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This volume implements AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It covers USAF training policy for the C-17 aircrews to safely and successfully accomplish worldwide mobility missions. This instruction applies to individuals in all Air Force Major Commands (MAJCOMs) and National Guard Bureau (NGB) units operating the C-17, unless specifically exempted.

This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974, System or Records Notices (SORN) F036 AFMC L, *Air Force Integrated Personnel and Pay System*; F036 AETC S, *Flight Training Records*, F036 AETC U, *Flying Training Records*; F044 AF SG H, *Air Force Aerospace Physiology Training Programs*; Air Force Instruction 11-401, *Aviation Management*; Air Force Instruction 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges; Air Force Instruction* 11-421, *Aviation Resource Management*.

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Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to AMC/A3T according to AFI 11-215, *Flight Manual Program (FMP).* Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302, **AMC.A3T@us.af.mil.** This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI In Accordance With (IAW) AFI 33-360, *Publications and Forms Management*. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by AMC/A3T and AF/A3O-AI according to AFI 11-200 and AFI 11-202v1, before publication. Send one copy to HQ AMC/A3T.

(452AMW) This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-2C-17V1, 1 June 2012. This supplement applies to all C-17 crewmembers assigned or attached to the 729th Airlift Squadron (AS). 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 Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records* and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Scheduled (RDS) located at **https://www.my.af.mil/gessaf61a/afrims/afrims**/. 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 instruction incorporates several administrative changes, updates to office symbols, and MAJCOM inputs dealing with C-17 aircrew training. Major changes include: **Chapter 1:** paragraph 1.4.5.5, appoints Operations Group Commander (OG/CC) or designated representative as authority to select non-Training System (TS) instructors; paragraph 1.4.6.1, added, provides selection guidance for DOT Chief/Flight CC; paragraph 1.4.6.3, added, implements Squadron Training Review Panel (STRP) requirement; paragraph 1.4.6.2, implements Squadron Training Office (Sq/DOT) manning requirement; paragraph 1.5.4, describes waiver authority for formal school and prerequisites; Table 1.1, notes, added, implements PACAF waiver process; paragraph 1.16, describes Progress Review responsibilities; 1.18.2, mandates AFRC units to submit student information NLT 60 calendar days prior to class start date(CSD); **Chapter 2:** table 2.1, updated training table and defined crew position applicability; paragraph 2.9.2.1.3, reworded; paragraph

2.9.2.2.3, reworded; **Chapter 3:** paragraph 3.2, removed MAJCOM/A3T requirement; table 3.1,added G160; paragraph 3.4.1.2, provides clarification to clear airdrop Form 8 restrictions; paragraph 3.4.1.2.1, reworded for clarity; paragraph 3.4.2.2, reworded for clarity; paragraph 3.5, added, Flight Surgeon Mission Qualification Requirements; **Chapter 4**: paragraph 4.4.1, reworded for clarity; paragraph 4.4.1.2, added, describes logging events when overdue Q/I Eval; paragraph 4.5.2.1, added, refers to paragraph 4.10 for individuals who fail to accomplish events in table Table 4.1 or table 4.3**;** paragraph 4.5.3.5, added, describes pro gear utilization in simulator training; Table 4.1, revised, changed frequency of NVG refresher; Table 4.4, added, proficiency simulator(G250), left seat takeoff/landing requirement for FPQs, revised notes; Table 4.5, added, CRM simulator (G240), revised notes; paragraph 4.5.3.1.1, reworded for clarity; paragraph 4.5.3.1.1.3, reworded for clarity; paragraph 4.5.3.2.1, added, clarifies 50% creditability guidance; paragraph 4.6, revised, clarifies flight surgeon requirements; Table 4.6, revised senior officer training table; paragraph 4.8. added link to AEF website; paragraph 4.9.1.3.1, defines proration of training events; 4.9.1.4, removed CPAD, LAD from exemption list and adds requalified aircrew members; **Chapter 5:** paragraph 5.2 – paragraph 5.3.4.1, added, mobility pilot development program; Table 5.1 and 5.2, revised table and notes; paragraph 5.4.5.1, added; paragraph 5.6.1.1, reworded for clarity; **Chapter 6:** Changed chapter title name from Aircrew Training System (ATS) to Training System (TS); paragraph 6.6, revised for clarity; paragraph 6.7, directs agencies to contact 97 TRS/TRC for courseware issues; **Chapter 7:** changed requirements for AD03; added requirements for JPADS; AD95 revised for clarity; reworded AS21 and AS22 for clarity; C040, added, requires completion to deploy on CED orders; F080, revised, defines logging requirement; G240, added, defines CRM simulator requirement; G294, reworded for clarity, **Attachment 1:** updated/validated references; inserted list of adopted forms; **Attachment 2:** paragraph A.2.1.4, revised, defines training review policy.

(452AMW) This document has been partially revised. It standardizes format, paragraphs, and information contained within AFI 11-2C-17V1. Minor nomenclature changes have been added with no material change in supplementation; updates to glossary, abbreviations and acronyms in **Attachment 1**.

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Chapter 1

GENERAL

1.1. Training Objective. This instruction prescribes basic policy and guidance for training USAF C-17 crewmembers according to AFI 11-202v1, *Aircrew Training.*

1.1.1. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for the immediate and effective employment in exercises, peacekeeping operations, contingencies, and war in any environment. Mission readiness and effective employment are achieved through the development and mastery of core competencies for C-17 crewmembers. These core competencies include the ability to conduct air refueling, tactical ingress, tactical egress, airdrop (for qualified crewmembers), assault landings, NVG operations during all phases of flight, instrument procedures, mission planning, landing zone ground operations, crew management, and C4/AOC integration. Another objective of the aircrew training program is to link AFTTP 3-3.C-17, *Combat Aircraft Fundamentals* requirements into mission and continuation training tables while retaining a combat culture, leading edge technologies, pushing capabilities while anticipating warfighter needs.

1.1.2. The second objective is to standardize C-17 training requirements into a single document to meet requirements for a basic document in AFI 11-200.

1.1.3. Although this publication governs C-17 aircrew training, it also refers to requirements and guidance contained in other referenced AFIs. Before incorporating guidance from these sources, review them to ensure the reference is still current. If there is a conflict with respect to a training requirement, follow the guidance contained in the AFI that originally established the requirement.

1.2. Key Words Explained.

1.2.1. “Will" and "shall" indicate a mandatory requirement.

1.2.2. “Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. “May” indicates an acceptable or suggested means of accomplishment.

1.2.4. “Note” indicates operating procedure, techniques, etc., which are considered essential to emphasize.

1.3. Administration.

1.3.1. Local Training Guidance. Units may supplement this instruction and will submit an info copy to the parent MAJCOM OPR after approval by the OG/CC. ANG is considered a MAJCOM for purposes of this instruction.

1.3.2. If a conflict is identified for a training requirement, comply with the source document that establishes the training requirement.

1.4. Responsibilities. AFI 11-202v1 outlines responsibilities for aircrew training.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated as the lead command for the C-17 Mission Design Series (MDS) aircraft according to AFPD 10-9, *Lead Operating Command Weapon System Management,* AFI 11-200 and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. AMC/A3 delegates AMC/A3T the authority to manage all training course requirements, training tasks, and Training System (TS) in Chapter 6. AMC/A3T is the OPR for this AFI.

1.4.1.1. Courses. AMC/A3T, in coordination with Air Education Training Command (AETC) and User commands, approves/fields continuation training requirements or adjustments, and fields short-notice specialized in-unit upgrade courses (e.g., FM Immunity, etc.).

1.4.1.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially, or more frequently, as required. The RTRB reviews all wing training programs for currency, applicability, compliance, and effectiveness. Attendees should include training representatives from the C-17 community including: AMC/A3T/A3V, USAF Expeditionary Center, AETC, AFRC, ANG, PACAF, formal schools, selected unit representatives, and aircrew training system (TS) instructors or staff, as applicable.

1.4.1.3. Detachment 2, Air Mobility Command Air Operations Squadron (AMCAOS) will:

1.4.1.3.1. Conduct Simulator Certification (SIMCERT) on each Aircrew Training Device (ATD) in the C-17 TS according to AFI 36-2251, *Management of Air Force Training Systems,* or when necessary (e.g. ATD modification, configuration change, etc.). SIMCERT includes objective and subjective testing, inventory inspection, Quality Assurance Issues (QAI), and Contract Compliance Inspection (CCE).

1.4.1.3.1.1. Provide host unit 45-day advance notice of a SIMCERT. A short-notice SIMCERT is available with verbal coordination between host unit, Det 2 AMCAOS, AMC/A3T, TS contractor, and the TS contract management team. Report SIMCERT results to AMC/A3T and the TS contract management team.

1.4.1.3.1.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the TS contractor, when required.

1.4.2. Training Command. AETC/A3 is responsible for formal school syllabi and is the approval authority for changes in formal school curricula in coordination with lead and user commands and the TS contractor according to AFI 11-202v1. AETC is responsible to oversee formal school courses and syllabus management in coordination with the TS contractor. Formal school syllabi are available from the Education and Training Course Announcements (ETCA) course description. AETC develops and publishes the Program Flying Training (PFT) IAW the AF/A3O Flying Training CONOPS. AETC determines the formal school capacity.

1.4.2.1. Progress Review (PR). See AFI 11-202v1. If a student fails to progress according to syllabus or training requirements, the command conducting the training will conduct a Progress Review (PR). The PR can recommend continuation in training or actions IAW AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and*

Badges, e.g., a Flying Evaluation Board (FEB). The formal school will notify the gaining unit of any AFI 11-402 action taken and any delay in the student's graduation date. If the formal school PR recommends a Flying Evaluation Board, AETC will notify the student's gaining MAJCOM.

1.4.2.2. 97 TRS, Altus AFB, is the quality assurance agency monitoring TS performance with Detachment 2 AMCAOS.

1.4.2.3. AETC will conduct periodic CCE for C-17 TS-supported sites according to AMC/AETC Memorandum of Understanding (MOU) for Realignment of Aircrew Training Systems Responsibilities, 1 Apr 2006. Report results to AMC/A3TA and TS contract management. Include AETC/A3ZM for Altus AFB reports. Evaluation personnel assess TS contractor performance of aircrew ground training programs to include contractor instruction, Computer-Based Training (CBT), simulator training, quality management, Government Furnished Equipment (GFE), safety, and facilities.

1.4.2.4. AETC maintains a list of formal school courses on the ETCA. The site address is: **https://etca.randolph.af.mil**.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage student training requirements according to paragraph 1.14.

1.4.3.2. Recall Procedures. Formal notifications to recall students from a formal school must be sent from the student's SQ/CC to OG/CC to MAJCOM/A3T (or equivalent) (email format is acceptable). MAJCOM/A3T (or equivalent) will submit approved recall letter (email or Fax) to AETC/A3R for follow-on coordination with AETC/A3Z and Formal Training Unit (FTU) Registrar. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow up coordination with AETC/A3R & AETC/A3Z on the next duty day (see also paragraph 1.16 for failure to complete training).

1.4.4. Wing Commander or equivalent. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Group.

1.4.5.1. The OG/CC (or equivalent) will convene a Training Review Panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, tactics, operations, safety and other areas as determined by the commander (e.g. Host Aviation Resource Management (HARM), and Squadron Aviation Resource Management (SARM)).

1.4.5.1.1. TRP Requirements. Convene the TRP semi-annually and maintain minutes for a period of two years from the date of the panel meeting (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to their OG TRP. Panel minutes from non-collocated squadron and detachment TRPs will be forwarded to their OG training office for inclusion in their OG TRP.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to: Current and forecast Flight Training Levels (FTL), upgrade and Continuation Training (CT) status, semi-annual requirement completion rates, crew position gains/losses, Aircraft Commander (AC), Instructor, and Evaluator upgrades. OG/CC's should review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

1.4.5.2. OG/CCs will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFI. See AFI 11-202v1, AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information.

1.4.5.3. OG/CCs may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements in a local supplement to this AFI or a local operational instruction.

1.4.5.3. **(452AMW)** The 452d Operations Group Commander (OG/CC) has delegated this responsibility to the 729th Airlift Squadron/ Directorate of Operations, Training (729 AS/DOT). Unique C-17 training program information can be found on the 452 OG Training Community of Practice (CoP) at: **https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=RC-OP-01-52**.

1.4.5.4. The OG/CC is responsible for establishing and maintaining the academic training program for non-TS courses (may be delegated to squadron level). The OG (or squadron) OPR will:

1.4.5.4.1. Appoint primary and alternate instructors for each non-TS course to be taught.

1.4.5.4.2. Publish a ground training schedule (ANG/AFRC, as required) to include date, time, location, instructor/course OPR and designated crewmembers for each course (both TS and non-TS). Units may include such details in a local supplement to this AFI.

1.4.5.4.2. **(452AMW)** The 452d Operations Support Squadron/Training Division (452 OSS/OST) will publish annual and monthly ground training schedules available on the 452 OG Training CoP at: **https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=RC-OP-01-52**. Scheduling of individual crewmembers is the squadron's responsibility but may be augmented by 452 OSS/OST, if required. The 452 OSS/OST has the sole responsibility of scheduling with the various base agencies concerning frequency and location of training classes. Aircrew Training System (ATS) scheduling and training device availability are the responsibility of the ATS contractor.

1.4.5.4.3. Use MAJCOM, TS, or unit-developed training products and/or syllabus for all courses, as applicable. Units will reproduce courseware, as applicable. Document training in accordance with Appendix 2.

1.4.5.4.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.5. Instructor Selection and Training. OG/CC or designated representative will select course instructors for non-TS courses on the basis of professional qualifications and aptitude to teach. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors.* Instructors will receive credit for the courses they teach.

1.4.5.5.1. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to HQ AMC/A3T.

1.4.6. Squadrons. SQ/CC (or designated representative) will:

1.4.6.1. Select DOT Chiefs/Flight CCs from the most highly qualified and experienced instructors. Previous Evaluator or FTU experience is highly desired. ARC units with a single Sq may use the OST Chief for this purpose.

1.4.6.2. Ensure SQ/DOT is manned with a minimum of one instructor pilot and one instructor loadmaster. Instructors should be selected based on experience, availability, and time on station (to ensure continuity of operations for each crew position in DOT). ARC units with a single Sq may use OST for this purpose.

1.4.6.3. Convene a Squadron Training Review Panel (STRP) to be chaired by the SQ/CC and/or SQ/DO. Panel members should include representatives from squadron training, squadron stan/eval, ADOs, and the chief from each crew position. Squadrons should utilize the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly (Quarterly for AFRC and NGB) and maintain minutes for a period of two years from date of panel meeting. STRP minutes will be approved by the SQ/CC (or SQ/DO) and may be produced/distributed/stored electronically by the SQ/DOT.

1.4.6.3.2. STRP Format. The STRP will review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but are not limited to: crew position gains/losses, current upgrade/requalification training (i.e. crewmembers in an active training status), recently completed training (including performance during training and current certification status), future training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

1.4.6.4. Progression. Ensure crewmembers complete in-unit mission, ground, and continuation training programs. Failure to reasonably progress may require action for removal.

1.4.6.5. Before each semi-annual training period assign Flying Training Levels (FTL) to all assigned and attached crewmembers (see **Chapter 4**).

1.4.6.6. Ensure formal school post-graduate questionnaires are completed. Each gaining unit will need one or more supervisors to complete the graduate evaluation surveys. Complete the questionnaires on the AETC web-site at: **https://www.my.af.mil/agepiftprod**. The questionnaire will be completed NLT 120 calendar days after student graduation from formal training.

1.4.6.7. Ensure effective training continuity and supervision of assigned and attached crewmembers. Squadron commanders may assign additional requirements based on individual crewmember's experience and proficiency. Document all flying training and training reviews in TMS.

1.4.6.8. Review training and evaluation records of newly assigned or attached crewmember and those completing formal training, to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR).

1.4.6.9. Review qualifications and monitor training requirements for squadron-assigned Flight Surgeons.

1.4.6.10. Execute squadron-level aircrew certifications described in this instruction.

1.4.6.11. Ensures squadron DO or designated representative monitor quality of training being accomplished, identifying training deficiencies.

1.4.6.12. Flight commanders will advise SQ/DO of additional training needs and ensure all waivers are documented in the crewmember's TMS waiver folder.

1.4.7. Formal School with TS Contractor. The C-17 TS contractor is responsible for academic and ATD instruction and specialized training at all USAF C-17 training sites. This responsibility includes developing, updating, and publishing courseware and the formal school syllabus in accordance with the TS contract (see Chapter 6). The syllabus will be reviewed annually by AMC/A3T, Det 2 and updated as required.

1.4.8. Formal School, Non-TS. See requirements in AFI 11-202v1.

1.4.9. HQ AMC/A3T is the approval authority for AMC course attendance. HQ AETC/A3 is the approval authority for all AETC course attendance.

1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this instruction. Report deviations or exceptions without waiver through channels to MAJCOM/A3T (or equivalent) who, in turn, should notify AMC/A3T for follow-on action, if necessary.

1.5.2. Unless specified in this instruction, MAJCOM/A3T (or equivalent) is designated waiver authority for specific crewmember training requirements in this instruction not governed by AFI 11-202, Volume 1.

1.5.3. OG/CC is designated waiver authority for flying hour prerequisites for entry into formal upgrade courses (see **Table 5.1**).

1.5.4. Formal School Training and Prerequisites. Any planned exception to a formal course syllabus requires a syllabus waiver. Submit waiver requests through MAJCOM/A3T (or equivalent) to the waiver authority listed in the course syllabus.

1.5.4.1. If required for units' designated mission, events waived or not accomplished at the formal school will be accomplished in-unit before assigning mission-ready (MR) status.

1.5.5. In-Unit Training Waiver. MAJCOM/A3T (or equivalent) is approval/waiver authority for in-unit training via secondary method in coordination with AETC/A3Z and AMC/A3T. Before approval, review the appropriate syllabus and consider availability of TS formal instruction and ATD requirements.

1.5.6. Senior Officer Course (SOC) Waiver. See formal course syllabus and AFI 11-202, Volume 1.

1.5.6.1. Waiver authority for AFI 11-202 v1 guidance is AF/A3O-A. Submit waivers IAW AFI 11-202 vol 1. AF/A3O-A must approve course attendance for individuals not otherwise eligible.

1.5.7. Continuation Training Waiver. The OG/CC (or equivalent) is designated waiver authority for training requirements in Chapter 4 for assigned or attached crewmembers on a case-by-case basis (see paragraph 4.10.).

1.5.7.1. Unless otherwise noted in this instruction, waivers for training or currency events missed in consecutive training periods will require MAJCOM approval.

1.5.8. Waiver Format. For AMC waivers, use the on-line waiver request service on the AMC/A3T website, AFRC website, or ANG procedures as appropriate. If necessary, submit a written request through OG/CC or equivalent IAW the format in **Figure 1.1** to the appropriate MAJCOM OPR. Units will submit waiver requests according to **Table 1.1**. Place a copy of approved waivers in the individual's training folder (TMS).

Figure 1.1. Sample Waiver Request Format.

MEMORANDUM FOR (*Waiver Authority*)

FROM: (*Requester)*

SUBJECT: Waiver Request (*Individual*), (*Type of Waiver*)

*1. *Name, grade.*

*2. *Flying organization (assigned or attached).*

*3. *Present qualification (include special qualifications/certifications if appropriate).*

*4. *Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).*

*5. *Waiver request specifics e.g., cite requirement and requested deviation.*

*6. *Rationale or justification for waiver request.*

7. Crew qualification to which person is qualifying or upgrading.

8. Previous attendance at any formal instructor course (include course identifier and graduation date).

9. Training start date.

10. If waiver request for time limit, specify mandatory upgrade or qualification date.

11. Date event last accomplished and normal eligibility period.

12. Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training).

*13. * Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).*

*14. * Unit address (if requesting formal school courseware).*

(Signature of Requester)

(Title)

Table 1.1. Processing Waivers to AFI 11-2C-17, Volume 1.

If waiver is *requested* by:	**Send waiver request to:**	**Approval or disapproval will be sent to:**	**With information copies to:**
Active Duty AMC Airlift Wing or Group	OG Training Office To AMC/A3T	OG Training Office	
AETC FTU	OG Training Office through AETC/A3V	OG/CC	AMC/A3TA
PACAF	OG Training office to PACAF/A3T	OG/CC	AMC/A3TA
USAFE	OG Training office to USAFE/A3T	OG/CC	AMC/A3TA
AFRC Unit	Through NAF/A3T to AFRC/A3T	AFRC Unit	AMC/A3TA
ANG Unit	NGB/A3O	ANG Unit	AMC/A3TA
57 WPS (WIC)	USAFWS/CO to ACC/A3T	USAFWS/CO	AMC/A3TA

Notes

1. References to operations groups and wings may be applied to airlift groups; references to operations group training offices may apply to wing-level training offices.
2. AFRC units will send request through 22 AF and AFRC/A3TA. AFRC/A3TA will determine if waiver needs AETC/A3V review. ANG units will send waiver to AETC/A3V. NGB/A3O will determine if waiver needs AETC/A3V review.
3. PACAF units will submit waiver requests through PACAF/A3TV via eSSS for PACAF/A3T

approval.

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.3R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management* and AFI 11-202v1.

1.6.1.1. It is essential that all personnel at every level prevent the misuse of air mobility resources as well as the perception of their misuse when planning and executing local or off-station training missions.

1.6.1.2. See AFI 11-2C-17v3, *C-17 Operations Procedures*, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 TACC and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items which may be conveniently suited to concurrent operational mission segments. Examples include low-levels, assault landings, EROs, circling approaches and air refueling. If necessary, 618 TACC and tasked units will coordinate training mission numbers for the specific mission segment. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. Comply with passenger-carrying restrictions in AFI 11-401, *Aviation Management*, and AFI 11-2C-17v3.

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2**. Crewmembers entered in an in-unit training program leading to qualification (or re-qualification) will be dedicated to that training program on a full-time basis.

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit	Time Limit ARC
Re-qualification	90 calendar days	180 calendar days
Mission Certification. Includes in-unit training leading to MR status following initial, or requalification training.	90 calandar days	180 calandar days
Upgrade Qualification. (PCO, LMAD, CPAD, and ACAD)	90 calendar days	180 calendar days
Instructor Upgrade	60 calendar days	180 calendar days

1.7.1. Training start date is the date of the first significant training event contributing to qualification, certification or upgrade of the crewmember (e.g., Loadmaster Simulator (LS), Weapon System Trainer (WST), flight, etc), or 45 calendar days (90 calendar days for ANG

and AF Reserve) following a member's reporting to the unit following completion of a formal school, whichever occurs first. Training time ends with the syllabus completion.

1.7.2. SQ/CC may extend training time up to 60 calendar days (120 calendar days for ARC) through appropriate documentation in TMS; no notification to MAJCOM/A3T (or equivalent) is required. Extensions exceeding 60 calendar days (120 calendar days for ARC) require MAJCOM/A3T (or equivalent) approval. Units will request an extension through the appropriate MAJCOM/A3T (or equivalent). AMC active duty units use the waiver web linked at the AMC/A3T web site before the crewmember exceeds upgrade training time limits.

1.8. Training Documentation. C-17 units will utilize TMS to document training (See **Attachment 2**). Units utilize AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to update aircrew certifications in ARMS. Blocks 5 – 6 will be used to document initial, upgrade of, or downgrade of aircrew qualification. The ARMS Upgrade Worksheet will also be used to document award of specific ARMS "Q" code identifiers. Specifically, block 22 will contain the following minimum information: "Q" code (i.e. QXXX), Certification Name (i.e. Phoenix Banner), and date of certification. See **Chapter 7** for specific "Q" codes.

1.9. Flight Examiner Usage. Use flight evaluators as instructors for any phase of training to capitalize on their expertise and experience. Units may use flight evaluators as instructors for qualification, local upgrade, or corrective-action training. If an evaluator is the primary instructor to train an individual, the same evaluator should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. All instructors should be MR (wing level and below). Instructors must be current and qualified in any event that they instruct. Formal Training Unit (FTU) instructors are only required to maintain BMC.

1.10.2. When performing crewmember duties, the following personnel will be under direct supervision of an instructor of like specialty:

1.10.2.1. All non-current crewmembers (See **paragraph 4.10**).

1.10.2.2. All crewmembers in initial, upgrade, or re-qualification flying training unless syllabus states direct supervision is not required.

1.10.2.3. All crewmembers performing restricted flying events listed on the AF Form 8 as prescribed by AFI 11-202v2 , *Aircrew Standardization/Evaluation Program Organization and Administration.*

1.10.2.4. Pilot Initial Qualification (PIQ) graduate pilots (MPD) performing pilot-flying (PF) duties during air refueling and assault landings.

1.10.2.5. Loadmasters in mission ready training. (Loadmasters may fly unsupervised on local training sorties after completion of a local orientation flight.)

1.10.2.6. Unqualified, FTL E, or MAJCOM staff crew members on indoctrination flight orders.

1.10.2.7. Any other personnel designated by the wing, OG, or SQ/CC.

1.10.3. For unqualified and Flying Training Level (FTL) E pilots, an instructor must be at a set of controls during critical phases of flight.

1.11. Distribution. Units will establish distribution requirements of this AFI.

1.12. Transfer of Aircrews. Before a crewmember will interfly from one unit to another, the gaining unit will review and assess their qualification and currency. See also AFI 11-401.

1.12.1. A crewmember qualified in the C-17 according to AFI 11-202v2 will be considered qualified throughout the C-17 force. Certified/qualified MR crewmember transferring between units, accomplish only unit specific training and any applicable events in which they have lost currency. See AFI 11-2C-17v3, Interfly, for additional information.

1.12.2. For Foreign Military Sales (FMS), guest pilot, and/or exchange officers see training requirements in AFI 11-401. Initial and/or continuation training requirements are specified in the appropriate MOU, OPLAN, or agreement and should mirror requirements of this AFI to maximum extent possible.

1.13. Aircrew Training While DNIF. Crewmembers whose status is "duty not involving flying" (DNIF) may complete ground training events or simulator training if the member's physical condition allows it. If unqualified, simulator events logged while DNIF do not count as semi-annual currency events. Consult the flight surgeon initiating AF Form 1042, *Medical Recommendation for Flying or Special operational Duty*, action (prescribed by AFI 48-123, *Medical Examinations and Standards*) if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. Programmed Flying Training (PFT). AETC/A3R manages the training command's role in the AF/A3O Flying Training CONOPS. A key product of this process is the PFT. The PFT balances available training quotas, FTU capacity, and course requirements on a fiscal year basis. Annually, at the request of the MAJCOM training staff, units will send projected PFT requirements to their respective MAJCOM training staff which will forward projections to AETC/A3R.

1.14.1.1. AF/A3O sponsors an annual PFT conference to balance pipeline production requirements and MAJCOM training requests against FTU capacity. AETC/A3R allocates quotas to lead and user commands who, in turn, allocate training quotas to each unit.

1.14.1.2. Throughout the training year, MAJCOM training staff and AETC PFT managers use assigned/allocated training quotas to assign individual crewmembers into the C-17 formal schools. Daily student quota adjustments to the annual PFT are made on quota management documents.

1.15. Information Management. AMC/A3T hosts crewmember training information on web site: **https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AM-81** ANG hosts crewmember training information on web site: **https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AN-G6**

1.16. Failure to Progress or Complete Training. If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a Progress Review (PR) IAW AFI 11-202v1. The TS contractor will identify students who fail to progress according to the TS contract (see **Chapter 6**).

1.17. Career Enlisted Aviators (CEA). The determination of CEA qualification is separate and distinct from skill level upgrades. When an AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from On-the-Job Training (OJT) trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew flight examiner) identifiers.

1.18. Aircrew Training Quota Management. The following information describes AMC's policy and procedures for quota management. This policy was developed from requirements in AFI 36-2201, *Air Force Military Training Program*, 36-2107, *Active Duty Service Commitments* (ADSC), and AFI 11-412, *Aircrew Management*. This policy is mandatory for all AMC units. All other units follow MAJCOM/A3T (or equivalent) guidance.

1.18.1. AMC Units: Formal Aircrew Training requirements (except for Simulator Refresher requirements) will be submitted to the appropriate AMC/A3TF quota manager NLT 30 Sep for the following fiscal year. AMC/A3TF will consolidate and crosscheck requests with the Pilot Absorption Management System (PAMS) and submit to Air Staff via the annual Graduate Program Requirements Document (GPRD) Data Call and finalized at the annual PFT conference.

1.18.1.1. Other MAJCOMS: Submit Formal Aircrew Training requirements to appropriate MAJCOM Functional Managers NLT 30 Sep for the following fiscal year. The Formal Aircrew Training requirements (except for Simulator Refresher requirements) will be internally coordinated by MAJCOM functional managers and submitted to Air Staff via the annual GPRD Data Call and finalized at the annual PFT conference.

1.18.2. OSS training offices will submit the rank, full name, course, and class number to AMC/A3TF NLT 45 calendar days prior to class start date (CSD) (65 calendar days for all Joint Airdrop Inspector (JAI) courses. Please ensure that any internal processes are adjusted to meet this timeline. Training quotas not filled 30 calendar days prior to CSD will be offered to the next unit on the AMC/A3TF standby list. OSS training offices should reconfirm all scheduled training with their units at least 10 calendar days prior to CSD to ensure notification of training, active duty service commitments are established, and orders issued. Please submit all candidates for training quotas using email only to: **AMC.quotamanagement@scott.af.mil.** For J5AZA1A251 0F5A (JAI), and J5AZB1A251 0M5A Mobile Training Teams (MTT), in addition to the information required in paragraph 1.18.4.1, provide unit mailing address, duty title, security clearance, supervisor's name and duty phone, fax number, and e-mail address. Send requests for "Type 5" info template to: **AMC.quotamanagement@scott.af.mil.** AFRC units will submit the rank, full name, SSAN, course, and class number to AFRC/A3TA NLT 60 calendar days prior to class start date (CSD) using email only to" **AFRC.A3TA@AFRC.AF.MIL.**

1.18.2.1. All course prerequisites should be completed NLT 30 calendar days prior to CSD to allow for remedial training or substitution. Units will internally identify an alternate candidate for each allocated quota.

1.18.2.2. Training Line Numbers (TLNs) are not to be used for any alternate candidates. Units will request cancellation and reissue of TLNs for the aircrew training schedule through MAJCOM Quota Manager.

1.18.3. When submitting local upgrade (secondary method) requests, use the AMC/A3TF web-site: **https://private.AMC.af.mil/a3/a37t/dot/waivers/userlogin.cfm**.

1.18.3.1. Forward the following information to the appropriate quota manager: rank, name, upgrade, course, projected start, projected completion, and a point of contact. Inform via e-mail when training is complete. If the training being conducted would normally incur an active duty service commitment (ADSC), insure required counseling and AF Form 63 is completed prior to start of training. Contact your local MPF Formal Training office for additional guidance. MILPDS training RIPs will automatically generate ADSC requirements.

1.18.4. When a training allocation cannot be filled, the OSS training office will notify AMC/A3TF so the quota may be reallocated. If circumstances prevent an identified candidate from attending the training (e.g., DNIF, unable to complete prerequisite training, etc.), inform AMC/A3TF immediately. Return all unused quotas to AMC/A3TF NLT 45 calendar days prior to CSD.

1.18.5. All no-shows and late cancellations within 7 calendar days of CSD must be explained. Forward an initial report of circumstances to AMC/A3TF quota management office within 24 hours of CSD. This initial notification will be followed by a memorandum of explanation from the OG/CC to AMC/A3T within one week. E-mail is the preferred method. Send to: **AMC.A3T@scott.af.mil** and courtesy copy **AMC.quotamanagement@scott.af.mil.**

1.18.6. Global Reach Aircraft Commanders Course (GRACC). Active duty units will be given priority over AFRC and ANG units due to mandatory upgrade requirements for AMC crews established in AFI 11-MDS-v1. Do not submit more than two candidates per wing per class without the GRACC scheduler's approval. Submit names NET 45 calendar days and NLT 30 calendar days prior to CSD. AMC/A3TF will release the class roster 30 calendar days prior to CSD for units to confirm the names and make any necessary corrections. Unfilled quotas will be available 14 calendar days prior to CSD and units will be notified. AMC/A3TF will no longer accept any additions 72 hours/3 calendar days prior to CSD. Units can still cancel 24 hours prior to CSD to avoid a no-show being charged to the unit. Questions regarding GRACC scheduling can be referred to AMC/A3TF, DSN 779-7881.

1.18.7. AMC/A3TF will maintain a standby list for each course offered. Send requests for additional quotas to AMC/A3TF for placement on the standby list. If unit capability is in jeopardy, AMC/A3TF will coordinate with Air Staff and AETC to add or reallocate additional quotas. AMC/A3TF quota managers will coordinate with the OSS training offices exclusively. Squadrons or individuals will be referred to their OSS training office. This policy is to ensure that all offices responsible for quota management are in sync with each other and prevents lost seats. Please submit the name/phone number/e-mail for the primary and alternate point of contact for quota management in the OSS.

1.18.8. AMC units are prohibited from coordinating quota exchanges with other commands. OSS/OST offices will forward all requests to the AMC quota manager for coordination with other commands. Please allow for extended coordination time when considering this option.

1.18.9. Senior Officer Training coordination. All Senior Officer training is directed by AF/DPO, AF/DPG offices in coordination with MAJCOM Senior Leaders Management office, AMC/A3TF, and AETC/A3R. Questions regarding the Senior Officer training course, availability and prerequisites can be forwarded to AMC/A3TF @ DSN 779-3577. No formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202v1 defines initial qualification training. This chapter specifies minimum training requirements for initial/mission qualification, re-qualification, conversion training, and senior officer courses. The primary method of initial/mission qualification is to attend and complete the appropriate formal training course in the ETCA. When a quota is not available, units will request a waiver to conduct in-unit qualification training, using formal school courseware.

2.2. Initial Qualification Training Prerequisites: Complete initial qualification prerequisites in accordance with the ETCA website, this publication, and the course syllabus.

2.3. Ground Training Requirements. Complete ground training requirements for initial qualification in accordance with AFI 11-202v1 and this instruction. During formal training, aircrews may complete (and receive credit for) Aircrew-Specific Mobility Training events in **Table 4.2**. See the appropriate formal training course syllabus.

2.3.1. If events in Table 2.1 are not accomplished at the FTU, they must be completed at the gaining unit. The FTU will provide the gaining unit with documentation indicating non-completion of FTU items in Table 2.1 using standard ARMS Event Identifiers.

2.3.2. Completion of Initial SERE Schools according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Operations*, and initial Aircrew Flight Equipment training (during formal school) will establish the follow-on due dates of training (based on the date first completing the course) for recurring training requirements.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Location	Crew Position	Notes
E030	Passport (Application)	FTU	P,LM	2
E035	Secondary Passport (Application)	FTU	P,LM	2
E112	Information Protection	FTU	P,LM	
E113	Human Relations	FTU	P,LM	
E114	Force Protection	FTU	P,LM	
	Flight Physical	FTU	P,LM	1,4
	Physiological Training	FTU	P,LM	1,4
G002	Aircraft Marshaling Training	FTU	P,LM	3
G010	Chemical-Biological Defense Training	In-Unit	P,LM	2
G055	ENAF	FTU	P,LM	
G060	Tactics	In-Unit	P,LM	2
G070	Aircrew Intel	In-Unit	P,LM	2
G080	Communications Procedures	FTU	P	2

G090	Anti-Hijacking	FTU	P,LM	3
G100	Law of Armed Conflict (LOAC)	FTU	P,LM	
G120	ISOPREP Review	In-Unit	P,LM	2
G130	Instrument Refresher Course	FTU	P	
G182	Hazardous Cargo	FTU	P,LM	3
G190	Aircraft Servicing	FTU	P,LM	3
G231	CRM Initial Training	FTU	P,LM	3
G280	Small Arms Training	In-Unit	P,LM	
G281	Self Aid Buddy Care	In-Unit	P,LM	
LL01	Aircrew Flight Equipment Familiarization Training	FTU	P,LM	5
LL03	Emergency Egress Training, Non-Ejection	FTU	P,LM	1
LL04	Aircrew Chemical Defense Training	FTU	P,LM	2
LL05	Egress Training, w/ACDE	FTU	P,LM	2,3
LL06	Aircrew Flight Equipment Training	FTU	P,LM	
NV01	NVG Academics	FTU	P,LM	2,3
SS01	Local Area Survival	FTU	P,LM	5
SS06	Emergency Parachute Training (EPT)	FTU/In-Unit	P,LM	1,2
SS20	Combat SERE Training (S-V80-A)	Formal Course	P,LM	
SS31	Water Survival Training, Parachuting (S-V86-A)	Formal Course	P,LM	
VT01	Initial VTRAT	FTU	P,LM	2,3

Notes
1. Mandatory grounding item; individual will not fly until required training is accomplished
2. Not required for basic aircraft qualification crewmembers or Senior Officers
3. Completed during academic training with TS contractor
4. Flight Physical and Physiological Training are tracked on the top of each crewmember's Individual Training Summary (ITS). Therefore, there is no need to assign and track these training events in the training module of ARMS
5. Re-accomplish upon arrival after each permanent change of station or MDS change

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with the formal school syllabus, AFI 11-202v1, and this instruction.

2.5. Conversion Training Requirements. If available, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of crewmember personnel for whom certain qualification training requirements may be waived. The following conditions will apply to the management of initial cadre crewmember qualification:

2.5.1. MAJCOM, in coordination with lead and training command, will develop a training plan for unit conversions. The plan should include provisions to form a nucleus of crewmembers to include instructors and flight examiners (initial cadre). Converting units may request initial cadre waiver of PAI time requirement. Send waiver requests through MAJCOM training staff in the format in **figure 1.1**. In the request, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.5.2. Initial cadre will not be designated in a crew position higher than currently held (e.g. C-130 mission pilot (MP) to C-17 evaluator pilot (EP) unless previously qualified in the higher-level position in the conversion aircraft.

2.5.3. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.6. Multiple Qualifications. Crewmembers will attend a formal initial qualification course for multiple qualifications in different MDS aircraft (i.e., C-130 and C-17). Crewmembers will as a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers).

2.7. Senior Officer Qualification. AFI 11-202v1 (paragraph 2.7) identifies senior officer qualification requirements. Senior Officer Course (SOC) graduates will follow **Table 4.6** for continuation training purposes and will not fly unsupervised in a primary crew position (see paragraph 4.3.1.5).

2.7.1. After qualification IAW AFI 11-202v1, and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. The unit OSS/OST office is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. MAJCOM/A3T (or equivalent) will approve the proposed training plan prior to execution.

2.7.2. Senior Officers that complete full qualification training requirements will maintain FTL A continuation training requirements.

2.8. Flight Surgeons. Flight Surgeons are allowed to fly locally as defined by OG/CC and log time in their primary MDS while in training for initial (mission) qualification. See **paragraph 3.5** for training requirements.

2.9. Requalification Training (RQT). An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in **Chapter 4**), or completion of a qualification evaluation in a different MDS (*EXCEPTION*: When authorized multiple qualification). The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For Active Duty Service Commitments for aircrew training, see AFI 36-2107. See AFI 11-202v1 for additional requalification training limits and requirements.

2.9.1. RQT may be conducted at the formal school or in-unit following the appropriate syllabus (see course list in Chapter 6). Follow training event requirements in the appropriate re-qualification course syllabus except as noted in the waiver request.

2.9.2. Requalification Training Courses. Unqualified crew members will complete the appropriate TX-1, TX-2, TX-3 courses outlined below.

2.9.2.1. Pilot TX-1, TX-2, TX-3 Courses:

2.9.2.1.1. TX-1. Unqualified C-17 pilots (over 8 Years) or cross flow aircraft commanders from other MDS aircraft will complete the Pilot Initial Qualification (PIQ) or Aircraft Commander Initial Qualification (ACIQ) formal school flying training course (TX-1) and a flight evaluation. An active duty or reserve service commitment is required.

2.9.2.1.2. TX-2. Unqualified C-17 pilots (39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to 8 Years) will complete the Aircraft Commander Requalification (ACRQ) or Instructor Pilot Requalification (IPRQ) formal school flying training course (TX-2) as appropriate and a flight evaluation. An active duty or reserve service commitment is required.

2.9.2.1.3. TX-3. Unqualified C-17 pilots (up to 39 months at the end of a non-flying assignment or up to 51 months at the end of any active flying assignment) will complete the TS local Aircraft Commander, First Pilot, Pilot Requalification (PRQ) or Instructor Pilot Requalification (TX-3) course in-unit and a flight evaluation. (**Note**: A waiver is not required for this in-unit requalification).

2.9.2.1.3.1. Squadron Commanders may tailor or expand the TX-3 course based on individual proficiency and experience.

2.9.2.1.3.1.1. As a minimum, unqualified pilots will complete training in all delinquent items (**Note**: This may include current phase continuation training), additional training as directed by the squadron commander, and a flight evaluation.

2.9.2.2. Loadmaster TX-1, TX-2, TX-3 Courses:

2.9.2.2.1. TX-1. Unqualified C-17 loadmasters (Over 8 Years) or cross flow loadmasters from other MDS aircraft will complete Loadmaster Initial Qualification (LIQ) ETCA formal school flying training (TX-1/301) and a flight evaluation. An active duty or reserve service commitment is required.

2.9.2.2.2. TX-2. Unqualified C-17 loadmasters (over 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to 8 Years) will complete the C-17 TS loadmaster requalification flying training course in-unit (TX-2/430) and a flight evaluation. The TX-2 airland course allows prior qualified C-17 loadmasters to PCS directly to their gaining units without requiring an AETC formal school allocation. Prior C-17 airdrop qualified loadmasters may complete the loadmaster airdrop requalification (TX-2) course in-unit. An active duty or reserve service commitment is required if filling a formal school allocation (listed on the ETCA) at the FTU. (**Note**: A waiver is not required for this in-unit requalification).

2.9.2.2.3. TX-3. Unqualified C-17 loadmasters (up to 39 months at the end of a non-flying assignment or up to 48 months at the end of any active flying assignment) will complete in-unit training (TX-3/UNQLM) in all delinquent items (including current quarter phase continuation training), additional training as directed by the squadron commander, and a flight evaluation. Crewmember must accomplish CBTs for each missed quarter up to one year. No active duty or reserve service commitment is required. (**Note**: A waiver is not required for this in-unit requalification).

Chapter 3

MISSION QUALIFICATION AND CERTIFICATION TRAINING

3.1. Description. This chapter establishes minimum criteria and training requirements for mission qualification and certification training. All crewmembers will complete initial qualification followed by mission certification training (MCT). Except where specifically stated, units conducting MCT may arrange mission sequence or sequence training events as necessary to use flying training hours to effectively accomplish the unit mission. Crewmembers in MCT may participate in exercises (see **paragraph 1.6.2**).

3.2. Time Periods for Mission Certification Training. See **Table 1.2** for training time limitations. A crewmember will be mission ready (MR) after completion of all ground training and flying training requirements, review and certification by SQ/CC, or Review and Certification (R&C) Board for aircraft commander (AC), according to AFI 11-2C-17v2.

3.2.1. Aircraft Commander Initial Qual (ACIQ) Graduates. Upon completion of all requirements from **Table 2.1** and **Table 3.1**, an ACIQ graduate will be counted as a mission qualified pilot (FPQ) only for Status of Resources and Training System (SORTS) and Training Review Panel (TRP) purposes. ACIQ graduates may fly as an FPL on any crew including operational missions. ACIQ graduates are not MR ACs and may not fly as A-code pilot-in-command until certified by the SQ/CC or R&C Board. The maximum time period for pilots completing the aircraft commander initial qualification course to be certified as an aircraft commander is 180 calendar days (240 for AFRC and NGB).

3.2.2. Pilot Initial Qual (PIQ) Graduates. Upon completion of all ground and flying training requirements from **Table 2.1** and **Table 3.1**, a PIQ graduate will be counted as a mission ready pilot for SORTS and TRP purposes and may fly as a FPC/FPQ (depending on MPD Phase) on any crew including operational missions. PIQ graduates are not MR ACs and may not fly as an A-code pilot-in-command until completion of the Pilot Checkout (PCO) program and certified by the SQ/CC or R&C Board.

3.2.3. Aircraft Commander Qualification (ACQ), PCO, and Requalification Graduates. Maximum time period for pilots completing the ACQ/PCO/requalification course to be certified as an aircraft commander is 120 day (240 for AFRC and NGB).

3.2.4. Loadmaster Initial Qual (LIQ) and Requalification Graduates. The maximum time period for loadmasters to complete the local orientation flight and mission qualification training is within 90 calendar days of the first significant training event upon entering Mission Qualification/requalification training. EXCEPTION: First term airmen awaiting the First Term Airman's Center (FTAC) course may accomplish ground training, phase training, and local orientation flights to maintain knowledge and skills learned during initial qualification training prior to the 90-day time period. If mission qualification training is started prior to FTAC, the 90-day time period begins upon completion of FTAC. Document the FTAC course dates in TMS.

3.2.5. ARMS Tracking

3.2.5.1. See **Table 5.2** for pilot designation codes.

3.2.5.2. Loadmaster initial qualification graduates will be coded "FL" for ARMS tracking and SORTS reporting purposes until mission ready (this does not affect the "ML" qualification listed on the AF Form 8).

3.3. Ground Training Requirements. Complete all syllabus and ground training events in **Table 2.1**. and **Table 3.1**. before mission ready certification. Training may be accomplished concurrently with other training.

Table 3.1. Mission Certification Ground Training Requirements.

Code	Event	Crew Position	Notes
LL01	Aircrew Flight Equipment Familiarization Training (AFEFT)	P,LM	1,4
SS01	Local Area Survival	P,LM	1,3
	Flight Physical	P,LM	2
	Physiological Training	P,LM	2
LL03	Egress Training	P,LM	2
G002	Aircraft Ground Marshaling and Examination	P,LM	1,2
G160	Overwater Navigation Procedures	P	5

Notes:
1. Re-accomplish upon arrival after each permanent change of station or MDS change.
2. Ensure crewmember is current and/or initial clearance received prior to first flight.
3. Reference AFI 16-1301 for details.
4. See AFPD 11-3, AFI 11-301, AFOSH Standard 127-100 and applicable MAJCOM guidance.
5. Credit may be awarded if the event was accomplished at the formal school or during in-unit upgrade.

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level and accomplish continuation training requirements IAW Chapter 4. Continuation training requirements will be prorated based on the training time start date as defined in **paragraph 1.7.1**. Crewmembers will credit events accomplished during MCT IAW **paragraph 4.4.1**. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) must fly under supervision of an instructor when that event is required for a particular flight.

3.4.1.1. Crewmembers in MCT who fail to accomplish all semi-annual training requirements must complete training IAW paragraph 4.10.7 prior to awarding MR status. On a case-by-case basis, the SQ/CC may review the crewmember's training accomplished and waive incomplete requirements as required. (Document the waiver in TMS). Crewmembers non-current for an event may be certified MR on a case-by-case basis, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event IAW **paragraph 4.10.2.2**. After arrival at duty station, all crewmembers will receive a local area briefing and a local orientation/mission ready

(MR) flight. For pilots, the MR flight may be substituted by a simulator sortie focused on events specific to the unit's mission. If a simulator is used for the MR sortie, the local orientation flight remains a separate requirement (not applicable for in-unit, re-qualification or upgrade training). The lack of a local briefing and local flight does not preclude the crewmember from flying as MR.

3.4.1.2. Loadmasters. Newly qualified C-17 airdrop loadmasters' first personnel airdrop mission will be flown under the supervision of an instructor loadmaster. The instructor will document the completion of training on the initial airdrop qualification AF Form 8 to clear the personnel airdrop restriction. Loadmasters should complete personnel airdrop training by the end of the semi-annual period in which the initial airdrop qualification was completed. For students that graduate near the end of the semi-annual period, Squadron/CCs may extend the training time limit by 60 calendar days with documentation in TMS.

3.4.1.2.1. Loadmasters that do not complete personnel airdrop training by the end of the semi-annual period are non-current for personnel airdrop. Loadmasters non-current in excess of 6 months are unqualified in personnel airdrop.

3.5. Flight Surgeon Mission Qualification Requirements. Before deploying or acting as aircrew in any aircraft other than their primary aircraft, flight surgeons must fly at least two sorties in their primary aircraft, complete all required ground training events listed in Table 4.3 (for the primary aircraft), and accomplish flight surgeon testing on the AFDL website. NOTE: Initial Qualification requirements only apply to the Flight Surgeon's primary aircraft.

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain currency. The unit commander will ensure each crewmember receives sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. C-17 crewmembers are assigned to MR, NMR, BMC, or BAQ status.

4.2.1. Mission Ready (MR). For SORTS reporting, operational tasking, and deployments, a MR crewmember is defined as an available, qualified crew member. Aircraft commander certification is a prerequisite to serving as a MR aircraft commander.

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training. See paragraph 4.10 for specific guidance on crewmembers who are non-current.

4.2.3. Basic Mission Capable (BMC). A NMR crewmember assigned to MAJCOM headquarters, NAF, EMTF, 618 TACC, USAF EC, CRG, AMOG, FTU, WIC, or direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit's operational mission.

4.2.3.1. The crewmember may maintain certification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45 calendar days.

4.2.3.2. FTU BMC crewmembers are certified to conduct all aspects of the AETC training mission. AETC instructors must be certified in the training/unit mission before performing instructor duties. AETC crewmembers may fly CONUS (includes Alaska and Hawaii) and Caribbean 618 TACC-directed missions, but will comply with MR requirements to fly all other 618 TACC-directed missions.

4.2.3.3. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified.

4.2.4. Basic Aircraft Qualification (BAQ). A crewmember that has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft.

4.2.5. MR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202v1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables.

4.3. Flying Training Levels.

4.3.1. The SQ/CC determines the flight training level (FTL) before the start of each semi-annual period. Assign new unit crewmembers a FTL during in-processing. Base FTL on experience and aircraft proficiency. Crewmembers may have a different FTL for different flying qualifications (i.e. a crewmember may be a FTL A airland aircraft commander, but a FTL C airdrop copilot).

4.3.1.1. FTL A - Highly Experienced Crewmembers (including BAQ highly experienced crewmembers pursuing MR status). This may include MR or NMR MAJCOM

headquarters, 618 TACC personnel, AETC instructors, NAF personnel, USAF EC instructors, WIC instructors and WIC students, Wing, OG, and SQ/CCs, operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. **Note*:*** NMR crewmembers assigned to MAJCOM staff, 618 TACC, USAF EC, TALCE, AMOG, FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A and may fly unsupervised on local training missions provided they are current and qualified for that mission.

4.3.1.2. FTL B - Experienced MR Crewmember (including BAQ highly experienced crewmembers pursuing MR status).

4.3.1.3. FTL C - MR Crewmember. Initially assign inexperienced MR crewmembers to FTL C and inexperienced individuals pursuing MR status after initial qualification training. This training level may also be assigned to flight test, WIC cadre, and other staff crew members.

4.3.1.4. FTL E - BAQ or BMC non-instructor staff. FTL E may include senior officers, MAJCOM, NAF, and 618 TACC staff who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times.

4.3.2. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. (Exception: Units associating FTLs with crew positions may change FTLs after upgrade i.e. instructor upgrade). Place BAQ crewmembers into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.4. Training Events/Tables. Standardized ARMS training event identifiers and descriptions are listed in **Chapter 7**.

4.4.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. For FTU and local upgrade qualification courses, only log events that were completed on a *successful evaluation*. EXCEPTION: Any event that the crew member is already qualified to perform may be credited (i.e. takeoffs and landings during upgrade training sorties). Airland events during upgrade sorties for airdrop qualifications (i.e. CAD, ACAD, LAD) may be logged on any sortie, but airdrop events may only be logged during a successful airdrop evaluation.

4.4.1.1. Checkride date will establish currency for events (Table 4.4 and Table 4.5) accomplished during upgrade/requalification training. Volume credit will only be given to events accomplished on a successful evaluation. Events accomplished during upgrade/requalification training, but not accomplished on a checkride will be input into ARMS with a volume accomplished of “0” effective the date of the checkride.

4.4.1.2. Members overdue Q/I Eval may not log any flying continuation events until successful completion of Q/I Eval. Members overdue MSN Eval may continue to log only those flying continuation events required on a Q/I evaluation.

4.4.2. For an unsatisfactory flight evaluation, do not log continuation training requirements for those qualifications graded Q-3 until re-qualified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period. EXCEPTION: Not applicable to phase training CBTs.

4.4.4. Instructor training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating. EXCEPTION: Instructor and flight examiner pilots may not credit any takeoffs, landings, or air refueling flown by another pilot.

4.4.5. FTU OG/CCs and the Commandant USAFWS may seek, obtain MAJCOM approval, and publish ground and flying continuation training requirements in local training procedures.

4.4.6. Documenting Aircrew Training Events.

4.4.6.1. All training events will be recorded in ARMS.

4.4.6.1.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.4.6.1.2. Combined training events may have only one ARMS entry.

4.4.6.1.3. Input all one-time events and events required for permanent change-of-station (PCS) in the ARMS database.

4.5. Continuation Training Requirements.

4.5.1. Completion and tracking of continuation training is the responsibility of the individual crewmember. Crewmembers must actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Table 4.1**, and **Table 4.2**.

4.5.2.1. Failure to accomplish events in **Table 4.1** leads to non-mission ready status. See paragraph 4.10 for regaining mission ready status.

4.5.2.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to non-mission ready status but may restrict member from certain missions.

4.5.2.3. Crewmembers (i.e., NAF, MAJCOM, etc.) attached to units may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).

4.5.2.4. Crewmembers performing extended alert duty (more than 72 hours) may accomplish ground training that does not degrade required response time or mission accomplishment. Specify requirements and or restrictions in the MAJCOM supplement and/or the unit supplement.

4.5.2.4. **(452AMW)** Extended alert duty does not routinely apply to the 729 AS.

4.5.2.5. Flight Surgeons use requirements in **Table 4.3**.

Table 4.1. Aircrew Ground Continuation Tng Reqs.

(Failure to Accomplish = NMR).					
Code	**Event**	**Position**	**Freq**	**Reference Directive**	**Notes**
	Flight physical	All	455d	AFI 44-170	1,7,8,11
	Physiological training	All	60m	AFI 11-403	1,7,8
G060	Tactics	All	SA		2,4,5,10
G070	Aircrew Intelligence	All	A	AFI 14-105 w/supp AFI 14-202v1	2,4,7,10
G080	Comm Procedures	P	365d	AFI 33-201v2	2,10
G090	Antihijacking	All	B	AFI 13-207	2,7
G130	Instrument Refresher	P	4Q	AFMAN 11-210	6,7
G182	Hazardous Cargo Training	All	A	AFMAN 24-204	2
G230	CRM Refresher	All	A	AFI 11-290	4,7
G251-G254	Airland Phase CBTs	All	Q	Chapter 4	1,12
G256-G259	Airdrop Phase CBTs	All	Q	Chapter 4	1,3,12
LL03	Egress Training, Non-Ejection	All	T	AFPD 11-3 AFI 11-301	1,7
LL06	Aircrew Flight Equipment (AFE)	All	T	AFI 11-301	4,9
NV03	NVG Refresher	All	24m	AFI 11-202v1	4,7
SS02	Combat SERE Training (CST)	All	36m	AFI 16-1301	2,7, 10
SS04	Non-Combat SERE Training	All	36m	AFI 16-1301, AETC Sup	7,13
SS05	Water Survival Training (WST)	All	36m	AFI 16-1301	2,7
SS06	Emergency Parachute Training (Refresher)	All	36m	AFI 16-1301	1,7
See "Frequency" in Attachment 1 **Notes:** 1. Mandatory grounding event after expiration date. Crewmembers will not fly until completion. 2. Not required for BMC crewmembers.					

3. Dual log with airland phase CBTs.
4. The OG/CC or equivalent is the waiver authority for this event.
5. OG/CCs may specify an alternate frequency for Tactics training, but not less than "annual".
6. This event does not satisfy the IRC examination requirement within the check cycle.
7. AFI 11-2(MDS)v1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph 6, refer to HQ USAF/A3OT reference publications for current ancillary training frequencies.
8. This event is independently tracked via the crewmember's Individual Training Summary (ITS) and thus does not require an ARMS code.
9. LL06 may be accomplished in conjunction with SS02, LL03, or SS05. See **Chapter 7.**
10. Local sorties/CONUS Training Missions may be accomplished unsupervised while non-current for this event.
11. Mandatory grounding item; individual will not fly until required training is accomplished. Flight physicals become due 366 calendar days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the AMDC/CC), but in no case will exceed 455 calendar days.
12. Phase CBTs must be accomplished prior to the current period's Phase WST training (AFRC and NGB crewmembers should accomplish Phase CBTs prior to Phase WST training, but the sortie will not be canceled if not accomplished).
13. Applies only to AETC FTU instructors non-current in SS02.

Table 4.2. Aircrew-Specific Mobility Training Requirements.

(If Non-Current, Restrictions May Apply).				
Code	**Event**	**Frequency**	**Reference Directive**	**Notes**
C040	Mobility Folder Review	AR	AFMAN 10-401 AFI 36-507	3
E030	Passport	AR	Foreign Clearance Guide	
E035	Secondary Passport	AR	Foreign Clearance Guide	
G010	CBRNE Defense Training	24M	AFI 10-2501	
G050	PNAF Training	A	AFI 11-237	1,3
G120	ISOPREP Review	AR	AFI 14-202v1	
G280	Small Arms Training	24m	AFI 36-2226 AFI 31-207	5
LL04	Aircrew Chemical Defense Training (AERPS)	B	AFI 11-301 and AFI 36-2226	3,4
SS03	Conduct After Capture (CAC)/High Risk of Isolation	36m	COCOM Guidance	

SS07	Contingency SERE Indoctrination	AR	AFI 16-1301	3
VT03	VTRAT Refresher	A	Chapter 4	2,3

See "Frequency" in Attachment 1
Notes:
1. PNAF qualified crewmembers only.
2. See event description in **Chapter 7** for additional information on currency cycle requirements.
3. The OG/CC or equivalent is the waiver authority for this event.
4. Can be dual logged with CBRNE if in compliance with the **Chapter 7** description.
5. AFRC and ANG crewmembers will comply with AFI 36-2226, Combat Arms Program, requirements.

Table 4.3. Flight Surgeon Continuation Training and Mobility Requirements.

(Failure to Accomplish = Restrictions May Apply; events may restrict crewmembers' ability to participate in missions requiring the event).

Code	Event	Freq	Reference Directive	Notes
	Flight Physical	455d	AFI 44-170	1,5,6
	Physiological Training	60m	AFI 11-403	1,6
C040	Mobility Folder Review	AR	AFMAN 10-401 AFI 36-507	2,4,6
E030	Passport (Primary)	60m	Foreign Clearance Guide	2,6
E035	Passport (Secondary)	AR	Foreign Clearance Guide	2,6
FF00	Flight Surgeon Sortie	60d	AFI 11-202v1	
FF11	Day Sortie	6 per SA	AFI 11-202v1	8,9
FF12	Night Sortie	SA	AFI 11-202v1	8,9,10,11
G090	Anti-Hijack Training	One-time		3,6
G120	ISOPREP	180D	JP 3-50	2,6
G230	CRM, Refresher	A		3,4,6
LL01	Aircrew Flight Equipment Familiarization Training	AR	AFI 11-202v1	4
LL03	Egress Training, Non-Ejection	B	AFI 11-301v1	1,6
LL04	Aircrew Chemical Defense Training (ACDT)	One-time	AFI 11-301v1	2,3,4,6
LL05	Egress Training, w/ACDE	One-time	AFI 11-301v1	2,4,6
Q001	AFDL FS Test	17m	AFI 11-2C-17v2	

SS01	Local Area Survival	AR	AFI 16-1301	2,4,6
SS02	Combat SERE Training (CST)	36m	AFI 16-1301	2,3,6,7
SS03	Conduct After Capture (CAC)	36m	AFI 16-1301	2,3,6,7
SS05	Water Survival Training (WST)	36m	AFI 16-1301	3,6
SS06	Emergency Parachute Training (Refresher)	36m	AFI 16-1301	1/6
SS07	Contingency SERE Indoctrination (CSI)	AR	AFI 16-1301, COCOM Directive	2,6

See "Frequency" in Attachment 1

Notes:

1. Mandatory grounding item.
2. Flight Surgeons without an aviation unit mobility requirement (e.g. non-operational staff or leadership role in Aerospace Medicine, and Flight Surgeons undergoing training in the USAF Residency in Aerospace Medicine) do not need to accomplish this training.
3. The OG/CC or equivalent is the waiver authority for this event. See paragraph 4.10.7.
4. Accomplish upon arrival after each permanent change of station or change in MDS.
5. Flight physicals become due 366 calendar days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by AMDS/CC), but in no case will exceed 455 calendar days.
6. AFI 11-2C-17 Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph 6, refer to HQ USAF/A3O-AT reference publications for current ancillary training frequencies. See event description in Chapter 7 for additional information.
7. S-V80-A establishes initial training completion date for SS02, SS03 and SS20.
8. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless deployed away from their primary unit for more than 90 calandar days.
9. 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.
10. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.
11. FF12 may be dual logged with FF11 if any provisions in note 10 are met.

4.5.3. Flying Continuation Training Requirements. **Table 4.4** and **Table 4.5** list mobility-wide, standardized flying continuation training event requirements**.** See **Chapter 7** for event descriptions.

4.5.3.1. Dual-Seat Qualification. (See **para 5.2**, for detailed guidance)

4.5.3.1.1. PIQ Graduates. Pilots (FPQ) are dual seat qualified, and may accomplish training events in either seat. PIQ graduates are qualified to:

4.5.3.1.1.1. Fly and land in the left or right seat, accomplish full-flap, full-stop landings to long runways (greater than 5,000 ft).

4.5.3.1.1.2. Perform NVG takeoff and landing pilot-flying duties from either seat.

4.5.3.1.1.3. PIQ graduates may perform pilot flying (PF) duties during assault

landings under IP supervision from either seat with no passengers on board.

4.5.3.1.1.4. PIQ graduates may only attempt air refueling under IP supervision with no passengers on board after the required on-load is achieved.

4.5.3.1.2. Aircraft Commanders. Aircraft Commanders (MP), PCO graduates (FPL), and ACIQ graduates (FPL) will only accomplish air refueling and ALZ landings from the left seat unless under direct IP supervision or SQ/CC certified (see **Chapter 5**).

4.5.3.1.3. IPs may fly and supervise any student in either seat.

4.5.3.2. ATD Credit for Training Requirements. Flight events creditable in the ATD are listed in **Table 4.4** and **Table 4.5**. For ARMS tracking, simulator events will be logged with an "S" prefixed task ID in ARMS. All simulator accomplishments must be documented and tracked in ARMS. Ensure the maximum number of simulator creditable events is not exceeded.

4.5.3.2.1. The definition of 50% creditable in the WST is that at least 50% of the semi-annual volume requirements must be accomplished in the aircraft, and it is not intended to limit accomplishment in the WST once the 50% in the A/C has been satisfied. If proration reduces 50% WST creditable event volume to 1, that event must be accomplished in the aircraft.

4.5.3.3. Continuation Training Flying. Each MAJCOM provides flying hours to each wing as training, test, and ferry hours or operations and maintenance (O and M) hours. The hours, based on FTL C, are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements.

4.5.3.4. Airdrop Proficiency and Currency Requirements. Pilots may take credit concurrently for an airdrop, provided they are performing their respective crew position duties. Loadmasters may take credit after slowdown checklist is complete provided the no-drop was not due to loadmaster error.

4.5.3.5. Mission profile simulators (G250, G260-G264, G266-G269 and G294) will be flown in the same manner as the aircraft, to include the wear and use of professional gear (headsets, helmets, etc.).

4.5.3.5.1. Simulator sorties will be scheduled as ground events in GDSS if able (NA for AFRC, NGB and AETC) and sortie cancellation authority will reside with the OG/CC (or designated representative).

4.5.3.5.2. Pre-requisites for simulator training must be completed prior to the sim start time or the training will be cancelled. AFRC and NGB members should complete phase CBTs prior to phase simulator training, but simulator sortie will not be canceled if CBTs are not complete.

4.5.3.6. Crewmembers assigned to units north of the 60-degree parallel will handle night (not NVG events) currency as follows: Day events/sorties update night event/sorties from 1 April to 30 September. OG/CCs will determine crewmembers night currency status after 30 September.

Table 4.4. C-17 Pilot Semi Annual Continuation Training Flying Requirements.

		Aircraft Commander (FPL+)					**Pilot (FPQ)**					**Creditable in WST**			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**
	Airland Events														
M030	Oceanic Sortie	A	A	A			A	A	A				No	No	13
M040	PNAF Sortie					**180 Calandar days**					**180 Calandar days**		No	No	2
M050	Basic Tactical Sortie														
M055	Day Low-Level	1	1	1			1	1	1			100 %	Yes	Yes	
M070	Instructor Tactical Sortie	2	2	2		**180 Calendar days**	4	4	4		**180 Calendar days**		No	No	4
G240	CRM Simulator					**A**					**A**	100 %	Yes	Yes	
G250	Proficiency Sim	1	1	2		**SA**	1	1	2		**SA**	100 %			12, 13, 14, 15
G261-264	Airland Phase Sims					**Q**					**Q**	100 %	Yes	Yes	9,11, 12
G294	Instrument Sim Sortie			2		**Q**	2	4	4		**Q**	100 %	Yes	Yes	7

		Aircraft Commander (FPL+)					Pilot (FPQ)					Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**
VT06	Threat Response	1	2	2			1	2	2			100 %	Yes	Yes	
P020	Takeoff	8	10	12	6	**M**	8	10	12		**M**	100 %	Yes	Yes	5
P028	Right Seat Takeoff											100 %	Yes	Yes	
P029	Left Seat Takeoff						2	3	3		**Q**	100 %	Yes	Yes	
P198	Right Seat Landing											100 %	Yes	Yes	
P199	Left Seat Landing						2	3	3		**Q**	100 %	Yes	Yes	
P260	Have Quick	A	A	A			A	A	A			100 %	Yes	Yes	1
P270	Secure Radio Operation	A	A	A			A	A	A				No	No	
P280	ACDTQT	T	T	A			T	B	A			100 %	Yes	Yes	
P070	Instrument Approach	6	8	12	6	**M**	8	10	12		**M**	100 %	Yes	Yes	5
P100	Precision Approach	3	4	6	2		3	4	6			100 %	Yes	Yes	
P110	Non-precision Approach	3	4	6	1		3	4	6			100 %	Yes	Yes	
P116	NDB	1	1	1			1	1	1			100	Yes	Yes	

		Aircraft Commander (FPL+)					Pilot (FPQ)					Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**
	Approach											%			
RS00	Tactical Arrival	2	2	4		**Q**	2	4	4		**Q**	100 %	Yes	No	
RS06	High Altitude Tactical Arrival	1	1	1			1	1	1			100 %	Yes	No	
RS16	Low Altitude Tactical Arrival	1	1	1			1	1	1			100 %	Yes	No	
RS20	Tactical Departure	2	2	4		**Q**	2	2	4		**Q**	100 %	Yes	No	
P120	Category II Approach	1	1	1			1	1	1			100 %	Yes	Yes	
P118	RNAV Approach	2	2	2			2	2	2			100 %	Yes	Yes	
P130	Circling Approach	1	2	2			1	2	2			100 %	Yes	Yes	
P121	Msn Computer Approach	1	1	1			1	1	1			100 %	Yes	Yes	
P190	Landing	8	10	12	6	**M**	8	10	12		**M**	100 %	Yes	Yes	5
P192	Night Landing	2	2	2		**Q**	2	2	2		**Q**	100 %	Yes	Yes	
AS11	Landing, LZ	4	4	8		**Q**	4	4	4		**Q**	50 %	Yes	No	5,6

		Aircraft Commander (FPL+)					Pilot (FPQ)					Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**
AS12	Landing, LZ Nt	1	1	2			1	1	1			100 %	Yes	No	5,6, 10
AS21	Heavy Wt Full Flap	1	2	2			1	2	2			100 %	Yes	Yes	6
AS22	Heavy Wt Full Flap, Night	1	1	1			1	1	1			100 %	Yes	Yes	6
	Air Refueling Events														
R01 0	Receiver AR	3	4	6		A/B-60d C-45d						A/B-2 C-3	Yes	No	5,8
R02 0	Receiver AR (Night)	2	2	2		**B/C-Q**						A-100% B/C-50%	Yes	No	5
R05 0	Rcvr AR, Tanker AP Off	1	2	2		**B/C-Q**							No	No	
	NVG Events														
NV0 0	NVG Low Level	1	1	1			1	1	1			100%	Yes	Yes	
NV4 7	NVG Takeoff	2	2	4		**Q**	2	2	4		**Q**	100%	Yes	Yes	
NV4 8	NVG Landing	2	2	4		**Q**	2	2	4		**Q**	100%	Yes	Yes	
NV4 9	NVG Landing,	2	2	4		**Q**	2	2	4		**Q**	50%	Yes	No	6

		Aircraft Commander (FPL+)					Pilot (FPQ)					Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**
	LZ														
NV80	NVG Instrument Approach	1	1	1			1	1	1			100%	Yes	Yes	
	Formation Events														
F080	AD Visual Wing	2	2	2			2	2	2			50%	Yes	Yes	1
F100	AD Vis Night Wing	1	1	1			1	1	1				No	No	
F110	AD SKE/FFS Lead	1	1	1			1	1	1			100%	Yes	Yes	
F130	AD SKE/FFS Wing	1	1	1			1	1	1			100%	Yes	Yes	
F135	AD Multi-Elm SKE/FFS	1	1	1			1	1	1			100%	Yes	Yes	
F136	AD Multi-Elm Vis	1	1	1			1	1	1			100%	Yes	Yes	1
R015	Formation Air Refueling	1	1	2			1	1	1			100%	Yes	No	1
	Airdrop Events														
G266 - 269	Airdrop Phase Sims					**Q**					**Q**	100%	Yes	Yes	9,10,11,12

		Aircraft Commander (FPL+)					Pilot (FPQ)					Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**
AD01	AD Event	2	2	2		**Q**	2	2	2		**Q**	50%	Yes	Yes	
AD03	Heavy	1	2	2			1	2	2			A-100% B/C-50%	Yes	Yes	
AD04	CDS	1	2	2			1	2	2			100%	Yes	Yes	
AD05	Personnel	1	2	2			1	2	2			A-100% B/C-50%	Yes	Yes	
AD09	JPADS Med/High Alt	1	1	1			1	1	1			100%	Yes	Yes	3, 16
AD11	PADS Operator Unguided	2	2	2			2	2	2			50%	Yes	No	3, 16
AD12	PADS Operator Guided	2	2	2			2	2	2			50%	Yes	No	3, 16
AD95	Dual Row	1	2	2			1	1	1			100%	Yes	Yes	3
NV18	NVG AD Event	1	1	1			1	1	1			100%	Yes	Yes	

See "Frequency" in Attachment 1

Notes:

1. If accomplished in the WST, will only be logged during Distributed Mission Training/Distributed Mission Operation (DMT/DMO) missions linked with another C-17. Units should schedule airdrop phase periods to be conducted in DMO (linked) mode to the maximum extent possible.
2. PNAF qualified crewmembers only.

		Aircraft Commander (FPL+)					Pilot (FPQ)					Creditable in WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	**% or Qty**	**Maintain**	**Regain**	**Notes**

3. Required only if certified or qualified in this event.
4. Two of the four Instructor Tactical Sortie (ITS) requirements for pilots may be substituted with Basic Tactical Sorties (BTS) each semi-annual period if required due to instructor availability. One of the two ITS requirements for aircraft commanders may be substituted with a BTS for Expeditionary Airlift Squadron (EAS) deployed crewmembers.
5. Unqualified in the aircraft (unqualified in airdrop for airdrop events) if non-current in excess of 6 months. See Para 4.10.6.2. EXCEPTION: Unqualified status in DRA or JPADS does not affect airdrop currency in other events.
6. 100% of FP requirements may be logged during LZ events while performing Pilot Monitoring (PM) duties and 50% of FP requirements may be logged while performing Go-Around after Touchdowns (GOATs).
7. FTL C airland aircraft commanders who are also airdrop copilots will complete the airdrop phase training lessons plus an ISS each quarter.
8. Pilots may extend AR currency via simulator if current from a previous AR accomplished in the aircraft.
9. WIC Students are exempt from current Phase Simulator Training but must complete CBTs.
10. 50% of this requirement for FTL C aircraft commanders may be accomplished in the WST.
11. The mission scenario of phase training is not required for FTU instructors who maintain BMC.
12. Must be accomplished with at least one qualified Aircraft Commander on the crew. (ARC may substitute an FTL A FPQ for an AC, if needed).
13. SOC, FTL E pilots, FTU instructors and WIC students/cadre are exempt from this requirement.
14. FTL C should accomplish quarterly to the maximum extent possible.
15. SQ/CC or designated representative is the waiver authority for non-consecutive events; OG/CC is the waiver authority for two consecutive events.
16. JPADS qualified crewmembers only.

Table 4.5. Loadmaster Semi Annual Continuation Training Flying Requirements.

		Loadmaster					Creditable in LS/WST			
Code	**Event**	**A**	**B**	**C**	**E**	**CUR**	**%**	**Maintain**	**Regain**	**Notes**
	Proficiency/Basic Events									
M010	Proficiency Sortie					60d		No	No	1

G240	CRM Simulator					Q	100 %	Yes	Yes	8,9
G255	Interior Safety Inspection	A	A	A			100 %	Yes	Yes	8
M040	PNAF Sortie					180d		Yes	Yes	2
G261-264	Airland Phase Simulator					Q	100 %	Yes	Yes	
P280	ACDTQT	T	B	A			100 %	Yes	Yes	
VT06	Threat Response	1	1	1			100 %	Yes	Yes	3
NV58	NVG Combat Offload	A	A	1			100 %	Yes	Yes	
NV57	NVG Backing	1	1	1				No	No	
	Airdrop Events									
G266-269	Airdrop Phase Simulator					Q	100 %	Yes	Yes	
AD03	Heavy Equipment	1	2	2				No	No	6,7
AD04	CDS	1	1	2				No	No	6,7
AD05	Personnel	1	1	1				No	No	3,6,7
AD09	JPADS Med/High Altitude Airdrop	A	A	A				No	No	6, 10
AD95	Dual Row	2	2	2			100 %	Yes	Yes	4,5,6
AD10	PADS Airdrop	A	A	A				No	No	6, 10

See "Frequency" in Attachment 1

Notes:

1. Non-current loadmasters up to six months regain currency by demonstrating proficiency to the satisfaction of an instructor loadmaster. Non-current loadmasters in excess of six months are unqualified and require SQ/CC directed re-qualification training and an evaluation. IL/EL may log the event while performing instructor or evaluator duties. MAJCOM and NAF Staff loadmasters require one proficiency sortie every 90 calendar days. Reference paragraph

4.10.6.2.
2. PNAF qualified crew members only.
3. MAJCOM, NAF, DET 2, AMCAOS, C-17 WIC, 97 AMW, and flight test loadmasters require one annually. This requirement will not be waived.
4. Do not use the simulator to maintain or regain currency during two consecutive periods (i.e. if the simulator is used to regain currency, actual Dual Row Airdrop (DRA) must be accomplished in the aircraft during the next period).
5. Only for select crew members maintaining Dual Row Airdrop flying currency in accordance with unit DOC statements. To receive credit for the event, one drop must be from the LM1 position and one from the LM2 position.
6. Non-current airdrop loadmasters up to six months regain currency in this event by demonstrating proficiency to the satisfaction of an instructor loadmaster. Non-current airdrop loadmasters in excess of six months are unqualified in this event and require SQ/CC directed re-qualification training and an evaluation. Loss of qualification in a single airdrop event **does not** lead to loss of qualification in all airdrop events.
7. IL/EL must drop at least one actual for currency and may log second (if needed) while performing instructor or evaluator duties.
8. Not required for FTU and WIC loadmasters
9. Semi-annual for AFRC and NGB
10. JPADS qualified crewmembers only.

4.6. Flight Surgeon Continuation Flying Requirements. Flight Surgeons will comply with the requirements of this volume and AFI 11-202, Volume 1. Flight surgeons require one sortie in any qualified MDS every 60 calendar days. See AFI 11-202, Volume 1 table for flying continuation-training requirements. See paragraph 4.10.6 for regaining mission ready status.

4.6.1. Any flight surgeon logging time in this MDS as a secondary airframe, or any AMC-assigned flight surgeon logging time in any DoD or foreign military aircraft in which they are granted authorization to fly by the local unit, must be on Aeronautical Orders assigning ASC 8A status and be current in their periodic flight physical and physiological training. The AC or their designated crewmember must also give FS a briefing on oxygen equipment and egress procedures prior to flight.

4.6.1.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events (in their primary aircraft): SS02, SS03, SS20 (or S-V80-A), and G120.

4.6.2. Flight Surgeon loss of flying currency.

4.6.2.1. Units will notify the MAJCOM Command Surgeon of attached Flight Surgeons exceeding 60-calendar days between sorties (AMC units send notification to HQ AMC/SGP and local MDG/CC). Flight surgeons that exceed 60 calendar days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the Aircraft Commander (AC) prior to the flight to regain flying currency.

4.6.2.2. The egress review will be signed off by the AC on a copy of the AMC/SGP memo or other approved form (e.g., AF 1522, locally generated form/memo, etc.) Note: documentation on AFTO 781 is not acceptable. The Flight surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office after the flight or upon return to home station if the flight is in conjunction with a

TDY. The HARM or SARM will place the documentation in the flight surgeon's training folder.

4.6.2.3. Failure to complete and document required training before the flight will result in the loss of ability to log primary flight surgeon time.

4.6.2.4. Flight Surgeons that exceed 6-months between sorties require completion of LL03, Emergency Egress Training, Non-Ejection Seat, with a certified aircrew instructor prior to the next flight.

4.7. Senior Officer Continuation Flying Requirements.

4.7.1. Senior Officers that complete full qualification training requirements will maintain continuation training requirements for the appropriate crew position; otherwise, Senior Officers will complete training requirements in Table 4.6.

4.7.2. SOQ pilots are not required to complete Phase CBTs or Phase Simulators, but are allowed and encouraged to complete them.

4.7.3. SOQ pilots must fly under the direct supervision of an instructor pilot at all times. The instructor must consider prior SOQ experience, recent flight experience and proficiency and use sound judgment and ORM principles when determining which maneuvers the SOQ will be allowed to perform. SOQ pilots may perform NVG duties (PF or PM) only if qualified on NVGs.

Table 4.6. Senior Officer Continuation Training Requirements.

Ground Training Events			
Code	**Event**	**Frequency**	**Notes**
	Flight physical	455d	1, 8
	Physiological training	60m	1, 2
G130	Instrument Refresher Course	4Q	3
G294	Instrument Simulator Sortie	SA	
LL03	Egress Training	T	1
NV03	NVG Refresher	24m	5
SS06	EPT SS06	See Table 4.1	See Table 4.1
Flying Training Events			
Code	**Event**	**Frequency**	**Notes**
P020	Takeoff	SA	4, 7
P070	Instrument Approach	SA	4, 7
P118	RNAV Approach	SA	4, 5, 6, 7
P190	Landing	SA	4, 7
NV47	NVG Takeoff	SA	4, 5, 6, 7
NV48	NVG Landing	SA	4, 5, 6, 7

Notes:
1. Mandatory grounding event after expiration date.

2. May qualify for 'academics only' or Executive Refresher Course. See AFI11-403 for details.
3. This event does not satisfy the IRC examination requirement within the check cycle.
4. Member will go unqualified if non-current in this event for greater than 6 months.
5. Only required if qualified in NVGs and/or RNAV.
6. May perform PF duties only on training missions w/o passengers, limited to PM duties with passengers.
7. May accomplish 100% in the WST.
8. Mandatory grounding item; individual will not fly until required training is accomplished. Flight physicals become due 366 calendar days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 calendar days.

4.8. Ancillary Training. Guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2C-17v1 is not the governing directive for completion of ancillary training events. In accordance with AFI 11-202v1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manger representative to ensure compliance with additional non-aircrew specific training requirements. Accomplish Ancillary and Expeditionary Skills Training in accordance with AFI 36-2201 v1. Except for FTU instructors, C-17 aircrew members fulfill the Enabler Role and will maintain Mission Ready Status for a Major Contingency Operation (MCO). Air and Space Expeditionary Forces, AEF online can be accessed at: **https://aef.afpc.randolph.af.mil/mandatory_exped_trning.aspx**

4.9. Proration of Training. AFI 11-202v1 describes proration of training requirements for crewmembers not available for flying duties. Additionally, prorate training for non-availability due to contingency alerts and contingency flying TDYs when the contingency precludes training for certain mission events (PACAF: also contingency operations from home station). This authority must be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.9.1. Pilots and LMs will accomplish remaining events depending on the number of months remaining in the quarter in which they graduated from initial school or upon completion of requalification training. Members who attended CPAD during the semi-annual period may subtract the time spent away from the unit to prorate airland events. Newly certified Aircraft Commanders may use their PCO graduation date to prorate remaining events. All volume training requirements should be prorated based on instructions in **Table 4.7**.

4.9.1.1. Two months remaining:

4.9.1.1.1. Pilots: Accomplish one instrument simulator sortie (ISS) and one basic tactical sortie (BTS) or instructor tactical sortie (ITS).

4.9.1.1.2. Loadmasters: Accomplish one Proficiency Sortie (PS).

4.9.1.2. One month remaining:

4.9.1.2.1. Pilots: Accomplish one ISS and one BTS or ITS.

4.9.1.2.2. Loadmasters: No requirement.

4.9.1.3. Crewmembers enrolled in PCO, IAC, CPAD, ACAD, LAD and ILM are not exempt from quarterly phase training. Crewmembers enrolled in initial or requalification courses at the formal training unit or approved in-unit requalification training are exempt from quarterly phase training simulator requirements (based on projected graduation dates). Phase training CBT lessons must still be completed.

4.9.1.3.1. CPAD and LAD graduates. All airdrop volume training requirements should be prorated based on instructions in **Table 4.7**.

4.9.1.4. Phase Training. Phase training for MP/IP may be accomplished with any crew qualification. Phase Training for FPs will be accomplished with an MP/IP. Only SQ/CC or DO may waive this requirement with proper reasoning and documentation in TMS. For newly qualified crewmembers (PIQ, ACIQ, LIQ and newly REQUALIFIED graduates), phase currency (for simulator and CBT lessons) begins during the next currency period.

4.9.1.5. Phase CBTs are a grounding event. Annual written examinations are incorporated in phase training CBTs. Failure to complete required phase CBT results in annual written examinations being incomplete. Missed Phase CBTs must be completed prior to accomplishing any phase training for the current quarter.

4.9.2. Use this formula to determine training requirements for individuals available for flying duties for 16 calendar days or more: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number, but not less than 1 (e.g. 5.6 rounds to 5). Proration does not apply to crewmembers available for flying duties for 15 calendar days or less.

4.9.2.1. Use **Table 4.7** to determine the number of months available. Prorate only if absence is at least 15 cumulative calendar days and only prorate the minimal number of individual events required to satisfy semi-annual requirements. *For Example:* Number of events required = 8, member accomplished 6, member was available 80 calendar days. Although table allows proration of 4 events, only prorate the number deficient (2).

4.9.2.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of calendar daysnot available) during the training period. Time available starts 7-calendar days after sign-in for CONUS and 14-calendar days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.9.3. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

Table 4.7. Individual Availability.

Calendar days	Months Available

Available	
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
>166	6

4.10. Failure to Complete Training Requirements. Declare individuals NMR if they fail to maintain flying currency, fail to complete semi-annual flying continuation training requirements, or fail to complete ground continuation training requirements. This does not pertain to individuals pursuing MR status after initial qualification or requalification training. The following guidance applies:

4.10.1. Crewmembers are non-current the day after event currency expires; (i.e., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November).

4.10.2. If a crewmember is NMR for failure to complete required continuation training, the OG/CC has two options to keep MR status:

4.10.2.1. Waive the required training. The individual remains on MR status.

4.10.2.2. Place the crewmember in supervised status for that event (individual flies with an instructor of like specialty) until required training is accomplished. The crewmember cannot deploy until currency is regained. See Table 4.8 for exceptions.

4.10.3. Crewmembers NMR for Airland flying events may fly unsupervised, until currency on delinquent item(s) is regained, on CONUS and OCONUS missions on which events in the delinquent category are not accomplished (OG/CC approval not required for local, routine, and non-contingency missions). Note: An individual non-current in phase sims (G261-264 and G266-269), instrument simulator sortie (G294), takeoffs (P020), landings (P190), night landings (P192) instrument approaches (P070, P100, P110), or proficiency sortie (M010) will not fly unsupervised on any sortie (see paragraph 1.10).

4.10.4. Pre-Deployment. OG/CCs may modify the mission scenario and content of loadmaster Phase simulator training and day two pilot Phase simulator training immediately preceding the deployment for preparation. To ensure TS contractual compliance, coordination with AMC/A3TA is required at least one month prior to training implementation. After approval from AMC/A3TA, OG/CCs will ensure the modified mission scenario is coordinated with the TS Contractor Officers Representative (COR) and TS site manager at least three weeks prior to training implementation. Locally developed scenario will accomplish contractually agreed upon and TS-stated objectives.

4.10.5. Deployment. For deployments of 45 calendar days or greater, aircraft commanders and pilots will adhere to the following guidance for the duration of that deployment to include positioning and depositioning legs:

4.10.5.1. Air refueling currency for FTL C aircraft commanders is extended to 60 calendar days.

4.10.5.2. Aircraft commanders not current for air refueling may fly in command on any mission not requiring air refueling.

4.10.5.3. Aircraft commanders not current for assault landings may fly in command on any mission not requiring assault landings.

4.10.5.4. Pilots not current for NVG Assault landings are not restricted from other NVG events.

4.10.5.5. Pilots (FPQ) not current for assault landings may fly on any missions not requiring assault landings.

4.10.5.6. One of the two semi-annual ITS requirements for aircraft commanders may be substituted with a BTS for EAS deployed crewmembers.

4.10.5.7. Reconstitution. OG/CCs will direct training requirements for crewmembers whose Phase training was missed during deployment.

4.10.6. Regaining Currency.

4.10.6.1. For a loss of currency up to 6 months, a crewmember must demonstrate proficiency in the aircraft or simulator (as appropriate as defined in Table 4.4 or Table 4.5) with an Air Force instructor (or TS instructor for simulator creditable events) in all delinquent items. Crewmembers non-current for up to 6 months will maintain their current training level (no TMS documentation required). Accomplish missed phase sims as directed by SQ/CC. Accomplish CBTs for each missed quarter up to one year.

4.10.6.2. Loss of currency exceeding 6 months for events identified in **Table 4.4** (Note 5) or **Table 4.5** (Note 1) as leading to unqualified status, results in the crewmember being unqualified in the aircraft. They must complete SQ/CC-directed requalification training per para 2.9 and an aircrew evaluation according to AFI 11-2C-17v2, *C-17 Aircrew Evaluation Criteria*. SQ/CC directed training and evaluation will include all delinquent item(s) in training. Upon successful completion of the evaluation the crewmember's currency will be established IAW **4.4.1.1**. *For example*, with proper TMS documentation showing SQ/CC-directed training of a 6-month delinquent Landing LZ Nt, followed by a RQ MSN Eval accomplished during the day results in: Member regains full qualification and currency upon successful completion of flight evaluation for all events accomplished during requalification.

4.10.7. Failure to Complete Semi-annual Flying Training Events. The OG/CC or equivalent may waive flying continuation training and currency events. At the end of each training period, the squadron commander will review ARMS products for those crewmembers who failed to accomplish all required flying training events (includes all events listed in the flying continuation training tables, Table 4.4 and Table 4.5.). The squadron commander will either direct training necessary for the individual to regain MR status or request OG/CC waiver. If the ARMS review shows enough flying events were recently accomplished to ensure MR

proficiency, OG/CC or equivalent may waive the requirements. This waiver authority must be used judiciously. The intent is to ensure crewmembers receive the proper quantity of flying events to remain proficient and allow OG/CC to determine MR status and additional training requirements when those training quotas are not met. Waivers for training or currency events missed in consecutive training periods require MAJCOM approval.

4.10.8. Failure to Complete Ground Training Events. The OG/CC or equivalent may waive ground continuation training events identified in **Table 4.1**, **Table 4.2**, and **Table 4.3**. This waiver authority will be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e. waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment.

4.10.8.1. With SQ/CC (or designated representative) approval, an individual NMR for failure to complete NVG Refresher Training (NV03) may fly unsupervised on missions not requiring the overdue event.

4.10.9. Phase Training WST/LS Lesson Waivers. Make-up training is not required when phase training simulator lessons are waived. However, commanders may require completion of missed phase training based on individual proficiency and/or simulator availability.

4.10.10. Noncurrency in the applicable categories of the ground and flying continuation training tables has the following consequences:

Table 4.8. NMR Flying Continuation Training Categories.

Non-current In	**Result**
Phase Training CBTs	Grounded
Phase Training WST/LS Lessons	Instructor supervision required
Airland	Instructor supervision required for missions requiring delinquent event[1]
Formation	Instructor supervision required for formation missions[4]
Airdrop	Instructor supervision required for airdrop missions[2]
NVG	Instructor supervision required for NVG sorties[3]
Air Refueling	Instructor supervision required for air refueling missions
Oceanic Sortie	Aircraft commander or above instruction required
Secure Radio/ISOPREP/ HAVE QUICK	Restricted from missions/AORs requiring

	these events

Notes:
1. Includes all airland flying events listed in **Tables 4.4** and **4.5** except for Secure Radio, ISOPREP, and HAVE QUICK. See also paragraph 4.10.3.
2. This restriction applies only to the delinquent airdrop event for loss of currency up to six months. (For example, pilots/loadmasters may perform container delivery system or heavy equipment drops while non-current for personnel drops.)
3. Pilots non-current for NVG airdrop may still perform airland NVG events if current and qualified.
4. Pilots non-current for Formation events may still perform airdrop events without an instructor on sorties not requiring Formation. Non-currency in formation events does not affect airdrop qualification.

4.11. Requirements Before PCS or TDY by Rated Members on Active Flying Status. AFI 11-202v1 specifies requirements before PCS or TDY.

4.12. Requirements Before Removal from Active Flying Status. AFI 11-202v1 specifies requirements before removal from active flying.

4.13. Requirements While in Inactive Flying Status. AFI 11-202v1 specifies requirements while in inactive flying status.

4.14. Retraining. AFI 11-202v1 specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

4.15. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. AFI 11-202v1 addresses individuals flying in this status.

4.16. Training Period. Continuation training program is based on 6-month periods (1 January - 30 June and 1 July - 31 December).

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade. See minimum flying-hour requirements and prerequisites in **Table 5.1**.

5.1.1. General. The flying time prerequisites for upgrade are based on the pilot or loadmaster having gained the knowledge and judgment required to effectively accomplish the unit's missions. SQ/CCs will ensure their crewmember development programs emphasize these areas. Flying experience must include left seat time before entering formal school upgrade training. Crewmembers will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

5.1.2. OG/CC is designated waiver authority for flying hour prerequisites for entry into formal upgrade courses **(see Table 5.1).**

Table 5.1. Minimum Aircrew Qualification/Upgrade Prerequisites.

From	To	Course Prerequisites	Tasks and Events Required Before Certification	Notes
UNQ	FP	UPT Graduate	PIQ course. Qualification and Mission Eval.	
UNQ	MP	Total Flying Hours - C-17 PAA 1000 - 100	Prior Aircraft Commander. ACIQ course. MPD Phase II & III Squadron Certification.	1,5,7
FP	MP	Total Flying Hours - C-17 PAA 1000 - 400	Pilot Checkout course. Mission Eval. MPD Phase I, II & III. Squadron Certification.	5,6
MP	IP	200 PAA and at least 6 Months Since AC Certification	IAC course. Instructor Eval. Squadron Certification.	3,6
FP	CPAD	Mission-Ready Pilot	CPAD course. CPAD Mission Eval.	
CPAD	ACAD (wing)	Airdrop MC and SQ/CC-Certified Airland AC	ACAD course. ACAD Mission Eval.	4
ACAD (wing)	ACAD (lead)	ACAD (wing)	Lead Upgrade Course & Squadron Certification	
UNQ	ML	Basic Loadmaster Course	LIQ course. Qualification Eval.	
ML	LMAD	Mission Ready	LMAD Course. Airdrop Eval	
ML	IL	1000 Total Hours and 200 C-17 PAA	ILM course. Instructor Eval.	2, 3

			Squadron Certification	
Instructor	Evaluator	SQ/CC Recommendation	FE course. Squadron Certification.	

Notes:
1. Prior qualified pilots will have 100 total C-17 hours prior to certification (includes formal school time but does not include "other" or simulator time).
2. Instructor candidates should have an 1A251 primary AFSC (or higher); 1A271 is desired.
3. Previously qualified instructors may upgrade in-unit without re-accomplishing the formal AETC instructor course with OG/CC approval. MAJCOM waivers are not required. Document the OG/CC approval and training in TMS.
4. OG/CC is the approval authority for non-squadron commander certified ACs to attend ACAD.
5. Total flying hours represents all flying time logged aboard a fixed wing aircraft as a "military" pilot including UPT, Student, and "Other" time (but does not include time in another aircrew specialty). Simulator time is credible to meet total flying hour requirement.
6. C-17 simulator time does count towards PAA. Do not count "Other" time towards PAA time.
7. For MAF crossflow with similar skill set (i.e., C-130, C-5, etc.), use TX1; MPD Phase II guide is not required. Pilots with dissimilar background (i.e., OSA/FAIP, F-16, etc.), use TX1; accomplish MPD Phase II in-unit. Only the OME is required for Phase III.

5.2. Mobility Pilot Development (MPD). Mobility Pilot Development is the development program leading to Aircraft Commander certification. The MPD program flows from Pilot Initial Qualification (PIQ) or Aircraft Commander Initial Qualification (ACIQ) formal training courses through continuation training to upgrade selection and culminates in certification as an Aircraft Commander. MPD continuation training is divided into three phases: MPD Phase I (V280), MPD Phase II (V281), and MPD Phase III. All MPD pilots will be dual-seat qualified and maintain qualification requirements according to AFI 11-2C-17 Volume 2. MPD pilots are not Aircraft Commanders. See minimum flying hour requirements in **Table 5.1**.

5.2.1. The success of this program depends on MPD pilots being mentored and provided with development opportunities. The upgrade training timeline to Aircraft Commander is based on performance and at the discretion of the SQ/CC, should be tailored to match an individual's capabilities and experience level.

5.3. MPD Continuation Training thru Aircraft Commander Certification.

5.3.1. Documentation. Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; GRACC is documented in ARMS as V282. Document the completion of the entire course via AF Form 4324 and SQ/CC certification.

5.3.2. Training Guides. MPD Phase I & II guides are available for download on the AMC/A3T CoP. Guides should be carried on all sorties to maximize training opportunities.

5.3.3. MPD Phase I (V280). Not required for ACIQ graduates. After completion of the PIQ course, pilots enter Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I MPD pilot should not have additional squadron duties nor be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of pilot development, a Phase I MPD pilot is restricted to the right seat and may only occupy the aircraft left seat with an IP. Phase I MPD pilots will train in the right seat during phase sims and may occupy the left or right seats for proficiency sims (and available proficiency time at the end of a refresher sim). Phase I MPD pilots will complete the MPD Phase I guide NLT 180 calendar days(365 calendar days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond Phase I, the Phase I MPD pilot must be at least 6 months from the training start date (as defined in 1.7.1), have a minimum of 200 PAA (aircraft) hours, and have completed the MPD Phase I guide. Once these requirements are met, the Phase I MPD pilot may be approved for Phase II via the STRP. (Note: MPD pilots who were Mission Ready prior to the release of this AFI may continue under the previous GRACC workbook for up to 6 months beyond the release date of this AFI at SQ/CC discretion, but will comply with all other requirements in this paragraph).

5.3.4. MPD Phase II (V281). Not required for MAF crossflow with similar skill set (i.e., C-130, C-5, etc.). This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.3.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification. Phase II MPD pilots must meet pre-requisites defined in Table 5.1. as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, Phase II MPD pilots will be identified for upgrade by squadron leadership via the STRP. MPD pilots require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for MAF crossflow, FAIP/OSA, or non- mobility weapon system pilots).

5.3.4.3. HQ AMC Orientation Tour / GRACC (V282). This event provides an in-depth look at selected HQ AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning formal Aircraft Commander upgrade training (ACU or PCO). GRACC is mandatory for AMC pilots and highly encouraged for PACAF, USAFE, AFRC, and ANG mobility forces pilots upgrading to Aircraft Commander. GRACC is transferable between all mobility weapon systems. For AMC pilots, V282 will be completed prior to Aircraft Commander certification. If unable to complete V282 prior to certification, units may schedule attendance up to 90 calendar days after certification; beyond 90 calendar days requires OG/CC approval. See **paragraph 1.18.6** for scheduling details. Additional information is available via ETCA: **https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC**.

5.3.5. MPD Phase III. Aircraft Commander Upgrade (ACU) or Pilot Checkout (PCO). After the SQ/CC determines (via the STRP) an upgrade training start date, training time begins and

the upgrade candidate will begin applicable ACU or PCO training events, as required (see **Table 1.2** for in-unit training time limitations). Prior to starting training, the training office will open and maintain an open/active folder in TMS until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.5.1. Current and qualified Aircraft Commander candidates accomplishing MPD Phase III training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. Two Aircraft Commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.5.2. The Aircraft Commander candidate will accomplish the following requirements prior to the Aircraft Commander Review and Certification (R&C) Board:

5.3.5.2.1. MPD Pilot Checkout. The process for aircraft commander certification will include the MPD Pilot Checkout Course (PCO). Unit directed requirements (academic training, local sorties, etc…) should be accomplished prior to attending PCO.

5.3.5.2.2. Aircraft Commander candidates must be current in applicable Mission Certification Training events listed in **Tables 3.1**, **3.2**, and **3.3** prior to certification.

5.3.6. Evaluation and Certification. Accomplish an Operational Mission Evaluation (OME) according to AFI 11-2C-17 Volume 2, if required. ACU or PCO culminates with a SQ/CC's R&C Board recommendation.

Table 5.2. Mobility Pilot Designation Codes.

If first two are "FP"	Qualified Pilot. Then 3rd character is:	
	"N"	Qualified Non-Mission Ready (NMR). This is used for the following: 1. Pilot currently in ACQ, PRQ or PCO course and has not completed qualification checkride. 2. Pilot Initial Qualification (PIQ) course graduate currently in local mission ready training. 3. Senior Officer Course (SOC) graduate. MDS specific Vol. 1 guidance applies to level of supervision/mission capability. 4. Pilots designated "E" level for continuation training. 5. Pilots who are overdue their MSN Eval.
	"K"	Qualified Non-Mission Ready (NMR). This is used for the following: 1. Graduate of aircraft commander or re-qualification course (ACIQ, ACQ, PCO, PRQ, IPRQ), in local mission ready training.
	"L"	Qualified Mission Ready (MR). This is used for the following: 1. Graduates of aircraft commander course or re-qualification course (ACIQ, ACQ, PCO and IPRQ) who have completed all local mission ready training requirements.

	”C”	Qualified Mission Ready (MR): 1. Qualified Mission Ready Phase I MPD Pilot
	”Q”	Qualified Mission Ready (MR). This code is used for the following: 1. Qualified Mission Ready Phase II MPD Pilot
	”R”	Qualified Mission Ready Traditional First Pilot (Non-MPD). This code replaces previous First Pilot Code (MCF). ***NOTE:*** This code (FPR) will be eliminated after all the traditional first pilots have upgraded to aircraft commander.
If “MP”	Fully Certified/Qualified Aircraft Commander. Then 3rd character may be:	
	”N”	Non-Mission Ready (NMR) Aircraft Commander. This code is used: 1. If this MP will be NMR for an EXTENDED period of time (greater than a month). 2. Not used for short duration NMR status due to DNIF or short term currency deficiencies. 3. Pilots who are overdue their MSN Eval.
If “IP”	Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission.	
If “EP”	Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission.	

5.3.7. Flight Authorization Duty Codes for Aircrew. AFI 11-401 defines pilot aviation codes. For standardization of pilot duty codes, use the codes from **Table 5.2**. Active duty loadmasters will use the ARMS code “FL” to designate NMR status. (This ARMS code does not affect the ML qualification status listed on the AF Form 8.)

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

5.4.1. For instructor upgrade prerequisites, see **Table 5.1**

5.4.2. Individuals who complete the applicable instructor course (e.g. IAC, ILM) are qualified instructors for all mission qualification events in which they maintain currency. EXCEPTION: Pilot airdrop instructors will be designated by the SQ/CC after completion of IAC and lead upgrade.

5.4.3. New instructor candidates will attend the formal C-17 TS instructor course. Waivers will be reviewed on a case-by-case basis if formal school course slots are not available.

5.4.4. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any US Air Force aircraft may upgrade in-unit without completing the TS IAC or ILM course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required and may tailor course requirements to complete upgrade. Utilize the standardized MAF C-17 in-unit instructor course in TMS to document approval and training. Refer to **Table 1.2** for in-unit training time limits.

5.4.5. Instructor Responsibilities:

5.4.5.1. An AF instructor shall be a competent subject matter expert adept in the methodology of instruction. The instructor shall be proficient in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and difficulties, and prescribing and conducting remedial instruction. The instructor must be able to conduct platform and in-flight instruction.

5.4.5.2. Instructors are responsible to provide thorough preflight briefings, post-flight briefings and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type of mission being flown.

5.4.5.3. Instructors will review each trainee's TMS training record prior to performing each training flight or session.

5.4.5.4. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency is demonstrated IAW AFI 11-2C-17v2 grading requirements before recommending trainee for evaluation, or certifying the student as qualified in a tactic or mission. Instructors should further ensure training, operations sections, and the flight commander or designated representative is apprised of the trainee's status.

5.4.5.5. IPs must be fully aware they are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. The instructor should then explain and demonstrate proper tactics, techniques, and procedures for the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.4.5.6. Instructor Loadmasters (IL) are responsible for student supervision and safety regardless of rank. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately takeover those duties. The instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties. Use instructors for any phase of training to capitalize on their expertise and experience.

5.5. Flight Examiner Upgrade.

5.5.1. Flight Examiners. SQ/CC will recommend instructors for flight examiner certification. Instructors identified for certification as a flight examiner will possess superior knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications.

5.5.2. Flight examiner candidates will complete the TS flight examiner course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously **qualified flight examiner in any USAF aircraft. Flight examiner candidates should:**

5.5.2.1. Observe qualified evaluators conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.2.2. Receive a briefing on command policies and interpretations of AFI 11-202v1, AFI 11-202v2, AFI 11-2C-17v1 and 2, and MAJCOM supplements.

5.6. Special Qualifications and Certifications.

5.6.1. Aerial Delivery Training:

5.6.1.1. Aircraft Commander. Wing AD qualification will be via the aircraft commander airdrop (ACAD) Course. The Lead Upgrade Course Syllabus emphasizes crew coordination, mission preparation, and inter- and intra-cockpit crew resource management in addition to flying proficiency. It also emphasizes deputy element lead tasks. Lead AD qualification will be via squadron commander certification.

5.6.1.2. Pilot. AD qualification will be via Copilot Airdrop (CPAD) Course. This course emphasizes crew coordination, mission preparation, en route navigation, and pilot responsibilities. All pilots (FPQ) are lead-qualified upon graduation from CPAD course.

5.6.1.3. Loadmaster. AD qualification will be via LM Airdrop (LMAD) Course.

5.6.2. Joint Precision Airdrop System (JPADS) Certification. The JPADS training program is designed for all airdrop-qualified crewmembers. This program allows MAF combat delivery aircrews to improve airdrop accuracy during high altitude airdrop employment utilizing the PADS mission planner and JPADS. Crewmembers who previously completed the interim JPADS training syllabus are considered JPADS certified.

5.6.2.1. Pilot. Any airdrop-qualified pilot. Qualification will be via the JPADS Phase I syllabus. Use ARMS identifier Q521 to identify JPADS-qualified pilots.

5.6.2.2. PADS Operator (PO). Any JPADS-qualified rated officer. Normally this consists of an additional pilot or a PO qualified pilot or navigator from another airframe. Qualification will be via the JPADS Phase I and II syllabi. Use ARMS identifier Q522 to identify qualified PADS Operators.

5.6.2.3. Loadmaster. Any airdrop-qualified loadmaster. Qualification will be via the JPADS XL training syllabus. Use ARMS identifier Q521 to identify I-CDS-qualified loadmasters and Q522 to identify JPADS qualified loadmasters.

5.6.3. Special-Operations Low-Level (SOLL) II. C-17 aircraft and SOLL II-qualified crews provide a means of inserting or extracting forces in support of special operations missions. These missions may be covert or clandestine, operating in low to medium threat environments. Missions are planned to avoid enemy defensive positions and minimize hostile detection.

5.6.3.1. Right Seat Pilot. Airdrop qualifications will be via the C-17A Copilot Airdrop (CPAD) Course. Once they have finished appropriate upgrades, they will begin the C-17 TS Special Operations formal course and then complete the SOLL II RS upgrade program.

5.6.3.2. Jump Seat Pilot. Airdrop qualifications will be via the C-17A Aircraft Commander Airdrop (ACAD) Course. The SOLL II qualification is accomplished via the SOLL II JS upgrade program.

5.6.3.3. Left Seat Pilot. Airdrop qualifications will be via the C-17A Aircraft Commander Airdrop (ACAD) Course. The individual will also need to have accomplished the C-17A Instructor Aircraft Commander (IAC) Course. Lead airdrop qualification will be via squadron commander certification. Once the lead upgrade is

complete, the SOLL II qualification will be via the C-17 TS Special Operations formal course and the SOLL II LS upgrade program.

5.6.3.4. Loadmaster. Airdrop qualifications will be via the C-17A Loadmaster Airdrop (LMAD) Course. The SOLL II qualification is accomplished via the C-17 TS Special Operations formal course and the SOLL II LM upgrade program.

5.6.3.5. Boat Drop. Boat drop qualification will be via the Boat drop upgrade program.

5.6.4. Primary Nuclear Airlift Force (PNAF) Upgrade. This section outlines the qualification and continuation training requirements for a crewmember to be qualified to fly on PNAF missions.

5.6.4.1. Responsibilities. PNAF training applies only to those personnel identified as part of the nuclear airlift force structure established in AFI 11-299, *Nuclear Airlift Operations*. SQ/CCs will ensure PNAF crews are comprised of the most highly qualified personnel available.

5.6.4.2. Prerequisites. A crewmember will be mission ready and current to begin PNAF training.

5.6.4.3. Qualification/Certification Training. Complete the C-17 TS formal course and complete training according to AFI 11-299. Aircrew PNAF candidates will complete nuclear surety and PNAF academic training before participating in flight operations.

5.6.4.4. Aircraft Commanders, couriers, and loadmasters require a PNAF evaluation on a 17-month cycle.

5.6.4.5. Pilots require one-time PNAF certification.

5.6.4.6. Continuation Ground Training. Accomplish according to AFI 11-237, *Nuclear Weapons Airlift Training (FOUO)*.

5.6.4.7. Academic training is an annual requirement.

5.6.4.8. PNAF crewmembers will participate in an actual or training nuclear airlift mission at least every 180 calendar days. The time between the student's initial academic training and the first actual or training nuclear airlift mission will not exceed 60 calendar days.

5.6.4.9. Those who lose their annual currency cannot participate in peacetime nuclear missions; however, they may perform duties on operational (non-nuclear) missions or emergency nuclear airlift missions. Loss of annual currency is regained by participating on a nuclear mission or on a nuclear training mission while under the supervision of a current and qualified PNAF instructor counterpart.

5.6.4.10. Flying Continuation Training. See **Table 4.4** and **Table 4.5**.

5.6.5. Phoenix Banner, Silver, and Copper Certification. SQ/CCs will identify their most highly qualified crewmembers for entry into certification training. Training will focus on the unique circumstances that differentiate this mission from other mobility missions.

5.6.5.1. Units will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operation*, discussion of tasking and execution

agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the Presidential Advance Agent, US Secret Service, and HMX-1 representative. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289, corrected to 100 percent, will be accomplished. Before commanding a Phoenix Banner, Silver, or Copper mission, aircraft commanders require squadron commander certification IAW AFI 11-289.

5.6.6. Operation Deep Freeze (ODF). ODF is the Department of Defense (DOD) inter/intra-theater air and surface logistical support of the United States Antarctic Program (USAP). It involves the deployment and redeployment of scientific and support personnel, resupply of South Pole Station, McMurdo Station, and numerous deep field research camps established by the National Science Foundation (NSF) Office of Polar Programs (OPP).

5.6.6.1. The C-17 Aircrew Antarctic Training Program exists because of the special requirements and procedures necessary for the safe and effective execution of Antarctic airlift operations. SQ/CCs will identify their most highly qualified crewmembers for entry into ODF certification training. At a minimum, experienced Aircraft Commanders and Loadmasters should be selected. For WINFLY, each aircrew member will be Instructor or Evaluator qualified. C-17 aircrews employ WINFLY procedures for Antarctic flight operations between March and September.

5.6.6.2. Complete the certification training program using the 62/446 OG ODF C-17 Antarctic Training and Certification guide and syllabus. ODF pilot and loadmaster Airland, Airdrop, and NVG operations each require a separate one-time certification (there is no NVG certification for loadmasters). Once certified for these events, currency is valid for three ODF seasons. If a pilot becomes non-current for an ODF event, the pilot will act as PF or PM under direct supervision of an ODF Instructor Pilot to regain currency. Non-current Loadmasters must be under the supervision of an ODF Instructor Loadmaster. WINFLY is a separate one-time certification, though completing any ODF event will satisfy currency requirements.

Chapter 6

TRAINING SYSTEM (TS)

6.1. Description. The Training System (TS), is a system where a civilian contractor provides academic, simulator, and other designated aircrew training. TS courses are listed in **Table 6.1**.

6.1.1. The purpose of this chapter is to inform aircrew members of key components of the TS contract. If this Air Force instruction conflicts with the TS contract, the TS contract takes precedent.

6.2. Applicability. As defined in AFI 11-202v1.

6.2.1. Purpose. The C-17 TS is a system of academics, ATD sessions, and ground and flight training phases. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-17 crewmembers and maintenance engine run technicians. IAW the TS contract, the contractor provides training courseware, academic, ATD instruction and the US Air Force provides flight instruction.

6.2.2. Goal. The goal of the TS program is to optimize aircrew training through the integrated use of academics, ATD, and flightline C-17 aircraft instruction. The C-17 TS by contract establishes performance requirements in the TS Statement of Work (SOW) and system specification. The TS Master Task Listing/Evaluation Standards Document (MTL/ESD), objective media analysis report (OMAR), and media selection syllabus report (MSSR) products (approved by HQ AMC/A3T) help define C-17 course content, standards, and media selected for each task and objective, respectively.

6.3. Dedicated Training Time. As defined in AFI 11-202v1**.**

6.3.1. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Unit commanders will relieve students of duties not directly related to training. ***EXCEPTION:*** Senior Officer Course (SOC) students may continue their normal duties as time permits.

6.4. TS Course Prerequisites. TS course prerequisites are listed in **Table 5.1**. Each TS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer/flight examiner recommendation, and completion of applicable training guides.

Table 6.1. TS Courses.

Course	Name	FTU	In-Unit
PIQ	Pilot Initial Qualification	P	S[1,3]
ACIQ	Aircraft Commander Initial Qualification	P	S[1]
ACRQ	Aircraft Commander Requalification	P	S[1]
IPRQ	Instructor Pilot Requalification	P	S[1]
PCO	Pilot Checkout	P	P

PRQ	Pilot Requalification	P	P
IAC	Instructor Aircraft Commander	P	S [1,2]
FEAC	Flight Examiner Aircraft Commander		P
CPAD	Copilot Airdrop	P	S[1,3]
ACAD	Aircraft Commander Airdrop	P	S[1,3]
ACADRQ	Aircraft Commander Airdrop Requal		P
SOC	Senior Officer Course	P	P[5]
LIQ	Loadmaster Initial Qualification	P	S[1]
LMTX2	C-17 Loadmaster Airland Requal		P[4]
ILM	Instructor Loadmaster	P	S[1,2]
LMAD	Loadmaster Airdrop	P	S[1]
LMADTX2	C-17 Loadmaster Airdrop Requal		P[4]
FELM	Flight Examiner Loadmaster		P
MER (Initial)	Maintenance Engine-Run Qualification	P	P
MER	Continuation Training	P	P

***P-Primary Method*--**Training conducted at a designated location using a MAJCOM-approved syllabus

***S-Secondary Method*--**Training conducted at a location **not** normally designated to train a specific MAJCOM-approved syllabus

Notes:
1. Secondary method may incur additional cost to the government. Waiver requests require a minimum of 90 calendar days for HQ AMC/A3T to coordinate.
2. Previously qualified instructors who attended a MWS formal course may upgrade in-unit without a waiver with OG/CC approval. See **Chapter 5.**
3. Split courses require MAJCOM waiver and coordination with AMC/A3TF. Initial qualification flying training conducted in-unit is considered the secondary method. Split courses may incur additional MAJCOM costs.
4. Course available for MOB (in-unit) use only. Not available at Altus.
5. Coordinate all in-unit SOC courses with AMC/A3T.

6.5. Lesson Objectives: Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards. The lesson plans are an integral part of the formal syllabus and outline course requirements.

6.6. Unsatisfactory Student Progress. Commanders or government representatives (CORs, wing training, operations officer, etc.) that receive notification of substandard student performance will make a determination to continue or terminate the training after a review of the students training records. See formal course syllabus or MAJCOM policy for further guidance.

6.6.1. Unit commanders or training offices receive feedback for students who display substandard performance.

6.6.2. Remediation Procedures. Units will establish local procedures to promptly notify the TS contractor and CORs of failed flight evaluations culminating a TS course.

6.6.2.1. Remediation subsequent to a failed flight evaluation may be accomplished by the TS contractor, Air Force, or a jointly, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress and direct contact with appropriate TS instructor supervisor is highly encouraged. If an aircrew member is unable to achieve, progress, or maintain qualification level and requires remedial training, it shall be documented in TMS and/or on AF Form 8.

6.6.2.2. Remediation Scheduling:

6.6.2.2.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and TS training manager will coordinate training start and completion dates. Previously qualified crew members should be enrolled in the UNQXX course in TMS to document all remediation training.

6.6.2.2.2. Government representatives (CORs, wing training, operations officer, etc.) receive notification when the TS contractor determined no further amount of instruction will result in the individual attaining required MTL or ESD/SOE proficiency level. The trainee stays in training status until deemed qualified by an Air Force evaluator or the student is eliminated by the cognizant Air Force authority. At minimum, the Air Force TS COR will receive a courtesy copy of this documentation. The Air Force will review the TS contractor's documentation and recommendations regarding trainee performance. The Air Force will determine whether or not to continue any further training for that trainee, using TS instruction, or otherwise terminate all training in accordance with MAJCOM directives and the course syllabus.

6.7. Courseware Changes. Changes to TS courseware, including MTL, phase training and ESD/SOE, may be proposed by any C-17 crewmember. Complete recommended change on TS contractor's change proposal form and submit to the local COR. Change proposals will be sent through wing or group training and TS COR offices to 97 TRS/TRC at Altus AFB. 97 TRS/TRC will coordinate with the TS contractor and the originator and will provide feedback to reflect action taken. Contract proposal forms are available from TS contractor training manager at each site.

6.8. Scheduling:

6.8.1. General. Each unit will submit annual simulator requests for local training to AMC/A3TA (normally between July and August) to ensure contractual throughput requirements are met and total system simulator capacity is available. Local procedures will be developed at each MOB for scheduling TS trainees. MOB wing or group training offices will ensure procedures minimize schedule changes and turbulence.

6.8.2. Training throughput. Annual throughput for specific TS courses is established in the TS contract. The AETC PFT document reflects formal school throughput based on Air Force

requirements and what is authorized by contract. If the contract throughput for any MOB (formal school or otherwise) will be exceeded, HQ AMC/A3T will coordinate those requirements through appropriate Air Force and TS contractor channels. In conjunction with their COR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB TS authorized throughput and notify HQ AMC/A3T of differences either above or below what is authorized in the contract.

6.8.2.1. The TS contractor establishes class sizes for individual courses. Every attempt will be made by MOB wing or group training office to ensure all classes are filled before requesting secondary method. TS may accommodate less than full classes on a case-by-case basis when class is needed to obtain MR status.

6.8.2.2. TS training at alternate sites. The TS contractor determines the required number of TS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached active duty as well as designated ARC and other units specified to be trained at that MOB. Trainee scheduling at a particular MOB should be kept within the units designated for that MOB. If a unit is unable to complete their requirements at a designated site, units may receive training at another site with prior coordination between the unit, the site and AMC/A3T.

6.8.3. Cancellations. Deletions from the TS schedule will vary at each training site because of training courses offered and the impact to scheduling. Continued cancellations will greatly impact the overall annual training plan, and the contractor may be unable to accommodate the original, planned throughput.

6.8.3.1. Simulator lessons will be canceled or changed no later than 1200 hours the day prior to the scheduled lesson. Cancellation procedures will be developed at each MOB between the TS contractor and wing training.

6.8.4. Air Force Time. By contract, each site is allocated Air Force usage time on training equipment. The amount of AF time varies by site and is allocated and controlled by AMC/A3T and is intended for safety of flight research, testing, procedures development, VIP tours, SIMCERT and other needs as directed by AMC/A3T. Scheduling of AF time will not interfere with student training. This time is not **normally** used for aircrew training. Use of any left-over time is at the discretion of the OG/CC, and will be coordinated through wing or group-level training offices. When scheduled, the training device will be fully operational and manned with an operator.

6.8.5. TS Course Pre-Work. TS courses may require trainee preparation before class start. The pre-work is an integral portion of the course and will be accomplished to receive course completion credit. Pre-work may consist of reviewing study references, quizzes, performance data preparation, workbooks, etc. Required pre-work is described in the appropriate student training guide. When required, student training guides and workbooks are distributed to units in time for pre-work completion.

6.8.6. Late or No-Show. Course completion credit may be withheld when trainee tardiness interferes with class training. For WST, cockpit systems simulator (CSS), and loadmaster simulator (LS) sessions, tardiness is defined as 15 minutes after mission briefing time. Those classes, which cannot be conducted without the late trainee's presence, will be canceled at

the 30-minute point (e.g., a WST session with pilot no-show will be canceled if the mission cannot be effectively conducted). While TS contractor personnel are not required to substitute for missing or late crewmembers, contractor personnel may fill a crew position per existing contractor/government agreements.

6.8.7. Virtual Flag/DMO exercises. Virtual Flag (VF) is a CSAF directed exercise that incorporates aircrew participants in flight simulators, DoD forces in the field, and computer generated participants in a Distributed Mission Operation (DMO) environment (Virtual Flag is comparable to Red Flag, Green Flag, and Maple Flag exercises). Unit participation and planning for VF/DMO exercises is essential. Participating units provide tactics/mission planners to employ tactics, techniques, and procedures and conduct unit-level mission planning requirements. Units will schedule an entire aircrew (aircraft commander, pilot, and loadmaster) for each Virtual Flag mission. Aircrews may be required to conduct mission planning prior to the exercise. Loadmasters may participate in the linked Loadmaster Simulator (LS) and/or in the Aircraft Vehicle Simulator (AVS). Aircrew members may receive credit for day two of quarterly phase simulator training upon completion of a successful Virtual Flag (or similar JCS/MAJCOM-directed) exercise with OG/CC approval.

6.8.8. Distributed Mission Training (DMT). DMT links local or long-distance flight simulators for continuation training purposes and provides realistic single ship, airdrop formation, and air refueling procedures training.

6.9. Administration:

6.9.1. TS Feedback

6.9.1.1. Air Force-appointed TS Contract Officer Representatives (COR) are primary focal points and the liaison agency between the Air Force and the TS contractor. CORs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the contracting officer's direction, and are accountable for these actions. Each wing or group commander will establish TS COR positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. TS CORs will maintain a current copy of the TS contract(s), designated quality assurance regulations and directives, and quality assurance procedures. Local CORs will provide feedback on C-17 TS performance and contract compliance to Det 2, AMCAOS. Provide a courtesy copy of all monthly Contract Performance Assessment Report (CPAR) reports and corrective action requests to Det 2, AMCAOS.

6.9.1.2. Operational Evaluation. The contractor plans for and conducts operational evaluations of the C-17 TS in accordance with the government's process specified in AF Manual (AFMAN) 36-2234, *Instructional System Development (ISD)*. The objective of this ongoing "operational evaluation" is to assure the TS produces qualified graduates. The contractor's system will ensure a steady flow of information to maintain quality, effectiveness, and currency in the TS. Revisions to the TS will be based on this information.

6.10. Training Implementation/Student Expectations. Students will review the student schedule and needed courses section of TMS to ensure compliance with training requirements.

Students are expected to review their instructor's comments and to complete pre-requisite training in a timely manner. Formal school students will ensure all pre-requisite CBT lessons are completed prior to simulator or training device lessons. Failure to complete pre-requisite lessons may result in a failing grade for a simulator or training device lesson and subsequent course removal. See AETC formal school syllabus for pre-requisite requirements and further guidance.

6.11. Browsing Training Products. In order to increase their technical proficiency, C-17 crewmembers and engine-run personnel are encouraged to browse TS program lessons. Browsing is limited to a space-available basis, and all requests will be coordinated with the TS training supervisor.

6.11.1. Browsing a lesson does not, by itself, enable a trainee to take the end-of-lesson test.

6.12. Remediation Trainees are not to be scheduled to browse lessons for remediation. Remediation will be scheduled by coordinating with the TS contractor. Browsing a lesson does not enable the trainee to take the end-of-lesson test. Trainees in remediation will be enrolled in lessons for review in order to take the end-of-lesson test.

6.13. Aircraft Flights for TS Training Instructors.

6.13.1. The TS contractor provides opportunity for Air Force flight instructors to observe trainee progress in ATDs. Likewise, the terms and conditions of the current government contract allow TS instructors to observe the trainee's aircraft flights. In some cases, TS courseware may state these specific occurrences.

6.13.2. **Contractor Personnel Flight Operations.** TS Contractors may fly on a non-interference basis aboard USAF aircraft IAW the terms and provisions of the current government contract, as provided for in AFI 11-401.

6.14. TS Facility Tours:

6.14.1. Wing training offices will coordinate all requests for C-17 TS facility tours with the contractor as soon as possible, but in no case later than 24 hours prior to the planned event. This may require close coordination with public affairs and protocol. AF time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

6.14.2. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only.

Chapter 7

ARMS IDENTIFIERS AND COURSE DESCRIPTIONS

7.1. Description. Event Identifiers and Descriptions.

Table 7.1. ARMS Identifiers.

Identifier	Group	Paragraph
A	Academic training	7.2
AA	USAF-Specified	7.3
AD	Airdrop	7.4
AS	Airland	7.5
B	Navigation & Individual Proficiency	7.6
C	Miscellaneous	7.7
E	Miscellaneous	7.7
FE	Miscellaneous	7.7
FF	Flight Surgeon	7.8
FR	Formation Departure & Recovery	7.9
G	Ground Training	7.10
LL	Aircrew Flight Equipment	7.11
M	Mission Specific	7.12
NV	NVG	7.13
P or R	Proficiency	7.14
Q	Qualification	7.15
RS	Tactical Approaches / Departures	7.16
SK	SKE	7.17
SS	SERE	7.18
V	MPD Events	7.19
VL	Visual Low Level	7.20
VT	Visual Threat Recognition & Avoidance	7.21
VV	NVG	7.22
X	Unit Defined	7.23

7.2. Academic ("A") Training Identifiers. Not used.

7.3. USAF-Specified ("AA") Events. See AFI 11-202v2 and AFI 11-2C-17v2.

7.3.1. AA01 Qualification Check

7.3.2. AA02 Qualification Check, Simulator

7.3.3. AA11 Instrument Check

7.3.4. AA12 Instrument Check, Simulator

7.3.5. AA21 Combined Qualification and Instrument Check

7.3.6. AA22 Combined Qualification and Instrument Check, Simulator

7.4. Airdrop ("AD") Events.

7.4.1. AD01 Air Drop Event.

7.4.1.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.4.1.2. Description: AC and CP may take credit concurrently for an AD, provided they are performing their respective crew duties. Pilots may credit an AD event after completion of the "Post Drop Checklist." Refer to AFI 11-231, *Computed Air Release Point Procedures*, criteria for scoring actual drops.

7.4.1.3. OPR: AMC/A3T, A3D

7.4.1.4. Training Media: Aircraft or WST

7.4.1.5. Instructor: Not required for continuation training.

7.4.2. AD03 AD-Heavy.

7.4.2.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.4.2.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.4.2.3. OPR: AMC/A3T/A3D

7.4.2.4. Training Media: Aircraft or WST

7.4.2.5. Instructor: Not required for continuation training

7.4.2.6. Additional Information: Pilots may credit this event during actual or dry passes. Loadmasters may credit this event when an actual HVY bundle is loaded rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to loadmaster error. Credit in accordance with AD01 requirements and dual log with AD01.

7.4.3. AD04 AD-CDS.

7.4.3.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.4.3.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.4.3.3. OPR: AMC/A3T/A3D

7.4.3.4. Training Media: Aircraft or WST

7.4.3.5. Instructor: Not required for continuation training

7.4.3.6. Additional Information: Pilots may credit this event during actual or dry passes. Loadmasters may credit this event when an actual CDS bundle is loaded rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to loadmaster error. Credit in accordance with AD01 requirements and dual log with AD01.

7.4.4. AD05 AD-Personnel.

7.4.4.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.4.4.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.4.4.3. OPR: AMC/A3T/A3D

7.4.4.4. Training Media: Aircraft or WST

7.4.4.5. Instructor: Not required for continuation training

7.4.4.6. Additional Information: Pilots may credit this event during actual or dry passes. Loadmasters log this event only when actual personnel are loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to loadmaster error. Dual log with AD01.

7.4.5. AD09 JPADS Medium/High Altitude Airdrop.

7.4.5.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.4.5.2. Description: JPADS (guided or unguided) airdrop at medium or high altitude. While high altitude airdrop is defined as 3,000 feet AGL and above, crewmembers should attempt to practice airdrops at 10,000 feet AGL and above. Event may be credited when flown at or above AFTTP 3-1.C-17 altitudes. See AFTTP 3-3.C-17 and/or AFI 11-2C-17v3 for high-altitude airdrop procedures.

7.4.5.3. OPR: AMC/A3T/A3D

7.4.5.4. Training Media: Aircraft or WST

7.4.5.5. Instructor: Not required for continuation training

7.4.5.6. Additional Information: Crewmembers will perform their airdrop duties while on oxygen in order to credit the event, regardless of airdrop altitude flown. Due to drop zone size considerations, actual airdrop may be simulated as long as all checklists are completed. Units may credit this event in the simulator. Dual log with AD01.

7.4.6. AD10 JPADS (guided) Airdrop

7.4.6.1. Purpose: Continuation training for JPADS certified loadmasters.

7.4.6.2. Description: JPADS (guided) airdrop to include flight station and cargo compartment configuration, completion of JPADS checklists, and JPADS (guided) airdrop to an appropriate DZ. Certified loadmasters will load drop an actual JPADS (guided) bundle. If DZ requirements prevent actual drop, simulate a guided bundle drop through completion of the JPADS (guided) airdrop slowdown checklist.

7.4.6.3. OPR: AMC/A3T/A3D

7.4.6.4. Training Media: Aircraft

7.4.6.5. Instructor: Not required for continuation training.

7.4.6.6. Additional Information: If dropping an actual JPADS guided bundle is not practical, loadmasters still require an AGU rigged on a bundle aboard the aircraft to simulate all necessary checklist steps. Loadmasters may credit the event if all checklists through the slowdown checklist are completed.

7.4.7. AD11 PADS Operator Unguided Airdrop.

7.4.7.1. Purpose: Continuation training for PADS operator certified mission-ready pilots.

7.4.7.2. Description: I-CDS (JPADS unguided) airdrop to include mission planning, JPADS computer preflight and inflight actions, flight station and cargo compartment configuration, JPADS checklists, dropsonde release/monitoring, aircraft damage estimate, and I-CDS airdrop to an appropriate DZ. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The I-CDS airdrop is considered complete with successful deployment of the dropsonde(s), update of the release point via PADS computer and airdrop of the bundle. There is no minimum altitude for this event when accomplished in the aircraft, other than the minimum altitude to release a dropsonde, though realistic AFTTP 3-1.C-17 altitudes should be used to the maximum extent possible based on airspace and DZ restrictions. In the event that the dropsonde(s) was (were) deployed but insufficient dropsonde data was gathered to update the release point with the PADS computer, the crew will make all reasonable attempts to troubleshoot the problem, to include completion of the I-CDS/JPADS troubleshooting guide. If these procedures fail to correct the problem, then at the discretion of the aircraft commander, the event can still be considered complete if the crew successfully airdrops the bundle by completing the I-CDS/JPADS to Conventional Quick Transition Checklist, and performing a racetrack/re-attack using conventional ballistic CDS procedures.

7.4.7.3. OPR: AMC/A3T/A3D

7.4.7.4. Training Media: Aircraft or USAF-certified WST.

7.4.7.5. Instructor: Not required for continuation training.

7.4.7.6. Additional Information: Must perform all PADS duties to credit the event. PADS operators may credit this event in any MDS. PADS operators may not log this event while occupying either pilot's seat. 50% of events may be credited in the WST only if all the specified training requirements listed within this section are completed. If performing PO duties in a different MDS, Pads Operators will only log AD11.

7.4.8. AD12 PADS Operator Guided Airdrop.

7.4.8.1. Purpose: Continuation training for PADS operator certified mission-ready pilots.

7.4.8.2. Description: JPADS airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, airdrop damage estimate, and guided system airdrop. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The guided system airdrop is considered complete with update of the release point and launch acceptability region (LAR) using the JPADS computer (with or without sonde data), wireless transfer to the AGU, and completion of all checklists through the slowdown checklist. If equipment and DZs are available, 50% of AD12 events must end in actual guided airdrop. Minimum altitudes for actual guided airdrops are IAW specific requirements of each guided system and AFI 13-217.

7.4.8.3. OPR: AMC/A3T/A3D

7.4.8.4. Training Media: Aircraft or USAF-certified WST.

7.4.8.5. Instructor: Not required for continuation training.

7.4.8.6. Additional Information: PADS Operators must perform all PADS duties to credit the event. PADS operators may not log this event while occupying either pilot's seat. May dual log with AD04, AD09 and AD11 if all requirements of the events are met. If local airspace and equipment restrictions preclude actual guided airdrop, perform minimum of 50% of events in aircraft (through slowdown checklist) and up to 50% in the WST.

7.4.9. AD95 Dual Row Airdrop (DRA).

7.4.9.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.4.9.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.4.9.3. OPR: AMC/A3T/A3D

7.4.9.4. Training Media: Aircraft or WST

7.4.9.5. Instructor: Not required for continuation training

7.4.9.6. Additional Information: Pilots credit in accordance with AD01 requirements and dual log with AD01. DRA may be accomplished in the aircraft or simulator. Loadmasters must drop actual DRA when accomplished in the aircraft to receive credit for the event. Pallets/platforms will be loaded IAW T.O. 1C-17A-1-4.

7.5. Airland ("AS") Events.

7.5.1. AS11 Assault Landing.

7.5.1.1. Purpose: Continuation training for C-17 pilots

7.5.1.2. Description: See AFTTP 3-3.C-17, AFI 13-217, and AFI 11-2C-17v3

7.5.1.3. OPR: AMC/A3T/A3D

7.5.1.4. Training Media: Aircraft or WST

7.5.1.5. Instructor: Not required for continuation training

7.5.1.6. Additional Information: Tactical ingress and landing at a small austere airfield. In order to credit the event, use the runway size and marking criteria as defined in "ALZ Size Requirements" within AFI 11-2C-17v2. OG/CCs may approve ALZ credit to marked landing zones on larger runways. This event may be logged in conjunction with an ITS or BTS. Dual log with P190.

7.5.2. AS12 Assault Landing, Night.

7.5.2.1. Purpose: Continuation training for C-17 pilots

7.5.2.2. Description: See AFTTP 3-3.C-17, AFI 13-217, and AFI 11-2C-17v3

7.5.2.3. OPR: AMC/A3T/A3D

7.5.2.4. Training Media: Aircraft or WST

7.5.2.5. Instructor: Not required for continuation training

7.5.2.6. Additional Information: Non-NVG, tactical night ingress and landing at a small austere airfield. In order to credit the event, use the runway size and marking criteria as defined in "ALZ Size Requirements" within AFI 11-2C-17v2 . OG/CCs may approve landings to marked landing zones on larger runways. This event may be logged in conjunction with an ITS or BTS. Dual log with P190, P192, and AS11. Do not dual log with NV49.

7.5.3. AS21 Heavy Weight Full Flap and AS22 Heavy Weight Full Flap, Night.

7.5.3.1. Purpose: Continuation training for C-17 pilots

7.5.3.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.5.3.3. OPR: AMC/A3T/A3D

7.5.3.4. Training Media: Aircraft or WST

7.5.3.5. Instructor: Not required for continuation training

7.5.3.6. Additional Information: To credit AS21 or AS22, the aircraft weight must be at least 450,000 lbs at touchdown and must be flown to a 500' zone on a long runway (non-LZ) or LZ; pilots (FPQs) must accomplish Pilot Flying duties once per quarter (no minimum weight requirement). A 500' zone of any long runway (non-LZ), which simulates an LZ touchdown zone, must be pre-briefed and visually identifiable, and the landing should be made following LZ landing procedures. When done in the simulator, the aircraft weight must be at least 470,000 lbs. Dual log AS21 with P190, AS11, NV48, NV49, AS22, when applicable. Dual log AS22 with P190, P192, AS11, AS12, NV48, NV49, AS21, when applicable.

7.6. Navigation & Individual Proficiency ("B") Training Events. Not used

7.7. Miscellaneous ("C", "E", "FE").

7.7.1. C040 Mobility Folder Review.

7.7.1.1. Purpose: Event to track preparedness and ancillary training

7.7.1.2. Description: The unit commander ensures unit personnel prepare for deployment (non-aircrew duties) in accordance with this AFI, AFMAN 10-401v2, and AFI 36-507.

7.7.1.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers

7.7.1.4. Additional Information: See AFI 10-403, *Deployment Planning and Execution*. Frequency of this event will be determined by the unit. Additionally, loadmasters are exempt from the Pallet Buildup/Cargo Preparation requirements. No restrictions to aircrew status or operational missions **Exception**: Must be complete to deploy on CED orders.

7.7.2. E030 Passport.

7.7.2.1. Purpose: Track passport expiration dates for crewmembers

7.7.2.2. Description: It is AMC policy for all crewmembers to have a current Official US passport in order to comply with country entry requirements specified in the Foreign Clearance Guide.

7.7.3. E035 Secondary Passport**.**

7.7.3.1. Purpose: Track secondary passport expiration dates for crewmembers.

7.7.3.2. Description: As required for unit mission. Primary use is for visa application.

7.7.4. E112 Information Protection.

7.7.4.1. Purpose: Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This training replaces: Information Security (INFOSEC); NATO Security; E100--Information Assurance (IA); Records Management; Privacy Act; and Freedom of Information Act. Training can be located at the Air Force Portal **https://www.my.af.mil/faf/FAF/fafHome.jsp** /Top Viewed: Training/ADLS.

7.7.5. E113 Human Relations.

7.7.5.1. Purpose: See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This training replaces Combat Trafficking and Suicide Awareness and Violence Prevention (SVAT). Combating Trafficking in Persons (must complete this section prior to SVAT being able to open). Training can be located at the Air Force Portal **https://www.my.af.mil/faf/FAF/fafHome.jsp** /Top Viewed: Training/ADLS.

7.7.6. E114 Force Protection.

7.7.6.1. Purpose: See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This program replaces G110, Level 1 Antiterrorism Training. Training can be located at the Air Force Portal **https://www.my.af.mil/faf/FAF/fafHome.jsp/Top** Viewed: Training/ADLS.

7.8. Flight Surgeon ("FF").

7.8.1. FF00 Total Flight Surgeon Sortie

7.8.1.1. Purpose: Ensure that Flight Surgeons maintain minimum currency requirements.

7.8.1.2. Description: 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. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 calendar days. To maintain currency, time between flights must not be more than 60 calendar days.

7.8.2. FF11 Primary Day Flight Surgeon Sortie

7.8.2.1. Purpose: Ensure that Flight Surgeons maintain day time currency in primary assigned aircraft.

7.8.2.2. Description: 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. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 calendar days.

7.8.3. FF12 Primary Night Flight Surgeon Sortie

7.8.3.1. Purpose: Ensure that Flight Surgeons maintain night time currency in primary assigned aircraft.

7.8.3.2. Description: 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. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft or deployed away from their primary unit for more than 90 calendar days. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401. This event may be dual logged with FF11 if any provisions in **Table 4.5**, note 10 are met.

7.9. Formation Departure/Recovery (F) Events.

7.9.1. F080 AD Visual Wing.

7.9.1.1. Purpose: Continuation training for airdrop-qualified pilots

7.9.1.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.9.1.3. OPR: AMC/A3T/A3D

7.9.1.4. Training Media: Aircraft or WST

7.9.1.5. Instructor: Not required for continuation training

7.9.1.6. Additional Information: DMT/DMO is required to log this event in the WST.

7.9.2. F100 AD Visual Night Wing.

7.9.2.1. Purpose: Continuation training for airdrop-qualified pilots

7.9.2.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.9.2.3. OPR: AMC/A3T/A3D

7.9.2.4. Training Media: Aircraft

7.9.2.5. Instructor: Not required for continuation training

7.9.3. F110 AD SKE/FFS Lead.

7.9.3.1. Purpose: Continuation training for airdrop-qualified pilots

7.9.3.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.9.3.3. OPR: AMC/A3T/A3D

7.9.3.4. Training Media: Aircraft or WST

7.9.3.5. Instructor: Not required for continuation training

7.9.4. F130 AD SKE/FFS Wing.

7.9.4.1. Purpose: Continuation training for airdrop-qualified pilots

7.9.4.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.9.4.3. OPR: AMC/A3T/A3D

7.9.4.4. Training Media: Aircraft or WST

7.9.4.5. Instructor: Not required for continuation training

7.9.5. F135 AD Multi-Element SKE/FFS.

7.9.5.1. Purpose: Continuation training for airdrop-qualified pilots

7.9.5.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.9.5.3. OPR: AMC/A3T/A3D

7.9.5.4. Training Media: Aircraft or WST

7.9.5.5. Instructor: Not required for continuation training

7.9.5.6. Additional Information: Multi-element SKE airdrop mission comprised of at least two aircraft split into two elements. Mission will include takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery.

7.9.6. F136 AD Multi-Element Visual.

7.9.6.1. Purpose: Continuation training for airdrop-qualified pilots

7.9.6.2. Description: See AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.9.6.3. OPR: AMC/A3T/A3D

7.9.6.4. Training Media: Aircraft or WST

7.9.6.5. Instructor: Not required for continuation training

7.9.6.6. Additional Information: Multi-element visual airdrop mission comprised of at least two aircraft split into two elements. Mission will include takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery. Do not log in WST unless during DMT/DMO mission linked with another C-17.

7.10. Ground Training ("G") Training Events.

7.10.1. Records and Documentation. Units should use AF IMT 1522, *ARMS Additional Training Accomplishment Input*, or a locally developed accomplishment report, to record training accomplishments. Small arms training will be recorded on AF Form 522, USAF Ground Weapons Training Data as prescribed by AFI 36-2226, *USAF Ground Weapons Training Data*. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. If additional forms are required, see AFI 33-360, *Publications and Forms Management*, for guidance.

7.10.2. G002 Aircraft Marshaling Training and Examination.

7.10.2.1. Purpose: To ensure crewmembers understand proper marshaling procedures to prevent aircraft taxi incidents

7.10.2.2. Description: Review of AFI 11-218, *Aircraft Operations and Movement on the Ground*, followed by a 20-question test.

7.10.2.3. OPR: AMC/A3T

7.10.2.4. Unit: TS Contractor/ Squadron

7.10.2.5. Additional Information: Conducted during formal school academics upon the first assignment to aircrew duties requiring knowledge of marshaling signals. NMR crew members that complete this event during initial qualification training do not need to re-accomplish it at the first duty station. However, qualified MR crewmembers transferring between units will require re-completion of Aircraft Marshaling Training and Examination (i.e. PCS from Charleston to Hickam).

7.10.3. G003 Flightline Security and Drivers Examination.

7.10.3.1. Purpose: To ensure crewmembers understand proper flightline driving and security procedures. Aircrew members who are required to drive on the flightline must receive this course.

7.10.3.2. Description: Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also includes a briefing by the airfield management or security forces covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

7.10.3.3. OPR: AMC/A3A/SFO Unit: Chief, Airfield Management and Flightline Constable

7.10.3.4. Additional Information: Unit commanders determine the required number of crew members authorized to drive on the flightline.

7.10.4. Flight Physical.

7.10.4.1. Purpose: Ensure that aircrew members are physically fit to perform aircrew duties

7.10.4.2. Description: Description: IAW AFI 44-170, flight physicals become due 366 calendar days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 calendar days.

7.10.4.3. OPR: AMC/SG

7.10.5. Physiological Training.

7.10.5.1. Purpose: Familiarize aircrew members with physiological conditions associated with aircrew duties.

7.10.5.2. Refer to AFI 11-403 for description and requirements.

7.10.5.3. OPR: AFMSA/SG3PT

7.10.6. G007 Flight Records Review.

7.10.6.1. Purpose: Event to track crewmember's review of their flight records

7.10.6.2. Description: Governed by AFI 11-401.

7.10.7. G010 Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) Training.

7.10.7.1. Purpose: Train Airmen to successfully survive and fight in a Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) environment while wearing ground crew individual protective equipment.

7.10.7.2. Description: Academic and hands-on training with ground crew protective equipment components. G284, CBRNE Defense Awareness Course must be completed within prior to attendance of G010.

7.10.7.3. OPR: HQ AMC/A7O or MAJCOM/CEX.

7.10.7.4. Curriculum Development: HQ AFCESA/CEX and local civil engineering readiness flight.

7.10.7.5. Instructor: Qualified disaster preparedness personnel (Civil Engineering Readiness Flight)

7.10.7.6. Training media: Lecture, accompanied by hands-on training with the ground crew protective equipment.

7.10.8. G050 Primary Nuclear Airlift Force (PNAF) Training.

7.10.8.1. Purpose: Continuation training for PNAF-qualified crewmembers

7.10.8.2. Description: See AFI 11-237

7.10.8.3. OPR: AMC/A3T

7.10.9. G055 Emergency Nuclear Airlift Force (ENAF) Training.

7.10.9.1. Purpose: Gives active duty airlift aircrews familiarity in the procedures for handling, protecting, and moving weapons of mass destruction during contingencies.

7.10.9.2. Description: One time training, given at the FTU, that provides active duty crewmembers information concerning the emergency movement of nuclear weapons.

7.10.9.3. OPR: AMC/A3T; Curriculum Development: TS contractor

7.10.9.4. Training Media: Academics for all active duty crewmembers. Loadmasters require load training using an aircraft, cargo compartment trainer, or cargo load model.

7.10.9.5. Instructor: TS contractor.

7.10.9.6. Additional information: See AFI 11-237.

7.10.10. G060 Tactics.

7.10.10.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.10.10.2. Description: G060 will be administered using courseware developed by individual Wing Tactics shops. The course is based on information found in AFTTP 3-1.C-17, AFTTP 3-3, and AFI 11-2C-17v1 as well as any other documents pertaining to

the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC.

7.10.10.3. OPR: HQ AMC/A3D; Curriculum Development: HQ AMC/A3D

7.10.10.4. Training Media: Interactive lecture. Power Point presentation

7.10.10.5. Instructor: Rated Instructor Required. Instructor will be a graduate of the USAF Weapons School, the Combat Aircrew Tactics School/Mobility Electronic Countermeasures Officer Course (CATS/MECOC), or the AATTC Aircrew Course.

7.10.10.6. Additional Information: Tactics Instructors who teach G060 may credit their G060 semiannual requirement. 57 WPS (WIC) instructors, cadre and students may credit G060 with completion of formal weapons course syllabus instruction.

7.10.11. G070 Aircrew Intelligence.

7.10.11.1. Purpose: Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.10.11.2. Description: Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA).

7.10.11.3. OPR: AMC/A2T; Curriculum Development: AMC/A2T, with tailoring by unit intelligence personnel.

7.10.11.4. Instructors: Certified Unit Intelligence Trainer.

7.10.11.5. Training Media: Lecture.

7.10.11.6. Additional Information: 57 WPS (WIC) instructors, cadre, and students may credit G070 with completion of formal weapons course syllabus instruction.

7.10.12. G080 Communications Procedures.

7.10.12.1. Purpose: To ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements.

7.10.12.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training should cover: Authentication procedures, OPLAN-8010 (if applicable), IFF/SIF codes, code loading devices (e.g., SKL, etc), equipment operation, AFSIR, HAVE QUICK, Flight Information Handbook (FIH), KY-58, COMBAT TRACK II, SECURE VOICE Radio, AMCH 33-1, Aircrew Communications Handbook, L-Band SATCOM (if applicable), COMSEC user requirements, (including and other communications information pertinent to unit). Reference: AFI 33-201, Volume 2 Communication Security (COMSEC) User Requirements.

7.10.12.3. OPR: MAJCOM: HQ AMC/A3T/A3A/CPSS/STSP

7.10.12.4. Unit: TS contractor, Combat Crew Communications, COMSEC responsible officer (CRO), and wing, operations group, and squadron training personnel.

7.10.12.5. Training Aids: AF Form 4168, COMSEC Responsible Officer and User Training Checklist.

7.10.12.6. Instructor: Wing, operations group, and squadron training personnel, if instructor led and Combat Crew Communications.

7.10.13. G090 Anti-Hijacking.

7.10.13.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.10.13.2. Description: This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]*, and a criterion test.

7.10.13.3. OPR: MAJCOM: HQ AMC/A3T and A7S

7.10.13.4. Unit: TS Contractor; Curriculum development: TS Contractor

7.10.13.5. Media: Included in Phase Continuation Computer Based Training Lessons

7.10.13.6. Training Aids: AFI 13-207 and TS-developed criterion test

7.10.14. G100 Laws of Armed Conflict (LOAC).

7.10.14.1. Purpose: Ensure crewmembers understand LOAC

7.10.14.2. Description: This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to the Hague and Geneva Conventions. If units choose, this may be accomplished via CBT.

7.10.14.3. OPR: USAF/JAO; Curriculum Development: Unit

7.10.14.4. Training Media: Lecture, but may be CBT.

7.10.14.5. Instructor: Wing assigned legal officer or unit intelligence officer

7.10.14.6. Additional Information: May be conducted during G070. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting JA's scripted briefing. See AFI 51- 401, *Training and Reporting to Ensure Compliance With the Law of Armed Conflict.*

7.10.15. **G120 ISOPREP Review.**

7.10.15.1. Purpose: Generate (if necessary), review, and ensure accuracy of crewmembers' DD Form 1833, *Isolated Personnel Report*.

7.10.15.2. Description: Review of isolated personnel report (ISOPREP). May be completed during an aircrew's G070-Aircrew Intelligence Training (AIT). All crewmembers will maintain a digital ISOPREP in Personnel Recovery Management System (PRMS), IAW Joint Personnel Recovery Agency (JRPA) guidance. Once printed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded

according to AFI 14-105, Unit Intelligence Mission and Responsibilities. Frequency in cited references is annual review, while MAF aircrews standardize at prescribed rate in **Table 4.2** and at least every 180 calendar days. During employment operations, personnel will review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter.

7.10.15.3. OPR: HQ AMC/A2

7.10.15.4. Instructor: Unit intelligence officer will maintain individual ISOPREP information at: **https://prmsnatl.osc.acc.af.smil.mil/PRMS/Login/https://prmsnatl.osc.acc.af.smil.mil** / PRMS/Login/>start.aspx?ReturnUrl=%2Fprms%2Fdefault.aspx.

7.10.15.5. Additional Information. See JP-3-50, *Personnel Recovery*. Review of the crewmember's ISOPREP card within 90 calendar days prior to AEF deployments is mandatory.

7.10.16. **G130 Instrument Refresher Course (IRC).**

7.10.16.1. Purpose: To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.10.16.2. Description: Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. For units that receive contractor provided IRC on an annual basis or units that teach IRC on an annual basis with a certified IRC instructor, log IRC upon completion of the IRC course. However, the Instrument exam will be completed within the evaluation eligibility period. See the AFFSA website for current list of topics that must be addressed: **https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-ED-AF-96**

7.10.16.3. OPR: HQ AFFSA and HQ AMC/A3T; Curriculum Development: Air Force Flight Standards Agency (AFFSA) and unit

7.10.16.4. Training Media: Full academic lecture, web-based training or a CBT and a 1-hour (minimum) academic lecture. This short-version lecture will cover applicable USAF, MAJCOM, NAF, and MDS-specific "Hot Topics" and applicable techniques and procedures for C-17 aircraft. For the extended academic lecture, the USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements. The extended academic lecture is the preferred method of completion for this event. The CBT/short version lecture should be used sparingly. Additional support is available from HQ AMC/A3T. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their "IRC Roadshow."

7.10.16.5. Instructor: IRC-qualified instructor

7.10.17. G160 Overwater Navigation Procedures

7.10.17.1. Purpose: To provide instruction and review of procedures and restrictions for Atlantic and Pacific oceanic crossing and international airspace.

7.10.17.2. Description: The training will cover oceanic crossing requirements, contingencies, ACFP review, ETP, and RNP/RNAV.

7.10.17.3. Training Aids: G160–Overwater Navigation Procedures training located on the 7.50.4 AMC/A3TK CoP (HQ AMC/A3T hosts crewmember training information on web site: **https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AM-81**).

7.10.17.4. Instructor: Instructor led G160 presentation/discussion required for mission certification ground training. This is a one-time requirement.

7.10.17.5. OPR: HQ AMC/A3T

7.10.18. G182 Hazardous Cargo.

7.10.18.1. Purpose: To familiarize crewmembers with procedures and restrictions when carrying hazardous materials cargo.

7.10.18.2. Description: Complete TS contractor-provided CBT instruction reviewing aircrew hazardous procedures IAW AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments, Attachment 25.* Training should be designed to review aircrew hazardous materials, IAW AFMAN 24-204(I), AFJI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials* and AMCH 11-214, *Aircrew Hazardous Materials Handbook.*

7.10.18.3. OPR: HQ AMC/A3T

7.10.18.4. Additional Information: Complete the C-17 TS Hazardous Cargo CBT and end of lesson test annually during phase training and document it's completion in ARMS. The lesson includes hazardous classification, aircraft loading and passenger movement, packaging, tactical and contingency airlift, marking and labeling, placarding, documentation, compatibility, safety (including emergency response information), aircrew responsibility, flight plan procedures, remote parking requirements, and certification.

7.10.19. G190 Aircraft Servicing**.**

7.10.19.1. Purpose: To familiarize crewmembers with procedures and restrictions while ground refueling

7.10.19.2. Description: Accomplish aircraft refueling/defueling computer based training lesson. Initial training is conducted during formal school training utilizing CBT and the CCT. Annual CBT includes normal refueling procedures (quantity-select and high level), alternate method using overhead fuel panel (vs. SPR), defueling procedures, safety procedures, fire extinguisher training and emergency procedures training.

7.10.19.3. OPR: TS Contractor

7.10.20. G230 Crew Resource Management (CRM) Refresher.

7.10.20.1. Purpose: Mission-specific CRM continuation training class conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program,* and the MAJCOM supplement.

7.10.20.2. Description: Reinforces initial CRM training through an academic review of the common core subjects (according to AFI 11-290) with specific emphasis on an annual refresher topic. This training is normally conducted in a classroom with interactive exercises to facilitate small group dynamics (class size should be limited to encourage group discussion). However, it may be accomplished by a crew in conjunction with the CRM simulator.

7.10.20.3. OPR: MAJCOM: HQ AMC/A3T

7.10.20.4. Unit: TS contractor

7.10.20.5. Additional Information: G230 should be accomplished before G240, CRM Simulator. See AFI 11-290 and MAJCOM supplements.

7.10.21. G231 Initial Crew Resource Management (CRM) Training.

7.10.21.1. Purpose: Aircraft and crew-specific CRM training conducted according to AFI 11-290 and the MAJCOM supplement.

7.10.21.2. Description: Introduces common core subjects according to AFI 11-290. Initial CRM is accomplished at the FTU. Dual log the event with G230 for ARMS tracking purposes. Utilize the initial checkride completion date.

7.10.21.3. OPR: MAJCOM: HQ AMC/A3T

7.10.21.4. Unit: TS contractor

7.10.21.5. Additional Information: Initial training is normally conducted during formal school initial qualification training. Crew members upgrading in-unit must complete initial CRM training IAW AFI 11-290.

7.10.22. G240 Crew Resource Management (CRM) Simulator.

7.10.22.1. Purpose: To provide hands-on application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario.

7.10.22.2. Description: A linked CRM mission-oriented simulator training (MOST) lesson conducted according to AFI11-290 and the MAJCOM supplement. This event is normally conducted during phase training.

7.10.22.3. OPR: MAJCOM: HQ AMC/A3T

7.10.22.4. Unit: TS contractor or squadron instructor

7.10.22.5. Additional Information: Pilots may accomplish in conjunction with G230, CRM Refresher. For C-17, G230 and G240 are accomplished concurrently with quarterly phase training. If this lesson is not accomplished in the linked mode due to crew member availability or simulator maintenance, document the full explanation in TMS. Loadmasters may dual log this event in conjunction with G261-264 or G266-269 if accomplished in the linked mode with a full crew complement. If not accomplished in the linked mode, loadmasters will be required to participate as an additional crewmember in the WST during the mission scenario (Day 2) of any G261-264 or G266-269 event that includes full crew complement. CRM simulator instructors will use AF Form 4031, CRM Skills Criteria Training/Evaluation Form or other

MAJCOM approved CRM assessment form to critically evaluate and document student CRM skills. Provide this feedback to the students and forward AF FORM 4031 trend data to AMC CRM Program Manager for trend analysis dissemination IAW AFI 11-290.

7.10.23. **G250 Quarterly Proficiency Simulator**

7.10.23.1. Purpose: To improve pilot proficiency

7.10.23.2. Description: Training profile may include CRM, formation, events included in a M070, Instructor Tactical Sortie (ITS), flight procedures listed in AFMAN 11-217, corrective action training, etc. Units may develop process to utilize this profile to satisfy pre-deployment training or flying training in **Table 4.4**.

7.10.23.3. OPR: HQ AMC/A3T

7.10.23.4. Unit: TS Contractor

7.10.23.5. Curriculum Development: OG/CC (or designated representative)

7.10.24. G255 Interior Safety Inspection (ISI) Simulator.

7.10.24.1. Purpose: LM simulator training focused on the ISI and emergency procedures

7.10.24.2. Description: This event is conducted in the WST or CSS and includes preflight procedures and emergency procedures (APU Fire, Loop Failure, Ground Evacuation, etc.)

7.10.24.3. OPR: HQ AMC/A3T

7.10.24.4. Unit: TS Contractor

7.10.24.5. Curriculum Development: TS Contractor

7.10.24.6. Additional Information: This event is not conducted in conjunction with continuation phase training to allow scheduling flexibility. This event may be completed at any time during the calendar year. Consider this event as a phase training simulator lesson when determining waiver authority. Eligibility start for the ISI commences 1 January of the calendar year following completion of the Initial Qual course.

7.10.25. G251 C-17 Airland CBTs Phase 1 (Jan - Mar).

7.10.25.1. Purpose: Continuation training for all C-17 crewmembers

7.10.25.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.25.3. OPR: HQ AMC/A3T

7.10.25.4. Unit: TS Contractor

7.10.25.5. Curriculum Development: TS Contractor

7.10.25.6. Additional Information: The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs: G182 Hazardous Cargo (Pilots)

7.10.26. G252 C-17 Airland CBTs Phase 2 (Apr - Jun).

7.10.26.1. Purpose: Continuation training for all C-17 crewmembers

7.10.26.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.26.3. OPR: HQ AMC/A3T

7.10.26.4. Unit: TS Contractor

7.10.26.5. Curriculum Development: TS Contractor

7.10.26.6. Additional Information: The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs: G090 Anti-Hijacking (Pilots)

7.10.27. G253 C-17 Airland CBTs Phase 3 (Jul - Sep).

7.10.27.1. Purpose: Continuation training for all C-17 crewmembers

7.10.27.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.27.3. OPR: HQ AMC/A3T

7.10.27.4. Unit: TS Contractor

7.10.27.5. Curriculum Development: TS Contractor

7.10.27.6. Additional Information: The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs: G090 Anti-Hijacking (Loadmasters), and G190 Aircraft Servicing

7.10.28. G254 C-17 Airland CBTs Phase 4 (Oct - Dec).

7.10.28.1. Purpose: Continuation training for all C-17 crewmembers

7.10.28.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.28.3. OPR: HQ AMC/A3T

7.10.28.4. Unit: TS Contractor

7.10.28.5. Curriculum Development: TS Contractor

7.10.28.6. Additional Information: The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs: G182 Hazardous Cargo (Loadmasters)

7.10.29. G256 C-17 Airdrop CBTs Phase 1 (Jan - Mar).

7.10.29.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers

7.10.29.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.29.3. OPR: HQ AMC/A3T

7.10.29.4. Unit: TS Contractor

7.10.29.5. Curriculum Development: TS Contractor

7.10.30. G257 C-17 Airdrop CBTs Phase 2 (Apr - Jun).

7.10.30.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers

7.10.30.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.30.3. OPR: HQ AMC/A3T

7.10.30.4. Unit: TS Contractor

7.10.30.5. Curriculum Development: TS Contractor

7.10.31. G258 C-17 Airdrop CBTs Phase 3 (Jul - Sep).

7.10.31.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers

7.10.31.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.31.3. OPR: HQ AMC/A3T

7.10.31.4. Unit: TS Contracter

7.10.31.5. Curriculum Development: TS Contractor

7.10.32. G259 C-17 Airdrop CBTs Phase 4 (Oct - Dec).

7.10.32.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers

7.10.32.2. Description: The primary method of instruction in the C-17. Annual written examinations are incorporated in phase training CBTs.

7.10.32.3. OPR: HQ AMC/A3T

7.10.32.4. Unit: TS Contractor

7.10.32.5. Curriculum Development: TS Contractor

7.10.33. G261 C-17 Airland Refresher Simulator, Phase 1 (Jan - Mar).

7.10.33.1. Purpose: Continuation training for C-17 crewmembers

7.10.33.2. Description: The primary method of training in the C-17

7.10.33.3. OPR: HQ AMC/A3T

7.10.33.4. Unit: TS Contractor

7.10.33.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.34. G262 C-17 Airland Refresher Simulator, Phase 2 (Apr - Jun).

7.10.34.1. Purpose: Continuation training for C-17 crewmembers

7.10.34.2. Description: The primary method of training in the C-17

7.10.34.3. OPR: HQ AMC/A3T

7.10.34.4. Unit: TS Contractor

7.10.34.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.34.6. Additional Information: The following required continuation training events are accomplished and may be dual logged upon completion of this phase: G240 CRM Refresher.

7.10.35. G263 C-17 Airland Refresher Simulator, Phase 3 (Jul - Sep).

7.10.35.1. Purpose: Continuation training for C-17 crewmembers

7.10.35.2. Description: The primary method of training in the C-17

7.10.35.3. OPR: HQ AMC/A3T

7.10.35.4. Unit: TS Contractor

7.10.35.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.36. G264 C-17 Airland Refresher Simulator, Phase 4 (Oct - Dec).

7.10.36.1. Purpose: Continuation training for C-17 crewmembers

7.10.36.2. Description: The primary method of training in the C-17

7.10.36.3. OPR: HQ AMC/A3T

7.10.36.4. Unit: TS Contractor

7.10.36.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.37. G266 C-17 Airdrop Refresher Simulator, Phase 1 (Jan - Mar).

7.10.37.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.10.37.2. Description: The primary method of training in the C-17

7.10.37.3. OPR: HQ AMC/A3T

7.10.37.4. Unit: TS Contractor

7.10.37.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.38. G267 C-17 Airdrop Refresher Simulator, Phase 2 (Apr – Jun).

7.10.38.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.10.38.2. Description: The primary method of training in the C-17

7.10.38.3. OPR: HQ AMC/A3T

7.10.38.4. Unit: TS Contractor

7.10.38.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.39. G268 C-17 Airdrop Refresher Simulator, Phase 3 (Jul - Sep).

7.10.39.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.10.39.2. Description: The primary method of training in the C-17

7.10.39.3. OPR: HQ AMC/A3T

7.10.39.4. Unit: TS Contractor

7.10.39.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.40. G269 C-17 Airdrop Refresher Simulator, Phase 4 (Oct - Dec).

7.10.40.1. Purpose: Continuation training for airdrop-qualified crewmembers

7.10.40.2. Description: The primary method of training in the C-17

7.10.40.3. OPR: HQ AMC/A3T

7.10.40.4. Unit: TS Contractor

7.10.40.5. Curriculum Development: AMC/A3T, A3D, A3V, 97 TRS, Wing Training, Wing Tactics, and TS Contractor

7.10.41. G280 Small Arms Training.

7.10.41.1. Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.10.41.2. Description: Course will meet the requirements of AFI 36-2226. Units will use AFI 31-207, *Arming and Use of Force by Air Force Personnel*, Attachment 7 to instruct "Use of Force" training.

7.10.41.3. OPR: HQ AMC/A7F

7.10.41.4. Curriculum Development: Wing Combined Arms Training Maintenance (CATM).

7.10.41.5. Instructor: Qualified Security Forces Squadron combat arms instructor

7.10.41.6. Additional Information: 62 OG/CC determines currency requirements for PNAF-qualified aircrew members to ensure compliance with AFI 31-207 Attachment 2 guidance and AFI 36-2226 currency requirements which may be more restrictive. In accordance with AFI 36-2226, "MAJCOMs may link Group A aircrew firearms qualification training to an aircrew ground training cycle program with a training frequency not to exceed 24 months." Active duty aircrew will follow requirements in **Table 4.2**. ANG/AFRC see AFI 36-2226 for ARC guidance.

7.10.42. G294 Instrument Simulator Sortie (ISS).

7.10.42.1. Purpose: Simulator training focused on preparing pilots for aircraft commander upgrade.

7.10.42.2. Description: ISS lessons focus primarily on instrument, air refueling and assault landing pilot flying duties to prepare for aircraft commander upgrade and the Pilot Checkout Course (PCO). This quarterly training includes a review of boldface procedures, three instrument approaches (minimum), procedure turn or track (including entry), a no-HUD approach, windshear, and crosswind approach and landing, missed approach, 3-engine approach and landing or nonstandard slat and flap approach and

landing, and 3-engine missed approach. Not required for aircraft commanders or PCO graduates. The intent is to spread these minimum events across two ISS lessons to enable additional currency/proficiency events to be accomplished IAW the MPD upgrade process, with one ISS placing greater emphasis on AR and tactics. Instructors will include comments on strengths, weaknesses, and recommendations for improvements and upgrade in TMS. Cannot be dual logged with phase training or the qualification/instrument evaluation.

7.10.42.3. OPR: HQ AMC/A3T

7.10.42.4. Unit: TS Contractor

7.11. Aircrew Flight Equipment Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs. Refer to AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for course descriptions.

7.11.1. LL01 Aircrew Flight Equipment Familiarization

7.11.1.1. Purpose: To ensure all crewmembers are familiar with C-17 aircrew flight equipment and are able to identify, locate and utilize appropriate emergency equipment.

7.11.1.2. Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. Units may combine with Local Area Survival (SS01).

7.11.1.3. OPR: HQ AMC/A3T.

7.11.1.4. Unit: Squadron Aircrew Flight Equipment.

7.11.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.1.6. Instructor: Qualified Aircrew Flight Equipment Instructor.

7.11.1.7. Training Aids: IBT with AFE training aids.

7.11.1.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.2. LL03 Emergency Egress Training, Non-Ejection Seat.

7.11.2.1. Purpose: Understand aircraft egress procedures.

7.11.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202, Vol 3.

7.11.2.3. OPR: HQ AMC/A3T.

7.11.2.4. Unit: Squadron Aircrew Flight Equipment.

7.11.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.2.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.11.2.7. Training Aids: Aircraft and IBT with AFE training aids.

7.11.2.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.3. LL04 Aircrew Chemical Defense Training (ACDT).

7.11.3.1. Purpose: Understand Aircrew Chemical Defense procedures.

7.11.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first or second generation ACDE or Aircrew Eye/Respiratory Protection (AERP) equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate ACCA decontamination processing procedures.

7.11.3.3. Crewmembers who accomplish initial ACDT at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. Units will not combine this training with G010, CBRN training.

7.11.3.4. OPR: HQ AMC/A3T.

7.11.3.5. Unit: Squadron Aircrew Flight Equipment

7.11.3.6. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.3.7. Instructor: Aircrew Flight Equipment instructor.

7.11.3.8. Training Aids: IBT with AFE training aids.

7.11.3.9. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.4. LL05 Egress Training, w/ACDE.

7.11.4.1. Purpose: Understand Egress Training with ACDE.

7.11.4.2. Description: Evaluates the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.11.4.3. OPR: HQ AMC/A3T.

7.11.4.4. Unit: Squadron Aircrew Flight Equipment.

7.11.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.4.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.11.4.7. Training Aids: Aircraft and IBT with AFE training aids.

7.11.4.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11.5. LL06 Aircrew Flight Equipment Training (AFET).

7.11.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.11.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

7.11.5.3. OPR: HQ AMC/A3T.

7.11.5.4. Unit: Squadron Aircrew Flight Equipment.

7.11.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.5.6. Instructor: Aircrew Flight Equipment instructor.

7.11.5.7. Training Aids: IBT with AFE training aids.

7.11.5.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.12. Mission Specific ("M").

7.12.1. M010 Proficiency Sortie**.**

7.12.1.1. Purpose: Continuation training for loadmasters

7.12.1.2. Description: Preflight or through-flight inspection as well as in-flight duties

7.12.1.3. OPR: AMC/A3T

7.12.1.4. Training Media: Aircraft

7.12.1.5. Instructor: Not required for continuation training

7.12.1.6. Additional Information: Two loadmasters (ML) may log a proficiency sortie on all flights. If more than two loadmasters log primary time include justification on the back of the 781.

7.12.2. **M030 Oceanic Sortie**.

7.12.2.1. Purpose: To ensure crews are proficient in oceanic procedures and to familiarize crewmembers with evolving ATC and 618th AOC (TACC) procedures necessary for worldwide mobility taskings.

7.12.2.2. Description: Sortie includes primary aircrew logging a take-off (P020) or landing (P190) outside the 48 contiguous states of the CONUS associated with a procedural oceanic crossing as well as a review of oceanic procedures and overseas (non-FAA) airspace regulations. Airspace considerations (MNPS, RNAV/RNP, AP1/2/3/4,

etc.) for the intended route of flight will also be covered as well as a review of associated documents (to include but not limited to the MNPSA Manual, a sample NAT Track Message, North American Routes, and the North Atlantic European Routing System). Crewmembers must also review oceanic re-routing procedures. Discussions must emphasize critical CRM activities associated with a re-route, with a focus on updating the master oceanic log, the oceanic plotting chart and the FMS. **NOTE:** OG/CC may elect to substitute a CONUS sortie, coupled with an extensive review of oceanic navigation procedures, for the procedural oceanic obligation when aircraft requirements or crewmember availability is insufficient for accomplishing the oceanic sortie requirement. Consecutive CONUS sortie substitutions are not permitted. **NOTE:** OG/CC at OCONUS units may allow accomplishment of an off station sortie which includes a takeoff (P020) or landing (P190) at a location other than home station. In all cases aircrew members are still required to review airspace and oceanic crossing procedures. **NOTE:** Crewmembers performing instructor or evaluator duties may log M030 provided appropriate airspace and oceanic procedures are instructed/evaluated during the sortie.

7.12.2.3. OPR: AMC/A3T

7.12.2.4. Training Media: Aircraft

7.12.2.5. Instructor: Not required for continuation training

7.12.3. M040 PNAF Sortie.

7.12.3.1. Purpose: Actual or continuation training nuclear airlift missions for PNAF-qualified crewmembers

7.12.3.2. Description: A sortie generated to transport or simulate the transport of nuclear weapons or nuclear-related material.

7.12.3.3. OPR: AMC/A3N

7.12.3.4. Training Media: Aircraft

7.12.3.5. Instructor: Not required for continuation training

7.12.3.6. Additional Information: To credit a PNAF sortie, one actual or simulated onload or offload of nuclear weapons or components and a transfer of custody is required. Additionally, must include pre-mission planning, crew briefing, and mission briefing and loading/unloading operations with host installation personnel (not applicable for AFRC/ANG).

7.12.4. M050 Basic Tactical Sortie.

7.12.4.1. Purpose: A tactical sortie that should be planned and flown on a local training sortie by a basic crew

7.12.4.2. Description: A BTS plan must include at least three of the following sub-events to log the event:

7.12.4.2.1. Low-level Route, Tactical Ingress, LZ Ground Operations or NVG Ground Operations ALZ or NVG Landing, Tactical Egress (High or Low Profile)

7.12.4.3. OPR: AMC/A3T

7.12.4.4. Training Media: Aircraft

7.12.4.5. Instructor: Not required

7.12.5. M055 Day Low-Level Route.

7.12.5.1. Purpose: Continuation training for pilots

7.12.5.2. Description: An approved Military Training Route (MTR) flown at or below MSA (VMC) or planned IFR (IMC) altitude, outside the airfield environment. Low-Levels accomplished on other than approved MTRs will be IAW local guidance, usually approved by wing OSK (or equivalent).

7.12.5.3. OPR: AMC/A3T, A3D

7.12.5.4. Training Media: Aircraft or WST

7.12.5.5. Instructor: Not required

7.12.5.6. Additional Information: The intent of Low-Level training is to accomplish the following:

7.12.5.6.1. Mission Planning and route study IAW AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.12.5.6.2. Time control to entry and exit

7.12.5.6.3. Effective use of CRM to manage terrain clearance and mission tasks

7.12.5.6.4. Practice threat mitigation and reactions IAW AFTTP 3-1.C17

7.12.5.6.5. A Day Low-Level route should be planned to terminate at an airfield, LZ or DZ. Pilots must fly at least a 10-minute leg to log the event. May be flown single ship or in formation, and may be logged by both PF and PM and in conjunction with a BTS, ITS, or Phase Simulator Training.

7.12.6. M060 Theater Indoctrination.

7.12.6.1. Purpose: Provide crewmembers the necessary training to safely operate in a specified theater.

7.12.6.2. Description: Units will ensure aircrews are trained for specific theater flight operations. As a minimum, this training will include a thorough review of theater unique instrument requirements and procedures, the use of non-DoD instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures (e.g. SPINS, Aviation Unit Prep Messages, reporting instructions, etc), and host nation agreements.

7.12.6.3. For PACAF and USAFE crewmembers, this training includes theater orientation and unit indoctrination. It can be used by PACAF and USAFE to prepare newly assigned crewmembers for the unit's operational mission. Each newly assigned crewmember will complete a theater indoctrination program prior to attaining MR status. Units will ensure crewmembers receive this training at home station or in theater. Units do not have to repeat any training normally provided in theater.

7.12.6.4. OPR: MAJCOM/A3T (or equivalent) in coordination with unit OSTs.

7.12.6.5. Additional Information: This training may be dual logged with other events if the requirements for both M060 and the individual events are accomplished.

7.12.7. M070 Instructor Tactical Sortie (ITS).

7.12.7.1. Purpose: A local training sortie will be planned and flown under the supervision of an instructor pilot

7.12.7.2. Description: The intent of an ITS is to provide FPQs and CPs with pilot-flying experience to the maximum extent possible commensurate with their qualification. This includes mission planning, briefing, and management. As a minimum, an ITS will include 4 of the following:

7.12.7.2.1. Low level

7.12.7.2.2. Tactical departure and high/low tactical arrival

7.12.7.2.3. A landing at a Landing Zone (LZ) or NVG landing

7.12.7.2.4. LZ ground operations or NVG ground operations

7.12.7.2.5. NVG Instrument Approach

7.12.7.2.6. NVG Assault Landing

7.12.7.2.7. Air Refueling

7.12.7.3. OPR: AMC/A3T, A3D

7.12.7.4. Training Media: Aircraft

7.12.7.5. Instructor: Required

7.12.7.6. Additional Information: IP/EPs may credit the ITS while performing instructor duties. (See AFTTP 3-1.C-17 and AFTTP 3-3.C-17 for further descriptions). Accomplish the planning session with an instructor. Should the ITS be incomplete, credit on completing the last required maneuver on another local sortie with an instructor.

7.13. NVG ("NV").

7.13.1. NV00 NVG Low Level.

7.13.1.1. Purpose: Continuation training for pilots during periods between the end of evening civil twilight and the beginning of morning civil twilight (American Air Almanac) using Night Vision Goggle (NVG) procedures.

7.13.1.2. Description: An approved Military Training Route (MTR), flown at or below MSA (VMC) or planned IFR (IMC) altitude, outside the airfield environment. NVG Low-Levels accomplished on other than approved MTRs will be IAW local guidance, usually approved by wing OSK (or equivalent).

7.13.1.3. OPR: AMC/A3T, A3D

7.13.1.4. Training Media: Aircraft or WST

7.13.1.5. Instructor: Not required

7.13.1.6. Additional Information: The intent of Low-Level training is to accomplish the following:

7.13.1.6.1. Mission Planning and route study IAW AFTTP 3-3.C-17 and AFI 11-2C-17v3

7.13.1.6.2. Time control to entry and exi

7.13.1.6.3. Effective use of CRM to manage terrain clearance and mission tasks

7.13.1.6.4. Practice threat mitigation and reactions IAW AFTTP 3-1.C17

7.13.1.6.5. A NVG Low-Level route should be planned to terminate at an airfield, LZ or DZ. Pilots must fly at least a 10-minute leg to log the event. May be flown single ship or in formation, and may be logged by both PF and PM and in conjunction with a BTS, ITS, or Phase Simulator Training. Dual log with M055.

7.13.2. NV03 NVG Ground Refresher Training.

7.13.2.1. Purpose: Provides refresher training on the proper use of NVGs and their limitations.

7.13.2.2. Description: Course of instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-17 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course will include any local hazards or limiting factors for NVG operations.

7.13.2.3. OPR: AMC/A3T

7.13.2.4. Curriculum Development: Armstrong Laboratory, AMC/A3T/AD, and local unit.

7.13.2.5. Training Media: Academic Instruction.

7.13.2.6. Instructor: Any NVG qualified instructor

7.13.3. NV18 NVG Airdrop Event.

7.13.3.1. Purpose: An airdrop event or procedure while operating on NVGs.

7.13.3.2. Description: Course of instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-17 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course will include any local hazards or limiting factors for NVG operations. See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFI 11-2C-17v3 for NVG airdrop procedures.

7.13.3.3. OPR: AMC/A3T, A3D; Curriculum Development: Armstrong Laboratory, AMC/A3T/A3D, and local unit.

7.13.3.4. Training Media: Aircraft or WST

7.13.3.5. Instructor: Not required for continuation training

7.13.3.6. Additional Information: Directed by AFI 11-202v1. Loadmasters may use NVGs during airdrop IAW AFI 11-2C-17v3 to aid in determining the status of the load, the drogue parachute, CDS release gates, etc. Dual log with AD01.

7.13.4. NV47 NVG Takeoff.

7.13.4.1. Purpose: Continuation training for pilots

7.13.4.2. Description: A takeoff accomplished with NVGs. See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFI 11-2C-17v3 for NVG takeoff procedures

7.13.4.3. OPR: AMC/A3T, A3D

7.13.4.4. Training Media: Aircraft or WST

7.13.4.5. Instructor: Not required for continuation training

7.13.4.6. Additional Information: Dual log with P020.

7.13.5. NV48 NVG Landing.

7.13.5.1. Purpose: Continuation training for pilots

7.13.5.2. Description: A landing accomplished with NVGs using standard AFI 13-217 lighting patterns (Low overt or covert). See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFI 11-2C-17v3 for NVG landing procedures

7.13.5.3. OPR: AMC/A3T, A3D

7.13.5.4. Training Media: Aircraft or WST

7.13.5.5. Instructor: Not required for continuation training

7.13.5.6. Additional Information: Dual log with P190.

7.13.6. **NV49 NVG Landing, LZ.**

7.13.6.1. Purpose: Continuation training for pilots

7.13.6.2. Description: An ALZ landing accomplished with NVGs using standard AFI 13- 217 lighting patterns (Low overt or covert) to an ALZ. See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFI 11-2C-17v3 for NVG ALZ procedures

7.13.6.3. OPR: AMC/A3T, A3D

7.13.6.4. Training Media: Aircraft or WST

7.13.6.5. Instructor: Not required for continuation training. Additional Information: In order to credit the event, use the runway size and marking criteria as defined in "ALZ Size Requirements" within AFI 11-2C-17v2 . OG/CCs may approve landings to marked landing zones on larger runways. This event may be logged in conjunction with an ITS or BTS. Dual log with AS11, P190, P192 and NV48.

7.13.7. NV57 NVG Backing.

7.13.7.1. Purpose: Continuation training for loadmasters

7.13.7.2. Description: Reverse Taxi or Star-turn ground operation using NVGs in low-light, covert, or blacked-out environment. Loadmasters may also credit this event if visually clearing and providing taxi instructions to the pilot maneuvering the aircraft during forward taxi (i.e. spotting from the troop doors).

7.13.7.3. OPR: AMC/A3T, A3D

7.13.7.4. Instructor: Not required for continuation training

7.13.7.5. Training Media: Aircraft

7.13.7.6. Additional Information: See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFI 11-2C-17v3 for restrictions and procedures.

7.13.8. NV58 NVG Combat Offload.

7.13.8.1. Purpose: Continuation training for loadmasters

7.13.8.2. Description: Loadmaster reduced-light or NVG combat offload accomplished IAW AFI 11-2C-17v3.

7.13.8.3. OPR: AMC/A3T, A3D

7.13.8.4. Instructor: Not required for continuation training

7.13.8.5. Training Media: Aircraft or WST/LS

7.13.8.6. Additional Information: See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFI 11-2C-17v3 for restrictions and procedures. Simulated loads are authorized.

7.13.9. NV80 NVG Instrument Approach.

7.13.9.1. Purpose: Event to track seasoning and experience of pilots

7.13.9.2. Description: An instrument approach flown on NVGs.

7.13.9.3. OPR: AMC/A3T

7.13.9.4. Training Media: Aircraft or WST

7.13.9.5. Instructor: Not required for continuation training

7.13.9.6. Additional Information: May be Dual logged with P070 and P100 or P110 (as applicable).

7.14. Proficiency ("P" or "R").

7.14.1. P020 Takeoff.

7.14.1.1. Purpose: Continuation training for pilots

7.14.1.2. Description: Initial takeoff or takeoff following a touch-and-go landing

7.14.1.3. OPR: AMC/A3T

7.14.1.4. Training Media: Aircraft or WST

7.14.1.5. Instructor: Not required for continuation training.

7.14.2. P028 Right Seat Takeoff.

7.14.2.1. Purpose: Event to track seasoning and experience of pilots

7.14.2.2. Description: Any takeoff accomplished from the right seat.

7.14.2.3. OPR: AMC/A3T

7.14.2.4. Training Media: Aircraft or WST

7.14.2.5. Instructor: Not required for continuation training

7.14.2.6. Additional Information: Dual log with P020.

7.14.3. P029 Left Seat Takeoff.

7.14.3.1. Purpose: Event to track seasoning and experience of pilots

7.14.3.2. Description: Any takeoff accomplished from the left seat.

7.14.3.3. OPR: AMC/A3T

7.14.3.4. Training Media: Aircraft or WST

7.14.3.5. Instructor: Not required for continuation training

7.14.3.6. Additional Information: Dual log with P020.

7.14.4. P070 Instrument Approach.

7.14.4.1. Purpose: Continuation training for pilots

7.14.4.2. Description: Training for pilots to fly Instrument Approach Procedures. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.4.3. OPR: AMC/A3T

7.14.4.4. Training Media: Aircraft or WST

7.14.4.5. Instructor: Not required for continuation training.

7.14.5. P100 Precision Approach.

7.14.5.1. Purpose: Continuation training for pilots

7.14.5.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any PAR, ILS, MLS, VNAV approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.5.3. OPR: AMC/A3T

7.14.5.4. Training Media: Aircraft or WST

7.14.5.5. Instructor: Not required for continuation training. Dual log with P070.

7.14.6. P101 MLS Approach.

7.14.6.1. Purpose: Continuation training for pilots

7.14.6.2. Description: Training for pilots to fly Microwave Landing System IAPs. Any MLS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished using MLS guidance. Crewmembers will receive MLS ground training (either through the FTU or via in-unit training). See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information.

7.14.6.3. OPR: AMC/A3T

7.14.6.4. Training Media: Aircraft or WST

7.14.6.5. Instructor: Not required for continuation training

7.14.6.6. Additional information: Dual log with P070 and P100.

7.14.7. P110 Non-Precision Approach.

7.14.7.1. Purpose: Continuation training for pilots

7.14.7.2. Description: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VOR, TACAN, NDB, localizer, ASR, or RNAV may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished

7.14.7.3. OPR: AMC/A3T

7.14.7.4. Training Media: Aircraft or WST

7.14.7.5. Instructor: Not required for continuation training

7.14.7.6. Additional Information: See the Flight Manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Dual log with P070.

7.14.8. P116 NDB Approach.

7.14.8.1. Purpose: Continuation training for pilots

7.14.8.2. Description: Training for pilots to fly an instrument approach a non-directional beacon or RMI-only procedures if using a VOR. Any NDB may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.8.3. OPR: AMC/A3T

7.14.8.4. Training Media: Aircraft or WST

7.14.8.5. Instructor: Not required for continuation training

7.14.8.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Dual log with P070 and P110.

7.14.9. P118 RNAV Approach.

7.14.9.1. Purpose: Continuation training for pilots

7.14.9.2. Description: Training for pilots to fly an instrument approach procedure using GPS RNAV or RNAV/VNAV procedures. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.9.3. OPR: AMC/A3T

7.14.9.4. Training Media: Aircraft or WST

7.14.9.5. Instructor: Not required for continuation training

7.14.9.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Dual log with P070 and P100 or P110 (as applicable).

7.14.10. P120 CAT II Approach.

7.14.10.1. Purpose: Continuation training for pilots

7.14.10.2. Description: Training for pilots to fly using CAT II Instrument Approach Procedures. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.10.3. OPR: AMC/A3T

7.14.10.4. Training Media: Aircraft or WST

7.14.10.5. Instructor: Not required for continuation training

7.14.10.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Dual log with P070 and P100.

7.14.11. **P121 Mission Computer Approach.**

7.14.11.1. Purpose: Continuation training for pilots

7.14.11.2. Description: Training for pilots to fly using mission computer approach procedures. While the entire IAP need not be flown, the portion from an initial approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.11.3. OPR: AMC/A3T

7.14.11.4. Training Media: Aircraft or WST

7.14.11.5. Instructor: Not required for continuation training

7.14.11.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Dual log with P070 and/or P110 (as applicable).

7.14.12. P130 Circling Approach.

7.14.12.1. Purpose: Continuation training for pilots

7.14.12.2. Description: Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction. Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.12.3. OPR: AMC/A3T

7.14.12.4. Training Media: Aircraft or WST

7.14.12.5. Instructor: Not required for continuation training

7.14.12.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Dual log with P070 and P100 or P110.

7.14.13. P190 Landing.

7.14.13.1. Purpose: Continuation training for pilots

7.14.13.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go)

7.14.13.3. OPR: AMC/A3T

7.14.13.4. Training Media: Aircraft or WST

7.14.13.5. Instructor: Not required for continuation training

7.14.13.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information

7.14.14. P192 Night Landing.

7.14.14.1. Purpose: Continuation training for pilots

7.14.14.2. Description: Training for pilots to maintain proficiency landing the aircraft during periods of darkness. Any landing actually accomplished (full stop, touch-and-go, stop-and-go).

7.14.14.3. OPR: AMC/A3T

7.14.14.4. Training Media: Aircraft or WST

7.14.14.5. Instructor: Not required for continuation training

7.14.14.6. Additional Information: See the flight manual, AFI 11-2C-17v3, AFI 11-202v3, and AFI 11-2C-17v2 and 3 for additional information. Darkness is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac. Will be dual logged with P190.

7.14.15. P198 Right Seat Landing.

7.14.15.1. Purpose: Event to track seasoning and experience of pilots

7.14.15.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the right seat.

7.14.15.3. OPR: AMC/A3T

7.14.15.4. Training Media: Aircraft or WST

7.14.15.5. Instructor: Not required for continuation training

7.14.15.6. Additional Information: Dual log with P190.

7.14.16. P199 Left Seat Landing.

7.14.16.1. Purpose: Event to track seasoning and experience of pilots

7.14.16.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the left seat.

7.14.16.3. OPR: AMC/A3T

7.14.16.4. Training Media: Aircraft or WST

7.14.16.5. Instructor: Not required for continuation training

7.14.16.6. Additional Information: Dual log with P190.

7.14.17. P260 Have Quick Radio.

7.14.17.1. Purpose: Continuation training for pilots

7.14.17.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source.

7.14.17.3. OPR: AMC/A3T, A3D

7.14.17.4. Training Media: Aircraft or WST

7.14.17.5. Instructor: Not required for continuation training.

7.14.18. P270 Secure Radio Operation.

7.14.18.1. Purpose: Continuation training for pilots

7.14.18.2. Description: Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft or secondary aircraft radio

7.14.18.3. OPR: AMC/A3T, A3D

7.14.18.4. Training Media: Aircraft

7.14.18.5. Instructor: Not required for continuation training.

7.14.19. P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT).

7.14.19.1. Purpose: Enable crewmembers to become aware of their limitations while wearing the partial chemical defense (CD) ensemble

7.14.19.2. Description: An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation take-off or a night formation departure.

7.14.19.3. OPR: AMC/A3T, A3

7.14.19.4. Training Media: Aircraft or WST

7.14.19.5. Instructor: Not required for continuation training

7.14.19.6. Additional Information: ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available. If accomplished in a simulator, TS instructors will observe the exercise, no other supervision is required, and no restrictions apply on whom and how many crewmembers may wear the gear.

7.14.19.7. If performed in the aircraft, only one pilot will be dressed out at any time. Aircraft commanders will be supervised by an instructor pilot occupying the copilot seat. Pilots will be supervised by an instructor pilot or experienced aircraft commander (determined by the squadron commander) occupying the pilot seat. A safety observer crewmember will occupy the ACM seat. Pilots will don the gear, review emergency procedures, and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing. Loadmasters will, as a minimum, perform a combat offload and review emergency procedures under the supervision of another loadmaster. Prior to being scheduled for this event, each aircrew member must have completed LL04. P280 may be combined with LL05.

7.14.20. P301 PNAF Loading.

7.14.20.1. Purpose: Continuation training for PNAF-qualified loadmasters

7.14.20.2. Description: Proficiency training to load Type I nuclear devices IAW 1C-17A-16-1/2 procedures

7.14.20.3. OPR: AMC/A3T

7.14.20.4. Training Media: Aircraft

7.14.20.5. Instructor: Not required for continuation training. Dual log with P302.

7.14.21. P302 ENAF Loading.

7.14.21.1. Purpose: Continuation training loadmasters

7.14.21.2. Description: Proficiency training to load nuclear weapons and nuclear-related materials under emergency conditions IAW T.O. 1C-17A-9 and T.O. 1C-17A-16 procedures

7.14.21.3. OPR: AMC/A3T

7.14.21.4. Training Media: Aircraft or CCT

7.14.21.5. Instructor: Not required for continuation training.

7.14.22. R010 Receiver AR.

7.14.22.1. Purpose: Continuation training for pilots

7.14.22.2. Description: Aerial refueling conducted with one or more tanker aircraft

7.14.22.3. OPR: AMC/A3T

7.14.22.4. Training Media: Aircraft or WST

7.14.22.5. Instructor: Not required for continuation training

7.14.22.6. Additional Information: Pilots (FPL+) may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are 5 minutes (tanker autopilot on) and 5 minutes (tanker

autopilot off). Crewmembers maintaining Air Refueling Currency in the Simulator must demonstrate complete AAR Rendezvous, performing ATP-56B RV Delta or Golf procedures from IP inbound through End AR or Practice Emergency Separation.

7.14.23. R015 Receiver AR Formation.

7.14.23.1. Purpose: Continuation training for pilots

7.14.23.2. Description: Aerial refueling conducted with one or more tanker aircraft and two or more receivers

7.14.23.3. OPR: AMC/A3T

7.14.23.4. Training Media: Aircraft or WST

7.14.23.5. Instructor: Not required for continuation training

7.14.23.6. Additional Information: 15 minutes of AR formation required. Pilot must be in the seat when maneuvering from at least one defined position to another (i.e. from Awaiting AR to Contact, from Contact to Post AR, etc.)

7.14.24. R020 Receiver AR (Night).

7.14.24.1. Purpose: Continuation training for pilots

7.14.24.2. Description: Aerial refueling conducted with one or more tanker aircraft during periods of darkness

7.14.24.3. OPR: AMC/A3T

7.14.24.4. Training Media: Aircraft or WST

7.14.24.5. Instructor: Not required for continuation training

7.14.24.6. Additional Information: Darkness is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac. See R010 for additional information. Dual log with R010.

7.14.25. R050 Receiver AR, Tanker Autopilot Off.

7.14.25.1. Purpose: Continuation training for pilots

7.14.25.2. Description: Aerial refueling conducted with autopilot-disabled tanker aircraft. This training simulates aerial refueling against a tanker with an inoperable autopilot.

7.14.25.3. OPR: AMC/A3T

7.14.25.4. Training Media: Aircraft

7.14.25.5. Instructor: Not required for continuation training

7.14.25.6. Additional Information: The tanker autopilot must be disengaged and AR contacts must be practiced. Pilots (FPL+) may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are defined as 5 minutes in contact. Dual log with R010.

7.15. Qualification and Certification (Q) Events. The following codes provide the basis for tracking aircrew qualification events and aircrew certification using the ARMS database (see

paragraph **1.8)**. ARMS may be used to generate a computerized letter of X's. MAJCOM/A3T (or equivalent) may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements.

7.15.1. **Q001 Open-Book Qualification Examination**

7.15.2. **Q002 Closed-Book Qualification Examination**

7.15.3. **Q007 Senior Staff Basic Qualification Evaluation**

7.15.4. **Q008 Instructor Evaluation**

7.15.5. **Q011 Formation Lead Certification**

7.15.6. **Q012 Airdrop Mission Evaluation**

7.15.7. **Q019 Airland Mission Evaluation.** Units will utilize this code to track initial and recurring airland mission evaluations. Crew members that are only BMC qualified FTL E) will utilize the AA01, *Qualification Check* or AA22, *Combined Qualification and Instrument Check, Simulator* ARMS codes IAW 11-202v1. Senior Officer Course graduates use the Q007 ARMS code.

7.15.8. Q034 SOLL II Evaluation

7.15.9. Q050 Aircraft Commander Touch-and-go

7.15.10. Q080 PNAF Evaluation

7.15.11. Q090 Flight Publications Check

7.15.12. Q110 Personal Reliability Program

7.15.13. Q120 AECM C17 Closed-Book Qualification Examination

7.15.14. Q160 Instrument Refresher Course Examination

7.15.15. Q170 Flight Evaluation Folder Review

7.15.16. Q280 GRACC

7.15.17. Q521 JPADS Phase I

7.15.18. Q522 JPADS Phase II

7.15.19. Q543 Functional Check Flight

7.15.20. Q544 Phoenix Banner

7.15.21. Q556 Airdrop

7.15.22. Q557 Formation Lead Airdrop

7.15.23. Q558 Dual Row Airdrop

7.15.24. Q559 PNAF (Pilot or Loadmaster)

7.15.25. Q560 PNAF Aircraft Commander

7.15.26. Q561 PNAF Courier

7.15.27. Q562 ICE Mission

7.15.28. Q563 ICE Instructor

7.15.29. Q564 WINFLY

7.15.30. Q565 Aerial Demo PF

7.15.31. Q566 Aerial Demo PM

7.15.32. Q567 SOLL II JCS Alert Left Seat

7.15.33. Q568 SOLL II JCS Alert Right Seat

7.15.34. Q569 SOLL II JCS Alert Jump Seat

7.15.35. Q570 Boat Drop

7.15.36. Q571 SOLL II Loadmaster

7.15.37. Q572 Drop Zone Safety Officer

7.15.38. Q573 Landing Zone Safety Officer

7.15.39. Q576 FTU Airland Instructor

7.15.40. Q577 FTU Airdrop Instructor

7.15.41. Q587 ADAK NAS

7.15.42. Q588 Cape Lisburne AFS

7.15.43. Q589 Cape Newenham

7.15.44. Q590 Cape Romanzof AFS

7.15.45. Q591 El Alto Intl.

7.15.46. Q592 Indian Mountain LRRS

7.15.47. Q593 Sondre Stromfjord

7.15.48. Q594 Sparrevohn LRRS

7.15.49. Q595 Tatalina LRRS

7.15.50. Q596 Tin City

7.15.51. Q597 Unalaska

7.15.52. Q598 Eagle Co. Reg

7.15.53. Q599 Mariscal Sucret

7.15.54. Q600 Toncontin Intl

7.16. Tactical Approaches / Departures ("RS").

7.16.1. RS00 Tactical Arrival.

7.16.1.1. Purpose: Continuation training for pilots

7.16.1.2. Description: Reference AFTTP 3-1.C-17 and AFTTP 3-3.C-17 for recommended tactical arrival procedures

7.16.1.3. OPR: AMC/A3D, A3T

7.16.1.4. Training Media: Aircraft or WST

7.16.1.5. Instructor: Not required for continuation training

7.16.2. RS06 High Altitude Tactical Arrival.

7.16.2.1. Purpose: Continuation training for pilots

7.16.2.2. Description: Reference AFTTP 3-1 and AFTTP 3-3.C-17 for recommended high altitude tactical arrivals above normal VFR pattern altitudes

7.16.2.3. OPR: AMC/A3D, A3T

7.16.2.4. Training Media: Aircraft or WST

7.16.2.5. Instructor: Not required for continuation training.

7.16.2.6. Additional Information: Dual log with RS00.

7.16.3. **RS16 Low Altitude Tactical Arrival.**

7.16.3.1. Purpose: Continuation training for pilots

7.16.3.2. Description: Reference AFTTP 3-1.C-17 and AFTTP 3-3.C-17 for recommended low altitude tactical arrivals below normal VFR pattern altitudes

7.16.3.3. OPR: AMC/A3D, A3T

7.16.3.4. Training Media: Aircraft or WST

7.16.3.5. Instructor: Not required for continuation training.

7.16.3.6. Additional Information: Dual log with RS00.

7.16.4. RS20 Tactical Departure.

7.16.4.1. Purpose: Continuation training for pilots

7.16.4.2. Description: Reference AFTTP 3-1.C-17 and AFTTP 3-3.C-17 for recommended tactical departure options

7.16.4.3. OPR: AMC/A3D, A3T

7.16.4.4. Training Media: Aircraft or WST

7.16.4.5. Instructor: Not required for continuation training.

7.17. SKE ("SK".). Not used.

7.18. Survival ("SS").

7.18.1. SS01 Local Area Survival.

7.18.1.1. Purpose: Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Determine personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

7.18.1.2. Description: Reference AFI 16-1301 for details. When possible, combine and dual log with Aircrew Flight Equipment Familiarization Training (LL01).

7.18.1.3. OPR: HQ AMC/A3DT

7.18.1.4. Additional Information: Each unit is responsible for tailoring training to meet unit needs. Units may develop local standardized PowerPoint briefings to satisfy this requirement.

7.18.2. SS02 Combat Survival Training (CST).

7.18.2.1. Purpose: Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate Aircrew Flight Equipment (AFE), employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

7.18.2.2. Description: See AFI 16-1301 and MAJCOM supplements. Mission Ready (MR) and personnel assigned to combat-coded units will receive CST. CST must be completed prior to awarding mission ready status. MAJCOMs will tailor training based on mission, type of aircraft, and level of risk (combat aircraft vs. transport aircraft requirements vs. special operations). Aircrew will demonstrate proficiency in tactics, techniques, and procedures for survival and recovery under field conditions, while in a simulated combat environment using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training.

7.18.2.3. OPR: HQ AMC/A3DT

7.18.3. SS03 Conduct After Capture (CAC).

7.18.3.1. Purpose: Training designed for crewmembers in units with a war fighting responsibility.

7.18.3.2. Description: Mission Ready (MR) and personnel assigned to combat-coded units will receive CAC. CAC must be completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements.

7.18.3.3. OPR: HQ AMC/A3DT

7.18.3.4. Additional Information: Resistance training must be taught by 1TOX1 SERE Specialist only IAW AFI 16-1301.

7.18.4. SS05 Water Survival Training (WST) (Refresher).

7.18.4.1. Purpose: To provide aircrews with the information necessary for a water survival situation.

7.18.4.2. Description: Mission Ready (MR) and personnel assigned to combat-coded units will receive water survival training. Water survival training must be completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements.

7.18.4.3. Aircrew will demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system specific survival equipment. This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Water survival training will utilize the demonstration and performance method of instruction.

7.18.4.4. OPR: HQ AMC/A3DT

7.18.5. SS06 Emergency Parachute Training.

7.18.5.1. Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

7.18.5.2. Description: All personnel assigned to aircraft with parachutes, as a means of egress or bailout, will complete this training. See AFI 16-1301 and MAJCOM supplements.

7.18.5.3. Additional Information: **SS09, EPT with ACDE,** is a one-time event required per AFI 16-1301. This should be taught during SS06 if the crewmember requires the training.

7.18.5.4. OPR: HQ AMC/A3DT

7.18.6. SS07 Contingency SERE Indoctrination. "High Risk of Isolation".

7.18.6.1. Description: CSI is a Combatant Command-directed activity and is designed to prepare high risk of capture (HRI) personnel deploying to a specific theater of operations or contingency. SI will be tailored to the specific mission, e.g., fighters, transport aircraft or ground forces. Combatant Commands will certify selected SERE Specialists to instruct HRI theater preparations. CSI is also referred to as HRC theater preparation.

7.19. MPD (V) Events. (See **Chapter 5** for additional information)

7.19.1. V280 -- MPD Phase I

7.19.2. V281 -- MPD Phase II

7.19.3. V282 -- HQ AMC Orientation Tour/GRACC

7.20. Visual Low Level ("VL"). Not used.

7.21. Visual Threat Recognition & Avoidance ("VT").

7.21.1. VT01 Initial VTRAT Training.

7.21.1.1. Purpose: To train aircrew members on scanner duties during an anti-aircraft engagement

7.21.1.2. Description: An automated course of classified instruction consisting of a sequence of lessons that exposes aircrew members to the various characteristics of threat scenarios while incrementally increasing the level of possible difficulty to allow the student to attain the level of expertise required for a qualified scanner.

7.21.1.3. OPR: HQ AMC/A3D, A3T

7.21.1.4. Training Media: VTRAT Trainer

7.21.1.5. Instructor: Contractor

7.21.1.6. Additional Information: One time event. The training should be accomplished at the formal school. The training includes group academics and an individual VTRAT performance test.

7.21.2. VT03 VTRAT Refresher.

7.21.2.1. Purpose: Annual refresher training on threat recognition and avoidance

7.21.2.2. Description: Individual completion of VTRAT instruction and a summary drill

7.21.2.3. OPR: HQ AMC/A3D, A3T

7.21.2.4. Training Media: VTRAT Trainer

7.21.2.5. Instructor: Contractor

7.21.2.6. Additional Information: Refresher training requires approximately 30 minutes per crew member. Not required unless unit-equipped with VTRAT.

7.21.3. **VT06 Threat Response.**

7.21.3.1. Purpose: To provide all crewmembers reinforcement of AFTTP 3-1.C-17 and AFTTP 3-3.C-17 threat recognition and response procedures in an aircraft or simulator

7.21.3.2. Description: Aircraft Commanders will pre-brief a particular threat with appropriate threat calls and expected response procedures IAW AFTTP 3-1.C-17 and AFTTP 3-3.C-17 prior to the sortie. Aircraft commanders will emphasize safety, aircraft limitations, terrain restrictions, and the use of the CRM "time-out" phrase during the crew coordination briefing. Upon recognition and initiation by any crew member, the PF will evaluate the flight conditions prior to performing the appropriate threat avoidance maneuver. The mission commander, or formation leader, will pre-brief expected formation threats and response procedures.

7.21.3.3. OPR: HQ AMC/A3D, A3T; Curriculum Development: WIC Graduate, Tactics Officer, or IPs should be used to plan mission profiles and threats to ensure standardization and compliance with AFTTP 3-1.C-17 and AFTTP 3-3.C-17.

7.21.3.4. Additional Information: May be completed in conjunction with Phase training.

7.22. NVG ("VV"). Not used.

7.23. Unit Defined ("X"). Unit Defined ("X"). Reserved for use by local units. Publish OG level guidance documenting local event identifiers, associated ARMS nomenclature, volume, currency and/or frequency. OG/CC should review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

7.23.1. **(Added-452AMW)** "X" events will be periodically reviewed/updated and published on the 452 OG Training CoP at: **https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=RC-OP-01-52**.

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DCS, Operations, Plans and Requirements

(452AMW)

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Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

(Added-452AMW) AF Form 673, *Air Force Publication/Form Action Request*

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Adopted Forms

(452AMW) Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF IMT 522, *USAF Ground Weapons Training Data*

AF Form 847, *Recommendation for Change of Publication*

(452AMW) AF Form 847, *Recommendation for Change of Publication*

AF IMT 1042, *Medical Recommendation for Flying or Special operational Duty*

AF IMT 1522, *ARMS Additional Training Accomplishment Report*

DD Form 1801, *DoD International Flight Plan*

DD Form 1833, *Isolated Personnel Report (ISOPREP)*

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

Abbreviations and Acronyms

A/R, AR, AAR—Air Refueling

A3T—Chief of AMC Aircrew Operations and Training Division

AC—Aircraft Commander

ACAD—Aircraft Commander Airdrop

ACCP—Aircraft Commander Certification Program

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ACDTQT—Aircrew Chemical Defense Task Qualification Training

ACIQ—Aircraft Commander Initial Qualification (previous MWS Aircraft Commanders or FAIP/OSA Aircraft Commanders)

ACM—Additional Crew Member (considered MEP per AFI 11-401)

ACRQ—Aircraft Commander Requalification Program

AD—Airdrop

AD—Active Duty

ADSC—Active Duty Service Commitment

AE—Aeromedical Evacuation

AEB—Aircrew Evaluation Board

AERP—Aircrew Eye/Respiratory Protection

AETC—Air Education and Training Command

AF—Air Force

AFB—Air Force Base

AFDD—Air Force Doctrine Document

AFE—Aircrew Flight Equipment

AFEF—Aircrew Flight Equipment Familiarization

AFFSA—Air Force Flight Standards Agency

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFOSH—Air Force Occupational Safety and Health

AFOSI—Air Force Office of Special Investigations

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—Above Ground Level

AMC—Air Mobility Command

AMCAOS—Air Mobility Command Air Operations/Auxiliary Operational Squadron

AMOG—Air Mobility Operations Group

ANG—Air National Guard

AOC—Air Operations Center

AP—Auto Pilot

AR—Air Refueling

ACQ—Aircraft Commander Qualification

ARC—Air Reserve Component (ANG and AFRC)

ARMS—Aviation Resource Management System

(Added-452AMW) AS—Airlift Squadron

ASR—Airport Surveillance Approach

ASRR—Airfield Suitability and Restrictions Report

AT—Anti-Terrorism

ATD—Aircrew Training Device

(Added-452AMW) ATS—Aircrew Training System

BAI—Backup Aircraft Inventory

BAQ—Basic Aircraft Qualified

B—Biennial

BDHI—Bearing and Distance Heading Indicator

BLM—Basic Loadmaster

BMC—Basic Mission Capable

CAC—Conduct After Capture

CATM—Combined Arms Training Maintenance

CBRNE—Chemical, Biological, Radiological, Nuclear and High Yield Explosive

CBT—Computer-Based Training

CC—Commander or appropriate AFRC/ANG Operations Supervisor

(452AMW) CC—Commander

CCE—Contract Compliance Inspection

CCT—Cargo Compartment Trainer

CDS—Container Delivery System

CEA—Career Enlisted Aviator

CLM—Cargo Load Model

CLS—Contractor Logistic Support

CMR—Combat Mission Ready

COMSEC—Communications Security

CONOPS—Concept of Operations

CONUS—Continental United States

CoP—Community of Practice

COR—Contractor Officers Representative

CP—Copilot

CPAD—Copilot Airdrop

CPAR—Contractors Performance Assessment Report

CRG—Contingency Response Group

CRM—Crew Resource Management

CRO—COMSEC Responsible Officer

CST—Combat Survival Training

CT—Continuation Training

DMO—Distributed Mission Operation

DMT—Distributed Mission Training

DNIF—Duties Not Involving Flying

DO—Deputy Commander For Operations

DOT—Squadron Training Office

(452AMW) DOT—Directorate of Operations, Training

DOC—Designed Operational Capability

DoD—Department Of Defense

DRA—Dual Row Airdrop

DRAS—Dual Row Airdrop System

DZ—Drop Zone

EAS—Expeditionary Airlift Squadron

EAUC—Enlisted Aircrew Undergraduate Training Course

EMTF—Expeditionary Mobility Task Force

ENAF—Emergency Nuclear Airlift Force

EP—Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission

ERO—Engine Running On/Off-Load

ESD—Evaluator Standards Document

ETCA—Education And Training Course Announcements

FAIP—First Assignment Instructor Pilot

FE—Flight Examiner

FEB—Flight Evaluation Board

FEF—Flight Evaluation Folder

FFS—Formation Slight System

FL—Qualified Loadmaster (Non-Mission Ready)

FM—Frequency Modulation

FMAC—Fuel Management Advisory Computer

FMS—Flight Management System

FMS—Foreign Military Sales

FP—Qualified Pilot

FPC—MR MPD Phase I Pilot

FPK—Graduate of aircraft commander or re-qualification course (ACIQ, PCO, PREQ) in local mission ready training.

FPL—Qualified MR Aircraft Commander Course Graduate Prior To Aircraft Commander Certification (ARMS Code)

FPN—Qualified NMR Pilot (ARMS Code)

FPQ—MR MPD Phase II Pilot

FPR—Traditional First Pilot

FTAC—First Term Airman's Center

FTC—Faculty Training Course

FTL—Flying Training Level

FTU—Formal Training Unit

GFE—Government-Furnished Equipment

GPS—Global Positioning System

GRACC—Global Ready Aircraft Commander Course

HARM—Host Aviation Resource Management

HARMS—Host Aviation Resource Management System

HNA—Host Nation Agreement

HRI—High Risk of Isolation

HUD—Head Up Display

HVAA—High Value Airborne Asset

IA—Information Assurance

IAP—Instrument Approach Procedure

IAW—In Accordance With

IBT—Instructor Based Training

ICAO—International Civil Aviation Organization

I-CDS—Improved Container Delivery System

ICW—Interactive Courseware

IF—Instructor Flight Engineer

IFE—In-Flight Emergency

IFF/SIF—Identification, Friend or Foe/Selective Identification Features

IL—Instructor Loadmaster

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IMT—Information Management Tool (Form)

IP—Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission

IPRQ—Instructor Pilot Requalification

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

ISS—Instrument Simulator Sortie

ITO—Individual Tryout

ITO—Instrument Takeoff

ITS—Individual Training Summary

ITS—Instructor Tactical Sortie

JA/ATT—Joint Airborne/Air Transportability Training

JPADS—Joint Precision Airdrop System

LM—Loadmaster

LOAC—Law Of Armed Conflict

LS—Loadmaster Simulator

LZ—Landing Zone

MAF—Mobility Air Force

MAJCOM—Major Command

MCT—Mission Certification Training

MDS—Mission-Design-Series (E.g., KC-135R or C-130E/H vs. C-130J or HC-130)

MEP—Mission Essential Personnel

ML—Mission Ready Loadmaster

MLS—Microwave Landing System

M—Monthly

MOA—Memorandum of Agreement

MOB—Main Operating Base

MOU—Memorandum of Understanding

MOST—Mission Oriented Simulator Training

MP—Fully Certified/Qualified Aircraft Commander

MPD—Mobility Pilot Development Pilot (Dual Seat Qualified)

MPF—Military Personnel Flight

MR—Mission Ready

MSSR—Media Selection Syllabus Report

MTL—Master Task Listing

MWS—Major Weapon System

N/A—Not Applicable

NAF—Numbered Air Force

NBCC—Nuclear, Biological, Chemical, and Conventional

NCO—Non-Commissioned Officer

NDB—Non-Directional Beacon

NGB—National Guard Bureau

NLT—No Later Than

NMR—Non-Mission Ready

NOTAM—Notice To Airmen

NVG—Night Vision Goggles

OCONUS—Outside The Continental United States

OFT—Operational Flight Trainer (E.g., KC-135 R-Model Simulator)

OG—Operations Group

OG/CC—Operations Group Commander

OMAR—Objective Media Analysis Report

OME—Operational Mission Evaluation

OPLAN—Operations Plan

OPORD—Operations Order

OPR—Office Of Primary Responsibility

OSA—Operational Support Aircraft

(Added-452AMW) OSS/OST—Operations Support Squadron/Training Division

PAA—Primary Aircraft Authorization

PACAF—Pacific Air Forces

PAI—Primary Aircraft Inventory

PCO—Pilot Checkout

PCS—Permanent Change of Station

PF—Pilot Flying

PFT—Programmed Flying Training

PIQ—Pilot Initial Qualification

PM—Pilot Monitoring

PM—Program Manager

PNAF—Primary Nuclear Airlift Force

PR—Progress Review

PTT—Part Task Trainer

PS—Proficiency Sortie

QA—Quality Assurance

QACP—Quality Assurance Change Program

QAI—Quality Assurance Issue

RDS—Reconfigurable Desktop Simulator

RDS—Records Disposition Schedule

RFI—Request For Information

RNAV—Area Navigation

RQT—Requalification Training

RTRB—Realistic Training Review Board

SAR—Search And Rescue

SARMS—Squadron Aviation Resource Management System

SIMCERT—Simulator Certification

SKE—Station Keeping Equipment

SOC—Senior Officers Course

SOLL II—Special Operations Low-Level II

SORTS—Status Of Resources And Training System

SOW—Statement Of Work

SPINS—Special Instructions

TACC—Tanker/Airlift Control Center

TALCE—Tanker Airlift Control Element

TMS—Training Management System

TPS—Tactical Proficiency Sortie

TRP—Training Review Panel

TRS—Training Squadron

TS—Training System

TX—Transition

UNQ—Unqualified

UPT—Undergraduate Pilot Training

USAF—United States Air Force

USAF EC—United States Air Force Expeditionary Center

USAFE—United States Air Forces in Europe

USAFWS—USAF Weapons School

VTRAT—Visual Threat Recognition and Avoidance Trainer

WIC—Weapons Instructor Course

WPS—Weapons School

WST—Weapon System Trainer (Includes Air Vehicle Simulator linked to the Loadmaster or Boom Operator Station)

Terms

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

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aeromedical Evacuation Crew Member (AECM)—Qualified Flight Nurse (FN) and Aeromedical Evacuation Technician performing AE crew duties.

Aeromedical Readiness Missions (ARM)—Training missions using simulated patients to prepare AECMs for moving patients during wartime.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircraft systems refresher—Aircraft and crew position unique systems refresher courses.

AD loadmaster—Loadmaster on specific AD missions performing duties he or she is specifically qualified and certified to accomplish.

AD mission—Flight that involves the aerial delivery of personnel, supplies, or equipment from an aircraft. If multiple aircraft are involved in formation, lead and wing mission qualifications apply.

AD qualified crew—Required complement of crewmembers qualified to perform a specific AD mission.

Airland Aircrew—Basic or augmented crew qualified to conduct an airland mission**.**

Airland Loadmaster—Crewmember fully qualified to function as a loadmaster on airland missions.

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

AR Mission—Flight that involves AR procedures as a tanker or receiver aircraft.

Aircrew Training Device (ATD)—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Training System (TS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

Annual—Training required once every calendar year.

Assault Landing—An assault landing is a full flap landing with immediate and maximum effort braking after main wheel touchdown in the designated landing zone. Assault landings are flown to a marked runway/LZ in accordance with AFI 13-217.

Basic Aircraft Qualified—Aircrew member who has successfully completed an inflight evaluation but is not mission qualified in his or her assigned aircraft.

Communications Security (COMSEC) Aid—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-211, *Communications Security (COMSEC) User Requirements*.

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

Continuation Training—Ground and flight training events necessary to maintain mission-ready or basic qualification status.

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

Critical Phases of Flight—Take-off, AR, AD, approach to landing, landing, or any flight maneuver stipulated in 11-2C-17 series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishments shown in the CUR column.

Currency Reference Month—Month used to determine when an annual requirement is due. The reference month may be based on when the event was first accomplished, birth month (for physical), semiannual period, or other reference timeframe based on unit requirements.

Cycle—17-month cycle based on inflight evaluation completion date. Evaluations expire on the last day of the 17th month following the month in which the flight phase was successfully flown. Testing and evaluation will be accomplished within the 6-month window preceding the expiration date of the current evaluation. See AFI 11-202v2, AFI 11-2C-17v2, and appropriate MAJCOM supplement.

Difference Qualification Training (DQT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft or an aircraft that is a different series other than the one in which currently qualified.

Direct Instructor Supervision—Instructor of like specialty with immediate access to controls (for pilots, instructor will occupy either aircraft commander or copilot seat).

Event or Task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization Item—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

Flight Examiner or Evaluator—A crewmember designated to administer evaluations IAW AFI 11-202v2.

Flight Qualified Loadmaster (FL)—Qualified Loadmaster, Non-mission ready

Flight Qualified Pilot (FP)—PIQ graduate

Flight Qualified Pilot (FPN)—Non-mission ready (MPD or ACIQ Graduate in Local MR Training)

Flight Qualified Pilot (FPQ)—MR MPD Phase II Pilot

Flight Qualified Pilot (FPL)—Qualified MR Aircraft Commander Course Graduate Prior To Aircraft Commander Certification (ARMS Code)

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Flying Training Level (FTL)—A standard assigned to crewmembers, by the squadron commander, directing flying continuation training requirements.

Formal School Courseware—Training syllabi and all other materials used to conduct formal school courses (not necessarily at Altus AFB, Oklahoma).

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor IAW AFI 11-2C-17v2.

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

Instructor Supervision—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor must occupy one of the seats or stations, with immediate access to the controls.

Instrument Simulator Sortie—Simulator training focusing primarily on instrument procedures and PCO preparation.

Lead Airdrop Crew—Airdrop crew certified to plan and lead AD formations.

Loadmaster—Crewmember fully qualified to perform loadmaster duties.

Main Operating Base (MOB)—An active duty or AFRC/ANG training location.

Mission Accomplishment Report—The AMC or MAJCOM-equivalent form for recording continuation training activity.

Mission Qualification Training (MQT)—Training conducted at the gaining unit to ensure compliance with MAJCOM and local requirements. **Chapter 3** establishes minimum criteria and training requirements leading to unit Mission-Ready qualification.

Mission-Oriented Simulator Training (MOST)—Part of a training program (e.g. crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission Pilot (MPN)—Aircraft Commander - Non-mission ready

Mission Loadmaster (ML)—Qualified Loadmaster – Mission ready

Mission-Ready (MR)—Aircrew member who is current, qualified, and certified in the unit's designated missions.

Mission Review Panel—Locally established panel to review previous day's flight and ground training accomplishment.

Mobility Pilot Development (MPD)—Initial C-17 flying training course for non-prior qualified pilots. MPD consists of three phases: Pilot Initial Qual (PIQ), Continuation Training (CT), and Pilot Checkout (PCO). Upon completion of PIQ, graduates will be qualified to fly from the left or right seat and accomplish air refueling and assault landings under the supervision of an instructor. Additionally, graduates will be qualified in NVG PF duties.

Night—Defined as between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time, IAW AFI 11-202v3.

Nonmission-ready NMR—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit missions.

Off Station Training Flight—Any O&M-funded training mission which carries passengers or remains overnight (RONs) at a base other than home station.

Overseas Sortie (OCONUS Sortie)—A sortie that includes a take-off or landing outside the 48 conterminous states of the United States.

Part Task Trainer—A device used to practice a specific task such as cargo door operation, cargo loading training, or receiver AR.

Pipeline—An initial qualification trainee directed for training via the Air Force Personnel Center process.

Primary method—Training conducted normally at a location designated to train a course using a MAJCOM-approved syllabus.

Quarterly currency (phase) periods (C-17)—

Phase I—1 January through 31 March

Phase II—1 April through 30 June

Phase III—1 July through 30 September

Phase IV—1 October through 31 December

Refresher simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

Requalification training—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See **Chapter 1** for requalification training requirements.

Safety Pilot—A pilot qualified to perform safety duties on special operations low level (SOLL) II crew.

Secondary Method—Training conducted at a location not normally designated to train a specific MAJCOM approved syllabus, e.g., airdrop qualification course conducted at a line unit.

Significant Training Event—A training event directly contributing to qualification and upgrade, e.g., computer based training CBT lesson, weapon system trainer (WST), ground training, flight, etc.

Special Mission—Any mission requiring special qualification (AD, SOLL II, boat drop, PNAF, low-level AR, etc.).

Special-Operations Low-Level (SOLL) II Aircrew—An aircrew specially trained and capable of providing support to special forces or combat units committed to unconventional warfare.

Supervised Training Status—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator. This status is a result of loss of currency or qualification, or due to commander direction.

Tactical Visual Flight Rules (VFR) Training (TVT)—Weapons system-specific tactical maneuvers. Instruction includes ground training, simulator training, and (if approved by HQ AMC/A3) inflight training. Normal rectangular VFR overheads are not considered TVT maneuvers.

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

Training Level (TL)—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

Training Management System (TMS)—Web-based C-17 training accomplishment tracking and management system.

Unit—Unless otherwise specified in this volume, “unit” refers to squadron-level activity.

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

Weapon System Trainer (WST)—Simulator device that provides synthetic flight and tactics environment, in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Aircrew members may operate individually or as a team.

Wing Airdrop Crew—Airdrop crew qualified to assist in planning AD formation missions and fly as follower in a formation. Wing AD crews may be trained and certified in second (and subsequent) element lead procedures.

Frequency—

Term	Definition	Example
180d, 365d, etc…	Expires at the end of the ***n***th day after the Last Accomplished Date.	180d: If **Last accomplished** = 10 Feb 07 **Expires End of** = 8 Aug 07 **Due** = 9 Aug 07
m, 12m, 24m, etc…	Expires at the end of the last day of the ***n***th Calendar Month after Last Accomplished.	15m: If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 May 08 **Due** = 1 Jun 08
Q - Quarterly	Expires at the end of the last day of the Quarter after the Last Accomplished Quarter. Training Quarters are defined under the term "**Quarterly**."	If **Last accomplished** = 10 Feb 07 **Expires End of** = 30 Jun 07 **Due** = 1 Jul 07
4Q – 4th quarter	Expires at the end of the last day of the 4th Quarter after the Last Accomplished Quarter. Training Quarters are defined under "**Quarterly**."	4Q: If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Mar 08 **Due** = 1 Apr 08
SA – Semi-Annual	Expires at the end of the last day of the Semiannual period *after* the training was accomplished. The *Semiannual Training Periods* are specified under the term "**Semiannual**."	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 07 **Due** = 1 Jan 08
A - Annual	Expires at the end of the last day of the Calendar Year *after* the training was accomplished.	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 08 **Due** = 1 Jan 09
B - Biennial	Expires at the end of the last day of the 2nd Calendar Year *after* Training was accomplished.	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 09 **Due** = 1 Jan 10
T - Triennial	Expires at the end of the last day of the 3rd Calendar Year *after* Training was accomplished.	If **Last accomplished** = 10 Feb 07 **Expires End of** = 31 Dec 10 **Due** = 1 Jan 11
AR – As required	Self-explanatory	

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. The training management system (TMS) performs standardized training documentation functions for all C-17 units. HQ AMC/A3TA and Det 2, AMCAOS at Altus AFB are the POCs and liaison with the TS contractor for TMS changes and recommendations. Coordinate all recommended changes through MAJCOM to HQ AMC/A3TA and Det 2 AMCAOS.

A2.1.1. TMS will be used for all formal training listed in the Air Force Education and Training Course Announcements database (either at formal school or in-unit), mission qualification, special qualification or in-unit upgrade program to the next higher crew qualification, including Mobility Pilot Development (MPD), requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A2.1.2. Web-based TMS provides world-wide access to instructors and supervisory personnel. Instructors, Aircraft Commanders, training office personnel, Ops Officers and Commanders may obtain access through the TS contractor's portal. Contact the local TS contractor site manager for access.

A2.1.3. The instructor or trainer will review TMS prior to all training periods. Those areas not previously accomplished or those, in which crewmembers require additional training, will be noted for possible inclusion during the current training period.

A2.1.4. The commander or operations officer will review training progress via squadron training officer brief or TMS review at least once each calendar quarter, prior to attending a formal course at the FTU, and prior an evaluation on all crewmembers in upgrade training. (EXCEPTION: Not required for recurring evaluations and students attending courses at the FTU). These training reviews can count as the training representative's monthly review.

A2.1.5. Squadron training representatives will conduct a monthly review of crew members in active training status (EXCEPTION: continuation training). All reviews shall be annotated under "Reviews" in TMS.

A2.1.6. Records of crewmembers, not receiving training but in an active status for mission qualification, special qualification, in-unit upgrade, requalification training (i.e. extended DNIF), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered in TMS. This statement is not required for crew members in continuation training.

A2.1.7. TMS write-ups will be made for pre-aircraft commander and pre-instructor MPD pilots. At a minimum these write-ups will include any training in time control, air refueling, assault landings, and/or low levels.

A2.2. Unit training offices will ensure all training waivers are documented in TMS. Waivers approved on the AMC waiver web-page are automatically forwarded to TMS and placed in the crew members "waiver" folder. However, unit training offices will ensure individual waivers are recorded in TMS during required record reviews. Waivers not issued via the AMC waiver web

page will be cut-and-pasted into the individual's waiver folder. Reference the waiver authority and date authorized in lieu of a signature.

A2.3. TMS Checklists. The checklist feature of TMS allows MAF standardization of training programs. It also allows units to add local requirements that need to be documented in the individuals TMS record. AMC/A3TA will provide standard MAF checklists generic to all C-17 units. Unit checklists will not be used to replace or duplicate courses in TMS. However, units may add locally developed checklists that are maintained by the unit level (OSS/OST) training office. Review unit checklist periodically and update them as necessary. Delete unused or unneeded checklists annually.

A2.3.1. Ground training events accomplished at the formal school will be annotated on the MAF Standardized Ground Training Events Checklist in TMS. Gaining units will review each crew member's ground training events checklist after arrival from the FTU. Events not accomplished at the FTU will be conducted by the gaining unit prior to completion of mission ready training.