

**BY ORDER OF THE  
COMMANDER AIR EDUCATION  
AND TRAINING COMMAND**

**AIR EDUCATION AND TRAINING COMMAND  
INSTRUCTION  
11-2AA, Volume 1**

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***Flying Operations***

**AIR ADVISOR AIRCREW TRAINING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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**This instruction implements AFPD 11-2, *Aircraft Rules and Procedures* and AFD 11-4, *Aviation Service*.** It authorizes and establishes procedures and criteria for qualifying and evaluating all USAF aircrew personnel performing aircrew duties as air advisors in non-USAF aircraft in support of Combatant Commanders (COCOM) and SAF/IA requirements under appropriate legal authorities. This instruction does not apply to USAF Air Advisors under Operational Control (OPCON) of theater Air Forces unless specifically stated by appropriate theater Air Force authority. The waiver authority for this publication is HQ AETC/A2/3/10 (T-2) unless specific waiver authority is granted within this instruction. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AF Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through standardization and evaluation (stan/eval) channels, to HQ AETC/A3Q. (AF Form 847 is prescribed in AFI 11-215, *USAF Flight Manuals Program [FMP]*. Refer to that publication for guidance on filling out the form.) See Attachment 1 for a glossary of references and supporting information. Request waivers to this instruction through AETC/A3QF training channels to HQ AETC/A2/3/10. References to forms within this instruction also equate to electronic products when authorized.

**1. General.** This instruction outlines ground and flying training requirements for all aircrew assigned as air advisors. It prescribes policy and guidance for training and currency of general purpose force (GPF) air advisor crewmembers in AETC training programs, AETC air advisor staff and trained crewmembers awaiting deployment according to AFI 11-202, Vol 1, *Aircrew Training*. This instruction does not authorize deviations from the flight manual or other 11-series instructions. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in an air advisor role.

1.1. Aircrew members entered into AETC pre-deployment flying training programs in preparation for air advisor duty, including AETC/A3-designated flight examiners, are authorized to perform in-flight duties on non-USAF aircraft IAW AFI 11-401, *Aviation Management*.

1.1.1. Waivers. Policy and procedures are enacted to provide quality and consistency in training. Occasionally, unique circumstances may warrant special consideration and possible waiver of policy provisions. At the same time, because it is important to preserve fidelity of training and policy implementation throughout the command, a process must be established for review of proposed waivers.

1.1.2. Waivers that change the intent of the policy outlined in this instruction are not authorized without AETC/A2/3/10 (T-2) approval. Unless otherwise stated in this document, Wing/CCs (T-3) are the approval authority for individual personnel exceptions to the policy outlined in this instruction caused by special or unusual circumstances.

1.1.3. Coordinate T-2 waivers through AETC/A3QF as appropriate. Submit all T-2 waiver requests through command channels in electronic format. Waiver requests must provide justification why the individual or unit cannot comply with requirements. AETC/A3QF will file a copy of approved waivers to this volume according to AFI 33-360, *Publications and Forms Management*.

1.1.4. For the purpose of this regulation, due to the lack of a wing or group entity, all references to a wing or group functions will be fulfilled by AETC/A3Q (T-3). The waiver authority for this publication is HQ AETC/A2/3/10. Request waivers to this instruction through AETC/A3QF training channels to HQ AETC/A2/3/10.

1.1.5. Do not deviate from the policies and requirements in this instruction without an approved waiver. Report deviations or exceptions to AETC/A3Q.

1.2. Responsibilities.

1.2.1. HQ USAF/A3O. See AFI 11-202, Vol 1, *Aircrew Training*.

1.2.2. MAJCOMs.

1.2.2.1. Air Education and Training Command. HQ AETC/A3Q functions as the Training Command with duties IAW AFI 11-202, Vol 1, *Aircrew Training*.

1.2.2.2. HQ AETC/A3Q is responsible for air advisor aircrew training courses and oversees formal school courses and syllabus management in coordination with the contracted training providers.

1.2.2.2.1. Determine training requirements for day-to-day, contingency and wartime operations.

1.2.3. Units:

1.2.3.1. There are no designated CONUS USAF units for air advisor aircraft. Each Performance of Work Statement (PWS), specific training contract or Memorandum of Agreement (MOA) will determine individual training venue requirements.

1.3. Definitions. Attachment 1 provides terms, abbreviations, and acronyms used in this publication. A complete list of multi-service and AF brevity/acronyms is not included in this document.

1.4. Training Records and Reports. Training records will be electronically forwarded to AETC A3QF for storage and disposition IAW contract performance standards, AFI 11-202, Vol 1, *Aircrew Training* and AFI 33-360, *Publications and forms management* after training completion. Flight training records will be kept for 1 year after completion of training, or through duration of air advisor deployment whichever is longer or for 2 years if removal from training or Flying Evaluation Board (FEB) action is taken. Completed flight evaluation form showing successful qualification in Aircraft/Crew Position will be placed in the individual's Flight Evaluation Folder.

1.5. Training Concepts and Policies:

1.5.1. Safety/Operational Risk Management (ORM). Training programs/missions will be designed to achieve the highest degree of mission readiness/capability consistent with flight safety and resource availability. Organizations must fully engage the tenets of ORM to ensure that training risks do not outweigh benefits, but that realistic training is achieved whenever possible. Lessons learned from recent like-MDS mishaps should be integrated where possible in training plans/programs.

1.5.2. Courses will be developed by the contractor providing the training and/or by HQ AETC/A3Q.

1.5.2.1. Courses will be designed to train crews to meet user generated Mission Essential Task List (METL) items and IAW AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*.

1.5.2.2. Courses will be reviewed by HQ AETC/A3QF and approved by HQ AETC/A3Q. HQ AETC/A3Q will ensure all syllabus changes are coordinated through the AETC Contracting Squadron (if training is contractor-provided).

1.5.2.3. Training may be conducted using the following methods when appropriate: Actual Aircraft, Simulator, and Aircraft Training Device (ATD) or Academic.

1.5.3. Courses will include the following CRM training appropriate for initial qualification IAW AFI 11-290, *Cockpit/Crew Resource Management Program*, as supplemented:

1.5.3.1. Situational Awareness

1.5.3.2. Communications

1.5.3.3. Risk Management and Decision Making

1.5.3.4. Task Management

1.5.3.5. Mission Planning

1.5.3.6. Briefing

1.5.3.7. Debriefing

1.5.4. Aircrew members undergoing qualification training will receive ground and flight instruction with a minimum of interruption, and complete training within the time specified by the syllabus. If student progress or other factors could result in the student not completing training within the specified time, notify HQ AETC/A3QF.

1.5.4.1. AETC/A3QF will determine course of action by convening a progress review board (PRB) and either authorize additional training/sorties or removal from flight training. PRB will include Division Chief AETC/A3Q, Branch Chief AETC/A3QF, AETC/A3QV Stan/Eval function and aircraft SME/Evaluators as applicable.

1.5.4.1.1. FEB actions or removal from training will be IAW AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges, AETC Supplement*, this instruction and additional applicable guidance as required.

1.6. In-flight Supervision: Aircrew members that are noncurrent, unqualified, or in any training program (upgrade, certification, corrective action, etc.) must fly under the supervision of an instructor in their crew position who is current and qualified/certified in those events. For the purposes of this paragraph, rotary wing flight engineers (FE), aerial gunners (AG) and special mission aviators (SMA) are considered the same crew position for mission events. Instructors must be current and qualified/certified in a specific event before instructing in that event. Under certain circumstances a qualified like-crew position may not be available. In these cases, training will not occur without a waiver.

## **2. Initial Qualification (IQT):**

2.1. IQT General. The underlying assumption of this paragraph is crew members selected to be air advisors are experienced, current, and mission qualified instructors in their respective USAF aircraft. Upon completion of the HQ AETC-approved air advisor syllabus, aircrews will be qualified in accordance with AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria* in their crew position in the appropriate aircraft. The initial flight evaluation will include an INIT QUAL and INSTR, (if applicable) evaluation in the applicable crew position. Initial Qualification Training is required for a crewmember to perform flying duties in their crew position.

2.1.1. Prerequisites. Prospective aircrew members must meet formal training course prerequisites established by ETCA (*Education and Training Course Announcements*). Personnel selected to attend air advisor courses must meet course entry requirements published in the ETCA for their assigned advisor aircraft and crew position (Basic Qualification or Instructor). They must also meet the physical examination and physiological training requirements in AFI 11-202, Vol 1, *Aircrew Training*. Crewmembers that do not meet the above prerequisites or are otherwise unqualified

must be approved by HQ AETC/A3Q before beginning training. Info copies will be sent to the appropriate controlling function (I.E. MAJCOM) and AFPC. Follow qualification guidance in AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*.

2.2. Ground Training. Ground training may be tailored to the individual's background and experience or unique local conditions. Available and current reference materials such as instructor guides and audiovisual programs should be used as supporting materials to the maximum extent possible. Crewmembers must complete all applicable ground training requirements listed in **Table 1** before the initial qualification flight evaluation. All initial qualification ground/flight requisites in the syllabus of instruction (SOI), AETCI 36-2205, Vol 1, *Formal Flying Training Administration and Management*, this instruction, and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria* will be completed before the initial qualification flight evaluation.

### 2.3. Flying Training:

2.3.1. Objectives. The formal course syllabus defines objectives and task requirements.

2.3.2. AETC/A3QF may approve additional training flights (X-rides) for upgrades that must deviate from the approved training schedule or when an aircrew member encounters extended breaks in flight training (BIT sorties). The flying organization will annotate comments in the aircrew training record, the justification for additional flights, and the number of additional flights scheduled. Aircrew members requiring additional training because of performance/knowledge-based deficiencies may not be scheduled for additional flights under the provisions of this paragraph.

2.3.3. Additional training due to student non-progression is available within the constraints of the course syllabus once approved IAW paragraph 1.5.4.1.

2.3.4. Initial Qualification Evaluation. Sortie(s) will be flown IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*.

## 3. Mission Qualification (MQT) and Certification Training:

3.1. MQT General. Training necessary to qualify/certify an aircrew member in a specific position to perform the MDS-specific operational mission. This section outlines the training requirements for mission qualification/certification for aircrew members. This section does not apply to aircrew members only maintaining BAQ. MQT completion is a prerequisite for MR status.

3.1.1. Crewmembers will receive sufficient training to perform mission requirements, as directed by HQ AETC/A3QF. This does not include theater specific procedures or Local Area Orientation (LOA) requirements.

3.2. MQT Methods. Aircrew members will attend the applicable initial MQT course whenever possible. In exceptional circumstances, when training at the formal school is not available within a reasonable period of time, individuals may accomplish in-theater MQT with HQ AETC/A3Q and COCOM approval.

3.2.1. Certification Training. Certifications do not require evaluations (but may be evaluated as part of a SPOT, No-Notice, or recurring evaluation) and are documented on the AF Form 4348, *USAF Certificate of Aircrew Training* or equivalent.

3.2.1.1. Specific Certifications. This is certification training for aircrew members arriving direct from initial training, which is designed to complete instruction on specific flying events not adequately addressed at the training venue. This training includes certifications listed in applicable attachments and or tables that may or may not be required by the member's new flying unit to maintain MR status.

3.2.1.2. Instructor Certified Event Training Requirements. Applicable attachments and or tables define requirements for certifications authorized in this regulation for all aircrew members. Training will be conducted by an IP or IF as appropriate. AETC/A3Q will certify aircrew members in the flight events IAW this regulation. Table notes define training code status (i.e., non-grounding or other restrictions).

3.2.2. Requisites. Unless otherwise dictated by this instruction, aircrew members must complete IQT before starting MQT. Prospective aircrew members must meet formal training course prerequisites established by ETCA and applicable AETC syllabus.

3.2.3. Ground Training. Ground training may be tailored to the individual's background and experience or unique local conditions. Available and current reference materials such as instructor guides and audiovisual programs should be used as supporting materials to the maximum extent possible. All mission qualification ground/flight requisites in the appropriate SOI, this instruction, and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria* will be completed before the mission flight evaluation.

3.2.4. Flying Training:

3.2.4.1. Objectives. The formal course syllabus defines objectives and task requirements.

3.2.4.2. Instructors must be current and qualified/certified in a specific event before instructing in that event.

**4. Continuation Training (CT).** Training in which aircrew members already qualified/certified in their respective positions maintain their assigned level of proficiency. This section provides guidance for maintaining currency. Currency requirements apply to AETC air advisor evaluators who maintain currency as permanent advisor/evaluators assigned to HQ AETC. For deployed aircrew, currency events and requirements are IAW applicable theater specific guidance. Those qualified and awaiting deployment are bound by the currency requirements in applicable tables as appropriate.

**Note:** HQ AETC A3Q and additional duty evaluator aircrew will log and track currencies located in the applicable attachments at their primary USAF MDS Aviation Resource Management office (ARM). HQ AETC/A3QV Stan/Eval will verify air advisor aircrew evaluators are current and qualified prior to performing duty in their individual air advisor aircraft.

4.1. Ground Training Requirements. Table 1 Summarizes ground training requirements. Ground training requirements accomplished for any MDS aircraft may be used to fulfill requirements in **Table 1**. For ground training prescribed by other instructions, units must refer to those instructions for the latest requirement. Initial ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. It is recommended that applicable items in **Table 1** be accomplished in the non-USAF aircraft in which the crewmember is being trained. Deploying crew members should ensure this training will remain current during their deployment period.

4.2. Flying Training Requirements. All qualified USAF air advisor aircrew; including HQ Instructor/Evaluator/SME's and those qualified and awaiting deployment are bound by the currency requirements in applicable tables as appropriate.

4.2.1. HQ AETC/A3QF will arrange for required currency sorties following training for advisor aircrew awaiting deployment. Every effort should be made to ensure the member is current upon arrival in theater.

4.2.2. Dual-logging of specific events between similar aircraft/equipment when authorized, is described in the crew members USAF MDS Volume 1 and or supplements thereof.

4.2.3. Crewmembers are required to accomplish ground and/or ancillary training as required by this instruction and/or AFI 36-2201, Vol 1, *Training Development, Delivery, and Evaluation*, the ETCA, and HQ AETC/A3QF.

4.2.4. Effective training is founded on crewmembers' confidence in basic skills such as navigation, systems operation, Night Vision Goggles (NVGs), formation, instruments, and low level. Continuation Training programs must include regular, recurring exposure to the fundamentals of the air advisor flying mission.

4.2.5. Crediting Currency. Crewmembers must perform the required events/sub-events in applicable tables to credit currency for that item/sortie. Flight currency may be credited in the following two manners:

4.2.5.1. Current and Qualified/Certified. Aircrew members that are current and qualified/certified may credit currency if they perform the required events/sub-events for that item/sortie.

4.2.5.2. Mission pilots, aircraft commanders and instructor pilots may credit events/sorties accomplished in either seat. All crew positions may log events accomplished while performing instructor or evaluator duty.

4.2.5.2.1. Pilots in any upgrade already current and qualified in a specific event may credit events/sorties accomplished in the upgrade towards continuation training at the discretion of the instructor.

4.2.5.2.2. Events accomplished on satisfactory evaluations/certifications may be credited toward currency requirements.

4.2.5.3. Non-Current. Aircrew members delinquent in currency requirements must fly under the supervision of an instructor and perform sufficient repetitions of each delinquent item to demonstrate proficiency in all non-current events. Events performed to clear delinquent requirements may be credited to satisfy current

training requirements at the instructor's discretion.

4.3. **Training Cycle.** The crewmember training cycle is 12 months, January through December, and the ground training cycle is IAW **Table 1** Aircrew members will complete training requirements during the appropriate training cycle unless specifically noted otherwise.

4.4. **Ground Training.** **Table 1** lists flight related ground training. AETC/A3Q will identify those events not required.

4.5. **Aircrew status.** Air advisor aircrew members will be assigned aircrew status using the following criteria:

4.5.1 Mission Ready (MR). A crew member who is available and qualified in the unit's mission (completed mission certification and Local Area Orientation (LAO))

**Note:** HQ AETC A3Q and additional duty evaluators' aircrew do not require LAO to be MR.

4.5.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. See paragraph 4.10 for specific guidance on crewmembers that are non-current or incomplete in required continuation training.

4.5.3. Basic Mission Capable (BMC). A crewmember that has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR status. The crewmember maintains familiarization in the command or unit's operational mission.

4.5.4. Basic Aircraft Qualification (BAQ). Aircrew may be designated BAQ after completion of applicable aircraft qualification training (initial or requalification).

4.5.5. MR, BMC, and BAQ crewmembers will accomplish and/or maintain the requirements in AFI 11-202, Vol 1, *Aircrew Training* (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables in applicable attachments of this AETCI.

4.5.5.1. Aircrew members will comply with the requirements defined in the applicable aircraft attachment to this instruction. These currency requirements are minimums. If a crewmember goes non-current for a BAQ flying event, refer to paragraph 4.10.

4.5.5.2. Aircrew will be designated BAQ after completion of applicable aircraft qualification training (initial or requalification)

4.6. **BMC Continuation Training Requirements.** Aircrew members will comply with the currency requirements listed in the applicable attachment. Aircrew members who are current in qualification events, but not in mission events are considered BAQ and will not be authorized to perform the applicable mission event(s).

4.7. **MR Continuation Training Requirements.** Aircrew members will comply with the currency requirements listed in the applicable attachment.

**4.8. Multiple Qualification.** Qualification in either an air advisor training program aircraft and a USAF Mission Design Series (MDS), or more than one air advisor program aircraft is authorized in accordance with AFI 11-202, Vol 1, *Aircrew Training* once validated by Air Component Commander, other applicable CCDR staff or controlling authority. HQ AETC/A3Q can authorize multiple qualifications for designated SEFEs in support of the air advisor mission. To maintain qualification/currency in multiple aircraft (to include series), crewmembers should perform an equitable distribution of events in each aircraft, unless otherwise directed. Students enrolled in the air advisor training course are authorized multiple qualified by AETC during official air advisor training unless otherwise stated in this regulation. This authorization does not transcend outside of the official air advisor training pipeline to other MAJCOMS.

**4.9. Specialized Training.** Specialized training is training in special tactics or events as directed by HQ AETC/A3QF. This training may be conducted in conjunction with IQT, MQT, or CT.

**4.10. Recurrency Training:**

4.10.1. Non-current. Currency expires if an event is not accomplished at the end of the designated currency time period. Events are delinquent on the first day after the allotted time period, for example forty-five and 60-day requirements are non-current on the 46th and 61st days following the last accomplished event, respectively. Non-currency status in any qualification or mission area prohibits unsupervised flight in that area.

4.10.2. Recurrency Training. Aircrew member's non-current in any event for up to 180 days must fly under the supervision of an instructor IAW paragraph **4.2.5.3.** and satisfactorily perform each delinquent item to demonstrate proficiency in non-current events. Events performed to clear delinquent requirements may be credited to satisfy current training requirements at the instructor's discretion.

4.10.1.3. Crewmembers non-current in any event over 180 days are unqualified/decertified in that event. Comply with requirements of paragraph **4.11.1.** for requalification and paragraph **4.12.** for recertification.

**4.11. Requalification Training:**

4.11.1. Requalification Training. Requalification training is required for loss of qualification due to loss of currency exceeding 180 days or expiration of a flight evaluation. Complete requalification training IAW this AETCI. For loss of qualification due to a Q-3 evaluation, comply with AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*. Requalification training may include proficiency advancement, tailoring the training to the individual based upon their experience, documented performance and formal training requirements as determined by AETC/A3QF.

4.11.2. All requalification ground/flight requisites in the appropriate SOI, this AETCI, and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria* will be completed before the requalification flight evaluation.

4.11.3. Instructor Requalification. Aircrew members previously instructor-qualified in the MDS may be directly requalified to the instructor level. The amount of time unqualified as an instructor determines the appropriate formal school courseware to

use. See AFI 11-202, Vol 1, *Aircrew Training* for requalification training time requirements. Regardless of courseware utilized, accomplish the flight evaluation(s) to the instructor level.

4.11.4. **Loss of Currency up to 6 Months.** An aircrew member must demonstrate proficiency with an instructor in all delinquent items.

4.11.5. **Loss of Currency Exceeding 6 Months.** Complete training in all delinquent items (as applicable), additional training as directed by HQ AETC A3Q, and a requalification evaluation IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*.

4.11.6. **Previously Qualified Air Advisors returning to the same advisory aircraft that are unqualified up to 24 months following a non-flying assignment or up to 36 months following a flying assignment:** Complete training in all delinquent items (as applicable), additional training as directed by HQ AETC A3Q, and a requalification evaluation IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*.

4.11.7. **Previously Qualified Air Advisors returning to the same advisory aircraft that are unqualified 24 or more months following a non-flying assignment, or 36 or more months following a flying assignment:** Complete the appropriate ETCA formal school flying training course and a flight evaluation IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria*.

#### 4.12. **Recertification Training:**

4.12.1. Recertification Training. Recertification training is required in each of the following situations:

4.12.1.1. When a crewmember loses a basic qualification (QUAL) as defined in the applicable attachment to this regulation the individual will not perform mission (MSN) or certification events until requalified in the aircraft.

4.12.2. For loss of certification due to a failed flight evaluation, the AETC/A3Q has authority to immediately recertify the individual after the flight evaluation is successfully completed. For all other situations, regain certification by completing the HQ AETC/A3QF approved courseware for that certification. All certification ground/flight requisites in the appropriate SOI, this AETCI, and AETCI 11-2AA, Vol 2, *Air Advisor Aviation Evaluation Criteria* will be completed before the recertification.

**5. Instructor Upgrade.** All instructor candidates must meet the ETCA and HQ AETC/A3QF (if applicable) listed prerequisites. HQ AETC/A3QF will review each instructor candidate's qualifications.

**6. Conversion and Difference Qualifications.** Conversion training follows the guidance in the appropriate Air Advisor Special Preparation syllabus. Difference training is authorized for qualification in more than one aircraft in the same class/MDS of aircraft (i.e., single-engine land/multi-engine land). The formal course syllabus identifies the minimum difference training. No other difference training is authorized. Examples: UH-1H crewmembers may receive "differences" training to be certified in the Huey II, whereas UH-1N crewmembers require a

check ride to qualify in the Huey II. The UH-1H and the Huey II are both single-engine helicopters, but the N-model Huey has two engines.

**7. Senior Officer Training Coordination.** All Senior Officer training is directed by AF/DPO in coordination with MAJCOM Senior Leaders Management office and AMC/A3TF and AETC/A3R. Questions regarding Senior Officer training courses, availability and prerequisites can be forwarded to AETC/A3QF @ DSN 487-3755.

7.1. AFI 11-202, Vol 1, *Aircrew Training* identifies senior officer qualification requirements. See formal course syllabus for additional guidance.

7.2. Senior officer qualification is reserved for senior rated officer positions requiring operational flying (Aircrew Position Indicator (API) codes 6 and 8, see AFI 11-401). Senior officers will attend the Senior Officer Course. The SOC courses provide basic aircraft qualification and each syllabus is tailored to meet theater requirements. These requirements will be transmitted to HQ AETC/A3QF and an appropriate syllabus will be developed.

## **8. Combat Mission Training (CMT)**

8.1. Combat Mission Training (CMT). To meet validated theater mission requirements, additional tactical training may be required for either rotary-wing crew members or fixed-wing crew members. These programs are primarily designed to provide specialized tactical training to crew members with limited combat-related flying experience.

8.2. Air Advisor Rotary Wing CMT. Training under this program does not meet the requirements of AFI 11-2UH-1N, Vol 2, *UH-1N Aircrew Evaluation Criteria*, Table A3.1, for any mission qualifications or certifications. Instead, this training provides familiarization for aircrew selected to deploy and adequate instructor training to continue the program.

8.2.1. For non-AETC, UH-1N qualified aircrew, inter-fly is authorized according to AFI 11-401, *Aviation Management*, and AFI 11-2UH-1N, Vol 3, *H-1 Helicopter Operations Procedures*, as supplemented. For non-UH-1N aircrew, the 512 RQS/CC will issue authorization to perform in-flight aircrew duties as “required for the mission” according to AFI 11-401, *Aviation Management*.

8.2.2. The following crew members shall attend Air Advisor Rotary Wing CMT:

8.2.2.1. “UH-1 only” aircrew with no prior military tactical/combat experience shall attend the entire CMT course (academics and flight training), unless approved by HQ AETC/A3QF and/or USAFCENT A3T.

8.2.2.2. Previously qualified Special Operations Forces (SOF)/Personnel Recovery (PR) rotary-wing pilots not qualified in a tactical aircraft at the time of their selection for the Air Advisor program shall attend the academic portion of CMT only.

8.2.2.3. All SMA’s, regardless of background will attend the full course, with the flying portion of this instruction conducted by a CMT current/qualified UH-1N Instructor SMA, unless approved by HQ AETC/A3Q and/or applicable controlling agency.

8.2.2.4. Pilots who are qualified in a SOF/PR helicopter are not required to attend CMT. These tactically qualified crewmembers may attend CMT, but only with HQ AETC/A3QF approval.

8.2.3. Only UH-1N CMT instructors and aircrew members in training will conduct Combat Mission Training program events and sorties. **Exception:** A UH-1N Day Tactical qualified instructor flight engineer will always be a member of the crew. Using this HQ AETC/A3Q approved guidance; all 512 RQS-qualified air advisor rotary wing combat mission training instructors will maintain currencies in:

8.2.3.1. Night Vision Goggles (NVGs) Tactical Sortie, Aerial Gunnery, and NVG Tactical Aerial Gunnery according to AFI 11-2 UH-1N, Vol 1, *UH-1N Helicopter Aircrew Training*.

8.2.3.2. Weapons employment according to approved AETC syllabus (AA-RW CMT).

8.2.4. With AETC/A3QF approval, COCOM Air Expeditionary Advisor Squadrons standard operating procedures may be used for countermeasure procedures and weapons employment Tactics, Techniques, and Procedures. Where conflicts exist between these references and current AF instructions or technical orders, the current AF instructions or technical orders take precedence.

**Table 1. Ground Training Requirements.**

<b>ARMS ID</b>	<b>Event</b>	<b>Governing Directive</b>	<b>Crew Position</b>	<b>Frequency</b>	<b>Notes</b>
	Flight Physical	AFI 44-170	All	455d	1, 6
	Physiological Training	AFI 11-403	All	60m	1
G002	Marshalling Exam	AFI 11-218	All	24m	3
G090	Anti-hijacking	AFI 13-207	All	B	3
G130	Instrument Refresher course (IRC)	This Policy AFMAN 11-210	P, N	See Note 5	5
G182	Hazardous Cargo Training	This policy USAF 11-2MDS V1	P	T	3
G182A	Hazardous Cargo Training	This policy USAF 11-2MDS V1	LM	24m	3
G230	CRM Refresher	AFI 11-290 USAF 11-2MDS V1	All	A	3, 16
G231	Initial Crew Resource Management (CRM)	AFI 11-290 USAF 11-2MDS V1	All	One Time	
<b>ARMS ID</b>	<b>Event</b>	<b>Governing Directive</b>	<b>Crew Position</b>	<b>Frequency</b>	<b>Notes</b>
TBD	Combat Mission Training	This Policy	RWP, FE, AG, FWP	One Time	
TBD	Refresher Simulator	This Policy	All	12m	14
TBD	Aircraft Mission Systems Refresher	This Policy	See Note 18	24m	15
LL01	Life support familiarization training	AFI 11-301 V1	All	One time	1, 4, 8
LL02	Egress training, ejection seat (as required)	AFI 11-301 V1	See Note 7	A	1, 2, 7
LL03	Egress training, non-ejection seat (as required)	AFI 11-301 V1	See Note 7	T	1, 2, 7
LL06	Life Support Equipment training	AFI 11-301 V1	All	A	8
SS01	Local Area Survival	AFI 16-1301	All	One Time	8
SS02	Combat SERE training	AFI 16-1301	All	T	
SS03	Conduct After Capture	AFI 16-1301	All	T	
SS05	Water Survival Refresher	AFI 16-1301	All	T	
SS06	Emergency Parachute Training (EPT) (As required per Aircraft)	AFI 16-1301	All	Ejection 12m Non-Ejection T	

SS07	Contingency SERE Indoctrination (CSI)	AFI 16-1301	All	IAW Combatant Command Direction	
SS08	Helicopter Emergency Egress Device (HEEDS) (as required)	16-1301	P, FE, AG	T	
SS20	Combat Survival Training Wartime Level-C (S-V80-A)	AFI 16-1301	All	One Time	9
SS21	Wartime Level-B (S-V88-A)	AFI 16-1301	All	One Time	10
SS22 & SS23	Wartime Level-C (Combat Survival Training Top Off) & Wartime Level-B (USAF A Combat Survival Training)	AFI 16-1301	See Note 12	One Time	11
<b>ARMS ID</b>	<b>Event</b>	<b>Governing Directive</b>	<b>Crew Position</b>	<b>Frequency</b>	<b>Notes</b>
SS30	Underwater Egress Training (S-V84-A)	AFI 16-1301	See Note 13	One Time	12
SS31	Water Survival Training, Parachuting (S-V86-A)	AFI 16-1301	See Note 14	One Time	13
SS32	Water Survival Training (S-V90-A)	AFI 16-1301	See Note 13	One Time	12

A-annual, B-biannual, T-triennial, m-monthly, d-due in number of days.

NOTES:

1. Grounding Items
2. Qualified Instructor Aircrew are only allowed to teach LL02, LL03 and must be current in the event
3. These items may be credited for all aircraft flown
4. Accomplished during initial air advisor Aircraft upgrade and re-accomplish if new air advisor aircraft is assigned
5. Log IRC upon completion of course. Complete the IRC every fourth quarter after completion IAW AFMAN 11-210, *Instrument Refresher Course (IRC) Program*
6. IAW AFI 44-170, *Preventative Health Assessment*, Flight physicals become due 366 days after the previous physical and expire after the 455<sup>th</sup> 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 days.
7. LL02 OR LL03 egress training will be determined by air advisor aircraft flown.
8. SS01 and LL01 are accomplished during initial advisor aircraft upgrade. This must be re-logged if qualifying on a different aircraft. LL06 must be accomplished if qualifying on a new Advisor Aircraft
9. Dual credits as SS21 if taken after 1 Jan 2009.
10. Expeditionary Conduct After Capture (ECAC) (S-V88-A) required if S-V80 taken before 1 Jan 2009.
11. This training is for USAF Academy graduates. Completion of the course meets wartime level-C requirements. Prerequisite is SS23.
12. Rotary Wing requirement.
13. Fixed Wing requirement.
14. If simulator available. LM only if duty station is on the flight deck.
15. LM will attend airland and airdrop training applicable to the crewmember's qualification.
16. May be accomplished during simulator/refresher training
17. Mission systems refreshers are used, if required, based on MDS and mission specific equipment and duties.

MICHAEL A. KELTZ, Major General, USAF  
Director of Intelligence, Operations, and Nuclear Integration

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

AFPD 11-2, *Aircraft Rules and Procedures*, 19 Jan 2012

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

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

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 Sept 2013

AFI 11-202, Volume 3, *General Flight Rules*, 22 Oct 2010

AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 Dec 2008

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 Oct 2012

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

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

AFI 13-207, *Preventative and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 Jun 2010

AFI 36-2205, Volume 1, *Formal Flying Training Administration and Management*, 29 May 2009

***Prescribed Forms***

This instruction does not prescribe any forms.

***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 942, *Record of Evaluation*

AETC Form 3862, *Flight Evaluation Worksheet*

**Abbreviations and Acronyms**

**ATD**—Aircraft training device

**BAQ**—Basic aircraft qualification

**BMC**—Basic mission crewmember

**CDS**—Container Delivery Systems

**CMT**—Combat Mission Training

**CMR**—Combat Mission Ready

**CRM**—Cockpit/Crew Resource Management

**CSO**—Combat Systems Operator

**CT**—Continuation Training  
**FE**—Flight examiner or flight engineer  
**FEB**—Flying Evaluation Board  
**FMP**—Flight Manuals Program  
**FW**—Fixed-wing  
**FWP**—Fixed-wing Pilot  
**IFE**—Instructor Flight Engineer  
**IFR**—Instrument Flight Rule  
**INSTR**—Instructor  
**IP**—Instructor Pilot  
**IQT**—Initial Qualification Training  
**IW**—Irregular Warfare  
**LM**—Loadmaster  
**MDS**—Mission Design Series  
**MP**—Mission Pilot  
**MQT**—Mission Qualification Training  
**MR**—Mission Ready  
**MSN**—Mission  
**MSO**—Mission Systems Operator  
**NVGs**—Night Vision Goggles  
**ORM**—Operational Risk Management  
**PR**—Personnel Recovery  
**Q**—Qualified  
**QA**—Quality Assurance  
**QUAL**—Qualification  
**R**—Required Area  
**RW**—Rotary-wing  
**RWP**—Rotary-wing Pilot  
**SATB**—Simulated Airdrop Training Bundle  
**SME**—Subject Matter Expert  
**SOF**—Special Operations Forces  
**SOI**—Syllabus of Instruction  
**Stan/Eval**—Standardization and Evaluation

**U**—Unqualified

**VFR**—Visual Flight Rules

## Attachment 2

## Fixed Wing Requirements

Table A2.1. Fixed-Wing Certifications.

Course Description	ID	Code	P	MSO	LM
Aircraft Commander	TBD	O	X		
This certification assesses the pilot's ability to perform pilot-in-command duties and responsibilities. Once certified, the pilot may be assigned the pilot-in-command code on the flight authorization as outlined in AFI 11-401, <i>Aviation Management</i> .					
Course Description	ID	Code	P	MSO	LM
Differences Training	TBD	O	X	X	X
Crew members will complete approved differences training on all significant aircraft modifications.					
Course Description	ID	Code	P	MSO	LM
Evaluator	TBD	O	X	X	X
Flight examiner certifications will be accomplished IAW AFI 11-202, Vol 2, AETC Sup 1					
Course Description	ID	Code	P	MSO	LM
Functional Check Flight (FCF) Certification (Aircraft Commander)	TBD	O	X		
Crew members must complete an approved FCF certification program before acting as a primary aircrew member on FCFs.					
Course Description	ID	Code	P	MSO	LM
Functional Check Flight (FCF) Certification (P, MSO, LM)	TBD	O	X	X	X
Crew members must complete an approved FCF certification program before acting as a primary aircrew member on FCFs.					
Course Description	ID	Code	P	MSO	LM
Hot Refuel Operations	TBD	O	X	X	X
Crew members must complete an approved Hot Refuel Certification syllabus prior to being certified to perform Hot Refuel Operations. May be included in IQT/MQT.					
Course Description	ID	Code	P	MSO	LM
Low Cost Low Altitude (LCLA)	TBD	O	X	X	X
Crew member must complete an approved LCLA training course. Event may be accomplished during IQT/MQT					
Course Description	ID	Code	P	MSO	LM
Night Vision Goggle (NVG)	TBD	O	X	X	X

	Crew member must complete an approved NVG training course. If a crew member is NVG certified and the unit or crew member converts to a different type NVG, then academic training is required. Any flight training is at the discretion of HQ AETC/A3Q. May be accomplished during IQT/MQT.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>MSO</b>	<b>LM</b>	
Unimproved Landing Certification	TBD	O	X			
	Pilots will be trained and certified on unimproved airfields. Unimproved airfields are airfields where runway acquisition and ground operations are complicated by blowing snow, sand or dirt; undulating terrain, or minimum runway lighting or markings. Event may be accomplished during IQT/MQT.					

Table A2.2. Fixed-Wing Consolidated Currency Requirements.

<b>Pilot Requirements</b>	<b>Notes</b>	<b>Event ID</b>	<b>60 Day</b>	<b>90 Day</b>	<b>120 Day</b>	<b>Semi-Annual</b>
<b>BAQ</b>						
Basic Sortie		TBD	X			8
Proficiency Sortie		TBD				1
Tactical Sortie		TBD		X		2
Emergency Procedures Sortie		TBD				2
Unaided Night Landing		TBD			X	2
Instrument Approach		TBD	X			6
Power-On Stalls		TBD				2
Penetration/Rapid Descent		TBD				1
<b>MISSION</b>						
Tactical Departure		TBD		X		1
Tactical Arrival		TBD		X		1
NVG Sortie	2	TBD		X		2
NVG Takeoff	2	TBD		X		2
NVG Landing	2	TBD		X		2
Reconnaissance, Surveillance and Target Acquisition (RSTA) Sortie	1	TBD				2
CDS/LCLA Airdrop		TBD				2
<b>MSO Requirements</b>	<b>Notes</b>	<b>Event ID</b>	<b>60 Day</b>	<b>90 Day</b>	<b>180 Day</b>	<b>Semi-Annual</b>
<b>BAQ</b>						
Proficiency Sortie		TBD	X			4
Tactical Sortie		TBD		X		2
Emergency Procedures Sortie		TBD				2
<b>MISSION</b>						
NVG Sortie	2	TBD		X		2

Reconnaissance, Surveillance and Target Acquisition (RSTA) Sortie	1	TBD				2
Laser Spot Search and Track	1	TBD				2
Laser Target Marking	1	TBD				2
CDS/LCLA Airdrop	2	TBD				2
<b>LM Requirements</b>	<b>Notes</b>	<b>Event ID</b>	<b>60 Day</b>	<b>90 Day</b>	<b>180 Day</b>	<b>Semi-Annual</b>
<b>BAQ</b>						
Proficiency Sortie		TBD	X			4
Tactical Sortie		TBD		X		2
Emergency Procedures Sortie		TBD				2
<b>MISSION</b>						
NVG Sortie	2	TBD		X		2
CDS/LCLA Airdrop	2	TBD		X		2
<b>NOTES:</b>						
1. May be accomplished in Part Task Trainer (PTT) or on aircraft						
2. If required/qualified/certified.						
* See USAF 11-2MDS, Volume 1, and or supplements for Dual-Log events.						

**Table A2.3. Qualification Flying Requirements.**

	Notes	Event ID
<b>Pilot Requirements</b>		
Basic Sortie	1	TBD
Proficiency Sortie	2	TBD
Tactical Sortie	3	TBD
Emergency Procedure Sortie	4	TBD
Unaided Night Sortie	5	TBD
Instrument Approach	6	TBD
Power-On Stalls	7	TBD
Penetration/Rapid Descent	8	TBD
<b>Mission Systems Operator Requirements</b>		
Proficiency Sortie	2	TBD
Tactical Sortie	3	TBD
Emergency Procedure Sortie	4	TBD
<b>Loadmaster Requirements</b>		
Proficiency Sortie	2	TBD
Tactical Sortie	3	TBD
Emergency Procedures Sortie	4	TBD

**NOTES:**

1. To credit a basic sortie, complete the following events:

- 1) Takeoff
- 2) Approach (Instrument or Visual)
- 3) Landing

2. To credit a proficiency sortie, Pilots will complete the following events. These events can be logged over several sorties.

- 1) Precision Approach
- 2) Non-Precision Approach
- 3) Holding Pattern or Procedure Turn
- 4) Circling Approach
- 5) Simulated Engine-out Approach and Landing (only if allowed by the aircraft flight manual)
- 6) Simulated Engine-out Go-Around (only if allowed by aircraft flight manual)
- 7) VFR Pattern
- 8) Landings at each flap setting permitted by flight manual

MSO and LM proficiency sorties will include preflight of appropriate systems/equipment for the sortie, completion of all applicable checklists required, at least one takeoff and landing, and post mission procedures.

3. To credit a tactical sortie, complete at least one of the following events:

- 1) Tactical/Max Effort Take-off/Landing (Incl. Soft Field/Short Field)
- 2) Airdrop
- 3) Tactical Arrival/Approach (High or Low) and/or Departure.
- 4) Low Level Event

4. Minimum requirements to credit an emergency procedures sortie are (P): review of bold face, simulated engine failure after takeoff (multi-engine only), emergency landing pattern from either high or low key (single engine only), simulated engine out approach and landing (multi-engine

only) and a simulated engine out approach and go-around (multi-engine only) Maneuvers will be IAW the airplane flight manual. Minimum requirements to credit an emergency procedure sortie are (MSO/LM): review of bold face, and at least two (2) simulated aircraft systems emergencies, and one (1) missions systems/airdrop emergency (as applicable)

5. Any unaided landing accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight.

6. Any precision or non-precision approach may be flown and credited if the crew could safely land out of the Instrument Approach (IAP). While the entire IAP need not be flown, the portions from the final approach fix through the decision height or missed approach and either a landing or missed approach procedure or instructions will be accomplished.

7. Perform IAW aircrew flight manual (if applicable)

8. Transition from upper altitudes to a low-altitude approach or slowdown point and airdrop IAW aircraft flight manual. Crewmembers should practice penetration/Rapid descent from 10,000 feet AGL and above (if possible)

\* See USAF 11-2MDS Volume 1 for Dual-Log events.

**Table A2.4. Mission Flying Requirements.**

Event	Notes	Event ID		
<b>Tactical Departure</b>	1	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>MSO</b>	<b>LM</b>
Required:	Mission Planning	X		
	Airfield Analysis	X		
	Tactical Departure	X		
Notes:				
1. Tactical Departure can be either Medium-High or Low Level tactical departure.				
For Medium-High use either spiral up (gear/flaps as soon as practical) at minimum bank angle to remain w/in desired airspace at charted max climb speed, or direct climb (gear up as soon as practical) flaps as required, climb at obstacle clearance until clear, then raise flaps and accelerate to charted max climb speed.				

Event	Notes	Event ID			
<b>Tactical Arrival</b>	1	TBD			
	<b>Sub-Events</b>	<b>P</b>	<b>MSO</b>	<b>LM</b>	
Required:	Mission Planning	X			
	Airfield Analysis	X			
	Tactical Arrival	X			
Notes:					
1. Tactical Arrivals will be visual only. Straight-In, Overhead, Downwind, Teardrop, Beam or configured Spiral Down can all credit a Tactical Arrival.					
Event	Notes	Event ID			
<b>NVG Sortie</b>	1, 2	TBD			
	<b>Sub-Events</b>	<b>P</b>	<b>MSO</b>	<b>LM</b>	
Required:	Mission Planning	X	X	X	
	NVG VLL, Airdrop (Sim or Actual) or Airland	X	X	X	
Notes:					
1. Log an NVG event anytime an NVG event is flown to an NVG VLL event, NVG Airdrop or NVG Airland event. For MSO and LM, NVG threat scanning, NVG airdrop of actual CDS/LCLA or NVG Engine-running on/off-load ERO satisfies this requirement.					
2. May dual log with all BAQ, NVG Mission, and Airdrop events.					
Event	Notes	Event ID			
<b>NVG Takeoff</b>	1, 2	TBD			
	<b>Sub-Events</b>	<b>P</b>	<b>MSO</b>	<b>LM</b>	
Required:	Mission Planning	X			
	NVG Take-off	X			
Notes:					
1. Takeoff may be accomplished from either the left or right seat.					
2. May dual log with NVG Sortie.					
Event	Notes	Event ID			
<b>NVG Landing</b>	1, 2, 3	TBD			
	<b>Sub-Events</b>	<b>P</b>	<b>MSO</b>	<b>LM</b>	
Required:	Mission Planning	X			
	NVG Landing	X			

Notes:

1. Landing accomplished using NVG's using standard overt or covert AFI 13-217 lighting patterns or standard airfield lighting, to include airfield lighting pattern (EALS)
2. Landing may be accomplished from either the left or right seat.

Event	Notes	Event ID			
<b>Reconnaissance, Surveillance and Target Acquisition (RSTA) Sortie</b>	1, 2	TBD			
	Sub-Events	P	MSO	LM	
Required:	Intelligence Scenario & Combat Mission Planning	X	X		
	Area Search Pattern (Min 5 NM <sup>2</sup> )		X		
	Line of Communication Search Pattern (Minimum 10 NM)		X		
	Fixed (point) target acquisition (wide and narrow focus)		X		
	Mobile Target Tracking (minimum 3 min)		X		
	Actual or simulated interface to C2 element	X	X		
Notes:					
1. Sortie is flown to acquire target(s) in any of the sub-categories, provided applicable essential elements of information (EEI's) are satisfied.					
2. May be accomplished in flight or simulator.					
Event	Notes	Event ID			
<b>Laser Spot Search and Track</b>	1	TBD			
	Sub-Events	P	MSO	LM	
Required:	Mission Planning		X		
	Target area search and track		X		
Notes:					
1. May be accomplished in flight or simulator					
Event	Notes	Event ID			
<b>Laser Target Marking</b>	1	TBD			
	Sub-Events	P	MSO	LM	
Required:	Mission Planning		X		
	Target marking		X		
Notes:					
1. May be accomplished in flight or simulator.					

Event	Notes	Event ID			
<b>CDS/LCLA Airdrop</b>	1, 2	TBD			
	Sub-Events		P	MSO	LM
Required:	Mission Planning	X	X	X	
	CDS/LCLA Bundle Loading		X	X	
	CDS/LCLA Bundle Rigging		X	X	
<p>Notes:</p> <p>1. Pilots may log this event using actual CDS/LCLA bundles or simulated training bundles. If a planned or un-planned no-drop condition occurs after the completion of required checklists prior to “Green Light”, Aircraft Commanders will determine if enough training was accomplished for pilots to credit the event.</p>					

## Attachment 3

## Rotary Wing Requirements

Table A3.1. Rotary Wing Certifications.

Certifications <sup>1, 2</sup>			
NAME	Position	NAME	Position
Aircraft Commander	(P)	Hoist	(FE, AG)
Functional Check Flight (AC)	(AC)	NVG Hoist	(FE, AG)
Functional Check Flight (P/FE)	(P, FE)	Parachute Drop	All
Evaluator	All	Cargo Sling	All
Fast Rope	(FE, AG)	Hot Refuel	All
Rappel	(FE, AG)	Defensive Suppressive Fire	All
Rope Ladder	(FE, AG)	Aerial Gunnery	(FE, AG)
AIE	(P)	NVG Aerial Gunnery	(FE, AG)
NVG AIE	(FE, AG)	Day Water	(FE, AG)

**NOTES:**

1. Position: AC = Aircraft Commander, AG = Aerial Gunner, FE = Flight Engineer, P = Pilot (all categories)
2. Evaluations completed with NVGs will qualify/credit corresponding day events.

Table A3.2. Certification Training Requirements (1).

Course Description	ID	Code	P	FE	AG	
Functional Check Flight (FCF) Certification (Aircraft Commander)	TBD	O	X			
	Trainees must complete an approved FCF certification program before acting as a primary aircrew member on FCFs.					
Course Description	ID	Code	P	FE	AG	
Functional Check Flight (FCF) Certification (P/FE)	TBD	O	X	X		
	Trainees must complete an approved FCF certification program before acting as a primary aircrew member on FCFs.					
Course Description	ID	Code	P	FE	AG	
	TBD	O	X			

<b>Alternate Insertion/Extraction (AIE) Certification</b>	Use approved courseware. Initial training should include at least one "live personnel" event, if possible. AIE certification training certifies the pilot to fly with any AIE device.
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<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>NVG AIE Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved courseware. Initial training should include at least one "live personnel" event, if possible. AIE certification training certifies the pilot to fly with any AIE device.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Cargo Sling Certification</b>	<b>TBD</b>	<b>O</b>	<b>X</b>	<b>X</b>		
	Pilots and FEs must complete approved training before acting as primary aircrew members for cargo sling operations.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Fast Rope Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved courseware. It is desired initial training include at least one "live personnel" event.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Rappel Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved courseware. It is desired initial training include at least one "live personnel" event.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Rope Ladder Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved courseware. It is desired initial training include at least one "live personnel" event.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Parachute Drop Certification</b>	<b>TBD</b>	<b>O</b>	<b>X</b>	<b>X</b>		
	Pilots and Fes must complete approved training before acting as primary aircrew members for parachute drops (static-line or free-fall).					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Day Water Operations Certification</b>	<b>TBD</b>	<b>O</b>	<b>X</b>	<b>X</b>		
	Applicable aircrew must complete certification training before acting as primary aircrew members on day water operations.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	

<b>Hoist Certification</b>	Use approved courseware. Initial training should include at least one "live personnel" event, if possible. AIE certification training certifies the pilot to fly with any AIE device.
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<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>NVG Hoist Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved courseware. Initial training should include at least one "live personnel" event, if possible. AIE certification training certifies the pilot to fly with any AIE device.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Aerial Gunnery Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved CMT syllabus. Initial training will include at least one "live fire" event, if possible.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>NVG Aerial Gunnery Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Use approved courseware. Initial training will include at least one "live fire" event, if possible.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Defensive Suppressive Fire (DSF) Certification</b>	<b>TBD</b>	<b>O</b>	<b>X</b>	<b>X</b>	<b>X</b>	
	Aircrew must complete DSF training certification using approved CMT syllabus (NVG Tactical Formation desired) before being certified.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Hot Refuel Certification</b>	<b>TBD</b>	<b>O</b>		<b>X</b>	<b>X</b>	
	Aircrew must complete approved training before being certified.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Aircraft Commander Certification</b>	<b>TBD</b>	<b>O</b>	<b>X</b>			
	This certification assesses the pilot's ability to perform pilot-in-command duties and responsibilities. Once certified, the pilot may be assigned the pilot-in-command code on the flight authorization as outlined in AFI 11-401. Aircrew must complete approved DSF training certification (NVG Tactical Formation desired) before being certified.					
<b>Course Description</b>	<b>ID</b>	<b>Code</b>	<b>P</b>	<b>FE</b>	<b>AG</b>	
<b>Evaluator Certification</b>	<b>TBD</b>	<b>O</b>	<b>X</b>	<b>X</b>	<b>X</b>	
	Flight examiner certifications will be accomplished IAW AFI 11-202, Vol 2, AETC Sup 1					

**NOTE:**

## 1. Training Codes:

N = Non-grounding--the aircrew member may perform flight duties with the event not completed, and may maintain CMR or BMC status depending on MAJCOM guidance.

O = Other restrictions--the aircrew member may perform flight duties with the event not completed or overdue under the condition the mission profile does not include the specific event.

Table A3.3. Consolidated Rotary-wing Currency Requirements.

<b>Pilot Requirements</b>	<b>Notes</b>	<b>Event ID</b>	<b>60 Day</b>	<b>90 Day</b>	<b>120 Day</b>	<b>Semi-Annual</b>
<b>Qualification</b>						
Basic Sortie		TBD	X			3
Transition Sortie (day)		TBD		X		
Emergency Procedures Sortie		TBD		X		3
Night Sortie	1	TBD		X		
Instrument Approach		TBD		X		
Precision Approach		TBD		X		
Non Precision Approach		TBD		X		
<b>Mission</b>						
Day Remote Operations		TBD		X		
Night Unaided Remote Operations		TBD		X		
NVG Remote Operations		TBD		X		
Formation Sortie		TBD		X		
NVG Formation Sortie		TBD		X		
Day Tactical Sortie		TBD		X		
NVG Tactical Sortie		TBD		X		
NVG Sortie		TBD		X		
Defensive Suppressive Fire		TBD			X	
<b>FE Requirements</b>	<b>Notes</b>	<b>Event ID</b>	<b>60 Day</b>	<b>90 Day</b>	<b>180 Day</b>	<b>Semi-Annual</b>
<b>BAQ</b>						
Basic Sortie		TBD	X			3
Emergency Procedures Sortie		TBD		X		
Night Sortie	1	TBD		X		
<b>MISSION</b>						
Day Remote Operations		TBD		X		
NVG Remote Operations		TBD		X		
Day Tactical Sortie		TBD		X		
NVG Tactical Sortie		TBD		X		
Rope Ladder (If Applicable)		TBD			X	
Rappel (If Applicable)		TBD			X	
Fast Rope (If Applicable)		TBD			X	
NVG Sortie		TBD		X		
Aerial Gunnery		TBD			X	
NVG Aerial Gunnery		TBD			X	
Cargo Sling (If Applicable)		TBD			X	
Defensive Suppressive Fire		TBD			X	

<b>AG Requirements</b>	<b>Notes</b>	<b>Event ID</b>	<b>60 Day</b>	<b>90 Day</b>	<b>120 Day</b>	<b>Semi-Annual</b>
<b>BAQ</b>						
Basic Sortie		TBD	X			3
Night Sortie	1	TBD		X		
<b>MISSION</b>						
Day Remote Operations		TBD		X		
Night Unaided		TBD		X		
NVG Remote Operations		TBD		X		
Day Tactical Sortie		TBD		X		
NVG Tactical Sortie		TBD		X		
Alternate Insertion/Extraction		TBD		X		
NVG Alternate		TBD		X		
Rope Ladder		TBD			X	
Rappel		TBD			X	
Fast Rope		TBD			X	
Aerial Gunnery		TBD			X	
NVG Aerial Gunnery		TBD			X	
Day Water Sortie		TBD			X	
Defensive Suppressive Fire		TBD			X	
<b>NOTES:</b>						
1. A night sortie consists of a basic sortie and requires one hour of night time. Additionally, pilots must log ½ hour of primary time.						

**Table A3.4. BAQ Flying Requirements.**

	Notes	Event ID										
<b>Pilot Requirements</b>												
Basic Sortie	1	TBD										
Transition Sortie (day)	2	TBD										
Emergency Procedure Sortie	3	TBD										
Night Sortie	4	TBD										
Transition Sortie (night)	2	TBD										
Instrument Approach		TBD										
Precision Approach		TBD										
Non Precision approach		TBD										
<b>Flight Engineer Requirements</b>												
Basic Sortie	1	TBD										
Emergency Procedure Sortie	3	TBD										
Night Sortie	4	TBD										
<b>Aerial Gunner Requirements</b>												
Basic Sortie	1	TBD										
Night Sortie	4	TBD										
<b>NOTES:</b>												
<p>1. To Credit a basic sortie, complete the following events as applicable to crew position (P, FE, AG).</p> <p>Additionally, each pilot must occupy a front seat, and make a takeoff and a landing.</p> <table> <tr> <td>Mission Planning</td> <td>Taxi/Hover</td> </tr> <tr> <td>Performance Data</td> <td>Takeoff Procedures</td> </tr> <tr> <td>Crew and/or Passenger Briefing</td> <td>Approach (instrument or visual) Crew</td> </tr> <tr> <td>Coordination</td> <td>Landing Procedures</td> </tr> <tr> <td>Flight Clearance</td> <td>Fuel Management</td> </tr> </table> <p>2. A transition sortie consists of a basic sortie and a maximum performance takeoff, and marginal power takeoff, a normal approach and landing, and a steep approach to a touchdown.</p> <p>3. Pilots qualified in more than one aircraft must log one EP sortie in their primary aircraft each quarter. An EP sortie should be accomplished on a single flight. An emergency procedures sortie consists of a basic sortie and:</p> <ul style="list-style-type: none"> <li>Review of boldface procedures</li> <li>Autorotation</li> <li>Autopilot-off approach/landing</li> <li>Simulated single-engine approach and landing</li> </ul> <p>*Anything airframe specific/unique in the way of Emergency Procedures.</p> <p>4. A night sortie consists of a basic sortie and requires one hour of night time. Additionally, pilots must log ½ hour of primary time.</p> <p>5. Credit no more than one sortie per single calendar day.</p>			Mission Planning	Taxi/Hover	Performance Data	Takeoff Procedures	Crew and/or Passenger Briefing	Approach (instrument or visual) Crew	Coordination	Landing Procedures	Flight Clearance	Fuel Management
Mission Planning	Taxi/Hover											
Performance Data	Takeoff Procedures											
Crew and/or Passenger Briefing	Approach (instrument or visual) Crew											
Coordination	Landing Procedures											
Flight Clearance	Fuel Management											

**Table A3.5. Remote Operations Events Requirements.**

<b>Event</b>	<b>Notes</b>	<b>Event ID</b>		
<b>Day Remote Operations</b>		TBD		
<b>Night Unaided Remote Ops</b>	2,3,5	TBD		
<b>NVG Remote Operations</b>	1,2,3,4,6	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	X
	Navigation	X		
	Remote landing and takeoff	X	X	X
	Simulated maximum power	X		
	In-flight/terminal operations power considerations	X		
Desired:	Pinnacle/ridgeline landing	X	X	X
	AIE (if applicable)	X	X	X
	Slope landing	X	X	X
	Use of pyrotechnics		X	X
<b>Remote Notes:</b>				
1. NVG events may satisfy night unaided requirements: i.e. NVG Remote Ops (TBD) accomplishes Night (Unaided) Remote Ops (TBD).				
2. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.				
3. Sortie/event accomplishments at night may be credited toward similar day requirements.				
4. NVG qualified pilots will only log NVG sorties while at a set of controls.				
5. A night sortie consists of a basic sortie and requires 1 hour of night time of which ½ hour must be primary.				
6. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary.				

**Table A3.6. Formation Flying Currency/Events Requirement.**

Event	Notes	Event		
Formation Sortie	1	TBD		
NVG Formation Sortie	1,2,3,4	TBD		
	Sub-Events	P	FE	A
Required:	Takeoff, approach, enroute, landing	X		
	Lost visual procedures	X		
	Join-up	X		
	Low-level	X		
<b>Formation Sortie Notes:</b>				
1. Each pilot must fly each required sub-event as both lead and wing to log a formation sortie.				
2. NVG events may satisfy day requirements: i.e. NVG Formation Sortie (TBD) accomplishes Formation Sortie (TBD).				
3. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.				
4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary.				

**Table A3.7. Tactical Currency/Events Requirement.**

Event	Notes	Event ID		
Day Tactical Sortie		TBD		
NVG Tactical Sortie	1,2,3	TBD		
	Sub-Events	P	FE	AG
Required:	Mission Planning	X	X	X
	Low-level navigation	X		
	Authentication, TOT procedures	X		
	Threat analysis/Evasive maneuvers	X	X	X
	Tactical approach and landing	X	X	X
Desired:	Low-level formation	X		
	Aerial Gunnery		X	X
<b>Tactical Sortie Notes:</b>				
1. NVG events may satisfy day requirements: i.e., NVG TAC (TBD) accomplishes Day Tactical Sortie (TBD).				
2. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.				
3. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary.				

**Table A3.8. Alternate Insertion/Extraction (AIE) Currency/Events Requirement.**

<b>Event</b>	<b>Notes</b>	<b>Event ID</b>		
<b>Alt Insertion/Ext (AIE)</b>	1	TBD		
<b>NVG AIE</b>	1,2,3	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	
	Equipment Preparation		X	X
	Pattern	X		
	Approach to a hover (Tactical or Normal)	X	X	X
	Verbal Direction	X	X	X
	Departure/takeoff procedures	X	X	X
<b>AIE Notes:</b>				
1. AIE devices are defined as: hoist, rappel, fast rope, and rope ladder. Any method meets currency requirement (TBD).				
2. AIE events accomplished at night may be credited toward similar day requirements.				
3. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.				
<b>Event</b>	<b>Notes</b>	<b>Event ID</b>		
<b>Hoist</b>	1,2	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	
	Equipment Preparation/Inspection		X	X
	Pattern	X		
	Approach to a hover (Tactical or Normal)	X	X	X
	Verbal Direction	X	X	X
	Departure/takeoff procedures	X	X	X
<b>Hoist Notes:</b>				
1. AIE events accomplished at night fulfill appropriate currency.				
2. Hoist includes: Forest Penetrator, Stokes liter, rescue basket, or horse collar.				
<b>Event</b>	<b>Notes</b>	<b>Even</b>		
<b>Rope Ladder</b>	1	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	
	Equipment Preparation/Inspection		X	X
	Pattern	X		
	Approach to a hover (Tactical or Normal)	X	X	X
	Verbal Direction	X	X	X
	Departure/takeoff procedure	X	X	X
<b>Rope Ladder Notes:</b>				
1. AIE events accomplished at night fulfill appropriate currency.				

Event	Notes	Event ID		
<b>Rappel</b>	1	TBD		
	Sub-Events	P	FE	AG
Required:	Mission Planning	X	X	
	Equipment Preparation/Inspection		X	X
	Pattern	X		
	Approach to a hover (Tactical or Normal)	X	X	X
	Verbal Direction	X	X	X
	Departure/takeoff procedures	X	X	X
<b>Rappel Notes:</b>				
1. AIE events accomplished at night fulfills appropriate currency.				
Event	Notes	Event ID		
<b>Fast Rope</b>	1	TBD		
	Sub-Events	P	FE	AG
Required:	Mission Planning	X	X	
	Equipment Preparation/Inspection		X	X
	Pattern	X		
	Approach to a hover (Tactical or Normal)	X	X	X
	Verbal Direction	X	X	X
	Departure/takeoff procedures	X	X	X
<b>Fast Rope Notes:</b>				
1. AIE events accomplished at night fulfills appropriate currency.				

**Table A3.9. NVG Sortie Currency/Events Requirement.**

<b>Event</b>	<b>Notes</b>	<b>Event ID</b>		
<b>NVG Sortie</b>	1,2,3,4,5	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	X
	Performance Data	X	X	
	Crew Coordination	X	X	X
	Crew and/or Passenger Briefing	X	X	X
	Flight Clearance	X		
	Taxi/Hover	X		
	Takeoff Procedures	X	X	X
	Approach (instrument or visual)	X	X	X
	Landing Procedures	X	X	X
	Fuel Management	X	X	
	Verbal Direction		X	X
<b>NVG Sortie Notes:</b>				
1. NVG events may satisfy night unaided requirements: i.e. NVG sortie (TBD) accomplishes Night (Unaided) Sortie (TBD).				
2. Sortie/event accomplishments at night may be credited toward similar day requirements.				
3. NVG qualified pilots will only log NVG sorties while at a set of controls.				
4. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary.				
5. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified. Non-current NVG crewmembers are required to maintain unaided currency (i.e. TBD).				
<b>Event</b>	<b>Notes</b>	<b>Event ID</b>		
<b>NVG Transition Sortie</b>	1,2,3,4,5	TBD		
<b>Transition Sortie (Day)</b>		TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Basic Sortie	X		
	Maximum Performance Takeoff	X		
	Marginal Performance Takeoff	X		
	Normal Takeoff and Landing	X		
	Steep Approach to a Landing	X		

**NVG Transition Notes:**

1. NVG events may satisfy night unaided requirements: i.e. NVG Transition Sortie (TBD) accomplishes Night (Unaided) Transition Sortie (TBD).
2. Sortie/event accomplishments at night may be credited toward similar day requirements.
3. NVG qualified pilots will only log NVG sorties in their primary crew position.
4. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.
5. An NVG sortie consists of a basic sortie and requires 1 hour of NVG time of which ½ hour must be primary.

**Table A3.10. Aerial Gunnery Currency/Events Requirement.**

Event	Notes	Event ID		
<b>Aerial Gunnery</b>		TBD		
<b>NVG Aerial Gunnery</b>	1,2	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	X
	Equipment Preparation/Inspection		X	X
	Verbal Directions/Defensive Supp Fire	X	X	X
	Gun System Employment (Live/Blank)		X	X
	Gun System Malfunctions		X	X
Desired:	Authentication, TOT Procedures	X		
	Threat Analysis/Evasive Maneuvers	X	X	X
	Tactical Approaches/Patterns	X	X	X
	AIE (if applicable)		X	X
	Low Level Formation	X		
<b>Aerial Gunnery Notes:</b>				
1. NVG events may satisfy day requirements: i.e. NVG Aerial Gunnery (TBD) accomplishes NVG Tactical Sortie (TBD) and Day Tactical Sortie (TBD). Aerial Gunnery (TBD) accomplishes Day Tactical Sortie (TBD)				
2. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.				
Event	Notes	Event ID		
<b>Defensive Suppressive Fire</b>	1	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	X
	Low-Level Navigation	X		
	Tactical Approaches and Patterns	X	X	X
	Threat Analysis/Evasive Maneuvers	X	X	X
	Verbal Direction	X	X	X
	Gun System Employment (Live / Blank)		X	X
Desired:	Low-Level Formation	X		

**Table A3.11. Miscellaneous Mission Qualification Flying Currency/Events Requirement.**

Event	Notes	Event ID		
<b>Cargo Sling Sortie</b>		TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Cargo Hook Functional Check		X	
	Pattern	X	X	
	Verbal direction	X	X	
	Hookup		X	
	Load Release	X	X	
Event	Notes	Event ID		
<b>Day Water Sortie</b>		TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Cargo Hook Functional Check		X	
	Pattern	X	X	
	Verbal direction	X	X	
	Hookup		X	
	Load Release	X	X	
Event	Notes	Even		
<b>Fast Rope Sortie</b>	1	TBD		
	<b>Sub-Events</b>	<b>P</b>	<b>FE</b>	<b>AG</b>
Required:	Mission Planning	X	X	X
	Equipment Preparation/Inspection		X	X
	Pattern	X	X	X
	Approach to a hover (Tactical or Normal)	X	X	X
	Verbal Direction		X	X
	Departure/takeoff procedures	X		
<b>Fast Rope Notes:</b>				
1. AIE events accomplished at night fulfills appropriate currency.				