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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*; and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the T-38 aircraft. This publication applies to Air Force Reserve Command and the Air National Guard. (**Note:** References in this instruction to OG/CC are the 53 TEG/CC for Det 1, 53 TEG.) File a copy of all approved waivers with this instruction.

Major commands (MAJCOM) will coordinate MAJCOM-level supplements to this volume through HQ AETC/A3FV to HQ USAF/A3O-AT for approval prior to publication. Field units below MAJCOM level will coordinate their supplements with their parent MAJCOM office of primary responsibility (OPR) before publication. Submit suggested improvements to this

publication on AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through standardization/evaluation (stan/eval) channels, who will forward approved recommendations to HQ AETC/A3FV.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. Privacy Act System of Records Notice F011 AF XO A, Aviation Resource Management System (ARMS), applies. The authorities to collect and maintain the records prescribed in this publication are Title 37 United States Code, Section 301a, *Incentive Pay*, Public Law 92-204, Section 715, *Appropriations Act for 1973*, Public Law 93-570, *Appropriations Act for 1974*, Public Law 93-294, *Aviation Career Incentive Act of 1974*, DoDI 7730.57, *Aviation Career Incentive Act and Required Annual Report*, Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943, as amended by Executive Order 13478, and Executive Order 9397, *Relating to Federal Agency Use of Social Security Numbers*, as amended, November 18, 2008.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and disposed of in accordance with (IAW) the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. Attachment 1 contains a glossary of the references and supporting information used in this publication. 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.

(ACC) AFI 11-2T-38V1 is supplemented as follows. This supplement applies to all aircrew flying ACC T-38s. ACC field units may further supplement this instruction, and they will forward one copy to HQ ACC/A3TO after publication. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Contact supporting records managers as required. ACC field units may submit suggested improvements to this supplement on AF Form 847, *Recommendation for Change of Publication*, through Standardization/Evaluation (Stan/Eval) channels, to HQ ACC/A3TV, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789. This publication applies to the Air National Guard and the Air Force Reserve Command.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision includes major changes throughout the document; changes title of document from AFI 11-2T/AT-38V1 to AFI 11-2T-38; changes all references to T/AT-38 to T-38; moves information in the “recommended changes and waivers” section of Chapter 1 to the beginning of the document; changes HQ AETC/DO to HQ AETC/A3 (paragraph 1.1.2); clarifies sortie allocation guidance (paragraph 1.5); adds guidance on the Aircrew Graduate Evaluation Program (paragraph 1.6); adds guidance on progress reviews (paragraph 1.7); adds guidance on fuel conservation (paragraph 1.8); clarifies guidance for Flight Surgeon requirements (paragraphs 2.6.1.6 and 2.6.2); adds Chapter 3, Mission Qualification Training; deletes reference to 6 months and

changes to 210 days for landing recurrency requirements (paragraph 4.3.3); updates Table 4.1 to change currency from “Precision Approach” to “Instrument Approach” and Note 2 to clarify requirements for regaining currency; adds guidance for loss of instructor qualification and requalification (paragraph 4.4.2.1); deletes Table 3.2. T/AT-38 Annual Sortie and Event Requirements; clarifies guidance to Prorating Requirements (paragraph 4.5.3); and updates dates associated with numerous references (Attachment 1).

(ACC) Aligned paragraphs with parent AFI 11-2T-38V1. Added reference to ACC T-38 ADAIR IQT/IP syllabus for T-38 Adversary Air operations in conjunction with F-22 training. AETC T-38C IQT/PIT with appropriate C-A/B differences training fulfills qualification requirements. Specified minimum requirements associated with OG/CC-directed C-A/B differences training. Clarified centrifuge refresher training requirements. Established OG/CC as waiver authority for certain ground training requirements. Added eligibility requirements for T-38 Adversary Air. Added currencies for T-38 Adversary Air. Added definitions to Attachment 2 of Experienced, Flight Lead, Mission Commander Sortie, Mission Qualification Training, and Squadron Supervisor. Added FCF program guidance. Added FCF currencies. Modified Low-Level Navigation currencies. Clarified IRC training frequency requirements.

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Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities:

1.1.1. **Supervisors.** Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and for identifying areas for which additional training is needed.

1.1.2. **HQ AETC/A3 Personnel.** HQ AETC/A3 personnel will:

1.1.2.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the OPR and applicable MAJCOM representatives.

1.1.2.2. Process all change requests.

1.1.2.3. Determine training requirements.

1.1.2.4. Review subordinate unit supplements and training programs annually.

1.1.3. **Wings and Groups.** Wings and groups will:

1.1.3.1. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support.

1.1.3.2. Develop programs to ensure training objectives are met. Forward copies of unit training programs that expand on the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM for review.

1.1.3.3. Review programs and supplements annually.

1.1.3.4. Identify training shortfalls through appropriate channels.

1.1.4. **Squadron Commanders.** Squadron commanders will:

1.1.4.1. Ensure aircrew members under their supervision are properly trained and that they maintain a level of proficiency required to effectively accomplish the flying training mission.

1.1.4.2. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training to determine the training required to achieve qualification and to ensure provisions of this instruction have been met.

1.1.4.3. Brief new instructors on their instructor responsibilities prior to accomplishing student training.

1.1.4.4. Develop the instructor ability of assigned and attached instructors by effective management of the unit's flying hour program.

1.1.4.5. Determine and certify missions and events in which individual aircrew may participate.

1.1.4.6. Report end-of-cycle training deficiencies through the operations group (OG) to the appropriate numbered Air Force (NAF) and MAJCOM.

1.1.4.7. Identify the levels of supervision required to accomplish the required training, unless specifically directed elsewhere.

1.1.4.8. Help the wing and group develop unit training programs.

1.1.4.9. **(Added)(ACC)** Certify and publish monthly letter of pilot qualifications (Letter of Xs, LOX).

1.1.5. **Flight Commander.** Flight commanders will:

1.1.5.1. Monitor currencies and requirements for assigned and attached aircrew.

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

1.1.6. **Individual Aircrew Members.** Individual aircrew members will:

1.1.6.1. Hand-carry available training records to assist the gaining unit in assessing qualifications and training requirements.

1.1.6.2. Be responsible for completing training requirements and currencies within the guidelines of this instruction.

1.1.6.3. Ensure they only participate in ground and flying activities for which they are qualified and current unless the activity is part of an upgrade syllabus leading to qualification.

1.2. Phases of Training:

1.2.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties in the T-38 aircraft. See Chapter 2 for IQT program requirements.

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

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency and/or increase flight qualifications. It provides minimum ground and flight training event requirements. Squadron commanders will designate aircrew members as “experienced” or “inexperienced” for CT purposes. For the purposes of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron operations officer are designated as experienced aircrew. Flight commanders are responsible for scheduling aircrew CT missions and flight training objectives for assigned or attached personnel. Using MAJCOMs will detail their CT program in their MAJCOM supplement, including a MAJCOM definition of “experienced” aircrew.

1.2.3.(ACC) An experienced T-38 pilot must be certified by the squadron commander on the letter of Xs and have 100 hours of FP/IP/MP time in the T-38 if previously or currently experienced in another aircraft, or 500 hours of FP/IP/MP time in the T-38 if not.

1.2.3.1. **Inexperienced Aircrew.** Aircrew not designated as experienced will progress through a program managed by the flight commander to develop sound flying skills. Flight commanders will tailor each program based on the new aircrew’s performance in

IQT and past flying experience. No time limit has been established to transition from inexperienced to experienced.

1.2.3.2. **CT Meetings.** Commanders will direct and supervise periodic CT meetings for aircrew members. The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge. A cockpit and/or crew resource management (CRM) topic or scenario should be discussed in each CT meeting referring to CRM core concepts from AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Using MAJCOMs will detail CT meeting requirements in their MAJCOM supplement.

1.2.3.2. (ACC) Units will conduct meetings at least semi-annually. These meetings may be conducted in conjunction with other safety or primary MDS specific meetings.

1.2.3.3. **Night Vision Goggles (NVG) Training.** NVG training is not authorized.

1.3. Training Concepts and Procedures:

1.3.1. Unless specifically directed, the squadron commander will determine the level of supervision required to accomplish in-flight training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an instructor pilot (IP) may be required. If mission objectives require directed supervision, a squadron supervisor may be warranted.

1.3.2. IPs and flight lead-qualified squadron supervisors may allow any pilot to lead limited portions of a mission if the pilot has been appropriately briefed. This provision will only be used to allow a pilot to practice events in which he or she is already qualified or to help determine if a pilot is ready for an upgrade program. In either case, the IP or squadron supervisor is responsible for the flight.

1.3.3. Units will complete training requirements during the appropriate training cycle except where specifically excepted. Using MAJCOMs will detail the training cycle in their MAJCOM supplement.

1.3.3.(ACC) The ACC aircrew training cycle is 12 months.

1.4. Training Records and Reports. Units will:

1.4.1. Maintain aircrew records for individual training and evaluations in accordance with (IAW) AFI 11-202, Volumes 1 and 2, and the RDS.

1.4.2. Maintain formal course or equivalent training records for assigned and attached aircrew.

1.4.3. Maintain documentation for each certification in the individual's training records, or on an AF IMT 1381, *USAF Certification of Air Crew Training*, or AF Form 4348, *USAF Aircrew Certifications*.

1.4.3.(ACC) Maintain source documents certifying and/or decertifying pilots for flying and flying related qualifications in the individuals training folder for all qualifications maintained on the squadron LOXs. Source documentation may include electronic training folders as well as scanned and electronically archived versions of paper training folders.

1.4.4. Prepare and forward training reports IAW MAJCOM directives.

1.4.4. (ACC) Report in conjunction with primary MDS (U-2, F-22) RAP Reporting requirements.

1.4.5. Document training in ARMS, using the forms or IMTs specified in AFI 11-202, Volume 1.

1.4.6. Track the following information for all aircrew, as applicable:

1.4.6.1. Ground training dates accomplished and due.

1.4.6.2. Flying hours by 30/60/90-day and cumulative totals.

1.4.6.3. Event requirements and accomplishments by cumulative total and amount remaining for the training cycle.

1.4.6.4. Sortie and event currencies and expiration dates. **Note:** Units may specify additional training folder requirements.

1.5. Sortie Allocation Guidance. Units will use the following guidance to determine priority for unit training sortie allocation:

1.5.1. Higher headquarters-directed missions and aerial events.

1.5.2. Deployment support.

1.5.3. Evaluations.

1.5.4. API-1 CT, including upgrade-directed support.

1.5.5. API-2 CT, if applicable.

1.5.6. API-6 CT.

1.5.7. API-8 CT.

1.5.8. Supervisory flights.

1.5.9. Flight Surgeon (FS) flying requirements.

1.5.10. Indoctrination or familiarization flights.

1.5.11. Other orientation flights.

1.6. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus or command directive for aircrew graduate evaluation procedures. The program may be accessed at <https://www.my.af.mil/agepiftprod>.

1.7. Progress Reviews. Refer to the appropriate formal course syllabus or command directive for progress review procedures.

1.8. Fuel Conservation. It is the responsibility of all aircrew to conserve fuel to the maximum extent possible. Individual crew members and supervisors at all levels will manage aviation fuel as a limited commodity and precious resource. Fuel optimization will be considered throughout all phases of mission planning and execution. Once the objectives of training are complete, sorties will be terminated at the earliest opportunity. Adherence to average sortie duration will not be the driving factor of whether to land the aircraft or continue the mission.

1.9. Waivers. HQ AF/A3O-A is the waiver authority for training requirements established by AFI 11-202, Volume 1. Except as specified elsewhere in this instruction the MAJCOM/A3 is waiver authority for this instruction.

1.9.(ACC) Waivers. HQ ACC/A3 is approval authority for changes or revisions to this supplement.

1.9.1. Unless otherwise specified in this supplement, HQ ACC/A3 is the waiver authority. Send waiver requests through Stan/Eval channels to HQ ACC/A3. The operations group commander (OG/CC) is the waiver authority for subordinate unit supplements.

1.9.1. Request waivers through applicable stan/eval channels to MAJCOM/A3, (or equivalent). As applicable, MAJCOM/A3s will forward requests to HQ USAF/A3O-A, with an information copy to HQ USAF/A3O-AT.

1.9.2. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.10. (Added)(ACC) Pilot Utilization Policy:

1.10.1. **(Added)(ACC)** Commanders will ensure that wing pilots fill only authorized positions IAW unit manning documents and that pilot status is properly designated. The overall objective is for pilots to perform operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board [FEB] member, mishap board member, etc.) but must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.10.2. **(Added)(ACC)** Duties required by various publications that may be assigned to Aircrew Position Indicator (API)-1 pilots are weapons and tactics officer, programmer, flying safety officer, supervisor of flying (SOF), mobility/contingency plans, training (except ARMS documentation), standardization/evaluation liaison officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. API-1s will not be attached to wing staffs or man wing staff positions unless total wing pilot API-1/6 manning is 100 percent or better. Commanders will ensure wing staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents (UMD). API-8 and staff personnel on FAC-6 wavers will provide sufficient availability to meet all lookback and currency requirements, pilot meetings, testing, Duty Officer (when qualified and on days scheduled to fly), or other flying related duties.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General. This chapter outlines the IQT program for the T-38. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in education and training course announcement (ETCA). Completing the appropriate formal course satisfies basic qualification training requirements. When attendance is not practical or quotas are not available, units will request waivers from the MAJCOM/A3 to conduct in-unit qualification training, using formal school courseware.

2.1. (ACC) General. T-38 IQT will be conducted using either ACC Course T38IQT for the U-2 Companion Trainer Program or ACC Course T38ADAIR for the T-38 Adversary Air program. Appropriate syllabus tracks, flow programs, and requirements will be followed for those respective syllabi. AETC formal T-38 qualification courses (T-38 PIT and T-38 IFF IP) with appropriate T-38C-A/B differences training fulfill qualification requirements.

2.1.1. Upon completion of the IQT program, aircrew will be qualified IAW AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria*.

2.1.2. Except in unusual circumstances, aircrew members undergoing IQT will receive ground and flight instruction *with minimum interruption* and complete training within the time specified by the syllabus. For formal training course IQT, failure to complete training within the specified time limit requires notifying the gaining wing commander of the aircrew's name and grade, reason for delay, planned actions, and estimated completion date.

2.1.2.1. **(Added)(ACC) Multiple-Qualification Candidates.** An upgrading T-38 pilot will be removed from primary mission design series (MDS) flying duties when the flying portion of the T-38 qualification course begins. The pilot will remain in this status until completion of or removal from the course. OG/CC is the waiver authority. **Note:** This restriction only applies to initial qualification and IP upgrade.

2.2. Prerequisites. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites. In addition, all personnel maintaining flying status will meet the physical examination; physiological training; and survival, evasion, resistance, and escape (SERE) training requirements in AFI 11-202, Volume 1, before flying.

2.3. Ground Training. Ground training will follow the formal course syllabus flow, but may be tailored to local conditions and the individual's background and experience. For in-unit qualification training, commanders will obtain and use current formal school courseware, if available.

2.4. Flying Training. Aircrew in IQT will fly under IP supervision until completing the qualification evaluation unless otherwise specified by their MAJCOM supplement. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training due to student nonprogression is available within the constraints of the formal course syllabus. Pilots may satisfy MQT and upgrade training requirements during IQT if the appropriate IP is available and the formal course training allows it.

2.4.(ACC) Flying Training. Pilots may "sandbag" rides in the T-38 IAW syllabus requirements or as directed by the OG/CC. Pilots are responsible to ensure all flying prerequisites are complete prior to sandbagging.

2.5. Senior Officer Qualification. Comply with the guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 1.

2.6. Flight Surgeon (FS) Training:

2.6.1. **Ground Training.** Ground training will include:

2.6.1.1. Aircraft general review.

2.6.1.2. Cockpit and/or crew resource management (CRM) training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

2.6.1.3. Aircrew flight equipment and procedures training IAW AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*.

2.6.1.4. Egress training IAW AFI 11-301, Volume 1.

2.6.1.5. An instrument and emergency procedure (EP) review with an instructor.

2.6.1.6. The completion of an FS examination IAW AFI 11-202, Volume 2.

2.6.2. **Flying Training.** A FS is qualified to occupy the RCP. An FS will not operate the controls unless an IP is at the controls and will not fly during critical phases of flight.

2.7. Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (paragraph 4.3). Follow the requalification guidance in AFI 11-202, Volume 1.

2.8. IP Requalification Training. See paragraph 4.4.2.

2.9. Conversion and/or Difference Qualification. Conversion qualification follows the guidance in this chapter and the formal course conversion syllabus. Difference training is authorized for pilots converting from the T-38C to the T-38A/B or vice a versa. MAJCOMs will provide difference training guidance.

2.9.(ACC) Conversion and/or Difference Qualification. T-38C-qualified pilots will complete an OG/CC-approved difference qualification course prior to flying unsupervised in the T-38A/B, containing the following minimum requirements:

2.9.1. **(Added)(ACC) Ground Training.** T-38A/B systems review, with specific focus on electrical, communications, navigation, and weapons delivery systems. Ground training will include egress training if the visiting aircrew is not current in the legacy ejection seat.

2.9.2. **(Added)(ACC) Device Training.** T-38A/B cockpit procedure differences, including normal and emergency checklist procedures.

2.9.3. **(Added)(ACC) Flying Training.** Flying training will include two dual sorties with a qualified ACC T-38A/B IP in the rear cockpit. Pilots must demonstrate proficiency in normal and emergency patterns and landings, precision and non-precision approaches, and, as applicable, LOWAT.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. MAJCOM will determine MQT requirements.

3.1. (ACC) General. Pilots will complete locally developed, OG/CC-approved MQT programs if required to support unique unit missions. An MQT program that culminates in a Mission Checkride per AFI 11-2T-38 Vol 2 qualifies ACC T-38 pilots to fly ACT. Before performing instructor duties, IPs will complete a local area orientation sortie (not applicable for IPs trained locally). This sortie will include normal operations and emergency situations in the local area to include local area divers and familiarization with emergency airfields. This sortie will be flown with an IP familiar with local operating procedures.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General. This chapter outlines minimum ground and flying training requirements for T-38 aircrew CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills, which ensures safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions or taskings. Taskings may be locally generated or higher headquarters directed. Using MAJCOMs will define additional currencies and requirements in their MAJCOM supplement.

4.2. Ground Training. Ground training accomplished during IQT and MQT may be credited toward CT requirements for the training cycle in which it was accomplished. AFI 11-202, Volume 1, specifies ground training requirements. Using MAJCOMs may specify additional ground training requirements in their MAJCOM supplement. Units will track ground training requirements in ARMS.

4.2. (ACC) Ground Training. Complete the ancillary/ground training listed in **Table 4.4**.

4.2.1. **(Added)(ACC)** Situational Emergency Procedures Training (SEPT). This training is not an evaluation, but is a realistic scenario-based review of T-38 abnormal/emergency procedures and aircraft systems operations and limitations. SEPT should be accomplished one-on-one, but small flight-sized groups may be used so all members participate to the maximum extent possible. BOLDFACE and squadron special interest items should be emphasized.

4.2.1.1. **(Added)(ACC)** Accomplish SEPT each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.1.2. **(Added)(ACC)** Formal course student SEPT may satisfy the monthly SEPT requirement for the IP who administers the training.

4.2.1.3. **(Added)(ACC)** Incorporate the following elements into the squadron SEPT program:

4.2.1.3.1. **(Added)(ACC)** SQ/CC or DO involvement in the selection of a monthly SEPT topic.

4.2.1.3.2. **(Added)(ACC)** When applicable, integrate T-38 mishaps/incidents into SEPT scenarios.

4.2.1.3.3. **(Added)(ACC)** Discuss at least one EP for each phase of flight (takeoff, cruise and landing) during each session.

4.2.1.3.4. **(Added)(ACC)** Accomplish two SEPTs each training period with an IP or squadron supervisor to include minimum fuel and emergency divert training. **Note:** If multi-qualified, primary MDS SEPT does not satisfy this requirement.

4.2.2. **(Added)(ACC)** Anti-G Straining Maneuver (AGSM) Training. Pilots do not require centrifuge training as long as maneuvering is limited to less than 6.0Gs. Pilots are required to attend Anti-G Straining Maneuver (AGSM) academic training conducted by a qualified aerospace physiologist and must be evaluated in the aircraft by a qualified T-38 instructor pilot

on AGSM performance. Aircrew identified as needing additional training will be required to complete commander-directed training under the provisions of AFI 11-404 Chapter 6.

4.3. Flying Training Currencies and Recurrency:

4.3.1. **Currency.** Table 4.1 lists minimum currency requirements for T-38 aircrew. Using MAJCOMs may specify additional events or sortie currencies in their MAJCOM supplement. If an aircrew member loses a particular currency, he or she may not perform that sortie or event except to regain currency.

4.3.1. (ACC) Pilots will maintain the currency requirements in **Table 4.1.** as applicable. In addition, the requirements in **Table 4.2.** will be maintained.

Table 4.1. T-38 Pilot Currencies.

I T E M	A	B	C	D	E	
	Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes	
1	Landing	30	45	Yes	1	
2	Instrument Approach			No	4	2, 3
3	IP RCP Landing	60	90			4
4	IP RCP Night Landing	90				4, 5

NOTES:

1. See paragraph 4.3.3 of this instruction.
2. Non current pilots will increase their weather minimum by one category. To regain currency, supervision level is a current and qualified instructor in the aircraft or element. If the instructor is in the aircraft, the instructor's weather minimums may be used.
3. Instrument approaches may be flown from either cockpit when simulating instrument meteorological conditions (IMC) with a qualified safety observer or during actual IMC. MAJCOMs determine limitations when instrument approach currency is expired.
4. Rear cockpit (RCP) landings update both RCP landing currency and normal landing currency. FCP landing currency is good day or night.
5. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight. To regain RCP night landing currency, three night landings must be accomplished from the RCP and the FCP IP must be qualified (not necessarily current) in FCP and RCP night landings. See paragraph 4.3.2 of this instruction.

Table 4.2. (Added)(ACC) T-38 Pilot Currencies.

I T E M	Event/Sortie	Inexp	Exper	Affects BAQ	Notes
1	Landing	30	45	Yes	1
2	Instructor Sortie	60	60	Yes	1, 2
3	Formation Takeoff	60	90	No	1, 3
4	Formation Landing	60	90	No	1, 3
5	Low-Level Navigation	90	120	No	1, 4
6	Night Sortie	90	90	No	1
7	Precision Approach	30	45	No	1
8	FCF	-	120		1

Notes:

1. To regain currency requires IP supervision, qualified and current in the event, in the aircraft or in the element.
2. Flight Examiners can update instructor sortie currency when performing flight evaluations.
3. FLs and IPs may update currency from either lead or wing position.
4. LLNAV currency is required to fly sorties on MTRs or at or below 1,000 feet AGL in MOAs, restricted airspace or warning areas.

Table 4.3. (Added)(ACC) T-38 Training Period Sortie and Event Requirements.

I T E M	Event/Sortie	Number	Remarks
1	AHC Sortie	2	Sortie profile will be determined by the OG/CC.
2	Instrument Sortie	4	Operations at other than home base (e.g. instrument approaches at local divert bases) and cross-country flights
3	Night Sortie	7	Only if pilot maintains night qualification.
4	Weather Penetration	10	High or low altitude penetration or local published recovery routing.
5	Precision Approach	20	
6	Nonprecision Approach	20	OG/CC discretion on mixture of circling and straight-in approaches.
7	Formation Sortie	13	Only applies to formation-qualified pilots. Formation sorties can be logged in conjunction with T-38 Adversary Air missions.
8	TP Stalls	7	Only two events may be logged per sortie.
9	No-Flap Pattern	10	OG/CC may waive landing requirement. Events may be flown from either visual or instrument patterns.
10	Low-Level Navigation (LLNAV) Sortie	7	Requirements for this sortie are determined by the OG/CC. Only applies to LASDT certified pilots. LASDT sorties can be logged in conjunction with T-38 Adversary Air missions.
11	SE Pattern	10	SE landing and SE go-around requirements are at the discretion of the OG/CC. Events may be flown from either visual or instrument patterns.
12	FCF	6	Only applies to FCF qualified pilots.

Table 4.4. (Added)(ACC) Pilot Ancillary/Ground Training.

I T E M	Subject	Frequency	Reference Directives	Grounding
1	Flight Physical	Annually	AFI 48-123	Yes
2	Physiological Training (altitude chamber)	5 years	AFI 11-403	Yes
3	CRM Training	24 Months	AFI 11-290 as supplemented	Yes (post-IQT, OG/CC waiverable)
4	Life Support Training a. Egress/Ejection b. Life Support Equipment c. Life Support Familiarization Training	a. 12 Months b. 20 Months c. Initial/20 months	AFI 11-301V1 as supplemented	Yes No Yes
5	SERE Training a. Emergency Parachuting Training (SS06) b. Local Area Survival (SS01) c. Water Survival (SS31)	a. 12 Months b. Once per assignment, prior to first flight c. Once per assignment, not to exceed 36 months	Comply with Command Directives	Yes Yes No
6	Instrument Refresher Course (IRC)	IAW Reference Directives	AFMAN 11-210 and AFI 11-202V2, as supplemented	Yes (OG/CC waiverable)
7	Emergency Procedures Training (SEPT)	Monthly	AFI 11-2T-38V1 as supplemented	Yes
8	BOLDFACE Examination	Monthly		Yes
9	Self Aid and Buddy Care	Initial, then every 2 years	AFI 36-2238	No
10	Laws of Armed Conflict	15 Months	AFPD 51-4, AFI 51- 401	No
11	AGSM Training	12 Months	AFI 11-404	No

4.3.2.Recurrency. Recurrency is required when an aircrew member does not meet a currency requirement in this instruction. Supervision level is a current and qualified

instructor in the aircraft or element. Training identified as “affects basic aircraft qualification (BAQ)” requires regression to an unqualified status until recurrency training is completed. Unless otherwise specified in this instruction, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the squadron commander.

4.3.3. Landing Recurrency. Landing currency is required to maintain BAQ. Loss of landing currency over 210 days (225 days experienced) requires requalification training IAW AFI 11-202, Volume 2, and AFI 11-2T-38, Volume 2. Loss of landing currency less than 210 days (225 days experienced) requires the following action: (**Note:** Timing starts from last landing.)

4.3.3.1. **For 31 to 90 Days (46 to 90 Days Experienced).** Accomplish at least three satisfactory landings with a landing-current IP.

4.3.3.2. **For 91 to 135 Days.** Comply with the actions in paragraph 4.3.3.1 and complete an instructor-supervised EP and instrument review session (normal, emergency, and instrument procedures).

4.3.3.3. **For 136 to 210 Days (to 225 days Experienced).** Comply with the actions in paragraphs 4.3.3.1 and 4.3.3.2, and complete the qualification written examinations and an emergency procedures evaluation (EPE). Documentation of AF 8, *Certificate of Aircrew Qualification*, is not required.

4.4. Special Categories:

4.4.1. **Instructor Event or Sortie Currency.** If an instructor becomes noncurrent in an event or sortie not affecting basic aircraft qualification BAQ, instructor status may be retained, but he or she will not instruct in that event or sortie until the required currency is regained. Table 4.1 lists supervision required for recurrency training.

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

4.4.2.1. Cause IAW AFI 11-202, Volume 2.

4.4.2.2. A failed flight evaluation. To regain instructor status, an instructor must successfully complete a flight evaluation IAW AFI 11-202, Volume 2.

4.4.2.3. A failed qualification or instrument written examination. To regain instructor status, an instructor must successfully re-accomplish the written examination.

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

4.4.4. **Flight Surgeon (FS).** FSs will accomplish CT IAW AFI 11-202, Volume 1.

4.4.4.(ACC) Must review applicable Emergency Procedures (e.g., ejection) with a T-38 pilot once per week (when scheduled) prior to flying that week.

4.4.5. **Higher Headquarters API-8 Aircrew.** For training other than that conducted in support of a formal inspection, higher headquarters personnel must coordinate with the supporting unit as follows:

4.4.5.1. Aircrew will ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

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

4.4.5.3. Aircrew will submit qualification and authorization documentation to the supporting squadron commander or operations officer prior to flying with that squadron.

4.5. Annual Training Requirements:

4.5.1. **MAJCOMs.** Will determine minimum annual requirements. Sorties and events accomplished during MQT may be credited toward CT requirements for the training cycle in which they were accomplished. Before an aircrew member may fly in the new training cycle, the OG commander will determine if additional training is required. (**Note:** Additional training may be required, depending on the type and magnitude of the deficiency.)

4.5.1.(ACC) Aircrew members will accomplish sortie and event requirements listed in **Table 4.1., Table 4.2., Table 4.3.,** in **Attachment 2,** and **Attachment 3.** If an aircrew member fails to maintain sortie or event requirements, the OG/CC will review the pilot's status to determine if additional training is required.

4.5.2. **Squadron Commanders.** Will approve profiles for all required CT sorties. Profiles will detail the minimum events and currency items to be accomplished on the sortie (for example, aircraft handling characteristics [AHC] maneuvers, approaches, or emergency patterns and landings).

4.5.3. **Prorating Requirements.** Squadron commanders:

4.5.3.1. May prorate training requirements IAW AFI 11-202, Volume 1, at the end of the training cycle.

4.5.3.2. Will prorate requirements only to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.5.3.3. Will consider newly assigned or qualified pilots who achieve qualification after the 15th of the month to be in CT on the first day of the following month.

4.6. Multiple Qualification Requirements. MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 sortie and event requirements in their MAJCOM supplement.

4.6.(ACC) Multiple Qualification Requirements. Pilots will satisfy both MDS minimum sortie/event requirements unless otherwise noted.

4.7. Multiple Qualification Currencies. MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 currencies in their MAJCOM supplement.

4.7.(ACC) Multiple Qualification Currencies. Pilots will comply with currency requirements for each aircraft in which they are qualified.

4.8. (Added)(ACC) Functional Check Flight (FCF) Pilots. Also refer to FCF pilot currency listed in **Table 4.2.** of this supplement. If an FCF is flown dual, it may be counted as an FCF flight for both pilots provided a proportionate number of test items are accomplished by each pilot. If an FCF pilot fails to meet sortie currency, see paragraph **4.5.1. Note:** For further information about the FCF program, see paragraph **5.6.** and **Attachment 4.**

Chapter 5

SPECIALIZED TRAINING PROGRAMS

5.1. Overview. This chapter outlines upgrade training programs for special capabilities and qualifications. These programs are intended to provide a basic starting point and may need to be modified by the squadron commander, based on the unit's requirements and the aircrew's previous experience, qualifications, and documented performance. Unless governed by a formal course syllabus, ground and device training for these programs will consist of unit-developed academics and scenarios. Flight training will be conducted IAW a program approved by the squadron commander. Using MAJCOMs may specify additional specialized training programs in their MAJCOM supplement.

5.2. Instructor Upgrade. Follow a MAJCOM-approved formal course syllabus.

5.2.(ACC) Instructor Upgrade. Upon completion, the pilot will be qualified according to AFI 11-401 and AFI 11-202V2, as supplemented, and applicable grading volumes. IP upgrade will normally be conducted using the ACC T-38 Instructor Pilot Upgrade Training Course (ACC Course T-38IP) or T-38ADAIR IP syllabus tracks, flow programs, and requirements. An AETC T-38 instructor pilot course (PIT) or AETC IFF UI may also be used for IP qualification. Multi-qualified pilots upgrading to T-38 IP will be relieved of primary MDS flying duties when the flying portion of the T-38 IP course begins. The pilot will remain in this status until completion of or removal from the course. OG/CC is the waiver authority.

5.2.1. (Added)(ACC) Course prerequisites for Instructor upgrade include:

5.2.1.1. (Added)(ACC) Pilot must be Flight Lead and LLNAV qualified and have 50 hours in T-38 since initial qualification or requalification. The OG/CC is the waiver authority for IP entry requirements.

5.2.2. (Added)(ACC) Following satisfactory completion of upgrade requirements, the OG/CC will interview the upgrading IP and review IP responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify the upgrading IP by providing the necessary documentation, including any restrictions, in appropriate written format.

5.3. RCP Night Landing Qualification Training:

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

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

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

5.4.(ACC) Formation and/or Flight Lead Upgrade. Refer to **Attachment 2** or **Attachment 3**, as applicable. The T-38 ADAIR FLUG program will be at the direction of the OG/CC.

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

5.5.(ACC) Low Altitude Training Upgrade. T-38 ADAIR CAT-1 Low-Altitude Training (LOWAT)-qualified pilots may conduct low-level navigation training and mission-oriented operations (aerial attack or threat reactions) associated with air combat tactics (ACT) down to CAT-1 LOWAT minimums (500 feet AGL). T-38 CTP pilots may execute low-level navigation training down to CAT-1 LOWAT minimums, but may not conduct mission-oriented operations associated with ACT.

5.6. Functional Check Flight (FCF) Training. MAJCOMs will publish FCF pilot training requirements in their MAJCOM supplements.

5.6.(ACC) Functional Check Flight (FCF) Training. Units will train and certify FCF pilots as follows:

5.6.1. **(Added)(ACC)** Prerequisites.

5.6.1.1. **(Added)(ACC)** FCF pilots will have a minimum of 750 total flying hours and 200 IP or FP hours in the T-38, or 650 total hours and 300 IP or FP hours in the T-38.

5.6.1.2. **(Added)(ACC)** FCF IPs must have at least 4 months of experience conducting T-38 FCFs. The FCF section chief will consider the number of FCFs actually flown before recommending FCF pilots for FCF IP status. FCF IPs will train new FCF pilots and administer FCF certification flights according to local unit training programs.

5.6.2. **(Added)(ACC)** Ground Training. Ground training will include a review of applicable technical orders and publications, including, as a minimum, AFI 21-101, *Aerospace Equipment Maintenance Management*; TO 1-1-300; *Technical Manual, Acceptance/Functional Check Flight and Maintenance Operational Checks*; 1T-38A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-38A- Aircraft*; and local FCF procedures.

5.6.3. **(Added)(ACC)** Flying Training. Pilots will fly a representative sample of FCF profiles with FCF IP supervision. Upon completion of the training program, the FCF IP will complete an AF Form 4287, *Functional Check Flight Certification Record T-38 Aircraft*. **Note:** For further information about the FCF program, see **Attachment 4**.

5.7. Adopted Forms and IMTs: AF IMT 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF IMT 1381, *USAF Certification of Air Crew Training*

AF Form 4348, *USAF Aircrew Certifications*

5.8. (Added)(ACC) LLNAV. Low-level navigation flight will be conducted IAW AFMAN 11-250V1 and AFI 11-2T-38V3. Refer to **Attachment 2** or **Attachment 3**, as applicable.

5.8.1. **(Added)(ACC)** General. LASDT certification is required for all flights on MTRs and flights conducted at or below 1,000 feet AGL in MOAs, restricted airspace, or warning areas. T-38 IPs are certified to fly and instruct low-altitude navigation and formation down to 500 feet AGL upon completion of ACC Syllabus T-38IP or T-38 PIT.

5.8.2. **(Added)(ACC)** Certification and Currency. LASDT certification incrementally qualifies a pilot to fly LLNAV down to 500 feet AGL. Currency is required for operations on MTRs and operations at or below 1,000 feet AGL. LASDT-1 and LASDT-2 can be combined for previously qualified CAT-1 LOWAT pilots at the Sq/CC's discretion. LASDT certification levels are as follows:

5.8.2.1. **(Added)(ACC)** LASDT-1. Qualifies a pilot to perform unsupervised single-ship operations at or above 1,000 feet AGL.

5.8.2.2. **(Added)(ACC)** LASDT-2. Qualifies a pilot to perform unsupervised single-ship operations down to 500 feet AGL.

5.8.2.3. **(Added)(ACC)** LASDT-3. Qualifies a pilot to perform unsupervised formation operations down to 500 feet AGL.

5.9. (Added)(ACC) Night Qualification. Prior to flying unsupervised at night, pilots will complete an OG/CC-developed night qualification program. The program should address night-time considerations for aircraft lighting, spatial disorientation, landings and emergency procedures. Record night qualification training information in the individual's training folder and annotate on the Letter of Qualifications. For operations between sunset and sunrise, the Pilot in Command must be current and qualified (as applicable) for night operations.

PHILIP M. BREEDLOVE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

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

AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005

AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria*, 27 April 2009

AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-214, *Air Operations Rules and Procedures*, 22 December 2005

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 April 2001

AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009

AFI 11-401, *Aviation Management*, 7 March 2007

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

DoDI 7730.57, *Aviation Career Incentive Act and Required Annual Report*, 18 July 2003

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943

Executive Order 13478, *Amendment to Executive Order 9397, Relating to Federal Agency Use of Social Security Numbers*, November 18, 2008

Privacy Act of 1974

Public Law 92-204, *Appropriations Act of 1973*

Public Law 93-294, *Aviation Career Incentives Act of 1974*, May 31 1974

Public Law 93-570, *Continuing Appropriations, 1975*, February 28, 1975

United States Code: Title 37, 301a, *Incentive Pay: Aviation Career*, February 1, 2010

Abbreviations and Acronyms

AFE—aircrew flight equipment

AGL—above ground level

AGSM—anti-G straining maneuver

AHC—aircraft handling characteristics

ARMS—Aviation Resource Management System (formerly AFORMS)

BAQ—basic aircraft qualification

CRM—cockpit/crew resource management

CT—continuation training

EP—emergency procedure

EPE—emergency procedures evaluation
ETCA—education and training course announcement
FCF—functional check flight
FCP—front cockpit
FS—flight surgeon
IAW—in accordance with
IMC—instrument meteorological conditions
IMT—information management tool
IP—instructor pilot
IQT—initial qualification training
MAJCOM—major command
MQT—mission qualification training
NAF—numbered Air Force
NVG—night vision goggles
OG—operations group
OPR—office of primary responsibility
RDS—records disposition schedule
RCP—rear cockpit
SD—spatial disorientation
stan/eval—standardization/evaluation

Terms

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

Basic aircraft qualification (BAQ)—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform aircrew duties in the unit aircraft. (AFI 11-202, Vol. 1)

Cockpit familiarization trainer—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

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

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

Emergency procedures evaluation (EPE)—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures (EP) conducted by a stan/eval flight examiner orally or in a cockpit training device.

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

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

Formal course—Training courses listed in Air Force ETCA.

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

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

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

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

Low-level navigation—Visual flight rules point-to-point navigation in the 500 to 5,000 feet AGL altitude block.

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

Night—The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time (AFI 11-202, Volume 3).

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

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

Office of primary responsibility (OPR)—The headquarters, agency, or activity having the primary functional interest in and responsibility for a specific action, project, plan, program, or problem.

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

Proficiency—A measure of how well a task is completed. Aircrew members are considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety (AFI 11-202, Volume 1).

Squadron supervisor—For the purposes of this instruction, the squadron commander, operations officer, assistant operations officer, flight commander, or weapons officer.

Attachment 1(ACC)**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-202V2_ACCSUP, *Aircrew Standardization/Evaluation Program*, 30 June 2011

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, 3 February 2005

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

AFMAN 11-250V1, *T-38 Flying Fundamentals*, 12 April 2004

AFI 11-290_ACCSUP, *Cockpit/Crew Resource Management Training Program*, 16 July 2010

AFI 11-301V1, *Aircrew Life Support (ALS) Program*, 25 February 2009

AFI 11-301V1_ACCSUP, *Aircrew Life Support (ALS) Program*, 23 April 2010

AFI 11-401_ACCSUP, *Aviation Management*, 25 April 2008

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

AFI 11-403_ACCSUP, *Aerospace Physiological Training Program*, 18 August 2009

AFI 11-404, *Centrifuge Training for High-G Aircrew*, 28 October 2005

AFI 36-2238, *Self-Aid and Buddy Care Training*, 2 April 2012

AFI 48-123, *Medical Examinations and Standards*, 24 September 2009

AFPD 51-4, *Compliance with the Law of Armed Conflict*, 4 August 2011

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*, 11 August 2011

AFI 51-401_ACCSUP, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*, 7 March 2000

AFI 71-101V2, *Protective Service Matters*, 17 May 2011

Prescribed Forms

This supplement does not prescribe any forms.

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 4287, *Functional Check Flight Certification Record T-38 Aircraft*.

Abbreviations and Acronyms

ACC—Air Combat Command

ADAIR—Adversary Air

AEF—Air & Space Expeditionary Force

FCF—Functional Check Flight

FE—Flight Examiner

FEB—flying evaluation board

FL—flight lead

IMT—information management tool (formerly referred to as a "form")

LASDT—Low Altitude Step Down Training

LOX—Letter of (pilot) qualifications

LLNAV—Low-Level Navigation

MDS—mission design series

MTR—Military Training Route

OT&E—operational test and evaluation

SELO—standardization/evaluation liaison officer

SERE—Survival, Evasion, Resistance and Escape

SOF—supervisor of flying

TP—traffic pattern

Terms

Air Combat Tactics (ACT)—Adversary support of offensive and defensive maneuvering to achieve a tactical air-to-air objective. DCA, OCA, Force Protection and other A-A centric missions that include element/multi-ship blue tactics are examples of ACT. ACT may be accomplished under Limited TRs (IAW 11-214).

Experienced Aircrew (EXP) – T-38 Adversary Air pilots require one of the following to be considered experienced: 500 hrs PAI, or 1,000 hrs (FP/IP/MP/EP), of which 300 are PAI, or 600 fighter hrs, of which 200 hrs are PAI, or previously fighter EXPERIENCED and 100 hrs PAI.

Flight Lead (FL) – As designated on flight orders, the individual responsible for overall conduct of mission from preflight preparation/briefing to postflight debriefing, regardless of actual position within the formation. A certified 4-ship FL may lead formations and missions in excess of four aircraft, unless restricted by the unit CC. A 2-ship FL is authorized to lead an element in a larger formation.

Mission Commander (MCC) Sortie – Special qualification sortie. Sortie where aircrew acted in the capacity of a MCC for a joint/composite mission responsible for two or more types of aircraft with four or more total aircraft, or more than four own MDS aircraft versus a minimum of two pre-planned adversary aircraft.

Mission Qualification Training (MQT) – Training required to achieve a basic level of competence in unit's primary tasked missions.

Squadron Supervisor – SQ/CC, SQ/DO, SQ/ADO, Flight CCs. (ANG: As designated by the OG/CC.)

**Attachment 2 (Added)(ACC)
T-38 Adversary Air Program (F-22)**

A2.1. General. The T-38 is used to support adversary air requirements of the F-22 program.

A2.2. Eligibility Requirements. Participants will have completed the Introduction to Fighter Fundamentals (IFF) course. Pilots assigned T-38 Adversary Air from T-38C SUPT will complete AETC IFF syllabus B/F-V5A-K, Track E (F-22). The number of multi-qualified fighter pilots will be determined by the OG/CC. Additionally, participants from outside the owning Wing (e.g., attached rated staff) will be on API-8 active flying status or on an API-4 Flying Activity Code (FAC)-6 waiver per AFI 11-401. Waiver authority resides with ACC/A3.

A2.3. Training Program. ACC T-38 Adversary Air Course (T-38ADAIR) or a combination of AETC PIT or ACC T-38 Initial Qualification Training (T38IQT) and OG/CC MQT.

A2.3.1. Formation Training. Formation training and checkout may be accomplished during either IQT or MQT as part of a syllabus sortie. Completion of the formation sortie will be documented on the gradesheet and in the training folder.

A2.3.2. T-38 Adversary Air Instructor:

A2.3.2.1. General. T-38 Adversary Air instructor pilots must have completed either AETC PIT with OG/CC-approved Adversary Air IP top-off or the ACC T38ADAIR IP course. Upon completion, the pilot will be qualified to instruct all phases of T-38 training including:

A2.3.2.1.1. T-38 Initial Qualification Training (ACC T38IQT).

A2.3.2.1.2. T-38 Instructor Upgrade Course (ACC T38IP).

A2.3.2.1.3. T-38 Adversary Air course (ACC T-38ADAIR).

A2.3.2.1.4. OG/CC MQT Program.

A2.3.3. T-38 Flight Examiner (FE):

A2.3.3.1. General. These pilots have completed an ACC- or AETC-approved IP upgrade program and the local OG/CC T-38 FE upgrade training program and support the Group by:

A2.3.3.2. Conducting T-38 periodic instrument/qualification and mission flight evaluations.

A2.4. Other Duties Requiring T-38 Qualification:

A2.4.1. Operations Group and Squadron Supervisors. These pilots usually are in Top-3 or flight commander positions in the OG or flying squadrons. They fly the T-38 to supervise the conduct of flying operations within the units (F-22 and T-38 operations). When an F-22 pilot that is not multi-qualified in the T-38 is acting as Top-3, an experienced T-38 pilot Duty Officer must be available in the F-22 squadron (or in the T-38 ADAIR OPS building monitoring unit ops radio frequency(s)) to provide T-38-specific expertise and support to the Top-3.

• **A2.5. Sortie Requirements.** The annual sortie requirements are depicted in **Table A2.1.** and **Table A2.2.**

A2.5.1. Failure to meet 1-month look back requires a review of 3-month look back. No further action is required if the pilot's 3-month look back is met. If 3-month look back is not met the pilot will be placed on probation status. If the pilot makes the monthly sortie look back on the following month, he is removed from probation status. If the pilot fails to make look back on the

following month, the pilot will complete a squadron commander-defined requalification program that will include as a minimum an IP- supervised SEPT and an IP-supervised sortie.

Table A2.1. T-38 Adversary Air Sortie Requirements.

Category	Minimum (12 month)	1-month look back	3-month look back
T-38A/B IP	60	5	15
T-38A/B Inexp	60	5	15
T-38A/B Exp	48	4	12

Table A2.2. T-38 Adversary Air Currencies.

ITEM	Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
1	ACT	60	90	No	1, 2, 6
2	Demanding	30	45	No	1, 3, 6
3	Low-Altitude Training	90	90	No	1, 4, 5, 6

Notes:

1. For IPs, accomplishing or instructing the event from either cockpit will update currency.
2. Currency may only be regained from the FCP with an IP or qualified and current squadron supervisor in the aircraft or in the element.
3. Currency may be regained by flying a non-demanding sortie or a demanding sortie with an IP or qualified and current squadron supervisor in the aircraft or in the element.
4. To regain currency, the supervision level is the IP or squadron supervisor qualified and current in the event, in the aircraft or element.
5. LOWAT currency is required after low-altitude step-down training (LASDT) certification to fly low-altitude tactical employment (other than low-level navigation/formation) sorties below 1,000 feet above ground level (AGL).
6. Definitions of demanding and non-demanding sorties:
 - a. Demanding sortie – Sorties that task the pilot to the extent that flying frequency and continuity are most critical. Authorized sorties/events requiring demanding mission currency are: (D)ACT and LOWAT (below 1,000 feet AGL), SQ/CCs may add sorties/events to the demanding sortie list, depending on unit tasking and the individual's capabilities.
 - b. Non-demanding Sortie - A sortie that provides the aircrew with the opportunity to regain basic flying proficiency without excessively tasking those skills unused during the nonflying period. Authorized sorties/events flown for/on a non-demanding sortie include instruments, AHC, formation, and low level navigation at or above 1000 feet AGL. SQ/CCs may delete sorties/events from this non-demanding sortie list, depending on unit tasking and the individual's capabilities.

Attachment 3 (Added)(ACC)

U-2 COMPANION TRAINER PROGRAM

A3.1. General. The T-38 is used to support the proficiency, instrument, evaluation, off-station training (OST) requirements, and other mission support duties as directed by the wing (WG) and operations group (OG) leadership.

A3.1.1. Basic Proficiency. The primary purpose of T-38 flying in the U-2 program is to provide a level flying proficiency and continuity due to limited number of training sorties and hours available in the U-2.

A3.1.2. Instrument Training. The majority of instrument training for U-2 pilots is accomplished in the T-38 because the U-2 is not equipped to effectively simulate instrument conditions.

A3.1.3. Pilot Evaluation. Because of limited U-2 training resources, pilot flying evaluations are administered in the T-38. This provides supervisors with first-hand knowledge of pilot capability.

A3.1.4. OST. Due to complex U-2 launch and recovery procedures and the multiple TDY locations required by the U-2 mission, the T-38 provides valuable training in strange-field procedures.

A3.2. Eligibility Requirements. T-38 pilots will be on active flying status assigned to an API-1/6/8 U-2 flying position. Selected pilots assigned to API-6/8 flying positions not flying the U-2 must be approved by HQ ACC/A3C. The OG/CC must request approval for each pilot by name and position via message to HQ ACC/A3C (info to HQ ACC/A3 and NAF/A3). Staff pilots will not be entered into the flying portion of the T-38 program until approval is granted.

A3.3. T-38 Support and Qualifications. There are two T-38 qualifications required to meet the instructor, upgrade, supervisory, and evaluation support needs of the U-2 program. They are:

A3.3.1. T-38 Instructor:

A3.3.1.1. General. These are pilots who have completed a MAJCOM-approved IP upgrade program and are qualified to instruct all phases of T-38 training, to include:

A3.3.1.1.1. ACC syllabus course T38IQT.

A3.3.1.1.2. T-38 Instructor Upgrade Course--ACC Syllabus Course T38IP.

A3.3.1.1.3. Continuation Training upgrade programs.

A3.3.2. Basic T-38 Qualified:

A3.3.2.1. General. The basic T-38 qualified pilot is checked out in order to build flying experience. This qualification allows a pilot to perform basic instruments, AHC, transition, cross-country, and contact flights. With CT upgrade training, the pilot is qualified to fly formation and LLNAV.

A3.3.2.1.1. Basic qualification allows pilots to fly traffic pattern stalls and all AHC demonstrations described in AFMAN 11-250V1 except for low-speed stability exercises and full aft-stick stalls, which require an IP. The required AHC sorties stipulated in **Table 4.3.** will be flown with an IP.

A3.3.2.2. Training Program. Use ACC syllabus course T38IQT for training.

A3.4. Other Duties Requiring T-38 Qualification:

A3.4.1. T-38 FE or SELO. These pilots are assigned to OG/OGV (FE) or to individual flying squadrons (SELO) and maintain CTP IP qualification. Their primary duties are to administer initial instrument/qualification (I/Q) and periodic I/Q flight evaluations.

A3.4.2. OG and SQ Supervisors. These pilots are usually in Top-3 and flight commander positions. They provide the basic supervision of flying operations within both the T-38 and U-2 squadrons.

A3.5. Continuation Training. Pilots assigned or attached to the U-2 program are upgraded in the T-38 in phases. One phase of training is not necessarily a prerequisite of another phase. This training is accomplished according to 9 RW T-38 Continuation Training program. The objectives of these courses are to produce pilots proficient and qualified in T-38 formation, LLNAV, and night.

A3.6. Sortie Requirements. The annual sortie requirements are depicted in **Table A3.1**.

Table A3.1. T-38 Sortie Requirements (U-2).

I T E M	Event	Minimum	Maximum	Lookback
1	T-38 Only IPs	72	As required by PFT	Maintain currencies
2	API-1 Dual Qualified	60	N/A	Maintain currencies
3	API-6/8 Dual Qualified	48	72	Maintain currencies
4	T-38 Only	48	60	Maintain currencies

Attachment 4 (Added)(ACC)
FUNCTIONAL CHECK FLIGHT (FCF) PROGRAM

A4.1.(ACC) The OG/CC will:

A4.1.1.(ACC) Designate one pilot as the chief T-38 FCF pilot. The chief FCF pilot will be assigned to the operations group or at the discretion of the OG/CC. The chief T-38 FCF pilot will be an IP.

A4.1.2.(ACC) Determine the number of additional duty FCF pilots required. The minimum number of FCF pilots for each OPS group is one.

A4.1.3.(ACC) Squadron-assigned additional duty FCF pilots and FCF instructors will be appointed by a memorandum from the OG/CC.

A4.2.(ACC) The chief FCF pilot will:

A4.2.1.(ACC) Work closely with maintenance quality assurance personnel.

A4.2.2.(ACC) Maintain an FCF operational information file (OIF) in the FCF briefing areas. (The FCF OIF will not duplicate the flight crew information file [FCIF].)

A4.2.3.(ACC) Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

A4.2.4.(ACC) Monitor FCF pilot CT requirements.

A4.2.5.(ACC) Act as a liaison member of the wing stan/eval division.

A4.2.6.(ACC) Ensure local flight clearance is coordinated with air traffic control agencies.