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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2E-4,
VOLUME 1**



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Flying Operations

E-4 AIRCREW TRAINING

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This volume implements Air Force Policy Directive (AFPD) 10-2, *Readiness* and AFPD 11-2, *Aircraft Rules and Procedures*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the E-4B. It applies to all Air Force personnel in E-4B units. It does not apply to Air National Guard or Air Force Reserve Command units. MAJCOMS may supplement this AFI in accordance with (IAW) the guidance in AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure* and AFI 33-360, *Publications and Forms Management*. Field units below MAJCOM level forwards copies of their supplements to this volume to their parent MAJCOM office of primary responsibility (OPR) for pre-publication review. All direct supplements will be routed to the OPR of this publication for coordination prior to certification and approval. This publication requires the collection and or maintenance of information protected by Title 5 United States Code (USC) Section 522a, *The Privacy Act (PA) of 1974*. The authorities to collect and or maintain the records prescribed in this publication are 37 USC § 301a, *Incentive Pay: aviation career*; Public Law (PL) 92-204, *Appropriations Act for 1973*; PL 93-570 § 715, *Appropriations Act for 1974*; PL 93-294, *Aviation Career Incentive Act of 1974*; Department of Defense Instruction (DoDI) 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended. The applicable SORN, F011 AF XO A, *Aviation Resource Management System (ARMS)*, is available at <http://dpcl.d.defense.gov/Privacy/SORNS.aspx>. Forms affected by the PA have an appropriate PA statement. 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 the Air Force Records Disposition Schedule (RDS) in the Air

Force Records Information Management System (AFRIMS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommending for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: para 1.1.3, added requirement of 50 instructor hours for Flight Engineer applicants. Changed experienced criteria requirement for Airborne Mission System Specialists from 10 alert tours to 75 RAP sorties. Modified the waiver authority throughout document to reflect current tier system. Moved the qualification training requirements to the corresponding syllabus. Removed IQT and Mission Qual training requirement table since this information is contained in the training syllabi. Separated Data and Voice qualification time limits as they are no longer the same. Numerous items in continuation training tables have been removed and/or changed. Deleted guidance for loss of currency up to 6 months as guidance was redundant to verbiage in AFI 11-202 Volume 1. Removed local instructor CRM training requirement as CRM is now taught to new instructors at CFIC. Changed definition for Comm RAP Sortie. Updated supporting references. Combined RM-1 and RM-2 positions to single RM position. Created new Senior Leader Communication System (SLCS) position.

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Chapter 1

GENERAL INFORMATION

1.1. Roles and Responsibilities.

1.1.1. HQ ACC/A3, Director of Operations, is designated as the responsible agency for this instruction IAW AFPD 11-2. ACC/A3 will:

1.1.1.1. Chair annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Force (CAF) units. RTRB participants include applicable ACC active and reserve component representatives. MAJCOM/A3s with major weapons systems for which ACC is lead command are invited to send representatives and/or inputs.

1.1.1.2. Process all change requests.

1.1.2. All applicable MAJCOMs will, as applicable:

1.1.2.1. Determine training requirements to meet expected unit taskings.

1.1.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/A3CN, who in turn forward to HQ USAF/A35 for approval prior to publication; and forward one copy to HQ USAF/A35 after publication. Provide MAJCOM/A3 a copy of approved supplements to this instruction.

1.1.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.1.3. Direct Reporting Units (DRU) will:

1.1.3.1. Provide standard instructional texts to support operational weapons/tactics training. (T-3) Forward two copies of each to MAJCOM and NAF/A3/OV, and five copies to each CAF wing/group.

1.1.3.2. Review, update, and distribute changes to instructional texts annually. (T-3)

1.1.3.3. Review subordinate unit training programs annually. (T-3)

1.1.4. Wings/Groups will:

1.1.4.1. Develop programs to ensure training objectives are met. (T-3) Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.1.4.2. Attach API-6/8, B/D flyers to a flying squadron. (T-3)

1.1.4.3. Designate the training level that each API-6, B flyer trains to. Upon request provide MAJCOM/A3C with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.1.4.4. If applicable, forward supplements of this instruction to MAJCOM for review. Review supplements annually. (T-3) OG/CCs will report changes in position designations as they occur during the year to MAJCOM/A3C. (T-3)

1.1.4.5. Identify training shortfalls that adversely impact operational capability through appropriate channels. (T-3) For training report format, see [Attachment 3](#), Training Shortfall Report.

1.1.5. Squadron Supervision will:

1.1.5.1. Conduct and monitor E-4 formal training to meet all course objectives and standards. (T-3)

1.1.5.2. Ensure adequate continuity and supervision of training needs, experience, and proficiency of assigned/attached aircrew members. (T-3)

1.1.5.3. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training, to determine the training required to achieve BMC or CMR and to ensure provisions of this instruction have been met. (T-3)

1.1.5.4. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. (T-2) See [Attachment 2](#) for RAP mission definitions.

1.1.5.5. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions. (T-3)

1.1.5.6. Determine which mission(s)/events individual BMC aircrew maintains qualification. (T-3)

1.1.5.7. Determine utilization of BMC aircrew. (T-3)

1.1.5.8. Identify which BMC and CMR aircrew carries additional certifications/qualifications. (T-3)

1.1.5.9. Identify the levels of supervision required to accomplish the required training, unless specifically directed. (T-3)

1.1.5.10. Assist the wing/group in developing the unit training programs.

1.1.5.11. Monitor individual currencies and requirements for both assigned and attached crewmembers. (T-3)

1.1.5.12. Ensure aircrews only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current. (T-2)

1.1.5.13. Check quality of training accomplished, identify deficiencies, and advise wing/group of additional training needs. (T-3)

1.1.5.14. Recommend required changes to the syllabus through appropriate channels to ACC/A3C. A3C will route ETCA changes to A1KB Formal Training. (T-2)

1.1.5.15. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification/certification training is considered unsatisfactory by the unit commander. (T-3)

1.1.5.16. Prepare a quarterly report of student training status and forward through appropriate channels to ACC/A3CN. (T-2)

1.1.5.17. Participate in syllabus reviews every 2 years in coordination with ACC TRSS/Det 10. (T-2)

1.1.5.18. Upon request from ACC TRSS/Det 10, provide subject matter experts to review contract provided courseware material.

1.1.6. Unit Training Office will:

1.1.6.1. Monitor unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members. (T-3)

1.1.6.2. Submit waivers and notifications, when required, through appropriate channels and maintain a waiver tracking log. (T-3)

1.1.6.3. Monitor status of unit training. Ensure flight commanders or designated representatives monitor the quality of training and identify training deficiencies. Report deviations and document significant trends affecting unit or individual training status to unit commanders and operations officers. (T-3) The unit DOT and functional flight chiefs are responsible to manage the overall training requirements for all students in qualification seat upgrades during both alert and non-alert situations.

1.1.6.4. Schedule and conduct required training to ensure all crewmembers receive applicable ground training. (T-3)

1.1.6.5. Conduct annual/quarterly reviews of aircrew training records. (T-3)

1.1.6.6. Submit all formal operations training syllabi and training task lists to HQ ACC/A3 through ACC TRSS Det 10 for review and approval. Submit other unit-developed training programs to HQ ACC/A3 through HQ ACC/A3C. (T-3)

1.1.6.7. Track continuation training and notify individuals who fail to meet training requirements. (T-3) Notify unit operations officers and commanders on issues affecting readiness.

1.1.6.8. Maintain training material and equipment for recurring in-unit ground training events. (T-3) Periodically review ground training materials, tests, and computer-based instruction, and update if necessary. (T-3)

1.1.7. Instructor Responsibilities:

1.1.7.1. Certified instructors are authorized to instruct at all levels of qualification. Instructors are authorized to teach any event in which they are qualified and current unless specifically restricted.

1.1.7.2. Instructors and students will discuss proposed training with a unit training office representative during mission planning. It is the instructor's responsibility to ensure the records are accurate, all required training forms are available, and the lesson plans are current.

1.1.7.3. Instructors will report to DOT following their mission to review aircrew training folders and their student's status with a unit training office representative. This period is used to discuss training progress/problems that may have occurred during the mission. (T-3) Training records and lesson plans are completed and returned not later than the end of the day following the flight. Instructors are responsible for training record accuracy

and completeness at the time of debrief. A unit training office representative is made available for all training debriefs upon mission completion. It is the responsibility of the instructor to coordinate with DOT for training debrief prior to mission completion.

1.1.7.4. The primary instructor for a given training event is required to ensure the student's records are complete before beginning PMCR. (T-3) During alert and prior to Trailing Wire Antenna (TWA) missions, the mission crew NCOIC will ensure that a proper student/instructor ratio is maintained and required training is being accomplished. (T-3)

1.1.7.5. Instructors and their students will utilize all available training materials. Training records are maintained in the unit training office. Instructors are responsible for the sign-out and condition of equipment and materials in their care. Report problems and deficiencies to DOT. The primary instructor will periodically review the qualification upgrade of their student and ensure the accuracy of the documentation. (T-3)

1.1.8. Crewmembers will:

1.1.8.1. Upon PCS/PCA, hand-carry their permanent training folder and any other available training records to assist the gaining unit in assessing qualifications and training requirements. (T-3)

1.1.8.2. When attending a formal school course, hand-carry a copy of ARMS Individual Data Summary, Flying History Report, Individual Training Summary, Aeronautical Orders, Aviation Service Worksheet, and any additional requirements set forth in the ETCA to the training squadron's ARMS office. (T-3)

1.1.8.3. Accomplish and log all required ground training, and ensure the accuracy and completeness of their training folders. (T-3)

1.1.8.4. Participate only in ground and flying activities for which they are qualified, current and adequately prepared. (T-2)

1.2. Processing Changes.

1.2.1. Forward recommendations for change to this instruction to MAJCOM on AF Form 847. HQ USAF/A35 is the approval authority for interim (IC) changes and revisions to this instruction.

1.2.2. MAJCOMs will forward approved recommendations to HQ ACC/A3 through HQ ACC/A3CN.

1.2.3. HQ ACC/A3 will:

1.2.3.1. Process recommendation for change.

1.2.3.2. Address time sensitive changes by immediate action message.

1.3. Minimum Requirements for Assignment to Perform E-4 Crew Duties.

1.3.1. Pilots (P) will be currently qualified in Tanker/Transport/Bomber (TTB) aircraft or a previously qualified pilot in the E-4, have 2,500 hours total time and 1,500 hours TTB aircraft time with current or previous TTB receiver air refueling experience, and be able to obtain a Top Secret/Sensitive Compartmentalized Information (TS/SCI) clearance. (T-1)

1.3.2. Navigators (N) will be currently qualified in TTB aircraft or a previously qualified navigator in the E-4, have 1,500 hours of total time and 1,000 hours in TTB aircraft with previous air refueling experience (tanker or receiver), and be able to obtain a TS/SCI clearance. (T-1)

1.3.3. Flight engineers (FE) will be currently qualified instructors or a previously qualified FE in the E-4, with 2,500 hours FE time with previous TTB receiver air refueling experience, have a minimum of 50 instructor hours, have 36 months retainability upon completion of Mission Qualification Training (MQT) and be able to obtain a TS/SCI clearance. (T-1)

1.3.4. Flight Attendants (FA) must be grades E-4 through E-8 and have 36 months retainability upon completion of MQT and be eligible for a TS/SCI clearance. (T-1)

1.3.5. Airborne Missions Systems Operators (AMSO) must satisfy the requirements of AFI 36-2110, *Assignments*. (T-1)

1.3.6. Super High Frequency (SHF) Technicians must be a 5-level, pass a Class-3 flight physical, complete physiological training and obtain a TS/SCI clearance prior to departing their previous duty station. (T-1)

1.3.7. Communications Control Officers (CCO) must be grade O-2 through O-4, able to pass a Class-3 flight physical, complete physiological training and obtain a TS/SCI clearance prior to departing their previous duty station. (T-1)

1.4. Training.

1.4.1. Training is designed to progress the crewmember from Initial Qualification Training (IQT) or Transition/Requalification Training (TX), through Mission Qualification Training (MQT) and finally to Continuation Training (CT).

1.4.2. IQT qualifies crewmembers in a basic crew position and flying duty without regard to the unit's mission. IQT academics will be provided by the FTU.

1.4.3. MQT qualifies a crewmember in the E-4 mission. MQT includes all training, additional qualifications, and upgrades after a crew member's initial qualification that is not encompassed by CT. MQT is completed in the operational unit.

1.4.4. CT allows crewmembers to maintain combat capability, increase proficiency, and consists of mission-related training. CT crewmembers are designated BMC or CMR.

1.4.5. CMR defines an aircrew member who has satisfactorily completed initial and mission qualification in the unit's primary mission. Pilots, Navigators, Flight Engineers and Flight Attendants are initially qualified to CMR status. CMR crewmembers maintain proficiency and qualification in the E-4 mission. (T-3) Failure to complete CMR required training results in designation as Non-CMR (N-CMR).

1.4.6. BMC positions are filled by experienced crewmembers whose primary job is squadron/group/wing/NAF/MAJCOM staff in support of flying operations. These crewmembers provide additional sortie generation capability, either in lieu of or in addition to CMR personnel. BMC crewmembers, because of their high experience and proficiency level, have a reduced training level requirement compared to CMR personnel. BMC crewmembers will accomplish all ground training designated by the squadron commander.

(T-3) Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status.

1.4.7. N-CMR/N-BMC. Crewmembers designated N-CMR/N-BMC are not combat ready and must accomplish a tailored training plan to regain CMR/BMC. (T-3) Crewmembers are designated N-CMR/N-BMC for failure to meet ground training, annual flight training, or sortie lookback requirements IAW **Table 1.1**

1.4.7.1. While N-CMR/N-BMC, aircrew may still perform flying duties (including exercises and contingencies) in which they are current and qualified, to include Supervisor of Flying (SOF) duties.

1.4.8. Unqualified (UQ). Unqualified crewmembers require training and a flight evaluation to reach the next qualification level. Crewmembers may be designated UQ for the following reasons:

1.4.8.1. Enrolled in Initial Qualification Training (IQT) or Requalification Training (RQT).

1.4.8.2. Non-Current IAW AFI 11-202V1.

1.4.8.3. Demonstrated lack of ability.

1.4.8.4. Downgraded for failure to meet standards during a flight evaluation.

1.4.9. Experience Level Progression. There are two experience levels for CT crewmembers: Inexperienced and Experienced. The commander designates crewmembers experienced based on progression guidelines and demonstrated proficiency. (T-3)

1.4.9.1. Experienced pilots should have 200 hours E-4 time.

1.4.9.2. Experienced navigators should have 200 hours E-4 time.

1.4.9.3. Experienced flight engineers should have 400 hours E-4 time.

1.4.9.4. Experienced Flight Attendants should have 100 hours E-4 time.

1.4.9.5. Experienced CCOs, AMSO crewmembers, and SHF technicians should have 75 RAP sorties on the E-4.

1.4.10. Instructor/Evaluator Qualified. Instructors/evaluators who become N-CMR/N-BMC may be allowed to continue academic and/or ATD instructor/evaluator duties, as long as they are current and qualified in the events being instructed or evaluated.

1.5. Training Concepts and Policies.

1.5.1. ACC/A3CN provides functional area management for E-4 training programs and validates training requirements.

1.5.2. The unit will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. (T-3) Training balances the need for realism against the expected threat, crewmember capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flight publications.

1.5.3. ACC Training Support Squadron (HQ ACC/TRSS) will develop and validate formal operations training programs and manage contract aircrew training/courseware development contracts as tasked by HQ ACC/A3. (T-2)

1.5.4. Design training missions to achieve combat capability in squadron-tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize scenarios that reflect operations based on employment plans, location, current intelligence, and opposition capabilities.

1.5.5. In-flight Supervision:

1.5.5.1. An instructor must supervise the following personnel when performing aircrew duties: (T-1)

1.5.5.1.1. Non-current aircrew members while performing event(s) to regain currency.

1.5.5.1.2. All aircrew members in initial, upgrade or requalification flying training.

1.5.5.1.3. Unqualified crewmembers and senior officers as defined in AFI 11-202V1, and any other staff personnel the WG, OG or SQ/CC designates as required to fly with an instructor.

1.5.5.1.4. For unqualified, non-current or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight, or when an individual is regaining currency or qualification in specific events. (T-1) **Note:** Critical phases of flight are defined as: takeoff, air refueling, approaches, and landing. Air refueling rendezvous/closures to pre-contact are not considered critical phases of flight.

1.5.6. Training Event Tables. Assign crewmember training tables according to their experience designation and RAP level.

1.5.7. When experience designation or RAP level changes, prorate new training requirements from the date of certification.

1.6. Ready Aircrew Program (RAP) Policy and Management.

1.6.1. The primary means of assessing crewmember RAP qualification is the monthly RAP sortie requirement. The breakout of sortie/mission types is provided as a guideline to be closely followed, but minor variations are expected. Shortfalls in the monthly sortie requirement are the basis for regression. The squadron commander determines mission qualification after considering ACC guidance and the individual's capabilities.

1.6.2. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie.

1.6.3. The squadron commander's first priority should be to train all designated crewmembers to CMR.

1.6.4. Progression from BAQ to CMR requires:

1.6.4.1. One month of continuation training meeting the CMR sortie rate.

1.6.4.2. Confirmation that the progressed crewmember can complete the prorated number of event requirements to remain CMR at the end of the training cycle.

1.6.4.3. Completion of mission-related ground training.

1.6.4.4. Squadron Commander Certification.

1.6.5. One and Three-month Lookback. **Table 1.1** defines the monthly sortie requirement for a crewmember to remain mission ready. If a crewmember fails to accomplish the monthly sortie requirement, review sortie accomplishment over the last three months. Failure to achieve the three-month sortie requirement may result in designation as N-BMC or N-CMR. Reference **paragraph 4.5 Failure to Complete Training Requirements**. If the crewmember does not have three months since becoming E-4 qualified, the monthly requirement must be satisfied.

1.7. RAP Sortie Program Development.

1.7.1. RAP sortie and event requirements apply to all crewmembers qualified to BMC/CMR. RAP Monthly Sortie Requirements are listed in **Table 1.1**, and are defined under the appropriate crew position in **Attachment 2**.

1.7.2. Requirements for X-Prefix Fliers. Requirements for X-prefix flyers assigned or attached to the E-4B are identical to those listed in **Table 1.1**.

Table 1.1. Monthly Sortie Requirements.

Pilot / Nav / FE			
BMC-I	BMC-E	CMR-I	CMR-E
RAP Sorties Required (per month / 3 month lookback)			
1 / 3			
TOTAL Sorties Required (per month / 3 month lookback)			
2 / 6	1 / 3	4 / 12	3 / 9
FA / Mission Crew			
BMC-I	BMC-E	CMR-I	CMR-E
RAP Sorties Required (per month / 3 month lookback)			
1/3			
TOTAL Sorties Required (per month / 3 month lookback)			
1/3			
I=Inexperienced			
E=Experienced			

1.8. Training Records and Reports.

1.8.1. Training Records. A training folder is initiated for initial qualification, requalification, mission qualification, special qualification, difference, upgrade, and additional training directed by the squadron commander or a flight examiner. The training folder will include training reports (AF FORM 4022, *Aircrew Training Folder*, AF IMT 4023 *Aircrew Training Progress Report*, AF IMT 4024, *Aircrew Training Accomplishment Report*, and AF IMT 4025, *Summary Closeout Report*, or locally generated training

documents), training guides, all waivers, and other records as applicable. (T-3) The training documents are placed in reverse chronological order with the most recent on top.

1.8.1.1. Formal school records are mailed or hand-carried by the individual to the gaining unit during in-processing for review and incorporation as applicable into the individual's initial training folder. (T-3)

1.8.2. Training Folder Review.

1.8.2.1. Operations review. The squadron commander, operations officer, or a designated representative will review active training folders quarterly and prior to any flight evaluation required to complete a training program (not applicable for formal school training). (T-3) Operations review is a separate entry in the training record and should include comments on the student's progress. Active training folders are folders of crewmembers undergoing initial/ mission qualification, requalification, upgrade, special qualification or certification (Alert A/C, FCF, RMI 1, DTWO, RAP, etc.), or commander directed additional training.

1.8.2.2. Monthly review. The unit training office chief or their designated representative will review active training folders monthly for continuity and student progression. Document this review and any recommendations on an AF IMT 4023 in the training folder. (T-3)

1.8.2.3. Training period review. Instructors will review training folders prior to each training event (flight or ground) in order to develop a training plan. (T-3) After each period, instructors will document training in sufficient detail to accurately assess student performance and make recommendations for subsequent training NLT than the next duty day. (T-3) At the satisfactory completion of all required training, the instructor will make a recommendation for an evaluation. (T-3) Students will review and initial training records after each training period. (T-3)

1.8.2.4. Maintain aircrew training folders for one year following completion of training or upon completion of a subsequent upgrade program. For example, a crewmember successfully completes IQT/MQT, and then 6 months later the crewmember successfully completes instructor upgrade. At this time, his or her IQT/MQT training documents are purged (IAW AFRIMS RDS T 36 - 44 R 05.00, Aircrew Instruction Records, Flying Training Reports).

1.8.3. History of Training.

1.8.3.1. Documentation Procedures. The flight evaluation folder (FEF) maintains basic source documents to provide a current history of each individual's flying qualification in accordance with AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and appropriate MAJCOM Supplement. Under the AF Forms 942, *Record of Evaluation*, in section 1 of the FEF, all other certifications (Alert A/C, SIOP, TC1/2, RM1/2 etc.) are tracked on the Letter of Certifications (LOX), IAW 11-202 V2. Use AF IMT 1381, *USAF Certification of Aircrew Training*, or MFR to identify those who have completed certification training.

1.8.3.2. Letters of Qualification/Certification not recorded on the AF 942 (Alert A/C, SIOP, etc.). Destroy when entries have been transcribed to permanent records i.e.

HARMS, ePEX, letter of X's, FEF on AF Forms 942, or AF 1381 (if used) IAW AFRIMS RDS T 36 – 44 R 06.00, Aircrew Qualification Certificates and Training Information.

1.8.4. Training Reports. Prepare and forward training reports IAW MAJCOM directives.

1.8.4.1. ARMS maintains flying and ground training records IAW AFI 11-401, *Aviation Management*. Use ARMS forms prescribed in AFI 11-202V1, to document training in ARMS.

1.9. Aircrew Utilization Policy.

1.9.1. Commanders will ensure crewmembers (API-1/2/6s) fill authorized positions IAW Unit Manning Documents (UMD) and that crewmember status is properly designated. The overall objective is that crewmembers perform combat-related duties. (T-1) Supervisors may assign crewmembers to perform other duties but continually weigh the factors involved, such as level of crewmember tasking, flying proficiency, currency, and experience. Supervisors limit the non-flying duties to those related to combat activities for inexperienced crewmembers in the first year of their initial operational assignment or those who have not completed their 5-level upgrade career development course. When personnel shortages occur, priority is given to line unit-manning positions. Aircrew will not perform long-term duties that detract from their primary duties of training for or performing the unit's flying mission. (T-3).

1.9.2. API-6/8 rated personnel flying authorizations and Test Unit aircrews will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC sortie rate; however they are not required to complete BMC specific missions/events or meet lookback requirements. Units should provide assigned API-6/8 flyers adequate resources to maintain minimum training requirements. However, API-6/8 flyer support does not come at the expense of the flying squadron's primary mission. API-6/8 flyers will accomplish non-RAP requirements with allotted BMC sorties. (T-3) If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, ACC Sup. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW AFI 11-102, *Flying Hour Program Management* and associated MAJCOM supplement.

1.9.3. Aircrew in DNIF status will continue to complete and log all required ground training events, including simulator and aircraft generation, and those activities authorized by the flight surgeon and documented on the member's AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*. (T-3).

1.10. Sortie Utilization and Allocation Guidance.

1.10.1. Inexperienced crewmembers should receive sortie allocation priority over experienced crewmembers. Priority for training sortie allocation is IQT/MQT, CMR and BMC.

1.10.2. Maximizing the utilization and effectiveness of training resources is critical to producing CMR aircrew. The training plan for each sortie (airborne, ground or alert) is thoroughly planned, and debriefed.

1.11. Waiver Authority.

1.11.1. HQ ACC/A3 is the overall syllabus waiver authority IAW ACCI 36-2252. (T-2) A permanent copy of all waivers and syllabus deviations are maintained in the individual's training folder.

1.11.2. HQ ACC/A3C is the waiver authority for all other provisions in this AFI unless specifically noted via the tiered waiver notation at the end of certain paragraphs. Consult AFI 33-360 for explanation of tiered waiver notations. Waiver requests are in electronic form and will include the rationale for the waiver to HQ ACC/A3C.

1.11.3. Waivers are submitted and approved prior to the crewmember commencing formal training or before training is completed as appropriate.

1.11.4. Waivers to this instruction are valid until the end of the training cycle and should be renewed at the beginning of a new training cycle or as noted in the waiver.

1.11.5. Continuation ground training events listed in this instruction, but controlled by another AFI adhere to all restrictions in the governing AFI.

1.11.6. Provide the following information in all electronic waiver requests. Asterisked (*) items must be provided for all waivers. Fill in all other items as appropriate or mark N/A next to those that are not utilized.

1.11.6.1. *Name, Grade, SSN.

1.11.6.2. *Flying organization (assigned or attached)

1.11.6.3. *Present crew qualification including special qualifications.

1.11.6.4. *Total flying time in PAA.

1.11.6.5. *Specific nature of waiver.

1.11.6.6. *Reason and valid justification for waiver.

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

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

1.11.6.9. Training start date.

1.11.6.10. The prescribed mandatory upgrade or qualification date.

1.11.6.11. Date event last accomplished and normal eligibility period.

1.11.6.12. Remarks, to include formal school courseware required.

1.11.6.13. *Requesting unit POC (name, rank, e-mail, phone number and functional address symbol).

1.11.7. Units will submit an annual report of all incomplete training to HQ ACC/ A3C (info copy to NAF/DO) by the last day of the month after the 12 month training cycle ends. Prior to submitting the report, units are reminded to prorate incomplete training as detailed in **Chapter 4** of this instruction. (T-2) Reports are submitted using the format detailed in **Attachment 3**. Units must specify the reasons for training not accomplished, and whether failure to accomplish the training resulted in regression, retraining, or an OG/CC waiver. (T-2) Units will submit negative reports as required. (T-2)

Chapter 2

QUALIFICATION TRAINING

2.1. Scope. This chapter contains prerequisites and minimum training requirements necessary to prepare prospective crewmembers to perform duties in the E-4 aircraft. Pilots, Navigators, Flight Engineers and Flight Attendants combine IQT and MQT into one course of study. AMSO IQT will be conducted utilizing syllabus courses at a Formal Training Unit (FTU). In exceptional circumstances, when FTU training is not available, AMSO IQT is conducted in-unit IAW provisions of this chapter. Units will conduct local IQT using appropriate formal USAF Qualification Training Course syllabus tracks, flow programs, and requirements. (T-2) Units will utilize MAJCOM-approved local MQT syllabi to address each training program. (T-2)

2.2. Time Period to Qualify.

2.2.1. Personnel will commence training no later than 45 days after date assigned to the unit conducting the training and will complete training IAW the appropriate syllabus. Time limitations specified in **Table 2.1**, begin on the first day of entry into a training program. (T-1) For AMSO crewmembers, treat each additional qualification as an initial qualification and apply the applicable syllabus and time limitations as specified in **Table 2.1**.

2.2.1.1. Delays in initiating training beyond the 45th day require notification to the OG/CC. Delays beyond the 60th day require notification to ACC/A3CN.

2.2.2. Extension of Time Limits. If training is not possible due to extenuating circumstances, (emergency leave, DNIF, limited aircraft) the time limits may be extended by the number of days resources were not available or the member was not available for training, with 55 OG/CC approval. Provide as much training as possible to students who are DNIF or are in casual status.

2.2.3. Upon entry into any formal qualification or in-unit upgrade program crewmembers are not normally granted ordinary leave, permissive TDY nor utilized for missions/TDYs that are not part of their training plan. Exceptions to this policy must be approved by the appropriate squadron commander. (T-2) Training interruptions, for any reason, are documented in the individual's training folder. With unit DO approval, students may conduct primary duties while enrolled in a course of training, but training events are given priority status.

2.3. AMSO Aircrew Development. For first-term AMSO aircrew, the priority should be two-seat qualification and then instructor upgrade. After this and if resources allow it, additional upgrades may be considered. **Attachment 4** shows the ideal training plan for long-term sustainment. This plan is only a guide and the squadron Training Review Panel is authorized to deviate from it when conditions warrant.

2.4. Prerequisites/Ground Training.

2.4.1. For students initially assigned directly to the FTU, the registrar will consult with the gaining unit prior to assigning students to a specific class. The student's prior experience, previous training and unit needs are considered in determining the specific training a student will receive.

2.4.2. All Category I requirements in **Table 4.1** except for Operations Plan Study and mission qualification should be completed prior to entering the IQT academic phase, but will be completed by the student prior to entering the flying phase. (T-3)

2.4.3. All E-4 aircrew members are required to have a government issued passport. (T-3) Passport applications are submitted to the 1 ACCS Flight Attendant office no later than 30 days after being assigned to the FTU or operational unit.

2.5. Qualification Training Requirements.

2.5.1. Pilots and flight engineers complete an FAA-approved commercial training course for Boeing 747 aircraft, followed by in-unit IQT IAW the syllabus.

2.5.2. The FAA-approved commercial training course consists of Aircraft General Systems, Normal Procedures, Abnormal/Emergency Procedures, and Flight Simulators. The flight simulators allow pilots equal time in each seat, with the flight engineer performing panel operation half of the time and observing the other half. The training is complete upon satisfactory completion of an FAA simulator evaluation.

2.5.3. Navigators receive IQT in-unit in accordance with the syllabus.

2.5.4. Flight Attendants complete an FAA-approved commercial training course for passenger-type aircraft followed by in-unit IQT IAW the syllabus.

2.5.5. Airborne Mission Systems Operators and SHF Technicians receive IQT IAW the appropriate syllabus.

2.5.6. Communications Control Officers receive IQT in-unit IAW the syllabus.

2.5.7. Academic training should be completed prior to flight training and will be accomplished in accordance with the appropriate syllabus.

2.5.8. An instructor of like specialty recommends individuals for evaluation. The individual's primary instructor will review the training records prior to the evaluation to ensure all appropriate training has been completed and documented. (T-3)

2.6. Requalification Training (RQT). All individuals re-qualifying in the E-4 will accomplish the training as prescribed below, under the time constraints of **Table 2.1** Pilots and flight engineers will also accomplish a Flight Simulator Continuation Training Block with an instructor pilot. (T-1)

2.6.1. Loss of Currency up to 6 Months. Individuals who are non-current in one or more continuation training events will be placed in supervised status for those events and declared N-BMC/N-CMR (N/A for Instructor/Evaluator Duties and Touch & Go Landings). Currency will be regained by demonstrating proficiency with an instructor of like specialty for delinquent items IAW AFI 11-202V1. Pilots and Engineers can maintain or regain currency in the simulator for those events listed in **Table 4.3** & **Table 4.5**. (T-3)

2.6.2. Loss of Currency Exceeding 6 Months **Table 4.3 - 4.13** Establish which currency items result in unqualified status requiring requalification according to **paragraph 2.6**. (T-3)

2.6.3. **Unqualified up to 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment.** Complete training as directed by the squadron commander. Individuals need to requalify only in events required by their training level.

Complete a flight evaluation covering the items directed in the training program. If the individual's periodic flight evaluation has expired, a full qualification evaluation must be administered. (T-2)

2.6.4. Unqualified 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment to 8 Years. Complete the appropriate formal RQT with a complete flight evaluation.

2.6.5. Unqualified for over 8 Years. Complete the appropriate ETCA formal initial qualification course. Waiver authority is IAW AFI 11-202 Volume 1.

2.7. Instructor Training and Supervision Requirements. All instructors and evaluators must be graduates of a formal instructor course in order to conduct flight training and evaluation. (T-1)

2.8. Alert Participation. Normally, only current and qualified BMC/CMR crewmembers should be placed on alert. The operational unit DO may authorize non-current crewmembers to assume alert duties if accompanied by an instructor. Unqualified crewmembers with proper clearance may be attached to the alert crew for training purposes but are not considered part of the alert team. Individuals declared BMC/CMR but subsequently delinquent in Instructor/Evaluator Duties or Touch & Go Landings may still be placed on alert.

Table 2.1. Qualification Time Limits (All).

CREW POSITION	TIME LIMIT (Days)
Pilot (P)	120
Navigator (N)	90
Flight Engineer (FE)	120
Flight Attendant (FA)	90
Communication Control Officer (CCO)	120
Radio Operator (RO)	120
Voice Operator (VO)	90
Data Operator (Data)	270
Dual Trailing Wire Antenna Operator (DTWAO)	120
Technical Control 1 (TC1)	150
Technical Control 2 (TC2)	140
Senior Leader Communications System Operator (SLCS)	100
Radio Maintenance (RM)	90
Super High Frequency Operator/Maintainer (SHF)	150
Flight Instructor	60

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Scope. This chapter outlines requirements crewmembers accomplish to complete MQT. These training events are completed before the squadron commander can declare the individual BMC/CMR.

3.2. Time Period to Qualify. MQT is completed IAW with the appropriate Course Training Document (CTD).

3.3. Prerequisites. Crewmembers must possess a valid E-4B qualification in order to be enrolled in MQT. (T-2)

3.4. CMR Certification. Upon completion of MQT and local OG guidance (if applicable), the squadron commander will certify the aircrew members as BMC/CMR using the AF Form 4324. (T-3) Certification documents are filed with the unit Aircrew Resource Manager.

3.5. Waivers. Waiver authority for MQT events is the OG/CC.

3.6. Aircrew Training Requirements.

3.6.1. Ground Training Requirements. All training is conducted IAW the appropriate CTD prior to BMC/CMR certification.

3.6.2. Flying Training Requirements. Flying training is completed IAW the appropriate CTD. Differences training not covered during ground training may be completed during flying training.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. Scope. This chapter prescribes training standards to maintain qualification and currency of crewmembers in the E-4.

4.2. Ground Training. Commanders will direct additional training, as necessary, to ensure all aircrew attain and maintain a state of proficiency, which permits immediate and successful completion of the unit's assigned mission. (T-3)

4.2.1. Ground training is intended to be accomplished at regular intervals, which are contained in **Table 4.1**. The following symbols are used to establish the regular frequency of training.

4.2.1.1. A - Annual. Training required once every calendar year.

4.2.1.2. AR - As Required. As required by governing instructions.

4.2.1.3. B - Biennial. Training required once every two calendar years.

4.2.1.4. C - Cycle. The 17-month cycle based on the AFI 11-202V2 evaluation completion date. IRC, open and closed book testing, and in-flight evaluations are required by all crewmembers 17 months after previous in-flight evaluation.(T-2) The eligibility period to complete testing and evaluation begins 6 months prior to the evaluation expiration date. See AFI11-202V2, and appropriate MAJCOM supplement.

4.2.1.5. I - Initial. Is accomplished once during IQT, RQT following a PCS or when directed for new requirements.

4.2.1.6. M - Monthly. Is accomplished each calendar month.

4.2.1.7. Q - Quarterly. Accomplished four times each training period, once in each three-month period (Oct-Dec, Jan-Mar, Apr-Jun, Jul-Sep).

4.2.1.8. SA - Semiannual. 6-month training periods from 1 January to 30 June and 1 July to 31 December.

4.2.1.9. T - Triennial. Training required once every three calendar years.

4.2.2. An individual who instructs a class receives credit for that ground training requirement.

4.2.3. Ground training accomplished during any phase of qualification training may be credited toward continuation training requirements for the training cycle in which it was accomplished.

4.2.4. Crewmembers that lose CMR/BMC status because of overdue ground training may regain CMR/BMC status upon completion of training.

4.2.5. Completion of ground training is documented using the AF IMT 1522 or 1 ACCS MAR until permanently recorded in PEX, HARMS, MilPDS, TBA, AFTR and the DOV Letter of Certifications. CEA's are exempt from maintaining OJT Training Folders (AF Form 623/623a, *Individual Training Record Folder/On-the-Job Training Record Continuation Sheet*, IAW CFETP). No other record of ground training is needed.

4.3. Flying Training. All aircrew will accomplish the events shown in their respective Continuation Training (CT) Tables (**Table 4.3 - Table 4.13**) each fiscal year beginning on 1 October through 30 September. (T-3)

4.3.1. Flight training accomplished during IQT/MQT is not creditable to CT requirements, unless member is qualified in events. The dates that events were accomplished during IQT/MQT can be used to establish currency dates.

4.3.2. Instructors and flight examiners may credit 50% of their total training requirements while instructing or evaluating. Exception: Instructor and Flight Examiner pilots may not credit any takeoffs, landings, or air refueling flown by another pilot.

4.4. Proration of Training.

4.4.1. Training requirements for crewmembers that are not available for duties as outlined in AFI 11-202V1 are prorated.

4.4.2. Enter the number of months a crewmember is unavailable into the ARMS to prorate remaining training. ARMS prorates the annual event table using the following formula:

4.4.2.1. Events remaining = Annual Events X (# months available/12), truncated to the nearest whole number.

4.4.3. Crewmembers completing MQT and receiving CMR certification during a given month start continuation training on the first day of the following month. Training accomplished during IQT/MQT is not counted toward CT requirements remaining after attaining CMR status. Initial currency dates for recurring training events are established by the date of the AFI 11-202V2 evaluation. For events not accomplished on the initial evaluation (such as night landings) the initial currency date is established by the date the event was last accomplished and graded proficient. All requirements for crewmembers departing PCS or separating are prorated to the last day of the month preceding the month of departure. Refer to AFI 11-202V1, for further guidance.

4.4.4. Flying and academic training requirements for crewmembers that are not available for normal duties are prorated according to **Table 4.2**

4.5. Failure to Complete Training Requirements. Individuals who fail to complete BMC/CMR ground requirements listed in **Table 4.1**, flight requirements listed in **Table 4.3-4.13**, or One and Three-Month Lookback requirements listed in **Table 1.1**, may be designated N-BMC/N-CMR and have their recent training history reviewed by the squadron commander. The squadron commander determines what training is necessary for the crewmember to regain BMC/CMR status. This make-up training is creditable towards the new training period. If this review indicates a proportionate/realistic volume of the BMC/CMR events were recently accomplished that would ensure combat proficiency, the squadron commander may declare the individual BMC/CMR.

Table 4.1. Aircrew Ground Training Requirements.

Training EVENT	REF	FREQ	POS	TASK ID	GRNDG	AFFECT CMR
Category 1 – Mission						

Crew Resource Management	AFI 11-290, <i>Cockpit/Crew Resource Management Program & ACCI 11-290, ACC Supplement to AFI 11-290</i>	24Mo	ALL	GA06	YES Note 1	YES
Egress Training, Non-Ejection Seat	AFI 11-301V1, <i>Aircrew Flight Equipment (AFE) Program & ACCI 11-301V1, ACC Supplement to AFI 11-301V1</i> AFI 11-2E-4V1	36 MO	ALL	LL03	YES	YES
Local SERE Orientation	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	I	ALL	SS01	YES	YES
Flight Physical	AFI 48-123, <i>Medical Examinations and Standards</i>	15 MO	ALL	----	YES	YES
Life Support Familiarization Training	AFI 11-301V1 & ACCI 11-301V1	I	ALL	LL01	YES	YES
Altitude Chamber	AFI 11-202V2 AFI 11-403, <i>Aerospace Physiological Training Program</i>	5 YRS Note 4	ALL	----	YES	YES

Operations Plan Certification	AFI 11-2E4V1	18 MO	P/N/FE	GS23	NO	YES Note 3
Operations Plan Study	AFI 11-2E4V1	SA	P/N/FE	GS22	NO	YES Note 3
Qualification Evaluation	AFI 11-202V2	C	ALL	AA01	YES Note 2/5	YES
Aircraft Systems	None	I	ALL	AG01	YES	NO
Boldface/CAPS	AFI 11-202V3 ACC SUP	M	P/N/FE	GA02	YES	NO
Category 2 – Flying						
Anti-Hijacking Procedures	AFI 13-207 (FOUO), <i>Preventing and Resisting Aircraft Piracy (Hijacking)</i>	T	ALL	GA03	NO	NO
Level C SERE Training	ACCI 11-301V1	I	P/N/FE/FA/	SS20	NO	NO Note 7
Non-Combat Survival	AFI 16-1301	T	ALL	SS04	NO	YES
ISOPREP Review	AFI 14-119, <i>Intelligence Support to Force Protection</i>	180D	ALL	IE02	NO	YES
Egress Simulator Training	AFI 11-2E-4V1	I	F A	GS11	YES	YES
Refresher Egress Simulator Training	AFI 11-2E-4V1	A	F A	GS12	YES	YES

Flying Safety Training	AFI 91-202, <i>The U.S. Air Force Mishap Prevention Program</i>	Q	ALL	GS26	NO	NO
Flight Simulator Continuation	AFI 11-2E-4V1	SA	P/FE	GS10	NO	YES
Water Survival Training	AFI 16-1301	T	ALL	SS05	NO	NO
AF Water Survival (S-V90-A)	AFI 16-1301	I	P/N/FE/F A/ AMSO	SS32	NO	NO Note 7
Instrument Refresher Course	AFMAN 11-210, <i>Instrument Refresher Program (IRP)</i>	Every 4 th Qtr	P / N	GS06	NO	YES
Aircrew Life Support Equipment	AFI 11-301V1 & ACCI 11-301V1	A	ALL	LL06	NO	NO
Category 3 – Other						
CPR	AFI 11-2E-4V1	B	F A	GA08	NO	NO
Marshaling Exam	AFI 11-218 <i>Aircraft Operations and Movement on the Ground</i> and ACC Supplement	Within 30 days upon PCS to a flying unit and every 24 months thereafter	P	GA07	NO	NO
Primary Passport	AFI 11-2E-4V1	I & every 5 years	ALL	IE04	NO	NO
Secondary Passport	AFI 11-2E-4V1	I & every 4 years	ALL	IE04	NO	NO
Supervisor Safety	AFI 91-202	I	ALL E-4 &	GS27	NO	NO
Conduct After Capture	AFI 16-1301	T	ALL	SS03	NO	YES

Substance Abuse	AFI 44-121, <i>Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program</i>	I & after PCS	ALL	GA33	NO	NO
Prevention of Dangerous Military Activities	Flight Information Handbook	A	P/N/FE	GA26	NO	NO
Protection of the President	AFI 71-101V2, <i>Protective Service Matters</i>	I & after PCS	ALL	GA18	NO	NO
Human Relations	AFI 36-2706, <i>Equal Opportunity Program Military and Civilian</i>	A	ALL	EI02	NO	NO
Law of Armed Conflict (LOAC)	AFI 51-401, <i>Training and Reporting to Ensure Compliance with the Law of Armed Conflict</i>	A	ALL	GA11	NO	NO
Force Protection	AFI 13-207	A	ALL	EI03	NO	NO
Information Protection	AFI 14-119	A	ALL	EI01	NO	NO
Fire Extinguisher Training	AFI 91-203, <i>Air Force Consolidated Occupational Safety Instruction</i>	A	ALL	GA04	NO	NO
Flightline Driver's License	OAFBI 13-214 <i>Flightline Driving</i>	A	ALL	GA32	NO	YES

NOTES:

1. CRM is not grounding during initial qualification training. OG/CC is the waiver authority for this event.
2. Grounding item when performing duties as a primary crewmember (not grounding if under instructor supervision)
3. Grounding item for performing alert duties (not grounding for other missions).
4. After 20 years of aviation service, academic refresher only
5. This event is required as part of evaluation criteria IAW AFI 11-202V2. Currency for the event is tracked on the AF Form 8. Record of Evaluations is tracked using AF Form 942, Record of Evaluation.
6. Must be accomplished once in each 6-month period (i.e. Jan-Jun, Jul-Dec).
7. SV-80 and SV-90 are not required for E-4B X-prefix flyers. X-prefix flyers will attend a local training course.

4.6. Commercial Contract Aircraft Continuation Training. When commercial contract B-747 training (wet lease) is available, pilots and flight engineers will maximize logging flying events in that aircraft under the provisions of the commercial vendor. (T-3) Events that are not necessarily E-4 specific should be accomplished and counted for currency and volume. Complete mission accomplishment reports as you would for an E-4 sortie.

4.6.1. Flight Attendants will complete an FAA approved commercial training course for passenger type aircraft annually. (T-1) This training fills the requirement for Water Survival Training. The contractor's FAA-approved CRM course should be included and satisfies the AFI 11-290 *Cockpit/Crew Resource Management* biannual requirement.

4.7. Aircrew Chemical Defense Ensemble (ACDE) Training. E-4 crewmembers by nature of their mission are exempt from utilizing the aircrew chemical defense ensemble.

Table 4.2. Proration Table.

Continuous Days Unavailable	Months of Proration
0-30	0
31-45	1
46-75	2
76-105	3
106-135	4
136-165	5
166-195	6
196-225	7
226-255	8
256-285	9
286-315	10
316-345	11
346-366	12
Non-Continuous Days Unavailable	
>45	2

Table 4.3. Pilot (P) Continuation Flight Training 12-Month Requirements.

PILOT	BMC		CMR		Freq	Task ID	Notes
	I	E	I	E			
I- Inexperienced E-Experienced							
TRAINING EVENT	I	E	I	E			
Alert Start Procedures	6	6	12	12		ME22	*
Total Takeoffs	12	8	24	16	M	TO00	*7
Simulated Engine Loss on Takeoff	4	2	8	5		TO05	*
Receiver Rendezvous	4	2	14	8		AR05	
Receiver Air Refueling	12	10	28	20	M	AR06	3
Receiver Air Refueling-Night	4	2	8	4	Q	AR02	3
Receiver Air Refueling-Tanker AP Off	4	2	10	4		AR04	
Receiver Breakaway Procedures	3	2	7	5		AR13	
TWA Activity	2	1	4	2		NE06	
Total Approaches	36	24	64	45	M	AP00	*2
Precision Approach	22	14	45	27		AP01	* 2
Non-Precision Approach	12	10	19	18		AP02	*
ILS Approach	18	11	36	21		AP14	* 2,6
Category II/IIIa Autoland	3	2	7	4		LD23	* 1
Category II/IIIa Certification					SA	AP17	
VOR/TAC/LOC Approach	4	3	9	6		AP08	*
GPS/RNAV Approach	4	3	9	6		AP29	*
Circling Approach	4	3	9	6		AP21	*
Visual Pattern	4	3	9	6		AP27	*
Missed Approach-Auto	3	2	7	4		AP20	*
Missed Approach-Manual	5	3	9	6		AP19	*
Missed Approach-3 Engine	2	2	3	2		AP23	*
Touch & Go Landing (IP Only)					M	LD03	*1,4,7
Total Landings	33	20	55	41	M	LD00	*1,7,8
Night Landing	11	7	21	13	Q	LD02	* 1
Full Stop Landing-3 Engine	5	3	10	6		LD09	* 1
Min Run Landing	3	2	6	4		LD07	* 1,5
Block Time Control Exercise	3	3	6	6		ME25	* 5
Low Pass Visual Rendezvous (LPVR)	3	3	6	6		ME12	*
Rendezvous Procedures Exercise	3	3	6	6		ME24	*
Total Sorties	36	24	48	36		SX00	*8
Pilot RAP Sortie	12	12	12	12		SR00	
Pilot Proficiency Exercise	8	4	12	6		SR70	*
NOTES:							
* Items may be logged in the simulator, not to exceed 50% of the requirement. Continue to log the events for currency. The simulator can also be used to regain currency. No minimum number of events is required to be accomplished in the simulator.							
1. Credit Total Landings when accomplishing, Night Landing, Touch & Go Landing, Full Stop Landing, Full Stop Landing-3 Engine, Min run Landing, and Category II/IIIa							

Autoland.
2. Dual Log AP00 when accomplishing AP01 or AP02.
3. Dual log AR06 when accomplishing AR02 or AR04.
4. Loss of currency in Touch & Go Landing does not result in N-BMC or N-CMR status.
5. Min Run Landing & Block Time Control Exercises are for Alert Aircraft Commanders only. 100% of Min Run landings may be accomplished in the simulator.
8. Loss of currency exceeding six months in these events requires requalification training according to paragraph 2.6.

Table 4.4. Navigator (N) Continuation Flight Training 12-Month Requirements.

NAVIGATOR	BMC		CMR		Freq	Task ID	Notes
	I	E	I	E			
I- Inexperienced E-Experienced	I	E	I	E			
Alert Start Procedures	4	4	8	4		ME22	1
Systems Navigation Leg	4	4	4	4		NE01	1
Enroute Rendezvous	7	6	12	10		AR10	1
Point Parallel Rendezvous	3	2	8	4		AR07	1
Receiver Rendezvous	10	8	20	14	1/60	AR05	12
TWA Activity	2	1	4	2		NE06	
Block Time Control Exercise	3	2	6	4	1/60	ME25	12
Rendezvous Procedures Exercise	2	2	4	4		ME24	1
Total Sorties	36	24	48	36		SX00	2
Navigator RAP Sortie	12	12	12	12		SR00	
Low Pass Visual Rendezvous (LPVR)	2	2	4	4		ME12	1
NOTES:							
1. Credit may be awarded while instructing these items.							
2. Loss of currency exceeding six months in these events requires requalification training according to paragraph 2.6.							

Table 4.5. Flight Engineer (FE) Continuation Flight Training 12-Month Requirements.

Flight Engineer	BMC		CMR		Freq	Task ID	Notes
	I	E	I	E			
I-Inexperienced E-Experienced							
TRAINING EVENT	I	E	I	E			
Alert Start Procedures	4	2	8	4		ME22	*
Total Takeoffs	16	12	48	24	1/45	TO00	*1,34
Receiver Air Refueling	5	4	24	10		AR06	1
TWA Activity	2	1	5	1		NE06	
Total Landings	20	16	52	36	1/45	LD00	*1,24
Rendezvous Procedures Exercise	2	2	4	4		ME24	*
Total Sorties	36	24	48	36		SX00	*
FE RAP Sortie	12	12	12	12		SR00	
FE Proficiency Exercise	12	9	18	12		ME30	

NOTES:

* Items may be logged in the simulator, not to exceed 50% of the requirement. However, continue to log the events for currency update. The simulator can also be used to regain currency. No minimum numbers of events need to be accomplished in the simulator.

1. When instructing a student who is non-current or unqualified, credit may be awarded when instructing Total Takeoffs, Receiver Air Refueling, Total Landings, and Rendezvous Procedures Exercise.
2. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6**.

Table 4.6. Flight Attendant (FA) Continuation Flight Training 12-Month Requirements.

Flight Attendant	BMC		CMR		Freq	Task	Notes
I-Inexperienced E-Experienced	I	E	I	E			
TRAINING EVENT	I	E	I	E			
Alert Start Procedures	4	2	8	4		ME22	
Receiver Air Refueling	3	2	6	6		AR05	1,2
Rendezvous Procedures Exercise	2	2	4	4	1/90	ME24	23
Total Sorties	12	12	12	12	1/60	SX00	3
FA RAP Sortie	12	12	12	12		SR00	

NOTES:

1. Credit Receiver Air Refueling when pilots accomplish Receiver Air Refueling or Receiver Air Refueling-Night.
2. When instructing a student who is non-current or unqualified, credit may be awarded when instructing Receiver Air Refueling and Rendezvous Procedure Exercise.
3. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6**.

Table 4.7. Super High Frequency (SHF) Technician Continuation Flight Training 12-Month Requirements.

SHF Technician	BMC		CMR		Freq	Task	Notes
I-Inexperienced E-Experienced	I	E	I	E			
Training Event	I	E	I	E			
SHF Systems Operation	12	12	24	12		CE08	2,3
Total Sorties	12	12	36	12	1/60	SX00	3
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1

NOTES:

1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.
2. Log after performing as primary operator in configuring, operating, maintaining or managing system on the ground or in the air. Limit is one of each event per 8-hour alert shift.
3. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6.**

Table 4.8. Systems Engineer (SE) Continuation Flight Training 12-Month Requirements.

Systems Engineer							
I-Inexperienced E-Experienced	BMC		CMR		Freq	Task	Notes
Training Event	I	E	I	E			
Tech Control 1 (TC1) Systems Operation	12	6	24	12		CE04	2,3,4
Tech Control 2 (TC2) Systems Operation	12	6	24	12		CE05	2,34
Senior Leader Communications System Operator (SLCS) Operation	12	6	24	12		CE02	2,34
Total Sorties	12	12	12	12	1/60	SX00	4
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1

NOTES:

1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.
2. Does not affect status for other aircraft mod.
3. Log after performing as primary operator in configuring, operating, maintaining or managing system on the ground or in the air. Limit is one of each event per 8-hour alert shift.
4. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6.**

Table 4.9. Radio Maintenance (RM) Continuation Flight Training 12-Month Requirements.

Radio Maintenance (RM)							
I-Inexperienced E-Experienced	BMC		CMR		Freq	Task	Notes
Training Event	I	E	I	E			
Radio Maintenance (RM) Systems Operation	12	6	24	12		CE01	2,3,4
Total Sorties	12	12	12	12	1/60	SX00	4
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1

NOTES:

1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.
2. Does not affect status for other aircraft mod.
3. Log after performing as primary operator in configuring, operating, maintaining or managing system on the ground or in the air. Limit is one of each event per 8-hour alert shift.
4. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6.**

Table 4.10. Dual Trailing Wire Antenna Operator (DTWAO) Continuation Flight Training 12-Month Requirements.

DTWAO I-Inexperienced E-Experienced	BMC		CMR		Freq	Task ID	Notes
	I	E	I	E			
Training Event	I	E	I	E			
TWA Extension/Retraction Cycle	12	6	24	12		CE11	3
DTWA Operation	12	6	24	12		CE07	2,3
Total Sorties	12	12	12	12	1/60	SX00	3
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1

NOTES:

1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.
2. Log after performing as primary operator in configuring, operating, maintaining or managing system in the air. Limit is one of each event per 8-hour alert shift.
3. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6.**

Table 4.11. Radio/Voice (RO/VO) Operator Continuation Flight Training 12-Month Requirements.

Radio/Voice I-Inexperienced E-Experienced	BMC		CMR		Freq	Task	Notes
	I	E	I	E			
Training Event	I	E	I	E			
Radio Systems Operation	12	6	24	12		CE06	2,3
Voice Systems Operation	12	6	24	12		CE03	2,3
Total Sorties	12	12	12	12	1/60	SX00	3
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1

NOTES:

1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.
2. Log after performing as primary operator in configuring, operating, maintaining or managing system on the ground or in the air. Limit is one of each event per 8-hour alert shift.
3. Loss of currency exceeding six months in these events requires requalification training according to **paragraph 2.6.**

Table 4.12. Data/Voice (Data/VO) Operator Continuation Flight Training 12-Month Requirements.

Data/Voice Operator	BMC		CMR		Freq	Task	Notes
I-Inexperienced E-Experienced							
Training Event	I	E	I	E			
Data Systems Operations	12	6	24	12		CE17	2,3
Voice Systems Operations	12	6	24	12		CE03	2,3
Total Sorties	12	12	12	12	1/60	SX00	3
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1
NOTES:							
1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.							
2. Log after performing as primary operator in configuring, operating, maintaining or managing system on the ground or in the air. Limit is one of each event per 8-hour alert shift.							
3. Loss of currency exceeding six months in these events requires requalification training according to paragraph 2.6.							

Table 4.13. Communications Control Officer (CCO) Continuation Flight Training 12-Month Requirements.

Communications Control Officer	BMC		CMR		Freq	Task	Notes
I-Inexperienced E-Experienced							
Training Event	I	E	I	E			
CCO Operations	12	6	24	12		CE14	2,3
Total Sorties	12	12	24	12	1/60	SX00	3
Comm RAP Sortie	12	12	12	12		SR00	
Instructor/Evaluator Duties						ME10	1
NOTES:							
1. Loss of currency in Instructor/Evaluator Duties does not result in N-BMC or N-CMR status.							
2. Log after performing as primary operator in configuring, operating, maintaining or managing system on the ground or in the air. Limit is one of each event per 8-hour alert shift.							
3. Loss of currency exceeding six months in these events requires requalification training according to paragraph 2.6.							

Chapter 5

UPGRADE TRAINING

5.1. Scope. This chapter contains prerequisites and training requirements necessary to prepare crewmembers to perform specialized duties in the E-4 aircraft. These include instructor upgrade, Flight Examiner Certification, Alert Aircraft Commander Certification, Functional Check Flight (FCF) Certification, Communication position upgrade from one communication position to another and any other specialized training above BMC/CMR qualification.

5.2. Aircrew Instructor Program. Instructor candidates are selected based on their background, experience, judgment, skill and ability to instruct.

5.2.1. **Flying Time Requirements.** Flying time requirements are depicted in [Table 5.1](#). Instructor candidates must satisfy these prior to being designated as instructors and performing instructor duties in the E-4B. (T-3)

Table 5.1. Minimum Flying Time Requirements for Instructor Upgrade.

POSITION	TOTAL E-4 HOURS
Pilot	500 or 300 & (NOTE 1)
Navigator	500 or 300 & (NOTE 1)
Flight Engineer	500 or 300 & (NOTE 1)
Flight Attendant	400 or 100 & (NOTE 1)
AMSO/CCO/SHF	100 (NOTE 2, 3)
NOTES:	
1. One-year of prior instructor experience in another TTB aircraft and one year as an E-4 aircraft commander, navigator, flight engineer or flight attendant.	
2. May meet one of the following conditions: one year as a mission ready crewmember, or a previously qualified flight instructor. 5-level upgrade complete.	
3. The Air Force Train the Trainer Course counts towards the MAJCOM-approved instructor course requirement.	

5.3. Ground and Flight Training Prerequisites. Crewmembers scheduled for instructor upgrade will complete ETCA prerequisites prior to upgrade. (T-1) Comply with the following requirements:

5.3.1. **MAJCOM Instructor Course.** Previously qualified instructors who have completed a MAJCOM-approved instructor course need only accomplish the portions pertaining to regulations and manuals, in-unit academic training, and in-unit flying requirements.

5.3.2. **Central Flight Instructor Course (CFIC).** CFIC prepares unit personnel for instructor qualification. Prerequisites and time limitations are listed in the ETCA and this instruction.

5.3.2.1. Previously qualified instructors are not required to attend CFIC.

5.3.2.2. The FTU is responsible for ensuring the initial academic instructor training is completed.

5.3.2.3. Units should forward the names of instructor candidates to the training unit to fill allocated training quotas no later than 30 days prior to class start date.

5.3.2.4. Instructor candidates must arrive at CFIC current and qualified in their unit assigned aircraft. (T-1) Units may be required to provide additional training to CFIC candidates prior to school attendance.

5.3.2.5. CFIC Graduation. At the completion of CFIC, a final training report summarizes the student's overall performance concluding with a recommendation to either upgrade, or not to upgrade, the student to instructor. The unit commander and training flight will determine whether to continue the candidate's training or evaluation if upgrade is not recommended. (T-3)

5.4. Instructor Training Requirements.

5.4.1. **Qualification Time Limit.** Candidates are allowed 60 days after entry into the program to complete training and will complete an AFI 11-202V2 evaluation. (T-1) Additional training is at the discretion of the squadron commander.

5.4.2. **Flight Training.** Training for all crew positions is IAW the requirements outlined in the applicable instructor course syllabi. Schedule a minimum of two complete missions.

5.4.2.1. For pilots, one mission must include night transition, touch-and-go landings and night receiver air refueling. All pilot flight training requirements are accomplished from the right seat. Instructor candidates will demonstrate and instruct in all phases of flight. (T-1) Emphasis is placed on proper procedures, instructional techniques, and safety.

5.4.2.2. For Mission Crewmembers, the instructor candidate will instruct for an entire alert shift, aircraft generation or communications trainer mission. (T-1)

5.4.3. **Policies.** Upgrade training is administered by instructor qualified crewmembers of like specialty and is IAW with HQ ACC/A3 approved syllabi.

5.5. Flight Examiner Certification. See AFI 11-202V2. Flight examiners are only qualified to evaluate missions, events, and maneuvers in which they were previously instructor qualified. If an instructor is qualified in additional events after initial MDS flight examiner upgrade, they are qualified to evaluate those additional events.

5.6. Alert Aircraft Commander Certification. The unit commander will identify pilots for Alert Aircraft Commander Certification. All pilots are initially qualified to serve as Aircraft Commanders for all missions except Alert and those flown in support of FEMA, the President, or Secretary of Defense. (T-3)

5.6.1. **Prerequisites.** Pilots should serve one year following IQT before receiving consideration for Alert Aircraft Commander Certification. The unit commander will recommend for certification those pilots with approximately 300 E-4B hours, who have completed at least 7 alert tours, and who have gained adequate exposure to CONUS airfields utilized for the NAOC alert mission.

5.6.2. **Certification Procedures.** Aircraft commanders will be certified by the unit commander to serve as an Alert Aircraft Commander after completing the training requirements listed in [paragraph 5.6.2.1](#). (T-2) Certification is documented on the letter of certifications (LoX).

5.6.2.1. The following events must be completed in the left seat under the supervision of an instructor. (T-3) Waiver authority is the unit commander.

5.6.2.1.1. Alert Simulator Profile

5.6.2.1.2. Alert Aircraft Commander Responsibilities

5.6.2.1.3. Short Field Landing (SIM Only)

5.6.2.1.4. Low Pass Visual Rendezvous

5.6.2.1.5. Block Time Control Exercise

5.6.2.1.6. One Alert tour and one TWA sortie as the aircraft commander

5.7. Functional Check Flight (FCF) Certification. The unit commander identifies crewmembers for FCF certification. Consideration for FCF designation should be given only to the most experienced and proficient crewmembers in the squadron.

5.7.1. **Certification Procedures:** All flight requirements may be accomplished during a training sortie, an FCF, or in the simulator. FCF certification is documented on the Letter of Xs.

5.7.1.1. **Pilots** -- Are instructor qualified and must satisfactorily perform at least one FCF profile under the supervision of an FCF Pilot. (T-1)

5.7.1.2. **Navigators** -- Are experienced and proficient (instructors are preferred, but not mandatory). Navigators must perform at least one FCF profile under the supervision of an FCF Navigator. (T-1)

5.7.1.3. **Flight Engineers** -- Are instructor qualified. Flight Engineers must perform at least one FCF profile under the supervision of an FCF Flight Engineer. (T-1)

5.8. Differences Training. E-4B differences training is required for AMSO aircrew members in order to gain certification on different E-4B mission equipment configurations. All differences training is accomplished IAW appropriate CTD. Certification is documented on the letter of certifications (LOX).

Chapter 6

SIMULATOR TRAINING PROGRAM

6.1. Scope. This chapter applies to pilots and flight engineers. Use these guidelines to conduct an effective simulator training program. Adherence to these guidelines ensures subject material is employed in a realistic manner on a regular basis.

6.2. Concept of Training.

6.2.1. The basic content of each simulator mission is included in separate lesson outlines (**paragraph 6.6**). Accomplish malfunctions and emergencies as outlined to ensure maximum exposure to these areas/systems. Deviations from lesson plans are authorized to meet specific CT requirements or training goals.

6.2.2. Accomplish CT requirements as allowed in **Table 4.3** and **4.5**. Individuals can maintain or regain currency in the simulator for events specified in **Table 4.3** and **4.5**. If the maximum number allowed in the simulator has been accomplished during the training cycle, continue to log the events for currency updates.

6.3. Objectives.

6.3.1. Ensure all flight crews maintain the proficiency required to safely operate the aircraft and effectively perform the assigned mission.

6.3.2. Provide realistic simulator mission training for E-4 crewmembers to include: abnormal and emergency procedures, normal procedures, crew coordination, system operation, instrument training, and EWO Launch scenarios.

6.4. References. T.O. 1E-4B(II)-1, *Flight Manual E-4B*, T.O. 1E-4B-1-1, *Performance Data Manual E-4B*, and AFMAN 11-217V1, *Instrument Flight Procedures*.

6.5. Instructional Materials. B-747-100/200/238/300 flight simulator with a minimum of FAA Level C Certification and aircraft system mock-ups.

6.6. Lesson Outlines.

6.6.1. Systems Review. Instructor led review of various aircraft systems, including abnormal and emergency procedures. Discussions should focus on at least two major systems and one Special Interest Item. The contractor's FAA-approved CRM course should be included and satisfies the AFI 11-290 biannual requirement.

6.6.2. Simulator Period: 1

6.6.2.1. Duration: 4 hours.

6.6.2.2. Pre-Mission Requirements. Review normal procedures, CRM, CAT II/IIIa ILS procedures, instructor procedures and techniques, flight characteristics (stalls, steep turns) and engine failure takeoff continued emergency procedures.

6.6.2.3. Overview. Accomplish a training profile that includes normal operating procedures, instrument procedures including CAT II/IIIa ILS procedures, and emergency procedures relating to the takeoff phase.

6.6.2.4. Mission scenario:

- 6.6.2.4.1. Flight deck preflight
 - 6.6.2.4.2. Engine start and taxi procedures
 - 6.6.2.4.3. Normal takeoff
 - 6.6.2.4.4. Area departure
 - 6.6.2.4.5. Flight characteristics (steep turns, approaches to stalls)
 - 6.6.2.4.6. Unusual attitude recognition and recovery
 - 6.6.2.4.7. Instrument procedures
 - 6.6.2.4.8. Holding
 - 6.6.2.4.9. ILS
 - 6.6.2.4.10. NDB
 - 6.6.2.4.11. Three-engine approaches/landings
 - 6.6.2.4.12. Missed approach
 - 6.6.2.4.13. Autoland
 - 6.6.2.4.14. Takeoff emergencies
 - 6.6.2.4.15. Rejected takeoff
 - 6.6.2.4.16. Simulated engine loss on takeoff
- 6.6.3. Simulator Period: 2
- 6.6.3.1. Duration: 4 hours.
 - 6.6.3.2. Pre-Mission Requirements. Review normal procedures, CRM, emergency and abnormal procedures, two-engine approach and landing procedures, and aircraft systems.
 - 6.6.3.3. Overview. Accomplish a training profile that includes normal operating procedures, various aircraft system malfunctions, emergency procedures and two-engine approach and landing procedures.
 - 6.6.3.4. Mission scenario:
 - 6.6.3.4.1. Flight deck preflight
 - 6.6.3.4.2. Engine start (abnormal), alternate start procedures
 - 6.6.3.4.3. Takeoff and departure at maximum gross weight
 - 6.6.3.4.4. Aircraft system malfunctions
 - 6.6.3.4.4.1. Electrical fire/failure
 - 6.6.3.4.4.2. Hydraulic failures
 - 6.6.3.4.4.3. Landing gear abnormalities
 - 6.6.3.4.4.4. Flap malfunction
 - 6.6.3.4.4.5. Flight control malfunctions

6.6.3.4.4.6. Brake failure/fire

6.6.3.4.4.7. Pressurization failure (Rapid Decompression)

6.6.3.4.5. Normal landing

6.6.3.4.6. Takeoff emergencies:

6.6.3.4.7. Rejected takeoff (maximum gross weight)

6.6.3.4.8. Engine loss on takeoff (maximum gross weight)

6.6.3.4.9. Fuel jettison

6.6.3.4.10. Engine failure/fire in-flight

6.6.3.4.11. Two-engine approach/landing

6.6.3.4.12. Aircraft evacuation

6.6.4. Simulator Period: 3

6.6.4.1. Duration: 4 hours.

6.6.4.2. Pre-Mission Requirements. Review Operations Plan Procedures, CRM, emergency and abnormal procedures and tactical doctrine.

6.6.4.3. Overview: The crew will accomplish an Operations Plan mission scenario in the eastern United States. (T-3)

6.6.4.4. Mission Scenario:

6.6.4.4.1. Alert quick start

6.6.4.4.2. Abnormal engine start

6.6.4.4.3. Normal takeoff

6.6.4.4.4. Orbit delay with LPVR

6.6.4.4.5. Three-engine landing

6.6.4.4.6. Rendezvous Procedures Exercise

6.6.4.4.7. Three-engine takeoff with base escape departure

6.6.4.4.8. Three-engine approach and landing

JOHN W. RAYMOND, Lt Gen, USAF
Deputy Chief of Staff, Operations

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

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Prescribed Forms

AF FORM 4022, *Aircrew Training Folder*

AF FORM 4023, *Aircrew Training Progress Report*

AF FORM 4024, *Training Accomplishment Report*

AF FORM 4025, *Summary Closeout Report*

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

Adopted Forms

AF FORM 847, *Recommendation for Change of Publication*

AF FORM 8, *Certificate of Aircrew Qualification*

AF FORM 942, *Record of Evaluation*

AF FORM 1042, *Medical Recommendations for Flying or Special Operational Duty*

AF FORM 623, *Individual Training Record Folder*

AF FORM 623A, *On-the-Job Training Record Continuation Sheet*

Abbreviations and Acronyms

A3C—C2ISR Operations Division

A3CN—C2ISR Operations Division, NAOC Operations Branch

ACC/A3—Air Combat Command Director of Operations

AFRIMS—Air Force Records Information Management System

AMSO—Airborne Mission Systems Operator

ARMS—Aviation Resource Management System

API—Aircrew Position Indicator

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

C2—Command and Control
CCO—Communications Control Officer
COMM—Communications
CMR—Combat Mission Ready
CRM—Cockpit/Crew Resource Management
SLCS—Senior Leader Communications System
CT—Continuation Training
DNIF—Duty Not Involving Flying
DOT—Deputy Operations for Training
DTWAO—Dual Trailing Wire Antenna Operator
E—Experienced
ETCA—Education and Training Course Announcement
FA—Flight Attendant
FCF—Functional Check Flight
FE—Flight Engineer
I—Inexperienced
IAW—In Accordance With
INU—Inertial Navigation Unit (for FMS/GPS mod aircraft)
IP/IN/IFE/IFA—Instructor Pilot/Navigator/Flight Engineer/Flight Attendant
IQT—Initial Qualification Training
MAJCOM—Major Command
MAR—Mission Accomplishment Report
MQT—Mission Qualification Training
N—Navigator
NAOC—National Airborne Operations Center
N-CMR—Non-Combat Mission Ready
OPS—Operations
P—Pilot
PFT—Program Flying Training
RAP—Ready Aircrew Program
RM—Radio Maintenance
RQT—Requalification Training

SHF—Super High Frequency

SOF—Supervisor of Flying

TC—Tech Control

TX—Transition/Requalification Training

UQ—Unqualified

VO—Voice Operator

Terms

Academic Training—This training includes classroom, Computer-Based Instruction (CBI), and Aircrew Training Devices (ATD) related to aircraft systems and operation, flight characteristics and techniques, performance, normal and emergency procedures, and safety of flight items. Academic courses prepare crew members for flight training and are normally completed before flight training.

Aircraft Commander—(DoD, NATO) The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Aircraft Commander's Responsibilities—Pilots must receive a comprehensive briefing on their responsibilities while performing aircraft commander duties. This briefing will include, but not limited to, C2, chain of command, ICAO procedures, Foreign Clearance Guide, billeting, security, aircraft performance and limitations, crew rest and crew duty day.

Aircrew—All qualified members on aeronautical orders who have completed a flight evaluation or are students enrolled in a course of study leading to a flight evaluation.

Alert Aircraft Commander—An Aircraft Commander who is certified to serve as Pilot in Command for NAOC alert.

Continuation Training—Training required by qualified personnel to maintain their assigned level of proficiency.

Critical Phases of Flight—Takeoff, air refueling, approaches, and landing. Air refueling rendezvous/closures to pre-contact are not considered critical phases of flight.

Currency Events—Events that must be accomplished at prescribed intervals to maintain the proficiency required to safely operate the aircraft or perform in-flight duties. Establishes the maximum amount of time, which may elapse without performing the event properly/safely.

Demonstration and Performance—Student effectively demonstrated procedures and techniques on the ground or in-flight. Demonstrated thorough knowledge of aircraft systems, procedures and all applicable publications and regulations.

Emergency Procedures—Instructor led comprehensive briefing/discussion/demonstration of emergency procedures. Emphasize recent incidents, special interest items and trends from recent evaluations and operator feedback.

Flight Crew—The pilots, navigator, flight engineer, and flight attendant (P, N, FE, and FA).

Instructional Ability—Instructor candidate demonstrated ability to communicate effectively. Provided appropriate corrective guidance when necessary. Planned ahead and made timely decisions. Correctly analyzed student errors.

Instructor Refresher—Written proficiency training exams, briefings or actual instruction in the classroom, in the simulator or on the aircraft. It should consist of principles of instruction, student motivation, preparing to teach, instructional techniques/methods, training aids, student/instructor relationships, evaluation procedures, evaluation techniques, regulations and manuals, instructor survival, and training records.

INU Manual Update—With FMS-equipped aircraft, demonstrate the procedures to update an INU from another INAV solution.

Mission Accomplishment Report—Computer-generated product used for recording continuation training activity.

Mission Crew—CCO, Radio, Voice, Data, TC1, TC2, RM, SLCS, DTWAO and SHF.

Mission Planning and Briefing—An instructor of like specialty for each training sortie must supervise this activity. Accomplish mission planning and mission briefing IAW applicable directives. During mission planning, discuss appropriate aircraft and air refueling technical orders as they apply to the scheduled activity on the mission. FE's will compute weight and balance, TOLD, and appropriate aircraft performance for mission. For instructor upgrade, the candidate will brief all phases of the flight and maneuvers to be performed with emphasis on correct techniques, procedures and safety.

Non-mission Ready—An individual who is not current or qualified in the aircraft, or has not completed the required continuation training, or is not certified to perform the unit mission.

Opposite Seat Exercise—Demonstrate proficiency from the right seat during an approach and landing (Touch & Go or Full Stop). Event required for IQT.

Proficient—Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without assistance.

Radio Silent Visual Signals—Consists of a discussion period with an IP covering all radio silent visual signals, IAW ATP-56(B).

Receiver Pilot Air Refueling Boom Limits Demonstration—Demonstrate the aerial refueling envelope in lateral, vertical, and longitudinal axes.

Regulation and Directive Orientation—Introduce crewmembers to the command/wing specific regulations and directives associated with E-4 operations.

Reporting Status—A readiness indicator, which relates completion of, required training to the Status of Resources and Training System (SORTS). See AFI 10-201, *Status of Resources and Training System*.

Supervised Status—Assigned to an individual who is delinquent in a currency event, Qualification Level 3 IAW AFI 11-202V2, or has been so designated by the squadron commander. An individual in this status must be supervised by an instructor of like specialty while performing the non-current/unqualified event. The individual will be considered N-CMR (except for ME10 and LD03).

Systems Engineer—An individual who is qualified and maintains currency as a TC1, TC2, and SLCS.

Attachment 2

TRAINING EVENT DESCRIPTIONS/DEFINITIONS

A2.1. Qualification Evaluation -- AA01. Required as a course completion item for all initial/mission qualification and requalification training. Partial checks are needed in conjunction with difference training when difference qualification involves any new area in which not currently qualified.

A2.2. Air Refueling (Tanker Autopilot off) AR04. All axes of the tanker autopilot are disengaged to satisfy receiver training requirements. Receiver pilots practice contacts for a minimum of five minutes.

A2.3. Life Support Familiarization Training -- LL01. One time event conducted prior to the first flight at home-station to familiarize aircrew members with local equipment availability, issue, use, pre-flight, and post-flight procedures. Grounding Event.

A2.4. Aircrew Life Support Equipment Training -- LL06. Academic and hands-on training in which aircrew members demonstrate their ability to locate and use all AFE carried aboard the E-4.

A2.5. Alert Procedures -- GS20. Consists of a discussion period with an instructor covering all alert checklists and phases of alert procedures. Included are: Aircraft Acceptance & Cocking Scramble Procedures, Alert Start, Alert Takeoff (3 & 4 engine), EWO Departure, Rendezvous Procedures, Maintenance Status, Uncocking and Recocking, On-site inspection tour (MOB/FOB), physical layout of alert vehicle response routes, alert taxi routes for launch, increased posture, exercise recovery. Emphasize obstacles, sharp turns, taxi speed and additional hazards of weather and darkness. Also consists of a thorough review of MAJCOM OPORD and host base supporting plans concerning MOB/FOB operations.

A2.6. Alert Start Procedures -- ME22. This training event consists of alert cocking, engine start and taxi to the runway hold line. Credit may be awarded by either of the following means: An alert taxi exercise accomplished while on ground alert. An alert start and taxi exercise accomplished on any training sortie. Both pilots may log the event regardless of who taxis the aircraft.

A2.7. Altitude Chamber -- ZO02. Teaches the physiological stresses and human factor implications of modern military aviation and prepares the flyer to meet these challenges. Enhances flight safety by helping to reduce the number of human factor mishaps.

A2.8. Anti-Hijacking Procedures -- GA03. Conduct IAW AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*.

A2.9. Block Time Control Exercise -- ME25. Time Control from enroute cruise to touchdown, overhead runway midpoint, or to final ramp parking destination. Accomplishment of LPVR & Rendezvous Procedure Exercise in conjunction with this event is desired but not required. Creditable only for the pilot flying and the navigator.

A2.10. Boldface -- GA02. Pilot and flight engineer boldface exam.

A2.11. Briefing and Controlling Passengers -- GS13. Demonstration of proficiency in knowledge of passenger briefing and control. Areas include applicable operations manual and directive restrictions.

A2.12. Cardiopulmonary Resuscitation Training (CPR) – GA08. Certified CPR training (i.e. American Heart Association or Red Cross) including AED training.

A2.13. Category II/IIIa Autoland -- LD23. This event requires a fully coupled approach to touchdown. Credit Total Landings, ILS Approach Auto, ILS Approach, Precision Approach and Touch & Go or Full Stop Landing when accomplishing this event.

A2.14. Category II/IIIa Certification -- AP17. Log this event to signify satisfactory demonstration of Category II/IIIa ILS procedures. Accomplish a Missed Approach-Auto, a Cat II/IIIa Auto-land and a 3-engine (simulated outboard engine failure) ILS Approach-Manual (Cat II) to minimums with a Missed Approach-3 Engine, and Category II/IIIa Refresher ground training. Refresher ground training includes a review of Cat II/IIIa operating procedures during mission planning. Dual log with Total Approaches (3), Precision Approach (3), ILS Approach (3), ILS Approach-Auto (2), ILS Approach-Manual (Cat II), Missed Approach-Manual, Missed Approach-Auto, Missed Approach-3 Engine, and Category II/IIIa Autoland when accomplishing this event. Initial certification is accomplished in conjunction with the AFI 11-202V2 qualification evaluation.

A2.15. CCO Operations – CE14. Credit when coordinating mission equipment configurations per operational requirements.

A2.16. Checklist Procedures/Use -- GS19. Demonstration of appropriate flight manual checklist procedures and air refueling checklists.

A2.17. Circling Approach -- AP21. Credit when accomplishing any circling approach as defined in AFMAN 11-217V1. Credit Non-Precision Approach when accomplishing this event.

A2.18. Level C SERE Training (S-V80-A) -- SS20. One-time, initial survival course. Presents training in principles, procedures, equipment and techniques which enable individuals to survive, regardless of climatic conditions or unfriendly environments, and return to their organization.

A2.19. Comm RAP Sortie -- SR00. Credit for any sortie on an E-4B aircraft in which the member is operating/maintaining communication systems. May also be credited for an alert shift or a generation/shutdown of communication systems without flying. A non-flying RAP sortie does not dual credit with a sortie or count for sortie currency.

A2.20. Conduct After Capture -- SS03. Training that prepares US military personnel to meet the obligations stated in the Code of Conduct and to return with honor from any combat, evasion, or captivity situation.

A2.21. Crew Coordination -- ME09. Instruct each crewmember in the techniques and procedures for close coordination with other crew positions in accordance with the flight manual and applicable publications. Emphasize crew coordination during mission planning, preflight, and throughout each flight. Each crewmember understands the need for close crew coordination. The aircraft commander demonstrates the ability to command a crew in an effective and efficient manner while performing pilot duties.

A2.22. Crew Resource Management (CRM) -- GA06. Contractor provided training on crew communication and management. (P, N, FE can log during flight simulator continuation training. FA can log during commercial refresher training.)

A2.23. Senior Leader Communications System (SLCS) Operation – CE02. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.24. Data Systems Operation– CE17. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.25. DTWA Operation – CE07. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.26. Aircraft Systems Course -- AG01. (IQT/RQT) This course is designed to introduce the student to the various aircraft systems of the E-4. Credit is not awarded until all course requirements are satisfied. Refer to the appropriate syllabus for course requirements.

A2.27. Ground Egress Training, Non-Ejection Seat -- LL03. Training on the use of primary and secondary egress points. For initial E-4 egress training, a fieldtrip to the aircraft for hands-on training is required. For recurring, the fieldtrip is optional.

A2.28. Enroute Rendezvous -- AR10. Procedure used when join-up is to be accomplished at an RZ PT at a scheduled time. Timing may be accomplished using ground speed control, orbit delay, or timing triangle. Dual log with Receiver Rendezvous.

A2.29. Equipment Operations -- GS17. Crewmembers demonstrate proficiency in normal and emergency procedure knowledge of applicable aircraft systems and equipment.

A2.30. Fire Extinguisher Training -- GA04. Annual training that provides aircrew with skills to safely and efficiently operate the hand-held fire extinguishers installed in the aircraft as well as portable extinguishers positioned outside the aircraft. Discusses classes of fire and the effects of the extinguishing agent.

A2.31. Egress Simulator Training -- GS11. Initial simulator training that includes normal and emergency procedures, emergency equipment, in-flight illness training, and aircraft systems training in the classroom. Simulator drills for unplanned ground evacuations, planned and unplanned crash landing and ditching procedures, sea survival, and firefighting procedures.

A2.32. Flight Attendant (FA) RAP Sortie -- SR00. Sortie flown as a primary crewmember during Alert, or in support of FEMA, the President, or Secretary of Defense. To receive RAP sortie credit during any other sortie, the FA must log Alert Start Procedures and Rendezvous Procedures Exercise. (T-2) Credit Sortie when accomplishing this event.

A2.33. Refresher Egress Simulator Training -- GS12. Training that includes a review of normal and emergency procedures, and emergency equipment location and use. Simulator drills for unplanned ground evacuations, planned and unplanned crash landing and ditching procedures, sea survival, and firefighting procedures. Accomplished at least once every calendar year.

A2.34. Flight Engineer (FE) Proficiency Exercise -- ME30. Credited in conjunction with a Pilot Proficiency Exercise. Flight engineers perform crew specialty functions required during the pilot's proficiency exercise. See Pilot Proficiency Exercise for events to be accomplished. Flight engineers are exempt from the 1.5 hour continuous condition.

A2.35. Flight Engineer (FE) RAP Sortie -- SR00. Sortie flown as a primary crewmember during Alert, or in support of FEMA, the President, or Secretary of Defense, and includes a preflight and use of alert checklist procedures. To receive RAP sortie credit during any other sortie, Flight Engineers must accomplish 5 of the 8 events listed below. (T-2) Credit Sortie when accomplishing this event.

A2.35.1. Preflight Procedures

A2.35.2. Total Takeoff

A2.35.3. Receiver Air Refueling

A2.35.4. TWA Activity

A2.35.5. Touch & Go Landing

A2.35.6. Full Stop Landing

A2.35.7. Rendezvous Procedures Exercise

A2.35.8. Post-flight Procedures

A2.36. Flight Management System (FMS) Operation -- NE07. Demonstration of proficiency in FMS knowledge and procedures in accordance with the flight manual.

A2.37. Flight Simulator Continuation Training -- GS10.

A2.37.1. **Simulator 1.** The crew accomplishes a training profile that includes normal operating procedures, instrument procedures including CATII/IIIa ILS operations, and emergency procedures relating to the takeoff phase.

A2.37.2. **Simulator 2.** The crew accomplishes a training profile that includes normal operating procedures, various aircraft system malfunctions, emergency procedures and two-engine approach/landing procedures.

A2.37.3. **Simulator 3.** The crew accomplishes a simulated Operations Plan mission operating in an Eastern United States locale and a CRM scenario.

A2.37.4. **NOTE:** Simulator Training Credit for each event is the same, however, 3 periods of 4 hours each for a total of twelve hours of contract simulator training per semi-annual training period (Oct-Apr, May-Oct). One in each period is needed for each pilot and flight engineer. Refer to [Chapter 6](#) for lesson outlines.

A2.38. Flying Safety Training -- GS26. Establishes mishap prevention program requirements, assigns responsibilities for program elements, and contains program management information.

A2.39. Force Protection -- EI03. Provides tools necessary to recognize the threat of terrorism, to reduce personal vulnerability to terrorist acts, and to understand means of supporting unit security.

A2.40. Forms Knowledge -- GS34. (ALL) Knowledge and completion of all applicable forms, to include aircraft maintenance forms, communication logs, and Mission Accomplishment Reports (MAR). (FA) Knowledge and completion of border clearance forms, to include General Declarations, Individual Declarations and Foreign Declarations.

A2.41. Forward Lobe Stairway Operation -- ME31. Demonstrated proficiency in air stair and door operations in accordance with the flight manual.

A2.42. Short Field Landing -- LD07. Pilot demonstrates the ability to stop the aircraft within 6,000 feet of runway, turn aircraft around on the runway using no more than 150 feet turn diameter and return to takeoff position. Emphasis is on a safe approach profile to provide a touchdown with maximum runway remaining and safe ground handling techniques. Credit Total Landings when accomplishing this event. This event is completed and logged during contract simulator training only.

A2.43. Full Stop Landing-3 Engine -- LD09. Pilot demonstrates the ability to land and full stop with a simulated engine out IAW flight manual procedures. Credit Total Landings when accomplishing this event.

A2.44. General Navigation -- NE04. Includes maintaining in-flight log/chart information, fixing, maintaining track, establishing reliable ETAs and meeting control times.

A2.45. Global Positioning System (GPS) / Area Navigation (RNAV) Approach -- AP29. Credit when accomplishing any GPS/RNAV approach as defined in AFMAN 11-217V1. Credit Non-precision Approach when accomplishing this event.

A2.46. Holding Pattern -- AP25. Pilot and navigator demonstrate the ability to load FMS and accomplish any holding pattern as defined in AFMAN 11-217V1.

A2.47. ILS Approach -- AP14. Accomplished in accordance with the aircraft flight manual and AFMAN 11-217V1. Credit when accomplishing a Category I ILS, an ILS Approach-Auto (Cat II/IIIa) or an ILS Approach-Manual (Cat II). Also credit Precision Approach when accomplishing this event.

A2.48. Instructor/Evaluator Duties -- ME10. When required, only certified instructors/evaluators log this event when instructing or evaluating crewmembers of like specialty. Loss of currency in this event results in supervised status in this event only.

A2.49. Instrument Refresher Course (IRC) -- GS06. Credit when accomplished IAW AFMAN 11-210, *Instrument Refresher Program*.

A2.50. ISOPREP Review -- IE02. Semiannual review of ISOPREP card IAW AFI 14-105.

A2.51. Law of Armed Conflict (LOAC) -- GA11. Protection of combatants and noncombatants from unnecessary suffering; safeguarding the basic rights of civilians, POWs, the wounded and the sick.

A2.52. Local SERE Orientation -- SS01. One-time requirement prior to first flight. Provides local standard operating procedures preparing aircrew for possible aircraft emergencies near the home base. Grounding Event.

A2.53. Low Pass Visual Rendezvous (LPVR) -- ME12. Accomplished IAW operational procedures. Accomplishment of Rendezvous Procedure Exercise & Block Time Control Exercise in conjunction with this event is desired but not required.

A2.54. Marshaling Exam -- GA07. Evaluation on the rules for the operation, movement, and control of aircraft on the ground.

A2.55. Menu Planning -- GS35. Procurement of food, storage, preparation, presentation, timing, and customs/agriculture restrictions.

A2.56. Missed Approach-Auto -- AP20. Accomplished in accordance with the aircraft flight manual and AFMAN 11-217V1. Credit ILS Approach (Cat I, II, or IIIa), ILS Approach-Auto (Cat II/ IIIa) and Precision Approach when accomplishing this event.

A2.57. Missed Approach-Manual -- AP19. Accomplished IAW the aircraft flight manual and AFMAN 11-217V1.

A2.58. 3 Engine Missed Approach -- AP23. Accomplished in accordance with the aircraft flight manual and AFMAN 11-217V1. Credit Missed Approach-Manual when accomplishing this event.

A2.59. Navigator RAP Sortie -- SR00. Sortie flown as a primary crewmember during Alert, or in support of FEMA, the President, or Secretary of Defense. To receive RAP sortie credit during any other sortie, Flight Engineers must accomplish 5 of the 8 events listed below. (T-2) Instructors can also log while instructing items that meet the definition of a RAP sortie. Credit Sortie when accomplishing this event.

- A2.59.1. Alert Start Procedures
- A2.59.2. Dept Through Level-Off Procedures
- A2.59.3. Systems Navigation Leg
- A2.59.4. Receiver Rendezvous
- A2.59.5. TWA Activity
- A2.59.6. Descent Procedures
- A2.59.7. Block Time Control Exercise
- A2.59.8. Rendezvous Procedures Exercise

A2.60. Night Landing -- LD02. Used to track night landing currency. A landing accomplished between sunset and sunrise. Credit Total Landings when accomplishing this event.

A2.61. Non-Combat Survival Training (NCST) -- SS04. Triennial event conducted to refresh knowledge of survival and recovery procedures in a non-combat environment.

A2.62. Non-Precision Approach -- AP02. Accomplished in accordance with the aircraft flight manual and AFMAN 11-217V1. Credit when accomplishing any Non-Precision Approach (VOR, TACAN, LOC, NDB, or GPS/RNAV).

A2.63. Open Book Test GS02. DELETED.

A2.64. Overrun Procedures -- AR08. Accomplish IAW ATP-56(B).

A2.65. Pilot Proficiency Exercise -- SR70. 1.5 hour block of transition, instrument and emergency procedures practice. Once the block commences, do not disrupt for any other type of training. Pilots log IP or primary time for the entire block to award credit. Aircraft commanders are supervised by an IP. Accomplish an appropriate sampling of the following:

A2.65.1. Precision Approaches (ILS, PAR)

A2.65.2. Non-Precision Approaches (VOR, TAC, LOC, NDB, GPS/RNAV)

A2.65.3. Missed Approaches

A2.65.4. Visual pattern and landing (weather permitting).

A2.65.5. Accomplish as many practice emergency procedures as possible in the time when conditions permit. Place particular emphasis on simulated systems malfunctions and simulated engine out operation. These may include but are not limited to:

A2.65.5.1. Simulated Engine Loss on Takeoff

A2.65.5.2. Missed Approach-3 Engine

A2.65.5.3. Simulated 3-engine landing

A2.65.5.4. Alternate Gear and Flap Lowering

A2.66. Pilot RAP Sortie -- SR00. Sortie flown as a primary crewmember during Alert, or in support of FEMA, the President, or Secretary of Defense. To receive RAP sortie credit during any other sortie, Pilots must accomplish 5 of the 9 events listed below. Credit Sortie when accomplishing this event.

A2.66.1. Alert Start Procedures

A2.66.2. Receiver Air Refueling

A2.66.3. TWA Activity

A2.66.4. Total Approaches

A2.66.5. Low Pass Visual Rendezvous

A2.66.6. Missed Approach (Auto, Manual or Watine)

A2.66.7. Minimum Run Landing

A2.66.8. Rendezvous Procedures Exercise

A2.66.9. Simulated 3-Engine Landing

A2.67. Point Parallel Rendezvous (RV Delta) -- AR07. A point parallel rendezvous using radar beacon, differential TACAN or computer DME, timing, DF steer, ATC/GCI assistance, or any combination of these. Dual log with Receiver Rendezvous.

A2.68. Post-flight Procedures -- GS15. Demonstration of appropriate post-flight procedures to include transfer of aircraft to maintenance or oncoming crew, aircraft maintenance form annotations, and post mission paperwork.

A2.69. Precision Approach -- AP01. Accomplished in accordance with the aircraft flight manual and AFMAN 11-217V1. Credit when accomplishing any precision approach (ILS (Cat I, II or IIIa), or PAR).

A2.70. Pre-flight Procedures -- GS14. Demonstration of appropriate pre-flight procedures to include acceptance of aircraft from maintenance or off going crew, pre-flight and briefings.

A2.71. Prevention of Dangerous Military Activities (PDMA) -- GA26. Academic training required by treaty between the United States and the Russian Federation to ensure the safety of the personnel and equipment when operating in proximity to one another in peacetime by avoiding certain dangerous activities.

A2.72. Protection of the President – GA18. Academic training required by AFI 71-101 V2 with regards to the protection of the President and other senior government officials. Required for all personnel upon assignment to the 1 ACCS.

A2.73. Radio Maintenance (RM) Systems Operation – CE01. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.74. Radio Systems Operation– CE06. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.75. Receiver Breakaway Procedures -- AR13. Pilots demonstrate proficiency in executing breakaway during air refueling. Both pilots in the seats can log this event. Navigator and flight engineer should be able to describe circumstances and procedures for requesting a breakaway.

A2.76. Receiver Refueling -- AR06. (P) Consists of air refueling including closure and contacts. The receiver pilot must accomplish ten minutes toggles engaged time and attempt to on load some amount of fuel. (T-2) The ten minute toggles engaged requirement does not apply during tanker autopilot off air refueling or during higher headquarters missions. (FE & FA) The flight engineer and the flight attendant must complete all air refueling checklists for credit. (T-2)

A2.77. Receiver Refueling, Night-- AR02. Receiver Air Refueling accomplished between sunset and sunrise. Credit Receiver Air Refueling when accomplishing Receiver Night Air Refueling.

A2.78. Receiver Rendezvous -- AR05. (P) Credit when accomplishing the closure from 1 NM to the pre-contact position IAW ATP-56(B). (N) Credit when accomplishing Point Parallel or Enroute Rendezvous.

A2.79. Rendezvous Procedures Exercise -- ME24. Credit when applicable rendezvous procedures and coordination are accomplished. Accomplish taxi back checklist and, if possible, make a subsequent takeoff. Actual physical rendezvous need not be accomplished to credit this training. Accomplishment of LPVR & Block Time Control Exercise in conjunction with this event is desired but not required.

A2.80. SHF Systems Operation – CE08. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one

systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.81. Operations Plan Certification -- GS23. Demonstrate knowledge of all applicable mission requirements by each crewmember specialty to an appropriate certifying official.

A2.82. Operations Plan Study -- GS22. (Initial) Student receives a Unit Mission Brief, a mission communications capabilities brief from a CCO, a Classified Mission Brief from NAOC, complete a Regulations and CMF study period with 1ACCS Plans and finally receive a 55WG Unit Mission Brief from wing plans. (Recurring) Study of unit's classified mission.

A2.83. Simulated Engine Loss on Takeoff -- TO05. Simulated engine failure after rotation during the takeoff phase and above 100 feet AGL.

A2.84. Total Sorties -- SX00. Credit whenever AFTO Form 781 time is logged while performing primary duties and at least one training event is accomplished.

A2.85. Substance Abuse Program -- GA33. Provides guidance for the prevention, identification, treatment and management of substance abuse problems.

A2.86. Supervisor Safety Training -- GS27. To minimize loss of Air Force resources and to protect Air Force people from occupational deaths, injuries, or illnesses by managing risks. Required for all E-4s and above.

A2.87. Systems Navigation Leg -- NE01. Minimum duration is 30 minutes. Consists of two radar fixes (if available). When accomplished, dual log with appropriate events.

A2.88. Tech Control 1 (TC1) Systems Operation -- CE04. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.89. Tech Control 2 (TC2) Systems Operation -- CE05. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.90. Total Approaches -- AP00. Used to track instrument approach currency. Credit Total Approaches when accomplishing either a Precision or Non-Precision Approach.

A2.91. Total Landings -- LD00. All landings are multiple logged under this item (Full stop, Touch and Go, etc).

A2.92. Total Takeoffs -- TO00. Used to track takeoff currency. Credit when accomplishing the full takeoff procedure IAW the aircraft flight manual. May credit from a Touch & Go Landing.

A2.93. Touch & Go Landing -- LD03. Instructor pilots and flight engineers accomplish to maintain currency. Loss of currency in this event results in supervised status in this event only. The individual is still considered mission ready and may be placed on alert. Credit Total Landings when accomplishing this event. May credit Total Takeoffs and Total Landings.

A2.94. TWA Activity -- NE06. Credited when activity is accomplished. TWA activity is defined as extension, drag, or retraction activity, which requires the flight crew and mission crew to exercise procedures and knowledge of the TWA system.

A2.95. TWA Extension/Retraction Cycle - CE11. Credit when performing extension and/or retraction of either trailing wire antennas.

A2.96. Visual Pattern -- AP27. Any visual approach to a runway without the aid of radio navigational aids or controller guidance.

A2.97. Voice Systems Operation-- CE03. Credit when functioning as the primary qualified crewmember who pre-flights, operates or maintains applicable mission system during an aircraft generation, a training sortie, an operational sortie or an alert shift. Do not log more than one systems operation on the same system per day. May also be logged if instructing or evaluating this activity.

A2.98. VOR/TAC/LOC Approach -- AP08. Credit when accomplishing any VOR, TACAN or Localizer approach as defined in AFMAN 11-217V1. Credit Non-Precision Approach when accomplishing this event.

A2.99. Water Survival Training (WST) -- SS05. Academic and hands-on training designed to provide an opportunity to use E-4 specific flotation devices and AFE during an over water emergency. It also exercises employment of water survival and rescue procedures.

Figure A2.1. Frequency Definitions:

Term	Definition	Example
180d, 365d, etc...	Expires at the end of the nth day after the Last Accomplished Date.	180d: If Last accomplished = 10 Feb 07
		Expires End of = 8 Aug 07 Due = 9 Aug 07
m, 12m, 24m, etc...	Expires at the end of the last day of the nth Calendar Month after Last Accomplished.	15m: If Last accomplished = 10 Feb 07
		Expires End of = 31 May 08 Due = 1 Jun 08
Q - Quarterly	Expires at the end of the last day of the Quarter after the Last Accomplished Quarter. Training Quarters are defined under the term "Quarterly."	If Last accomplished = 10 Feb 07
		Expires End of = 30 Jun 07 Due = 1 Jul 07
4Q – 4th quarter	Expires at the end of the last day of the 4th Quarter after the Last Accomplished Quarter. Training Quarters are defined under "Quarterly."	4Q: If Last accomplished = 10 Feb 07
		Expires End of = 31 Mar 08 Due = 1 Apr 08

Attachment 3

TRAINING SHORTFALL REPORT

MEMORANDUM FOR HQ ACC/A3C
205 Dodd Blvd., Ste 101
Langley AFB, VA 23665-2789

SUBJECT: 1 ACCS Training Shortfalls

FROM:

TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force).

EVENT/SORTIE

- PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED
- SPECIFIC REASONS FOR SHORTFALL
- CORRECTIVE ACTION (IF ANY)
- LIMFACS

1. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system).

1st Ind, OG/CC

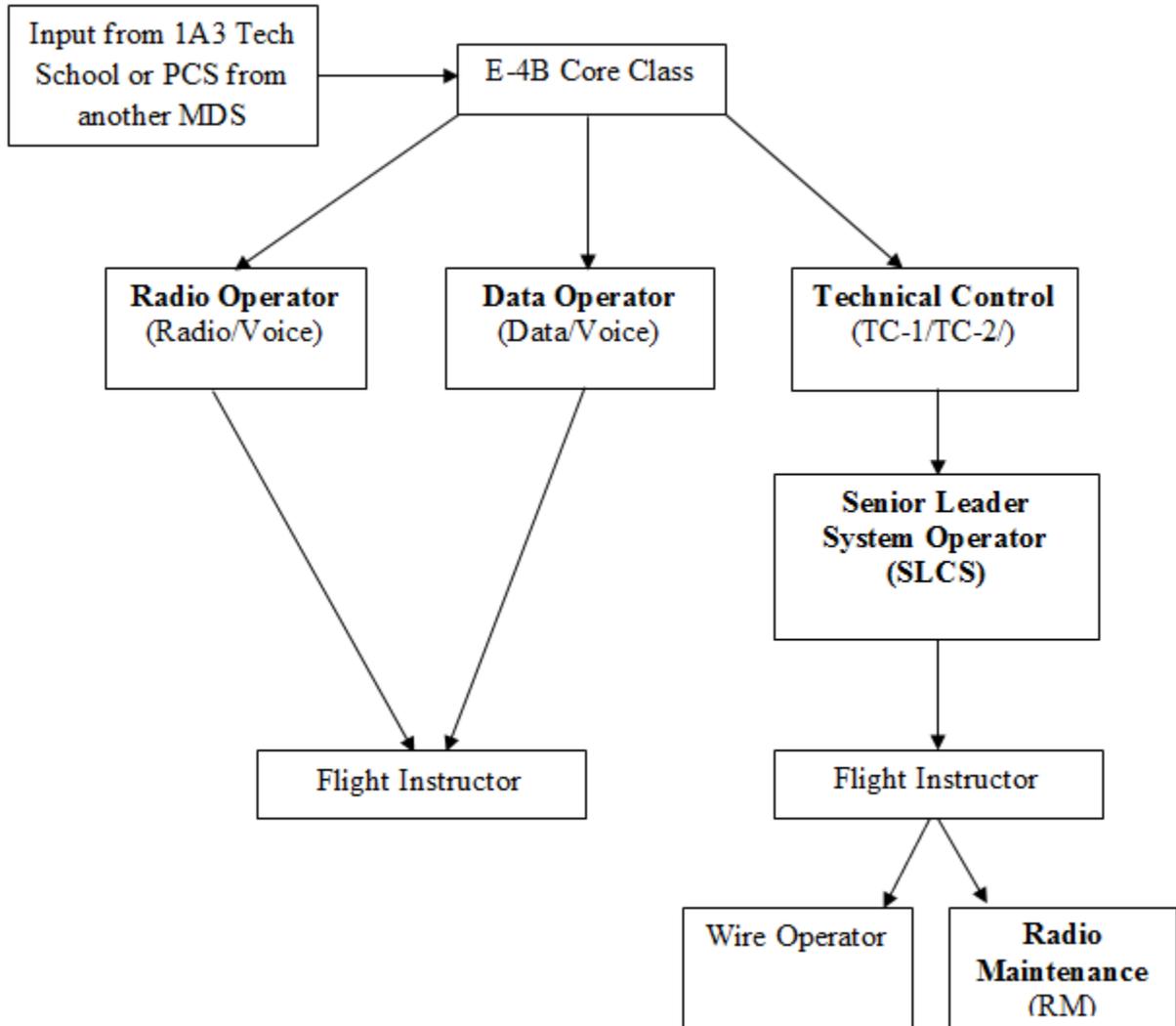
TO: HQ ACC/A3C

Cc: NAF/A3

Attachment 4

AIRBORNE MISSION SYSTEMS OPERATOR TRAINING PLAN

Figure A4.1. AIRBORNE MISSION SYSTEMS OPERATOR TRAINING PLAN



Note: Order of position training is dependent on available training resources. One position is not a prerequisite for another, e.g. it does not matter if a student qualifies first as VO or RO.