

**BY ORDER OF THE COMMANDER
12TH FLYING TRAINING WING**

**12TH FLYING TRAINING WING
INSTRUCTION 21-105**



10 MARCH 2021

Maintenance

**FUNCTIONAL CHECK FLIGHT AND
HIGH-SPEED TAXI OPERATIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements the guidance of AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020. It assigns responsibilities and establishes procedures for the 12th Flying Training Wing (FTW) functional check flight (FCF) program and applies to all 12 FTW maintenance and flying operations personnel at Joint Base San Antonio (JBSA)-Randolph and NAS Pensacola, including those assigned to the Air Force Reserve Command and its units flying in support of the 12 FTW. This publication does not apply to the Air National Guard. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFI (Air Force Instruction) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended.

SUMMARY OF CHANGES

The revision of this publication ensures an aircraft is flight-ready prior to quality assurance (QA) forms review by the functional check flight (FCF) aircrew (unless not flying that day), clarifies ground-abort documentation, clarifies 12 FTW Form 232 transmitting procedures, clarifies 781 documenting procedure, removes requirement for tire pressure check/exceptional release prior to QA review and removes all operational check flight (OCF) requirements.

1. ROLES AND RESPONSIBILITIES.

1.1. 12th Maintenance Directorate Responsibilities.

1.1.1. 12 FTW Aircraft Maintenance Division (12 FTW/MXI) will ensure the following is completed:

1.1.1.1. Prepare the aircraft and ensure a current combined basic post-flight operations (BPO)/pre-flight inspection is accomplished.

1.1.1.2. Make the following red dash entries in the AFTO Form 781A, *Maintenance Discrepancy and Work Document*: “Supervisory forms review due prior to FCF/high-speed taxi (HST)” ; “Quality assurance (QA) forms review due prior to FCF/HST” ; and “FCF/HST due for...” (include the reason for the FCF or HST). Maintenance Information Systems (MIS) will match aircraft forms with the same entries.

1.1.1.3. Ensure the appropriate supervisor reviews the aircraft forms, MIS, and engine/propeller log books as applicable. Deliver the following to Quality Assurance as applicable: aircraft forms, engine/propeller log books, Integrated Maintenance Data System screen 380, and a serviceable tag (or equivalent) for each engine changed.

1.1.1.4. Notify 12 FTW/MXOO of aircraft status as soon as practical following each attempt of an FCF sortie or HST check.

1.1.2. The 12 FTW Quality Assurance inspectors [12 FTW/MXOQI (JBSA-Randolph) or 812 AMXS/MXQC (NAS Pensacola)] will:

1.1.2.1. **(JBSA-Randolph)** Compile information regarding upcoming FCF/HST requirements and transmit a weekly forecast to all pertinent agencies. This forecast is intended to provide awareness only, and will not be used for scheduling purposes.

1.1.2.2. Review all applicable maintenance documentation. Once all documentation is found to be satisfactory, 12 FTW/MXOQI or 812 AMXS/MXQC will contact the appropriate flying squadron and/or FCF pilot(s) that same day in order to schedule the FCF/HST to be flown no later than the end of the following duty day, excluding weather delays.

1.1.2.3. **(JBSA-Randolph)** Initiate a 12 FTW Form 232, Aircraft Functional Check Flight and High-Speed Taxi Order, and provide it to the FCF pilot(s) for further use.

1.1.2.4. Brief the FCF pilot(s) prior to FCF/HST using the applicable 12 FTW/MX checksheet, and enter the applicable information into Quality Assurance Tracking and Trend Analysis System (QANTTAS).

1.1.2.5. Notify the applicable Maintenance Operations Center (12 FTW/MXOO) of the proposed FCF/HST takeoff time, call sign, FCF pilot(s) show time and FCF aircrew complement (i.e. dual, solo, etc).

1.1.2.6. **(JBSA-Randolph)** Debrief the FCF/HST after flight IAW AFI 21-101 using information from the completed 12 FTW Form 232 and enter the applicable information into QANTTAS. Submit completed 12 FTW Form 232 to Chief, 12 OG/FCF.

1.1.2.7. (NAS Pensacola) Debrief the FCF/HST after flight IAW AFI 21-101 and enter the applicable information into QANTTAS.

1.1.2.8. Attend FCF pilot(s) maintenance debrief upon request.

1.2. 12th Operations Group (12 OG) Responsibilities.

1.2.1. Chief, 12 OG Functional Check Flight (12 OG/FCF) will:

1.2.1.1. Supervise and administer the JBSA-Randolph portion of the 12 FTW FCF program IAW AFI 11-2MDS Volume 1, and applicable supplements for all JBSA-Randolph-assigned aircraft, in addition to AFI 21-101 and applicable supplements.

1.2.1.2. Ensure adequate FCF-qualified aircrew manning to accomplish all JBSA-Randolph FCF/HST requirements. **Note:** Mission design series (MDS) lead FCF pilots are responsible for coordinating with flying squadron commanders and operations officers to replace FCF pilot losses. Forward names of FCF pilot nominees to Chief, 12 OG/FCF for FCF upgrade training coordination.

1.2.1.3. Maintain a current list of qualified 12 OG FCF pilots and provide copies to pertinent agencies on demand.

1.2.1.4. Maintain all 12 OG FCF pilot training folders.

1.2.1.5. Maintain the 12 OG FCF read file and review the read file quarterly, at a minimum, to ensure currency and accuracy of content.

1.2.1.6. Maintain the historical record of completed 12 FTW Form 232 for T-1A, T-6A and T-38C FCF sorties and HST checks.

1.2.1.7. Ensure the 12 FTW/MXQI FCF program manager is updated on FCF pilot status and any other information which may affect the JBSA-Randolph portion of the 12 FTW FCF program.

1.2.2. 12 OG FCF Pilot Responsibilities:

1.2.2.1. Ensure the 12 OG FCF read file is reviewed and signed off prior to each FCF sortie or HST check. The primary method will be via Training Integration Management System (TIMS) Go/No-Go Module. The alternate method will be via a printed copy located in the office of the Chief, 12 OG/FCF.

1.2.2.2. Receive a briefing from 12 FTW/MXQI prior to each attempt of an FCF sortie or HST check.

1.2.2.3. Utilize the 12 FTW Form 232 form initiated by 12 FTW/MXQI to serve as authorization for the FCF/HST. The MDS lead FCF pilot, Chief, 12 OG/FCF or Operations Group Commander/Deputy Commander will be the designated approval authority on the 12 FTW Form 232 (**Note:** Additional guidance may be found in AFI 11-401, *Aviation Management*, 12 FTW supplement). Add the sortie to the appropriate flying squadrons daily flight authorization and notify the squadron operations supervisor of the added sortie.

1.2.2.4. Accomplish all FCF sorties and HST checks in accordance with T.O. 1-1-300, *Maintenance Operational Checks and Check Flights*, AFI 21-101 and applicable

supplements, 11-2MDS Volumes 1 and 3, applicable aircraft Dash-6 technical orders, and this instruction.

1.2.2.5. Completely and accurately fill out the 12 FTW Form 232 and return it to 12 FTW/MXQI following each attempt of an FCF sortie or HST check. Treat all ground aborts as a failed FCF attempt and submit the 12 FTW Form 232 accordingly. The primary method will be to email a copy of the 12 FTW Form 232 to the FCF program manager (12FTW/MXQI) and alternate, or hand-deliver as necessary.

1.2.2.6. FCF pilots will ensure all items requiring maintenance are written up in the AFTO Form 781. These include broken safety wires, emergency gear and flap deployments, etc. If in doubt, aircrews will include a write-up.

1.2.3. The 12 OG Flying Squadron Responsibilities.

1.2.3.1. Squadron operations supervisors will ensure FCF pilot(s) are afforded every opportunity to conduct the FCF/HST within the timeline of [paragraph 2.1](#), when contacted by 12 FTW/MXQI or 12 OG/FCF. If operational requirements prevent the scheduling of an aircrew within this timeline, notify 12 FTW/MXQI. Notify 12 OG/FCF if unable to contact 12 FTW/MXQI.

1.2.3.2. Squadron aviation resource management (SARM) personnel will track FCF pilot currency requirements. Incorporate these requirements into the squadrons Go/No-Go process.

1.2.3.3. Each flying squadron will track FCF pilot and FCF instructor pilot qualification on its Letter of Xs.

1.3. The 479th Flying Training Group (FTG) Responsibilities.

1.3.1. Chief, 479 FTG Functional Check Flight (479 FTG/FCF) will:

1.3.1.1. Supervise and administer the NAS Pensacola portion of the 812 FTW FCF Program IAW AFI 11-2MDS Volume 1 and applicable supplements for all NAS Pensacola-assigned aircraft, in addition to AFI 21-101 and applicable supplements.

1.3.1.2. Ensure adequate FCF-qualified aircrew manning to accomplish all NAS Pensacola FCF/HST requirements. **Note:** MDS lead FCF pilots are responsible for coordinating with flying squadron commanders and operations officers to replace FCF pilot losses. Forward names of FCF pilot nominees to Chief, 479 FTG/FCF for FCF upgrade training coordination.

1.3.1.3. Maintain a current list of qualified 479 FTG FCF pilots and provide copies to pertinent agencies on demand.

1.3.1.4. Maintain all 479 FTG FCF pilot training folders.

1.3.1.5. Maintain the historical record of completed 12 FTW Form 232 for T-1A and T-6A FCF sorties and HST checks.

1.3.1.6. Ensure the 812 FTW/MXQC FCF program manager is updated on FCF pilot status and any other information which may affect the NAS Pensacola portion of the 12 FTW FCF program.

1.3.2. The 479 FTG FCF Pilot Responsibilities:

1.3.2.1. Ensure the 479 FTG FCF read file is reviewed and signed off prior to each FCF sortie or HST check. The primary method will be via TIMS Go/No-Go Module.

1.3.2.2. Receive a briefing from 812 AMXS/MXQC prior to each attempt of an FCF sortie or HST check.

1.3.2.3. Utilize the 12 FTW Form 232 form initiated by 479 FTG/FCF to serve as authorization for the FCF/HST. The MDS lead FCF pilot, Chief, 479 FTG/FCF or Flying Training Group Commander/Deputy Commander will be the designated approval authority on the 12 FTW Form 232. (**Note:** Additional guidance may be found in AFI 11-401, 12 FTW supplement). Add the sortie to the appropriate flying squadrons daily flight authorization and notify the squadron operations supervisor of the added sortie.

1.3.2.4. Accomplish all FCF sorties and HST checks in accordance with T.O. 1-1-300, AFI 21-101 and Supplements, 11-2MDS Volumes 1 and 3, applicable aircraft Dash-6 technical orders, and this instruction.

1.3.2.5. Completely and accurately fill out the 12 FTW Form 232 and return it to Chief, 479 FTG/FCF following each attempt of an FCF sortie or HST check.

1.3.3. The 479 FTG Flying Squadron Responsibilities:

1.3.3.1. Squadron operations supervisors will ensure FCF pilot(s) are afforded every opportunity to conduct the FCF/HST within the timeline of [paragraph 2.1](#) of this instruction, when contacted by 812 AMXS/MXQC or 479 FTG/FCF. If operational requirements prevent the scheduling of FCF pilot(s) within this timeline, notify 12 FTW/MXQC. Notify 479 FTG/FCF if unable to contact 812 AMXS/MXQC.

1.3.3.2. SARM personnel will track FCF pilot currency requirements. Incorporate these requirements into the squadron's Go/No-Go process.

1.3.3.3. Each flying squadron will track FCF pilot and FCF instructor pilot qualification on its Letter of Xs.

2. POLICIES AND PROCEDURES.

2.1. **General Information.** Timely completion of FCF sorties and HST checks is extremely important. FCF sorties and HST checks take priority over student training and instructor development missions. FCF sorties and HST checks will normally be conducted no later than the end of the next duty day following notification by 12 FTW/MXQI or 812 AMXS/MXQC, excluding weather delays.

2.2. **FCF Policies and Procedures.** FCFs will be flown when dictated by the applicable aircraft Dash-6 series technical orders or when directed by the 12 FTW Director of Maintenance (DOM) in consultation with subordinate 12 FTW/MX agencies and with 12 OG and/or 479 FTG representatives.

2.2.1. **(JBSA-Randolph)** A full-profile FCF for T-38C aircraft will normally be accomplished during the initial FCF sortie (fuel permitting), regardless of the reason for the FCF. Re-attempt sorties may be flown as a full or partial profile, as deemed appropriate by the T-38C lead FCF pilot or Chief, 12 OG/FCF.

2.2.2. Full-profile FCFs on T-1A and T-6A aircraft will be minimized and are only flown as required by MDS Dash-6 series technical orders or for FCF pilot upgrade/currency. In these cases, full-profile FCFs will be coordinated with 12 FTW/MXI as necessary.

2.2.2.1. Refer to Attachments **2** and **3** of this instruction for additional guidance on T-1A FCF sorties conducted for reasons other than specified in T.O. 1T-1A-6.

2.2.3. Current FCF pilots will accomplish all FCF checklist actions. Current 12 FTW assigned/attached MDS instructor pilots may fly on MDS FCF sorties to assist the FCF pilot, but will not directly perform any FCF checklist actions. During T-6A and T-38C FCF sorties, the FCF pilot will occupy the front cockpit. The FCF pilot may occupy either the left or right seat during T-1A FCF sorties.

2.2.4. **FCF Weather Requirements.** Weather requirements for conducting FCFs are IAW T.O. 1-1-300, in addition to any applicable MDS-specific requirements.

2.2.4.1. For partial profile FCFs, with operations supervisor approval, required weather is VFR 1500ft/3 miles visibility unless systems being checked are required for IMC flight, in which case normal FCF weather requirements will apply.

2.2.5. **Group FCF Chief Pilot MDS Inter-fly Authorization (FCF).** The Chief, 12 OG/FCF and the Chief, 479 FTG/FCF may fly on any respective group FCF sortie, provided all required life support and egress training is current for the MDS. If the group FCF chief pilot is not also a qualified MDS FCF pilot, the group FCF chief pilot will occupy the rear cockpit on T-6A and T-38C FCF sorties and the jump seat on T-1A FCF sorties.

2.3. **In flight operational Checks.** Some aircraft will require an in-flight ops check due to the performance of certain maintenance actions and when operational checks cannot be performed adequately on the ground, test equipment is not available or maintenance is unable to simulate fault on the ground. In addition to criteria published in AFI 21-101, and IAW T.O. 1-1-300, these check flights will be flown when deemed appropriate by 12 FTW DOM, in consultation with subordinate 12 FTW/MX agencies, 12 OG or 479 FTG representatives, the 12 OG Chief FCF pilot, or respective aircraft lead FCF pilots.

2.3.1. The 12 FTW/MX agencies will coordinate in-flight operational checks through the 12th Quality Assurance or 812 AMXS/MXQC when operational check is required.

2.3.2. 12th Quality Assurance or 812 AMXS/MXQC will contact the 12 OG or 479 FTG lead FCF pilot to determine if the check will require an FCF pilot and what profile will be flown for each particular check.

2.3.3. Procedures for all in-flight operational check flights requiring FCF pilot will be accomplished IAW **Paragraph 1.1** of this instruction.

2.3.4. Perform only the operational check or fly the designated profile at the discretion of the 12 OG/CC or 479 FTG/CC, or the respective group MDS lead FCF pilot for the applicable aircraft. Every effort will be made to tailor the profile for the discrepancy driving the requirement for an in-flight ops check.

2.4. High-Speed Taxi Check Policies and Procedures. HST checks may be utilized when maintenance operational checks require the aircraft to be taxied higher-than-normal taxi speeds. When possible, FCF sorties are preferred over HST checks. In addition to compliance with **Chapter 1** of this instruction, the following procedures will be accomplished when conducting HST checks:

2.4.1. Only aircraft which are considered completely airworthy will conduct HST checks. If airworthiness is undetermined, an FCF will be conducted in lieu of (or prior to) conducting HST checks.

2.4.2. HST checks will only be conducted by a current, qualified FCF pilots. Current 12 FTW assigned/attached MDS instructor pilots may accompany 12 OG and 479 FTG FCF pilots on MDS HST checks to assist the FCF pilot, but will not directly perform any HST check actions. During T-6A and T-38C HST checks, the FCF pilot will occupy the front cockpit. The FCF pilot may occupy either the left or right seat during T-1A HST checks.

2.4.3. Prior to stepping, the FCF pilot(s) will compute the takeoff landing data (TOLD) for the highest speed expected. The FCF pilot(s) will review MDS flight manual abort procedures and associated notes, warnings and cautions.

2.4.4. **(JBSA-Randolph)** The FCF pilot will notify JBSA-Randolph Tower, JBSA-Randolph Supervisor of Flying (SOF) (Hangover Tower and Hangover SOF as appropriate) and the respective squadron operations supervisor prior to performing the HST check. The FCF pilot may request the runway barrier be raised, if applicable, and in IAW MDS restrictions.

2.4.5. **(JBSA-Randolph)** JBSA-Randolph SOF or Hangover SOF will coordinate with the Tower Watch Supervisor to ensure crash, fire and rescue personnel are notified of the proposed HST check. **Note:** This is done merely to provide advance notification to crash, fire and rescue personnel. No further readiness posture beyond that of normal flying operations is required or expected.

2.4.6. **(NAS Pensacola)** The FCF pilot will notify NAS Pensacola Tower and the respective squadron operations supervisor prior to performing the HST check. The FCF pilot may request the runway barrier be raised, if applicable, and in IAW MDS restrictions.

2.4.7. **(NAS Pensacola)** The FCF pilot will notify crash, fire and rescue personnel of the proposed HST check. **Note:** This is done merely to provide advance notification to crash, fire and rescue personnel. No further readiness posture beyond that of normal flying operations is required or expected.

2.4.8. During HST checks, the following speeds shall not be exceeded:

2.4.8.1. T-1A: 100 knots indicated airspeed (KIAS).

2.4.8.2. T-6A: 85 KIAS.

2.4.8.3. **(JBSA-Randolph)** T-38C: 120 knots calibrated airspeed or refusal speed, both engines operating, whichever is lower.

2.4.9. IAW AFI 21-101 the fuel load will be the minimum fuel practical to accomplish the HST check, but not less than MDS Volume 3 and applicable technical order minimums.

Factors to consider are the weight of the aircraft at the time the discrepancy was noted and fuel required to safely recover the aircraft when the possibility of becoming airborne exists.

2.4.10. Following completion of the check, the FCF pilot will taxi the aircraft clear of the runway. If no problems are noted by the FCF pilot, the aircraft may be taxied to parking or returned to the runway for takeoff (if a subsequent FCF sortie is also required). If the check is being performed as part of an FCF flight, the FCF pilot must ensure all takeoff and landing data is still valid following the HST check.

2.4.11. **HST Weather and Runway Condition Requirements.** The HST check will only be performed during day VMC conditions and on a dry runway. Crosswinds will not exceed:

2.4.11.1. T-1A: 15 knots.

2.4.11.2. T-6A: 10 knots.

2.4.11.3. T-38C: 15 knots.

2.4.12. **Group FCF Chief Pilot MDS Inter-fly Authorization (HST).** The Chief, 12 OG/FCF and the Chief, 479 FTG/FCF may accompany the MDS FCF pilot on any respective group HST check, provided all required life support and egress training is current for the MDS. If the group FCF chief pilot is not also a qualified MDS FCF pilot, the group FCF chief pilot will occupy the rear cockpit on T-6A and T-38C HST checks and the jump seat on T-1A HST checks.

2.5. **Fuel Load for FCF Sorties and HST Checks.** Full fuel load requirements are waived for FCF sorties requiring full-stop taxi-backs for maintenance, as long as the subsequent flight portions can recover with appropriate fuel reserves.

2.6. **FCF Conditional Release.**

2.6.1. If an FCF conditional release occurs (IAW AFI 21-101), the FCF pilot(s) or maintenance personnel will add the discrepancy that caused the conditional release in the next available AFTO Form 781A block. Cross reference will be made to the FCF discrepancy using the “see Job Control Number (JCN) & page item format.” A second 781A discrepancy will be created stating: “FCF pilot forms review required of maintenance action prior to FCF release.” Reference will be made to the conditional release discrepancy using the “see page, item format.”

2.6.2. Once the discrepancy is corrected, the appropriate maintenance supervisor will review maintenance actions performed and present the aircraft forms to the FCF pilot for review. If the FCF pilot is satisfied with the maintenance actions performed, the FCF pilot may release the aircraft from FCF by clearing the forms review and FCF entries in the AFTO Form 781A. Another FCF may be flown if deemed necessary by 12 FTW DOM IAW [paragraphs 2.2](#) of this instruction.

2.7. **Off-Station FCF/HST Procedures.** When an aircraft is off-station and requires an FCF/HST, and the aircraft MDS is not supported by the transient base, 12 FTW/MX maintenance repair teams (MRT) and 12 FTW FCF pilots will follow home-station FCF procedures to the maximum extent possible.

2.7.1. The MRT Will:

2.7.1.1. Contact home-station 12 FTW/MXQI or 812 AMXS/MXQC for guidance as necessary.

2.7.1.2. Create a red dash entry in the AFTO Form 781A for the FCF/HST requirement, to include the reason, and a red dash entry for a forms review prior to FCF/HST.

2.7.1.3. Ensure a current combined BPO/pre-flight inspection is accomplished.

2.7.1.4. Review the aircraft forms for completeness and accuracy and clear the forms review in the AFTO Form 781A.

2.7.1.5. Brief the FCF pilot(s) on maintenance performed, to include the reason for the FCF/HST prior to flight and debrief the aircrew after flight. Ensure the FCF pilot makes appropriate AFTO Form 781A entries and completes the FCF checklist as applicable. Leave the completed FCF checklist with the aircraft forms.

2.7.1.6. Ensure home-station Quality Assurance is informed of mission status.

2.7.2. FCF Pilot Responsibilities During Off-Station FCF/HST:

2.7.2.1. Ensure the appropriate 12 FTW Form 232 is initiated prior to flight or HST check (contact home station to obtain the form, if necessary).

2.7.2.2. Review the AFTO 781 forms and receive a brief and debrief with MRT personnel.

2.7.2.3. **(JBSA-Randolph)** Ensure the completed 12 FTW Form 232 is returned to 12 FTW/MXOQI (see 12 FTW 232 instructions).

2.7.2.4. **(NAS Pensacola)** Ensure the completed 12 FTW Form 232 is returned to 479 FTG/FCF (see 12 FTW Form 232 instructions).

2.7.3. Quality Assurance Responsibilities During Off-Station FCF/HST . 12 FTW/MXQI or 812 AMXS/MXQC will coordinate with the MRT and FCF pilot(s) to provide guidance as necessary. When the aircraft returns to home station, 12 FTW/MXQI or 812 AMXS/MXQC will review the FCF checklist for completeness and ensure all documentation is completed and filed per requirements.

2.8. FCF/HST Requirements for Transient Aircraft Located at NAS Pensacola or JBSA-Randolph:

2.8.1. If the aircraft is a supported MDS, follow local FCF procedures IAW this instruction, AFI 21-101 and supplements in addition to AFI 11-2MDS series publications.

2.8.2. If the MDS is not supported locally, the owning unit will provide qualified FCF/HST maintenance and aircrew personnel. The 12 FTW/MXOQI or 812 AMXS/MXQC will coordinate with the owning unit and provide assistance as required/requested.

3. FCF PILOT MANAGEMENT.**3.1. FCF Pilot Upgrade Training and Continuation Training (CT).**

3.1.1. FCF pilot selection criteria and appointment procedures are outlined in AFI 11-2MDS Volume 1 series publications. FCF pilot upgrade training will be conducted IAW

AFI 11- 2MDS Volume 1 series publications and the appropriate 12 OG or 479 FTG FCF upgrade training program.

3.1.2. Mission-capable aircraft may be used for the upgrade/continuation training of FCF pilots. Mission-capable aircraft used for the training of FCF pilots will not count toward the FCF release/non-release rate.

3.1.3. MDS lead FCF pilots will conduct an MDS-specific CT meeting as frequently as deemed necessary. Focus of the CT meetings should be on changes to applicable FCF checklists, procedures, policies, and techniques. The Chief, 12 OG/FCF and Chief, 479 FTG/FCF will hold group-wide FCF CT meetings as required to disseminate information. Minutes from each of these meetings will be published via FCF read file for review by FCF pilots not in attendance.

3.2. FCF Pilot Currency and Decertification. FCF currency requirements and procedures for loss of currency and/or de-certification are listed in AFI 11-2T-MDS, Volume 1. All instances of loss of FCF currency and/or de-certification will be documented via 12 OG/FCF or 479 FTG/FCF memorandum and will be filed in the FCF pilot's FCF training folder.

3.2.1. **T-1A FCF Pilot Currency Procedures.** T-1A lead FCF pilots will coordinate with their respective squadrons for FCF upgrade training and CT sorties as required to ensure all T-1A FCF pilots remain current and qualified. Refer to Attachments 2 and 3 of this instruction for additional guidance on T-1A FCF sorties conducted for reasons other than specified in T.O. 1T-1A-6.

3.2.2. **T-6A FCF Pilot Currency Procedures.** T-6A lead FCF pilots will coordinate with their respective squadrons for FCF upgrade training and CT sorties as required to ensure all T-6A FCF pilots remain current and qualified.

3.2.3. **(JBSA-Randolph) T-38C FCF Pilot Currency Procedures .** T-38C lead FCF pilots will coordinate with their respective squadrons for FCF upgrade training and CT sorties as required to ensure all T-38C FCF pilots remain current and qualified.

3.3. FCF Pilot Re-currency and Recertification. FCF re-currency and recertification requirements and are listed in AFI 11-2T-MDS, Volume 1. All instances of FCF re-currency and/or recertification will be documented via 12 OG/FCF or 479 FTG/FCF memorandum and will be filed in the FCF pilot's FCF training folder.

SCOTT ROWE, Colonel, USAF
Commander, 12th Flying Training Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AFI 21-101, AETC SUP1, *Aircraft and Equipment Management* 10 August 2020

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

AFI 11-2T-1V1, *T-1A Aircrew Training*, 24 July 2020

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

AFI 11-2T-6V1, *T-6A Aircrew Training*, 01 April 2020

AFI 11-2T-6V3, *T-6A Operations Procedures*, 17 July 2016

AFI 11-2T-38V1, *T-38 Aircrew Training*, 14 May 2020

AFI 11-2T-38V1, *AETC SUP, T-38 Aircrew Training*, 29 January 2018

AFI 11-2T-38V3, *T-38 Operations Procedures*, 14 May 2020

AFI 11-2T-38V3, *AETC SUP, T-38 Operations Procedures*, 6 October 2016

AFI 11-401, *AETC SUP, Aviation Management*, 29 Feb 2016

T.O. 1-1-300, *Maintenance Operational Checks and Check Flights*, 15 March 2012

T.O. 1T-1A-6CF-1, *T-1A Acceptance and Functional Check Flight Procedures Manual*, 31 July 2020

T.O. 1T-6A-6CF-1, *T-6A Acceptance and Functional Check Flight Procedures Manual*, 26 January 2019

T.O. 1T-38C-6CF-1, *T-38C Acceptance and Functional Check Flight Procedures Manual*, 1 January 2020

Prescribed Form

12 FTW Form 232, *Aircraft Functional Check flight and High-Speed Taxi Order*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

Abbreviations and Acronyms

12 FTW/MXOOM—Maintenance Operations Center

12 FTW/MXQI—Quality Assurance Inspector (JBSA-Randolph)

812 AMXS/MXQC—Quality Assurance Inspector (NAS Pensacola)

AFMAN—Air Force Manual

AFRIMS—Air Force Records Information Management System
BPO—Basic Post-Flight Operations
CT—Continuation Training
DOM—Director of Maintenance
FCF—Functional Check Flight
FTG—Flying Training Group
FTW—Flying Training Wing
HST—High-Speed Taxi
IAW—In Accordance With
IFR—Instrument Flight Rules
IMC—Instrument Meteorological Conditions
JBSA—Joint Base San Antonio
JCN—Job Control Number
KIAS—Knots Indicated Airspeed
MDS—Mission Design Series
MIS—Maintenance Information Systems
MRT—Maintenance Repair Team
NAS—Naval Air Station
OG—Operations Group
OCF—Operational Check Flight
OPR—Office of Primary Responsibility
QA—Quality Assurance
QANTTAS—Quality Assurance Tracking and Trend Analysis System
RDS—Records Disposition Schedule
SARM—Squadron Aviation Resource Management
SOF—Supervisor of Flying
T.O.—Technical Order
TOLD—Takeoff Landing Data
TIMS—Training Integration Management System
VFR—Visual Flight Rules
VMC—Visual Meteorological Conditions

Attachment 2**T-1A FCF PILOT CURRENCY AND “HEALTH OF FLEET” FCF POLICY (JBSA-RANDOLPH)**

A2.1. In addition to criteria specified in T.O. 1T-1A-6, T-1A FCF sorties will be conducted on a targeted schedule of once per month.

A2.2. These sorties will be flown in order to fulfill the requirements of “health of fleet” sampling and FCF pilot training/proficiency while avoiding undue increase in the workload of the 12th Maintenance Directorate.

A2.3. These sorties will be coordinated based on 12 OG/FCF and 12 FTW/MXI inputs and will be identified on the weekly flying schedule. The intent is to fly full-profile T-1A FCF sorties for aircraft with no recent FCF on record. When planning to accomplish T-1A FCF checklist items which require extensive post-flight maintenance action, coordination will be made during the scheduling process. **Note:** For these sorties, the requirements in paragraphs **1.1.1.1 - 1.1.1.4** of this instruction are waived. In the event that the aircraft is non-released following this initial FCF sortie, all procedures outlined this instruction will apply for subsequent FCF sorties or HST checks.

A2.4. In the event that an FCF sortie is required for another T-1A aircraft in the normal course of maintenance procedures, the option will exist for 12 OG/FCF and/or 12 FTW/MXI to cancel (or otherwise utilize) the next scheduled monthly FCF sortie.

A2.5. The Chief, 12 OG/FCF will supervise the coordination and tracking of these monthly FCF sorties and will retain the authority, in coordination with 12 FTW/MXI, to modify this targeted schedule as necessary.

A2.6. Additional training FCF sorties for FCF pilot currency will be scheduled at the squadron level as needed. Checklist items requiring extensive post-flight maintenance on these sorties will be avoided unless prior coordination is accomplished.

Attachment 3**12 FTW T-1A FCF PILOT CURRENCY AND “HEALTH OF FLEET” POLICY (NAS PENSACOLA)**

A3.1. In addition to criteria specified in T.O. 1T-1A-6, T-1A FCF sorties will be conducted on a targeted schedule of one every other month.

A3.2. These sorties will be flown in order to fulfill the requirements of “health of fleet” sampling and FCF pilot training/proficiency while providing a predictable schedule for the 12th Maintenance Directorate.

A3.3. These sorties will be coordinated based on 479 FTG/FCF and 12 FTW/MXI inputs and will be identified on the weekly flying schedule. The intent is to fly full profile T-1A FCF sorties for aircraft with no recent FCF on record. When planning to accomplish T-1A FCF checklist items which require extensive post-flight maintenance action, coordination will be made during the scheduling process. **Note:** For these sorties, the requirements in paragraphs **1.1.1.1 - 1.1.1.4** of this instruction are waived. In the event that the aircraft is non-released following this initial FCF sortie, all procedures outlined this instruction will apply for subsequent FCF sorties or HST checks.

A3.4. In the event that a FCF sortie is required for another T-1A aircraft in the normal course of maintenance procedures, the option will exist for 479 FTG/FCF and/or 12 FTW/MXI to cancel (or otherwise utilize) the next scheduled monthly FCF sortie.

A3.5. The Chief, 479 FTG/FCF will supervise the coordination and tracking of these monthly FCF sorties and will retain the authority, in coordination with 12 FTW/MXI, to modify this targeted schedule as necessary.

A3.6. Additional training FCF sorties for FCF pilot currency will be scheduled at the squadron level as needed. Checklist items requiring extensive post-flight maintenance on these sorties will be avoided unless prior coordination is accomplished.