1. Declare individuals in the Air Force Input Tool (AF-IT) non-mission ready (N-MR), non-combat mission ready (N-CMR), non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete periodic ground or flying continuation training requirements defined in **paragraph 3.1.5** and in AFMAN 11-2MDS Volume 1.

3.5.2. Individuals who fail to accomplish minimum continuation training requirements and subsequently lose currency, must fly in supervised status when currency in the item is required for the particular flight (unless otherwise directed in the applicable AFMAN 11-2MDS Volume 1). If failure to accomplish the minimum requirement results in grounding, individuals will not fly as aircrew members and will not perform aircrew duties until the requirement is accomplished.

3.5.3. Suspend aircrew members assigned to active flying positions who fail to attain and maintain aircrew qualification, when such action is within the member's control, in accordance with AFMAN 11-402.

3.5.4. Document decisions to suspend, retain or regress aircrew member status following failure of the individual to meet required standards in accordance with AFMAN 11-202V2 and/or AFMAN 11-2MDS Volume 1 and/or Volume 2.

3.6. **Requirements before Permanent Change of Station (PCS) or Temporary Duty Assignment (TDY).** The following paragraphs apply to members on active flying status departing PCS from their old station or departing for a non-flying TDY from their permanent station.

3.6.1. Aircrew members should complete a proportionate share of flying requirements by the end of the month preceding the date of departure.

3.6.2. Complete flight physical and physiological training requirements before departing, if the due date occurs within three months after departure date (CONUS assignments), or if the due date occurs prior to DEROS (overseas assignments). Air University graduating students may delay physiological refresher training until they arrive at their new duty location or formal flying training base, if the assigned base is a location with a physiological training facility.

3.7. **Requirements Before Removal from Active Flying.** The following paragraphs apply to flying personnel retiring, separating, placed in inactive status, or reassigned to nonflying positions (**paragraph 3.1.5** applies).

3.7.1. Training requirements apply until the last day of the fourth month prior to an individual's removal from active flying. Example: A person who retires or starts terminal leave on 1 July must complete requirements through 31 March; or, if a person is reassigned to a nonflying position on 15 November, he/she must complete requirements through 31 July. MAJCOMs may extend specific training requirement applicability, based on unit mission requirements, on a case-by-case basis. **(T-2).**

3.7.2. Refresher physiological training and academic refresher courses are not required if individuals on active flying status are current, and if removal from active flying status occurs during the 4-month period after the due date.

3.8. **Requirements while in Inactive Flying Status.**

3.8.1. Personnel placed in a disqualified, suspended status or inactive–status will not complete flying training requirements of this publication and AFMAN 11-2MDS Volume 1.

3.8.2. Physical qualification must be maintained according to AFI 48-123 and AFI 44-170, except for flying personnel in aviation service codes (ASCs) 6J, 7J, 8J, 9J, GJ and HJ. When inactive members in the preceding ASCs have been selected and confirmed for assignment to aircrew duties, these individuals must be in compliance with **paragraph 3.1.5** before performing inflight duties. Individuals will regain their physical qualification prior to PCS/PCA to an active flying assignment.

3.9. **Aircrews Flying in Non-US Air Force Aircraft and with Non-US Air Force Units.** Air Force aircrews performing appropriate duties in non-US Air Force aircraft in accordance with AFI 11-401, or on duty with, or attached to non-US Air Force units for flying, are only required to maintain a current flight physical and review their flight records in accordance with AFI 11-401. Aircrew members affected by this paragraph are not required to maintain currency in USAF physiological training, but must regain physiological qualification (when required) prior to performing aircrew duty in USAF aircraft. See also AFI 11-202V2.

3.10. **Flight Surgeon Requirements.** Flight surgeon flying requirements are according to the appropriate AFMAN 11-2MDS Volume 1, but in no case are they less than those in **Table 1**.

3.10.1. Primary aircraft. Flight surgeons will actively fly in their unit's primary aircraft under a variety of mission and environmental conditions to enhance understanding of the operational risks and health stressors, as opportunities permit.

3.10.2. Non-primary aircraft. Flight surgeons should seek flight training and opportunities for flying time aboard USAF and non-AF aircraft. Flying duties performed on non-AF aircraft in accordance with this publication, AFI 11-401, and AFMAN 11-402 will be credited toward meeting minimum flying requirements.

3.10.3. Certified flight simulator. Flight surgeons may log no more than 50% of their minimum flight hour requirement in a certified flight simulator, provided that the flight

simulator simulates an aircraft that cannot accommodate a flight surgeon as onboard aircrew.

3.10.4. Remotely Piloted Aircraft (RPA) Units. Flight surgeons assigned to RPA units as their primary unit may log primary flight time in RPA ground control stations toward meeting flying requirements for Aviation Incentive Pay in accordance with AFMAN 11-402.

Table 1. Flight Surgeon Sortie Requirements (See Notes).

Sortie	Semi-Annual Period	Annual Sorties
Total	Minimum: 6	Minimum: 12

Notes:
1. Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements (Credit hours flown in accordance with AFI 11-401) **Exception:** Credit ARC flight surgeons with a maximum of two sorties for separate flights performed in a day (Zulu), provided the interval between flights does not exceed 60 days and a minimum of six missions are flown each six months.
2. Flight surgeons are conditional fliers and must meet *Department of Defense Financial Management Regulation* flying requirements for entitlement to Aviation Incentive Pay. See also AFMAN 11-421, *Aviation Resource Management.*
3. To maintain currency, time between flights must not be more than 60 days. MAJCOMs establish procedures for flight surgeons to regain flying currency.
4. Squadron Aviation Resource Managers (SARM) will set up flight surgeon training profiles on an annual cycle. Reference **https://cs2.eis.af.mil/sites/12984/default.aspx** for ARMS training event identifiers.
5. MAJCOMs establish procedures to assess continued active flying authorization.

3.11. **X-Prefixed Air Force Specialty Code (AFSC) Fliers.** Requirements for X-prefixed AFSC fliers are according to the appropriate AFMAN 11-2MDS Volume 1 (**paragraph 3.3** of this publication).

3.11.1. Qualified aeromedical evacuation crewmember instructors, boom operators and loadmasters may instruct "Just in Time" LL03 for aeromedical evacuation personnel prior to flight. "Just in Time" training is intended to support aeromedical evacuation crewmember personnel who are forward deployed/operating on non-primary MDS aircraft, often without advanced notice. **(T-2).**

3.11.2. The training will be "hands on" student centered, and cover all related material in the applicable MDS "Dash-1" flight manual emergency procedures. **(T-2).**

3.11.3. Training will be documented on AF Form 1522 utilizing Aviation Resource Management System task identification codes for non-unit assigned aircraft. **(T-2).**

3.11.4. Aeromedical evacuation personnel will continue to maintain LL03 currency for their unit assigned aircraft. **(T-2).**

3.12. Non-Flier passenger and incentive flyer training is required for orientation/incentive and spouse orientation flights addressed in AFI 11-401.

3.12.1. Passengers scheduled for flight aboard ejection seat equipped aircraft will receive LL02 no earlier than 72 hours prior to flight. If the 72 hours are exceeded before flight, training will be re-accomplished. Emergency egress training includes emergency ground egress, cockpit familiarization, oxygen regulator and mask procedures during emergency, use of oxygen and communication controls and switches, and manual bailout procedures training.

3.12.2. Mission essential personnel. Non-aircrew personnel and operational support fliers who fly occasionally to perform official duties (e.g., enroute ground support, security) will receive LL02 specified by AFMAN 11-2MDS Volume 1 or specified in MAJCOM/FOA guidance. Training intervals are determined by the respective MAJCOM. These individuals, to include members in casual status awaiting pilot training, aerospace physiologists, field maintenance personnel, intelligence personnel, and developmental/test engineers, may be placed on a 120-day currency after meeting the following requirements: members must complete emergency egress training (as applicable to the MDS) a minimum of three times during a 120-day period. Member must complete LL02 or LL03 and LL06 as required. When the two conditions above are met, the AFEO will evaluate/validate the member's proficiency and forward a memorandum recommending the member be placed on a 120-day currency for the MDS specific event to the OG/CC for approval. **(T-2).** OG/CC is the approval authority for the 120-day currency.

4. Upgrade Training.   See applicable AFMAN 11-2MDS Volume 1 for specific instructions for additional requirements.

5. Aircrew Training System (ATS).   ATS is a system wherein a civilian contractor provides academic, simulator, and other designated aircrew training. ATS courses are listed in the applicable AFMAN 11-2MDS Volume 1.

5.1. **Applicability.** Guidance applies to all aircrew members attending either formal schools using ATS courseware or ATS refresher/phase training, or units conducting secondary method training utilizing formal courseware.

5.2. **Students.** ATS students will enroll on a full-time basis to ensure their training is completed in a timely and uninterrupted manner. Students will be relieved of duties not directly related to training. **Exception:** Supervisory personnel may continue their normal duties as time permits when this training is conducted at home station.

5.3. **Course Prerequisites.** Commanders will ensure ATS students complete ATS course prerequisites as outlined in the applicable syllabus or AFMAN 11-2MDS Volume 1.

5.4. **Objectives.** Lesson objective descriptions, remediation procedures, specific training evaluation criteria, administration procedures and scheduling guidelines/procedures are found in the applicable course syllabus or AFMAN 11-2MDS Volume 1.

5.5. **Unsatisfactory Student Progress.**

5.5.1. If a student's training progress is unsatisfactory, the contractor will notify the appropriate government representative (wing training, operations officer). Following

review of the student's record, the government representative will determine whether to continue or terminate training.

5.5.2. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

5.6. **Courseware Changes.** Submit formal school courseware changes through appropriate MAJCOM channels to the training command. The training command will coordinate with the command responsible for overseeing the ATS contract, if different from the training command. Submit all other courseware changes to the MAJCOM responsible for overseeing the ATS contract.

5.7. **Source Document.** Changes to aircrew qualifications (and training profiles) that are tracked in ARMS will be documented in accordance AFMAN 11-421. The SARM maintains the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet.*

6. Ancillary Training.

6.1. Reference prescribing AFIs, Expeditionary Readiness Training (ERT) guidance, and the Education and Training Course Announcement website (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**) to determine ancillary training requirements.

6.2. Lead MAJCOMs in coordination with User Commands may determine ancillary training frequencies for their respective aircrew members and may publish those in an appropriate AFMAN 11-2MDS-series, Volume 1. Ancillary training frequencies published in an AFMAN 11-2MDS-series, Volume 1, take precedence over other prescribing official publications, ERT guidance, and/or the Education and Training Course Announcement website based on the MAJCOMs analysis, risk assessment, and/or risk acceptance. AFMAN 11-2MDS-series, Volume 1, frequencies apply to aircrew members for active operational flying purposes (e.g., tasked as an operational flying crewmember). In all other cases, comply with ancillary training requirements defined in the prescribing or source official publication, ERT message/checklist, or the Education and Training Course Announcement website (**https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**).   Lead MAJCOM Aircrew Training Offices are the designated office of coordinating responsibility for publications issues affecting/impacting aircrew training (**paragraph 1.3.2.1**) and are responsible for coordination with both AF/A3T and User Commands on publication issues, waiver requests, and exceptions to policy.

7. Standard Training Event identifiers.   Standard USAF Aviation Resource Management System (ARMS) task identifiers can be found on the Air Force Aviation Resource Management SharePoint™ site at: **https://cs2.eis.af.mil/sites/12984/default.aspx.**

8. Hours-per-Crewmember   (HCM)/Sorties-per-Crewmember   (SCM)   per   Month Report. Reporting is accomplished in the Automated Aircrew Management System (AAMS) (**https://webapp.amc.af.mil/AAMS/Default.aspx**).

9. Qualifications versus Certifications. Qualifications are attained through evaluations and documented on the AF Form 8/8a, as applicable. Certifications are attained through methods

other than evaluation and are documented on AF Form 4348, *USAF Aircrew Certifications* (optional). Qualifications are governed by AFMAN 11-202V2.

MARK D KELLY, Lt Gen, USAF
DCS, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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AETCI 36-2206, *Aircrew Graduate Evaluation Program*, 4 December 2013

NATO Standardization Agreement STANAG 7147 *Aeromedical Aspects of Night Vision Device Training,* 6 June 2017

Privacy Act (5 U.S.C. § 552a)

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*

Title 37 United States Code

Prescribed Forms

AF Form 1522**,** *ARMS Additional Training Accomplishment Report*

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

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

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

AF Form 847, *Recommendation for Change of Publication*

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

AF Form 3521, *ARMS RPA Aircrew/Mission Flight Data Document*

AF Form 4348, *USAF Aircrew Certifications*

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

Abbreviations and Acronyms

AAMS—Automated Aircrew Management System

ACBRN—Aircrew Chemical, Biological, Radiological, Nuclear

AETC—Air Education and Training Command

AETCI—AETC Instruction

AF—Air Force

AF-IT—Air Force Input Tool

AEF—Air Expeditionary Force

AFE—Aircrew Flight Equipment

AFEO—Aircrew Flight Equipment Officer

AFTO—Air Force Technical Order

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Material Command

AFPD—Air Force Policy Directive

AFSC—Air Force Specialty Code

ANG—Air National Guard

ARMS—Aviation Resource Management System

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CC—Commander

CFIT—Controlled Flight into Terrain

CMR—Combat Mission Ready

CONOPS—Concept of Operations

CONUS—Continental United States

CRM—Cockpit/Crew Resource Management

CSAF—Air Force Chief of Staff

CT—Continuation Training

DEROS—Date Estimated Return Over Seas

DNIF—Duty Not Involving Flying

DoD—Department of Defense

DRU—Direct reporting Unit

ERT—Expeditionary Readiness Training

ETCA—Education and Training Course Announcement

FOA—Field Operating Agency

FTU—Formal Training Unit

FYDP—Future Years Defense Program

GTIMS—Graduate Training Integration Management System

HQ—Headquarters

HCM—Hours-per-Crewmember

IRC—Instrument Refresher Course

IRP—Instrument Refresher Program

IQT—Initial Qualification Training

MAJCOM—Major Command (for purposes of this AFI, includes ANG)

MDS—Mission Design Series

MR—Mission Ready

N-BAQ—Non-Basic Aircraft Qualification

N-BMC—Non-Basic Mission Capable

N-CMR—Non-Combat Mission Ready

NGB—National Guard Bureau

N-MR—Non-Mission Ready

NVD—Night Vision Device

OPR—Office of Primary Responsibility

OSA—Operational Support Airlift

OTI—Operational Training Infrastructure

PCS—Permanent Change of Station

PCA—Permanent Change of Assignment

PEX—Patriot Excalibur

RPA—Remotely Piloted Aircraft

SARM—Squadron Aviation Resource Manager

SCM—Sorties-per-Crewmember

SERE—Survival, Evasion, Resistance, and Escape

STANAG—Standardization Agreement

TDY—Temporary Duty

TIMS—Training Integration Management System

USAF—United States Air Force

Terms

Aircrew—As defined in AFPD 11-4, *Aviation Service.*

Aircrew Training System—a system wherein a civilian contractor provides academic, simulator, and other designated aircrew training.

Basic Aircraft Qualification—An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight set for that weapon system in the applicable AFMAN 11-2MDS Volume 1.

Basic Mission Capable—An aircrew member who has satisfactorily completed initial and mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR/CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days, or in accordance with the applicable AFMAN 11-2MDS Volume 1.

Certification—Procedure used to document competency in a particular task. Not interchangeable with qualification, which requires Form 8/8a documentation.

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

Continuation Training—The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

Conversion Training—Training conducted in association with a unit converting to a different MDS.

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

Difference Training—Training provided to qualify members in a different series aircraft in the same MDS.

DOWN—Synonymous with Duties Not Including Flying (DNIF). It is when an individual has been found by medical authority either temporary or permanently unfit, as defined in block 12 of the DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*.

Flying Training CONOPS—The process that ties validated training requirements to the Air Force Programming, Planning, and Budgeting System.

Formal Course—A course of instruction listed in the Air Force Education and Training Course Announcement (ETCA).

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

Mission Ready—An aircrew member who has satisfactorily completed initial and mission qualification training and maintains qualification and proficiency in the command or unit operational mission.

Mission Qualification Training—Training needed to qualify aircrew in an assigned crew position for a specific aircraft to perform the command or unit mission.

Proficiency—A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety.

Special Mission Training—Training in any special skills necessary to carry out the unit's assigned missions that are not required by every crewmember. Specialized training is normally accomplished after the crewmember is assigned MR/CMR or BMC status, and is normally in addition to MR/CMR or BMC requirements. May be an additional certification or qualification event as determined by AFMAN 11-2MDS Volume 1 or 2.

Training Command—The MAJCOM assigned responsibility for formal school training in each MDS.

Transition Course—A formal course that qualifies an aircrew member in a similar type aircraft.