

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2E-8
VOLUME 1**



25 JUNE 2015
Certified Current, 15 MARCH 2016
Flying Operations

E-8 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-Publishing.af.mil for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ ACC/A3C

Certified by: HQ USAF/A35
(Maj Gen Martin Whelan)

Supersedes: AFI11-2E-8V1, 7 June 2010

Pages: 43

This volume implements Air Force Policy Directive (AFPD) 10-2, *Readiness*; AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and Air Force Instruction (AFI) 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel to successfully accomplish their worldwide mission in the E-8 aircraft. This instruction applies to all Air Force Major Commands (MAJCOMs) and Air National Guard (ANG). Instruction does not apply to Air Force Reserve Command. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. 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). This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. This publication requires the collection and or maintenance of information protected by Title 5 United States Code (USC) Section 552a, *The Privacy Act of 1974*. The authorities to collect or maintain the records prescribed in the publication are prescribed in 10 USC § 8013, *Secretary of the Air Force*; Title 37 USC § 301a, *Incentive Pay*, Public Law (PL) 92-204, Section 715, *Appropriations Act for 1973*; PL 93-570, *Appropriations Act for 1974*; PL 93-294, *Aviation Career Incentive Act of 1974*; Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended; DODD 7730.57, *Aviation Career*

Incentive Act and Required Annual Report; AFI 11-401, *Aviation Management*; AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*; and AFI 11-421, *Aviation Resource Management*. The applicable SORN(s) F011 AF XO A, *Aviation Resource Management System (ARMS)* is available at: <http://dpcl.d.defense.gov/Privacy/SORNsSearchResults/tabid/7541/Category/277/Default.aspx>.” The authorities to waive wing/unit level requirements in this publication are identified with a “T-0, T-1, T-2, T-3” 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. The use of the name or mark of any specific manufacturer, commercial product, commodity or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. This volume has been completely rewritten to incorporating tiered waiver authority IAW AFI 33-360 and ACC/A3 policy guidance regarding realignment of syllabus waiver authority. Additionally, Aircraft Commander Touch-and-Go Training and Copilot Air Refueling certification requirements in Chapter 5 have been adjusted to conform to continuation training and AFI 11-2E-8V2, *E-8 Aircrew Evaluation Criteria*.

Chapter 1—GENERAL GUIDANCE	5
1.1. Abbreviations, Acronyms and Terms.	5
1.2. Responsibilities:	5
1.3. Processing changes.	7
1.4. Phases of Training.	7
Table 1.1. Experience Level Guidelines (See para 1.4.6).	11
1.5. Training Concepts and Policies (T-2).	11
1.6. Specialized Training.	12
1.7. Training Records and Reports.	12
1.8. Aircrew Utilization Policy.	12
1.9. Sortie Allocation Guidance.	13
1.10. Waivers.	13
1.11. Training Shortfall Reports.	14
Chapter 2—E-8C FORMAL TRAINING	15
2.1. General.	15
Chapter 3—NOT USED	19

	3.1. Not Used.	19
Chapter 4—CONTINUATION TRAINING		20
	4.1. General.	20
	4.2. Training Cycle.	20
	4.3. Aircrew Ground Training.	20
Table	4.1. Senior Officer Ground Training (BAQ).	21
	4.4. Flying Training.	21
	4.5. Flight Surgeon Training.	22
Table	4.2. Flight Surgeon Flight Eligibility Requirements.	22
	4.6. Logging of CT Requirements.	23
	4.7. Training Documentation.	23
	4.8. Proration of End-of-Cycle Requirements.	23
Table	4.3. Prorating of Training Requirements (use with proration table in ACC RAP tasking memorandum).	24
	4.9. Currencies/Qualification.	24
	4.10. CMR/BMC Regression.	25
Figure	4.1. RAP Regression Flow Chart.	26
	4.11. Restrictions for N-BMC/N-CMR.	26
	4.12. Establishing/Regaining CMR/BMC Status.	26
	4.13. Delinquencies (Failure to Complete Required Training).	27
	4.14. Ground Training.	27
Chapter 5—UPGRADE/SPECIALIZED TRAINING REQUIREMENTS		28
	5.1. General.	28
	5.2. Requirements.	28
	5.3. Waivers/Extensions.	28
	5.4. Instructor Upgrade.	28
	5.5. Positional Upgrade Training (UGT).	29
Table	5.1. Positional Upgrade Requisites.	29
	5.6. Training Documentation.	30
	5.7. MCC/SD Dual Status.	30
	5.8. Touch and Go (T&G) Training.	30
	5.9. Monitor Copilot Air Refueling.	31
	5.10. Copilot Air Refueling (CPAR).	31

Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	32
Attachment 2—ACC TRAINING SHORTFALL REPORT	40
Attachment 3—INSTRUCTOR/POSITIONAL UPGRADE OUT-OF-CYCLE TRAINING REQUEST TEMPLATE	41
Attachment 4—AVIATION SCHEDULE RAP REPORT	43

Chapter 1

GENERAL GUIDANCE

1.1. Abbreviations, Acronyms and Terms. See [Attachment 1](#).

1.2. Responsibilities:

1.2.1. ACC/A3 is designated the responsible agency for this volume IAW AFPD 11-2.

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

1.2.1.2. HQ ACC/A3C is the office of primary responsibility (OPR) and HQ ACC/A3T is the Office of Collateral Responsibility (OCR) for this volume and processing all changes to this volume. Proposed changes to this volume are submitted IAW AFI 11-215, *Flight Manuals Program*. See [Paragraph 1.3](#) of this volume.

1.2.1.3. IAW AFPD 10-9, *Lead Operating Command Weapon System Management*, ACC is the lead command for the E-8C. Included among the many duties of a Lead Command are establishing standards, task, and formal training requirements. HQ ACC/A3C is OPR for E-8C flight and mission crew syllabi and training task list.

1.2.1.4. HQ ACC/A3C will publish the Ready Aircrew Program (RAP) Tasking Memorandum. (RTM) **Note:** ACC RTM sortie requirements and mission/event training take precedence over this volume.

1.2.2. **Wing Commander will:** Ensure squadron/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide. **(T-2)**.

1.2.3. Operations Group Commander will:

1.2.3.1. Develop additional training requirements and/or programs as necessary to meet squadron requirements. **(T-2)**.

1.2.3.2. Provide Operations Group developed E-8 training materials for review to HQ ACC/A3C.

1.2.3.3. Assist subordinate units in the management of training programs, ensure programs meet unit needs and provide necessary training staff support.

1.2.3.4. Identify training shortfalls and recommend corrective actions to HQ ACC/A3C. **(T-2)**. See [Attachment 2](#) for format.

1.2.3.5. Conduct periodic reviews of each subordinate squadron's RAP training and evaluate the group's overall RAP training to ensure it is well balanced and sorties are equitably allocated to allow for RAP accomplishment.

1.2.3.6. Attach API-6/8/C/D flyers to a flying squadron IAW AFI 11-401, *Aviation Management*. **(T-3)**.

- 1.2.3.6.1. Designate the training level to which each API-6 flyer will train. **(T-2)**.
 - 1.2.3.7. Review and/or designate the training level for all Basic Mission Capable (BMC) and Combat Mission Ready (CMR) aircrew members.
 - 1.2.3.8. Review programs and manning position designations annually. **(T-2)**.
 - 1.2.3.9. Provide HQ ACC/A3CA with a list of BMC and CMR designated manning positions NLT the beginning of each training cycle.
 - 1.2.3.10. Determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board (FEB) or Training Review Board/Commander's Review Process (TRB/CRP) on receiving documentation and recommendations from the 330/129 CTS and the gaining unit.
- 1.2.4. Squadron Commanders will (T-3):**
- 1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew members. (T-3)
 - 1.2.4.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required for them to achieve BMC or CMR, to ensure provisions of this instruction have been met, and to ensure maintenance and control of individual training records.
 - 1.2.4.3. Certify aircrew members as CMR or BMC upon member's completion of E-8 QT/RQ/UGT and ensure certification documents are filed in the crewmember's training folder.
 - 1.2.4.4. Ensure training scenarios and RAP missions are focused on capabilities needed to accomplish a unit's DOC statement missions and specific deployment requirements. **(T-1)**.
 - 1.2.4.5. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.
 - 1.2.4.6. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.
 - 1.2.4.7. Determine utilization of BMC aircrew.
 - 1.2.4.8. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications, such as advanced radar, maritime employment, regional or theatre certification, package commander, etc.
 - 1.2.4.9. Identify the levels of supervision required to accomplish the required training unless otherwise specified in this instruction.
 - 1.2.4.10. Assist the wing and group in developing unit-training programs.
 - 1.2.4.11. Ensure aircrew only participates in sorties, events and tasks for which they are adequately prepared, trained and current.
 - 1.2.4.12. Identify training shortfalls and submit individual waiver requests/CMR regressions for squadron members who fail to complete training cycle requirements to OG/CC.

1.2.4.12.1. Report significant shortfalls/LIMFACS that affect most or all of the squadron for prolonged periods to include possible solutions or specific required assistance. (T-2)

1.2.4.13. Generate periodic and End-of-Cycle Training Reports per ACC RAP tasking memorandum (T-2).

1.2.5. Flight CCs will (T-3):

1.2.5.1. Monitor and manage individual assigned and attached aircrew member currencies and requirements.

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

1.2.5.3. Assess individual crewmembers' potential for upgrade in cooperation with functional or designated functional leads and make recommendations to Unit Commander.

1.2.6. Individual aircrew members will (T-3):

1.2.6.1. Hand carry, as applicable, all available training records to assist the gaining unit in assessing certifications and training requirements. Guidance on individual aircrew responsibilities relating to transporting qualification records [i.e. Flight Evaluation Folders (FEF)] is contained in AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, or local guidance.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume and applicable RAP Tasking Memorandum.

1.2.6.3. Not participate in flying activities for which they are not trained, qualified, or current unless under appropriate supervision.

1.3. Processing changes.

1.3.1. Process changes using the AF Form 847, IAW AFI 33-360, and AFI 11-215, *USAF Flight Manuals Program (FMP)*. Unit OGV will upload AF Form 847 to SharePoint® in respective folder at <https://cs3.eis.af.mil/sites/AC-OP-00-11/default.aspx> local and MAJCOM training channels will then coordinate with ACC/A3CA. ACC/A3CA will forward (coordinated) recommended changes to USAF/A3O-AI for approval.

1.4. Phases of Training. Aircrew training is designed to progress the unqualified crewmember from formal Qualification Training (QT), Transition Training (TX) or Requalification Training (RQ), to Continuation Training (CT), and finally to Upgrade Training (UGT).

1.4.1. **Qualification Training. (T-2)** QT, TX, RQ and UGT provide training necessary to initially qualify aircrew in a basic position and flying duties without regard to a specific unit or squadron mission. Upon completion of QT, TX, RQ or UGT the crew member attains Basic Aircraft Qualification (BAQ) status.

1.4.1.1. BAQ aircrew members have completed a flight evaluation and are qualified to perform basic aircrew duties in the E-8.

1.4.1.1.1. Aircrew members will maintain BAQ status until certified Combat Mission Ready (CMR) or Basic Mission Capable (BMC) by Squadron/CC.

1.4.1.1.2. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew may fly unsupervised.

1.4.1.1.3. BAQ aircrew will only perform those duties for which they have been trained and qualified. With appropriate supervision, BAQ aircrew may participate in composite force or other advanced scenarios.

1.4.1.1.4. Except for senior officers, O-6 selects and higher, BAQ is not a long-term qualification status. Aircrew other than senior officers holding BAQ status for over 6 months will require a waiver from MAJCOM/A3 or must re-accomplish an evaluation **(T-2)**.

1.4.1.1.5. CMR or BMC certification transitions the member into the CT.

1.4.2. **Continuation Training (CT). (T-2)** CT is designed to focus training on capabilities and skills needed to accomplish a unit's core tasked missions. Levels and amount of CT varies within BMC and CMR RAP qualification levels depending on member's experienced/inexperienced designation. Experience level and MR status is assigned to each crewmember by the gaining flying squadron commander. Specific RAP instructions are issued by a RAP Tasking Memorandum.

1.4.3. **Ready Aircrew Program (RAP).** RAP is the ACC CT program designed to focus on capabilities needed to accomplish a unit's primary DOC statement missions. Following completion of QT/TX/RQ/UGT, units will assign aircrew members to either a CMR position or a BMC position. **(T-2)**. CMR aircrew will maintain combat readiness, while BMC aircrew may require additional training prior to combat. As Lead Command, ACC will publish a RTM to establish CT requirements. Post the current RTM following this instruction.

1.4.3.1. **CMR.** CMR establishes the minimum training required for aircrew members to qualify and remain proficient in all of the primary DOC statement missions tasked to their assigned or attached unit and weapon system. Designate and maintain CMR aircrew as follows:

1.4.3.1.1. All designated combat aircraft (CC-coded) unit active component API-1, Squadron Commander (SQ/CC), and Squadron Director of Operations (SQ/DO) positions are designated as CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. **Exception** If a unit is overmanned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) API-1s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced aircrew members with at least 50 percent, if available, designated CMR.

1.4.3.1.2. CMR aircrew members maintain proficiency and qualification in all primary missions of the flying unit to which they are assigned or attached. Failure to complete CMR training or maintain designated currencies results in regression to non-CMR (N-CMR) status unless waived by appropriate authority. **(T-2)**. While N-CMR, aircrew may perform missions (including exercises and contingencies) and events in which they are current and qualified at the discretion of the SQ/CC.

1.4.3.2. BMC. BMC establishes the minimum training required for aircrew to be familiar with all (possibly qualified and proficient in some) of the primary DOC statement mission requirements of their assigned or attached unit and weapons system. Designate and maintain BMC as follows:

1.4.3.2.1. Non-CMR aircrew positions above squadron level are normally designated BMC. BMC designations are assigned to aircrew whose primary job performing wing supervision or staff functions that directly support the flying operation.

1.4.3.2.2. BMC aircrew members will maintain familiarization with all unit primary missions. They may also train for proficiency and qualification in some of those missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. (T-2) BMC aircrew should accomplish all mission-related ground training designated by their attached SQ/CC.

1.4.3.3. API-6/8/C/D rated personnel flying authorizations, Career Enlisted Aviator (CEA) flying authorizations, nonrated MAJCOM Realistic Training Program aircrew, USAFWS assigned instructors, and test aircrew are managed IAW AFI 11-202V1 and MAJCOM guidance.

1.4.3.3.1. These aircrew members will maintain BMC status IAW AFI 11-202V1 and ACC RAP tasking memorandum; however, they are not required to complete BMC specific ATD events. Additionally, these aircrew members are exempt from academic ground training, chemical warfare (CW) training, and special training programs (except when required in preparation for theater deployment).

1.4.3.4. Unqualified (UQ) aircrew members are not authorized to perform any flight duties unless under instructor/evaluator supervision. UQ aircrew members are specifically defined as any member who is:

1.4.3.4.1. Enrolled in E-8C Qualification Training (E-8C IQT/TX/RQ).

1.4.3.4.1.1. Qualified and CMR aircrew in upgrade training will not be made UQ or NCMR in their presently qualified crew position. **Example:** If an AWO enters training as an SD and is otherwise qualified, current and CMR as an AWO, this person would maintain that status until he or she completes an SD Qual/Mission Evaluation, becomes NCMR, UQ for reasons as outlined in AFI 11-202 Vol 1, fails RAP lookback or expiration of AWO checkride.

1.4.3.4.1.2. Events accomplished in UGT may update currencies in currently qualified position, but are normally not creditable as RAP events. **Exception** If a member must fly a CT sortie during training, or is becoming dual qualified, RAP events that the member is currently qualified to perform may be credited as long as they log in on the flight orders in their currently qualified crew position.

1.4.3.4.2. Downgraded for being non-current more than 6 months IAW [Table 4.4](#)

1.4.3.4.3. Downgraded for a demonstrated lack of ability.

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

1.4.4. RAP Policy and Management. RAP mission readiness and experience levels are defined by a total number of RAP missions, broken down into training events, plus specific qualifications and associated events as determined by the MAJCOM and unit commanders. Further details are provided in [Chapter 4](#) and the RTM.

1.4.4.1. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. The breakout of events provided in the RTM is the minimum amount of training required to maintain proficiency.

1.4.4.2. Progression from BMC to CMR first requires:

1.4.4.2.1. Satisfactory 1-month lookback at applicable CMR rate.

1.4.4.2.2. Completion of mission-related ground training and verification of that training.

1.4.4.2.3. SQ/CC certification.

1.4.5. RAP Training Sortie Program Development. (T-2).

1.4.5.1. RAP sortie and event requirements as listed in the RTM apply to CMR/BMC aircrew, as well as those carrying special capabilities or qualifications. The sortie requirements in the ACC RTM establish the minimum number of sorties per training cycle for CMR/BMC levels of training.

1.4.5.2. Experience building and collateral sortie requirements must be considered when developing RAP training and unit flying hour programs.

1.4.5.3. Experience building sorties are additional training sorties necessary to achieve desired proficiency in optimum time. RAP missions may not provide sufficient hours to experience aircrew to achieve overall unit experience levels. [Paragraph 1.4.6](#) provides the definition for an experienced aircrew.

1.4.6. Experience Levels. Aircrew experience levels tell unit commanders how much flying and simulator training is needed to meet RAP levels. Squadron Commanders are responsible to designate crew members as experienced/inexperienced. [Table 1.1](#) shall be used as a guideline for experience level. However, squadron commanders must also consider an aircrew member's ability, proficiency and expertise when designating as experienced/inexperienced.

1.4.6.1. Inexperienced designations identify aircrew members who require prescribed levels of exposure to flying and/or mission events to maintain BMC/CMR status.

1.4.6.2. Experienced designations identify aircrew members who have demonstrated increased proficiency and airmanship and therefore require less training to maintain satisfactory performance. Aircrew members who are nominated for Instructor or Positional Upgrade must have been designated as experienced by the SQ/CC. **Exception:** Copilots may be inexperienced prior to upgrade to AC.

Table 1.1. Experience Level Guidelines (See para 1.4.6).

POSITION	Total/Hours after Initial Evaluation in Current Crew Position
AC	1500/300 or 1250/500 or 1000/750 or 1000/300 with previous AC qualification in a heavy MDS ¹
CSO	1000/300 or 750/600
FE	1500/300 or 1250/500 or 1000/750
MCC	N/A/500hrs
SD	N/A/500hrs
AWO/1A4/1A3/AIO/AIT	1000/300 or N/A/500
DMCC/ATSS	N/A/300
Note:	
1. AC experience requires T&G certification and CPAR approval as outlined in Paragraphs 5.8 and 5.9.	

1.5. Training Concepts and Policies (T-2). The aircrew training cycle is 12 months. Units will complete training requirements during the appropriate training cycle except where specifically exempt. The ACC RAP tasking memorandum may be used to tailor specific training events, frequencies, currencies, and rules for crediting training events. ACC RAP tasking memorandum may not be less restrictive or deviate from training concepts and policies outlined in this instruction.

1.5.1. OSS/OST should collect specific inputs from operational squadrons, OG/OGV, and OSS/OSK regarding the effectiveness of the QT/UGT training and evaluation trends necessary to develop continuation training or recommend changes to applicable syllabi as required. **Note:** The Formal Training Unit (FTU) will interface directly with ACC Training Support Squadron (TRSS) Detachment 7. OSS/OST will participate in all syllabus review conferences.

1.5.2. Training missions will be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use procedures and actions applicable to combat scenarios (i.e. appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intelligence briefing and debriefing).

1.5.3. In-flight Supervision.

1.5.3.1. The following must be under the direct supervision of an instructor/evaluator or an OG approved supervisor (See **Paragraph 1.5.3.1.2**).

1.5.3.1.1. Non-current aircrew. **Note:** Instructor Pilots are required to supervise the update of expired pilot currencies as required in AFI 11-202V3, *General Flight Rules*.

1.5.3.1.2. OG approved supervisor. In the rare cases when an instructor/evaluator is unavailable, a supervisor from the same crew position may be used with in-title OG approval.

1.5.3.2. The following personnel will fly with an instructor/evaluator of same crew position.

1.5.3.2.1. Unqualified (UQ).

1.5.3.2.2. Any senior officer who has not completed QT requirements of Chapter 2 including an appropriate flight evaluation.

1.6. Specialized Training. Specialized training (documented in training folder and LOX) is necessary to carry out the unit's assigned mission that is not required for every aircrew member. It consists of training such as differential training, MCC/SD dual status, LEFT, Touch and Go Certification, CPAR, etc. as well as training to maintain proficiency in unit tasked special capabilities and missions.

1.6.1. SQ/CCs determine and assign aircrew members to train for and maintain special capabilities or certifications (if applicable). Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.7. Training Records and Reports. Units maintain individual aircrew training records IAW the Air Force Records Disposition Schedule (RDS) at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>, MAJCOM and Wing directives.

1.7.1. Units will document and maintain aircrew certification/upgrade training in individual training folders IAW local directives and the Air Force RDS.

1.7.2. Units will prepare and forward training reports IAW MAJCOM directives.

1.7.3. Units using the Aviation Resource Management System (ARMS) maintain aircrew training records IAW ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*; and AFI 11-401, as supplemented. When documenting aircrew training in ARMS, use AF Form 1522, *ARMS Additional Training Accomplishment Input*, and AF IMT 4324, *ARMS Upgrade Worksheet*, AFTO form 71, *Aircrew MARS sheet* and AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*. If additional forms are needed, see AFI 33-360 for guidance.

1.7.4. ARMS is used to track the following information for all aircrew (as applicable):

1.7.4.1. Ground training.

1.7.4.2. Currencies.

1.7.4.3. Requirements and accomplishment of individual sorties, RAP missions (using 1-month and 3-month running totals for look back), sortie types, and events cumulatively for the training cycle.

1.7.4.4. Any additional training events the OG/CC deems necessary to track.

1.8. Aircrew Utilization Policy. (T-3) Commanders will ensure aircrew members occupy authorized positions IAW unit manning documents and aircrew status is properly designated. The overall objective is that aircrew members perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but

must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience.

1.8.1. MAJCOM and NAF staff aircrew personnel assigned to positions that require them to perform flying duties must comply with BMC requirements.

1.8.2. ACW and OG staff aircrew (API-6) maintain BMC or CMR status as directed by the Wing or OG/CC. Wing commanders, wing vice commanders, operations group commanders, operations group deputy commanders, and director of personnel will maintain BMC, at a minimum.

1.8.3. Training While DNIF. Crewmembers whose status is "Duty Not Involving Flying (DNIF)" will complete ground training events, including simulator training, if the member's physical condition allows. RAP events that are creditable in an Aircrew Training Device (ATD) may be logged when performing those events while individuals are DNIF. Consult the flight surgeon initiating AF Form 1042 action as prescribed by AFI 48-123, *Medical Examinations and Standards* if the DNIF status includes ground-training limitations.

1.8.4. Inexperienced Flying Crewmembers. Supervisors will limit the non-flying duties of inexperienced aircrew in the first year of their initial operational assignment to duties related to combat activities or associated training. Examples of unrelated duties include but are not limited to honor guard, CFC/AFAF campaign project officer/NCO, etc. When manning shortages occur, priority must be given to line unit-manning positions.

1.8.4.1. Such members may be assigned to functional shops within the squadron that perform flying, training or combat related activities (scheduling, training, mission planning, weapons and tactics, safety, intelligence, current operations, etc.).

1.8.5. Aircrew entering formal flying training leading to qualification (initial or upgrade) or requalification will be dedicated to training responsibilities. Formal flying training responsibilities have priority over non-training related duties. **Exception:** Supervisors may continue normal duties as time permits. In situations where training is delayed in excess of two calendar weeks, members may be assigned duties not directly related to training.

1.9. Sortie Allocation Guidance. Inexperienced aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation may be adjusted by the OG/CC as necessary based on operational requirements.

1.10. Waivers. With the exception of currency and lookback, ACC/A3 has delegated waiver authority to OG/CCs for all requirements of the RTM. Additionally, OG/CCs may adjust individual requirements in Chapter 4 on a case by case basis, to accommodate variations in aircrew member experience and performance. Waiver authority for ground training is IAW the reference directive. This delegation does not apply where MAJCOM/A3 is specifically stated. ACC/A3 will maintain waiver authority for all other provisions of this volume.

1.10.1. Units will submit waivers directly to the NAF who will in turn forward requests directly to MAJCOM Aircrew Training function (ex: ACC/A3C) upon concurrence. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.10.2. Duration of waivers to this volume will be IAW AFI 33-360 and valid until the Approving Official cancels in writing, revises the publication or the waiver expires.

1.10.3. Waiver requests/reports. Flying squadrons will send their waiver requests and reports via OSS/OST who compiles all squadron waiver requests into a single package for OG/CC submission to through the chain of command for approval at the appropriate level.

1.10.4. End-of-Training Cycle Waivers. Squadron commanders will forward, through OSS/OST to OG/CC, a list of aircrew members requesting waivers and aircrew members downgraded to N-CMR/N-BMC for failure to meet cycle continuation training requirements. All aircrew members that fail to meet end-of-cycle requirements are N-CMR/N-BMC until requirements are met or waived by OG/CC. After OG/CC approval of waiver request, OST will submit reports to ACC.

1.11. Training Shortfall Reports. OSS/OST will prepare the Training Shortfall Reports at the end of each RAP cycle for OG/CCs and submit signed reports to ACC IAW [Attachment 2](#).

Chapter 2

E-8C FORMAL TRAINING

2.1. General. This chapter outlines training of crewmembers in the E-8C aircraft and contains prerequisites and minimum training requirements in addition to syllabus requirements.

2.1.1. **E-8C Qualification Training (QT).** QT is formal training that comprises both Initial and Mission Qualification Training. The OG/CC administers E-8C QT IAW objectives and requirements found in the appropriate ACC syllabi and courseware.

2.1.1.1. Qualification Training (QT), Requalification (RQ), Transition (TX) and Upgrade (UGT) training will be conducted during formal syllabus courses at the FTU.

2.1.1.2. Students are in formal training status if they have a TLN and are in courses managed by the FTU.

2.1.1.3. Graduates of QT and TX are BAQ until certified CMR/BMC by SQ/CC.

2.1.1.4. Completion of formal training in residence or in-unit training will result in personnel actions IAW AFI 36-2107, *Active Duty Service Commitments* (ADSC). (T-1).

2.1.2. **Waiver Authority:**

2.1.2.1. HQ ACC/A3 is the syllabus waiver authority.

2.1.2.2. Waiver authority for ground training is IAW the reference directive.

2.1.3. **In-unit Training.** In exceptional circumstances when FTU training is not available within a reasonable time period, in-unit QT, RQ, TX or UGT training may be performed at the unit IAW the provisions of this chapter. In-unit training programs will be conducted using the appropriate formal course syllabus track, program flow, requirement and CTS/RPL. (T-2).

2.1.3.1. HQ ACC/A3 is the approval authority to conduct in-unit formal training, and is waiver authority to change the formal requirements of in-unit conducted formal training. 116/461 ACW units forward waiver request through channels to HQ ACC/A3C.

2.1.3.2. Requests to conduct in-unit formal training will include the following:

2.1.3.2.1. Justification for in-unit training in lieu of formal course training.

2.1.3.2.2. Summary of individual's flying experience.

2.1.3.2.3. Date training will begin and expected completion date.

2.1.3.2.4. Requested exceptions to formal course syllabus, with rationale.

2.1.4. **Academic instructor qualifications.** Academic training is normally conducted under the Total Systems Support Responsibility (TSSR) contract utilizing contractor personnel. If needed, AF personnel are authorized to conduct academic training and must comply with ACCI36-2250, *ACC Operations Training Development Program*; instructor qualifications and instructor performance requirements. (T-2).

2.1.5. **Prerequisites.** Course prerequisites are IAW AFI 11-202V1, this instruction, the appropriate formal course syllabus and Air Force Education and Training Course

Announcements (ETCA) (applicable ACC Syllabus Course) <https://etca.randolph.af.mil/>. Individuals without all prerequisites met or waived may be denied entry into training. (T-2).

2.1.6. Qualification Course Selection Requirements. The following describes positional specific requirements as determined by following a collaborative review by the OG/ CDT, OG/DP, CTS/CC and functional managers, as needed:

2.1.6.1. Pilots. Minimum experience requirements for Aircraft Commander Qualification track is 1000 hours of flight time. Pilots not meeting minimum hour requirements will be designated Copilots. Pilots meeting hour minimums, but without previous heavy jet air refueling qualification(s) will attend the appropriate course (QT or TX) and track (AC or copilot).

2.1.6.2. Flight Engineers (FEs). FEs with less than 500 flight hours will attend E-8C QT course. Those with greater than 500 flight hours may attend E-8C TX course.

2.1.6.3. Combat Systems Officer (CSO). CSO with greater than 750 hours may attend E-8C TX course. All other CSOs will attend the E-8C QT course.

2.1.6.4. Air Battle Managers (ABMs). Aircrew members with AFSC 13BXX will be assigned to the AWO, SD, or MCC crew positions depending upon unit needs and members skill level.

2.1.6.4.1. Air Weapons Officer (AWO). No additional requirements.

2.1.6.4.2. Senior Director (SD). Air Battle Managers with greater than 750 total rated hours or one year as a GTACS Senior Director may attend E-8C SD course. All other ABMs will attend the E-8C AWO course.

2.1.6.4.3. Mission Crew Commander (MCC). Air Battle Managers with greater than 750 total rated flying hours or one year as a GTACS Senior Director or higher may attend E-8C MCC course.

2.1.6.5. Army. The following Air Force requirements apply:

2.1.6.5.1. Deputy MCC trainees will be a Warrant Officer, CPT, MAJ or LTC. Note: Rank requirement may be waived by the OG/CC.

2.1.6.5.2. ATSS trainees will possess any 35 series Military Occupation Specialty.

2.1.6.6. Technicians/Air Operations Technician (AOT)/Senior Director Technician (SDT). Aircrew members with AFSC 1A3XX will be assigned to the Airborne Radar Technician (ART), Communications System Technician (CST), Air Operations Technician (AOT) or Senior Director Technician (SDT) crew positions based upon Operations Group needs. In addition to ACC syllabus prerequisites, candidates for SDT QT will possess at minimum a line number for SSgt and have attended Airman Leadership School.

2.1.6.7. Airborne Intelligence (AIO/AIT). Members entering the Intel crew position (AIO- Officer or AIT-enlisted) must be a graduate of an Air Force accredited Intelligence course.

2.1.7. Time Period to Qualify. Personnel start and complete training IAW AFI 11-401, AFI 11-202V1, the current Programmed Flying Training (PFT) document maintained by the

FTU Registrar, and the appropriate syllabus. Failure to complete training within 120 days of the first flight (240 days for traditional ANG personnel) requires notification sent to HQ ACC/A3C (info copy ACC/A3G and NGB/A3O) with aircrew member's name, rank, reason for the delay, planned actions, and estimated completion date.

2.1.8. FTU Responsibilities. The FTU schedules E-8C students for the following training as required:

- 2.1.8.1. Aircrew Flight Equipment Familiarization Training (LL01).
- 2.1.8.2. Combat Survival Training (SS02).
- 2.1.8.3. Local Area Survival (SS01).
- 2.1.8.4. Emergency Egress Training, Non-Ejection Seat (LL03).
- 2.1.8.5. Aircrew Flight Equipment Training (LL06).
- 2.1.8.6. Water Survival Training (SS05).
- 2.1.8.7. Crew Resource Management (CRM) (GA06).
- 2.1.8.8. Aircraft Marshaling Exam (GA07).

2.1.9. Instructor Utilization. All formal training is conducted in the FTU under the supervision of a qualified instructor. Additional restrictions may be applicable per the CTS/CC or OG/CC.

2.1.10. Ground Training. Ground training will be accomplished IAW the syllabus. Use available and current reference materials such as Air Force Tactics, Techniques and Procedures (AFTTP), instructor guides, and audiovisual programs as supporting materials to the maximum extent possible.

2.1.11. Flying Training.

2.1.11.1. Mission sequence and prerequisites will be based upon required events from the appropriate formal course syllabus. Time period to qualify and failure procedures will be IAW **Paragraphs 2.1.7 and 2.1.12.**

2.1.11.2. Aircrew will fly under direct instructor supervision until successful completion of the qualification evaluation. **(T-2).**

2.1.12. Failure to Meet Training Standards. Failure of a member to meet academic or flying standards, while enrolled in a USAF directed formal flying training course (including instructor or positional upgrade), requires an examination of the member's potential for continued aviation service. Multiple academic or flying deficiencies likely indicate limited or questionable potential and will be reviewed by a Flight Evaluation Board (FEB) for flying training retention/recommendation(s) IAW AFI 11-402.

2.1.12.1. Students failing a formal course qualification evaluation will (if required) be assigned additional training IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program*. This training will be completed while in training status.

2.1.13. Withdrawal from Training. OG/CC may approve, upon owning SQ/CC request, the suspension/inactivation or removal of positional and instructor upgrade training program students and return these members to their original qualifications due to operational

requirements, resource availability or other unique local circumstances. Students enrolled in a formal upgrade program may fly in their previously qualification crew duty position once formal upgrade training begins IAW **Paragraph 1.4.3.4.1.1**. OG/CC will notify ACC/A3CA of any withdrawal from formal training under this paragraph.

2.1.13.1. Students whose training is suspended/inactivated or whom are returned to their previously qualified crew duty position under the provisions above will not meet an FEB/TRB/CRP and may, upon approval from the OG/CC, be considered for upgrade again once operational requirements, resource constraints, or other unique local circumstances cease. The FTU/CC will assess partial upgrade program completion for any student suspended, inactivated or removed from training under this provision and determine appropriate syllabus placement upon training reinstatement. The period of time removed from training and the extent of completion/student performance must be considered to determine student syllabus placement.

2.1.13.2. Positional and instructor upgrade candidates who fail to meet training standards or are removed and inactivated for other provisions not listed in 2.1.13 should be recommended for termination via an FEB/TRB/CRP or apply for an FEB waiver IAW applicable AFI 11-402 references.

Chapter 3
NOT USED

3.1. Not Used.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines continuing ground and flying training requirements for CMR, BMC, and BAQ aircrew. Continuation Training (CT) should provide the volume, frequency, and mix of mission-related events designed to maintain aircrew members applicable mission ready status and improve the ability to accomplish the unit's assigned mission(s). CT also provides the necessary experiences to develop essential skills required for instructor/positional upgrade.

4.1.1. In order to participate in CT aircrew members will:

4.1.1.1. Be qualified IAW AFI 11-202V1, AFI 11-202V2, and applicable MAJCOM supplements

4.1.1.2. Be designated BMC or CMR by squadron commander.

4.2. Training Cycle. The primary training period for flight and Aircrew Training Device (ATD) CT is aligned with the Aviation Schedule (AS) RAP tasking memorandum. The 12 month training cycle will be implemented as follows:

4.2.1. Ground and flying training programs will be designed to produce training event accomplishment in an evenly distributed fashion across the entire training cycle.

4.2.2. Accomplishment of cycle training events is critical to aircrew proficiency. Crew members will be required to complete all training events no later than the end of the designated training cycle.

4.2.3. Commanders will report delinquencies to OSS/OSTT, who will consolidate and forward their reports IAW [Chapter 1](#) or as otherwise required.

4.3. Aircrew Ground Training. Unit commanders will ensure aircrew members accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all aircrew attain and maintain a state of proficiency permitting immediate and successful completion of the assigned mission. An individual who instructs a class receives credit for that academic training requirement. Ground training accomplished at the FTU may be credited toward CT requirements for the training cycle in which it was accomplished. Ground training is comprised of the following programs:

4.3.1. Aircrew Training Devices (ATDs). All ATDs will be managed IAW AFI 36-2248, *Operations and Management of Aircrew Training Devices*, and AFI 36-2251, *Management of Air Force Training Systems*, or applicable ATD management instruction(s). **(T-1)**.

4.3.1.1. ATDs include the Weapons Systems Trainer (WST), Navigator Training System (NTS), Mission Maintenance Trainer (MMT), and Prime Mission Equipment Maintenance Training Device (PME-MTD). OSS/DO, with assistance from 29th TSS, should determine ATD applicability for training.

4.3.1.2. ATD scenarios should be based on expected employment tasking and training device capabilities. Emphasis should focus on core competency/missions/expected

employment tasking and will use Distributed Mission Operations (DMO) to the maximum extent possible to accomplish integrated training.

4.3.2. Situational Emergency Procedures Training (SEPT). Aircrew members will review scenarios using mishaps/incidents as baseline cases monthly. **(T-2)**. At a minimum, E-8C emergency procedures will be discussed. **(T-3)**. Each aircrew member must accomplish two SEPT sessions with an instructor or squadron supervisor. **(T-1)**. Additional SEPT guidance can be found in the ACC RAP tasking memorandum.

4.3.3. Aerospace Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program*.

4.3.4. Flight Physical. IAW AFI 48-123 and AFI 44-170, *Preventative Health Assessment*.

4.3.5. Flight Record Review. Aircrew will conduct an annual Flight Record Review at the Host Aviation Resource Management (HARM) office IAW AFI 11-401. Not applicable to US Army personnel.

4.3.6. Senior Officer Ground Training Requirements. Senior Officers maintaining CMR/BMC status will comply with requirements listed in ground training events as listed in the current ACC RAP tasking memorandum.

4.3.6.1. Senior officers maintaining BAQ in the E-8C are required to complete, as a minimum, ground training listed in **Table 4.1**.

Table 4.1. Senior Officer Ground Training (BAQ).

TEI	EVENT
LL03	Emergency Egress Training
GA06	Crew Resource Management (CRM)
LL06	Aircrew Flight Equipment (AFE) Training
LL01	Life Support Familiarization
---	Aerospace Physiological Training (Altitude Chamber or ROBD as required by AFI 11-403)
---	Flight Physical
---	Flight Records Review

4.4. Flying Training. All aircrew (except API-8) will accomplish the mission and event requirements listed in the most current RTM and MAJCOM specific guidance as applicable to their crew position and qualifications. **(T-2)**. Failure to accomplish these requirements may affect BMC/ CMR status and may require additional training as determined by the SQ/CC. API-8 and ACC/IGI flyers will strive to accomplish as many of the requirements as practical. In addition, the following are required:

4.4.1. **Designated Training (TF-coded).**

4.4.1.1. Aircrew assigned or attached to TF-coded units (FTU) may fly as a minimum, at the BMC rate; however, they are not required to complete BMC-specific missions/events or meet monthly lookback requirements. Formal training syllabus-directed missions apply to BMC rate requirements for TF-coded units. **Exception:** Pilots in TF-coded units will fly sorties and conduct simulator sessions IAW RTM or MAJCOM specific guidance.

4.4.1.2. Instructors must be current and qualified in all events they instruct. Failure to maintain an individual currency will not affect instructor status, but requires additional training as determined by the SQ/CC before instructing that event.

4.4.1.3. SQ/CC will direct the addition of sorties if programmed syllabus missions do not provide sufficient aircrew proficiency training.

4.5. Flight Surgeon Training. Flight surgeons will:

4.5.1. Be provided every opportunity to fly IAW AFI 11-202V1.

4.5.2. Comply with flying requirements and flight time logging rules associated with their specific flying status (as applicable) in AFI 11-401, AFI 11-202V1.

4.5.3. Must achieve and maintain currencies specified in **Table 4.2** to remain eligible for flight.

Table 4.2. Flight Surgeon Flight Eligibility Requirements.

TEI	Event	Currency	Reference	Notes
GA03	Anti-Hijack	12 Months	AFI 13-207, <i>Preventing and Resisting Aircraft Piracy (Hijacking) FOUO</i>	
GA05	Boldface	Monthly	AFI 11-2E-8V1	1
GA06	CRM	24 Months	AFI 11-202V1	2
GA13	CBRNE	24 Months	AFI 10-2501, <i>Air Force Emergency Management (EM) Program Planning and Operations ACCSupp1</i>	5
AA01	Flt Surgeon Exam	17 Months	AFI 11-202V2 ACC Supp1	3
LL03	Emergency Egress	12 Months	AFI 11-301V1, <i>Aircrew Flight Equipment (AFE) Program_ACC Sup</i>	3,4
LL04	ACDT Chem Defense	12 Months	AFI 11-202V1	5
SS05	Water Surv Trng	36 Months	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	
	Physiological Trng	60 Months	AFI 11-403, <i>Aerospace Physiological Training Program</i>	3
	Flight Physical	12 Months	AFI 48-123	3

SS01	Local Area Survival	36 Months	AFI 16-1301	5
<p>Notes:</p> <ol style="list-style-type: none"> 1. Event and currency applies to Pilot-physicians only 2. AFI 11-290 ACC Sup 1 guidance takes precedence over AFI 11-202 V1 requirements; GA06 currency for Flight Surgeons is 24 Months. 3. Grounding event. Member will not fly if non-current. 4. PIC briefing creditable for this event provided FS is current in other MDS egress. 5. Not required by non-assigned FS. 				

4.6. Logging of CT Requirements. Will be per the ACC/RTM.

4.7. Training Documentation. The following events require documentation via ACC Form 206, *Individual Mission Grade Sheet*:

4.7.1. Training designed to establish or restore a member's mission ready (MR) status.
Note: Documenting training on an ACC Form 206 is not required if supervision is provided solely for regaining currency.

4.7.2. Specialized training leading to an upgrade, certification, or training status.

4.7.3. Training specifically assigned by SQ/CC or Operations Officer.

4.7.4. At their discretion, instructors may document crewmember performance whenever instructional or supervisory responsibility is exercised.

4.8. Proration of End-of-Cycle Requirements. At the end of the training cycle the SQ/CC may prorate any training requirements precluded by the following events: Initial CMR/BMC certification date, Duties Not Involving Flight (DNIF), emergency leave or non-flying TDYs. Ordinary annual leave will not be considered as non-availability. The following guidelines apply:

4.8.1. Proration does not apply to individuals who are available for 15 days or less (non-availability >345 days) in a training cycle; these individuals will not incur training requirements.

4.8.2. Proration will not be used to mask training or planning deficiencies.

4.8.3. Proration is based on cumulative days of non-availability for flight in the training cycle. Use **Table 4.3** to determine the number of months to be prorated based on cumulative non-flying calendar days.

4.8.4. If requalification or positional upgrade is accomplished, an aircrew's training cycle will start over at a prorated share on the correct ARMS training table following BMC/CMR recertification.

4.8.5. Members completing QT, RQ or positional upgrade and achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes.

4.8.6. An aircrew's last month on station prior to a PCS may be prorated provided 1 month's proration is not exceeded. These individuals may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date or sign in at new duty station, whichever occurs first.

4.8.7. **Deployed Operations.** During deployed operations expiring ground training events and currencies listed in this instruction are exempted while involved in the operation unless specifically required in other instructions or guidance.

Table 4.3. Prorating of Training Requirements (use with proration table in ACC RAP tasking memorandum).

CUMULATIVE DAYS OF TRAINING NON-AVAILABILITY	MONTHS OF PRORATION ALLOWED
0-15	0
16-45	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
Over 345	12

4.9. Currencies/Qualification. (T-2) Ground training currencies and their impact on MR status are listed in the ACC RAP tasking memorandum. Currencies for Ground Events are re-established by completing the ground training event. The ACC RAP tasking memorandum lists all flight currency requirements. Flight event currency expirations up to 6 months must be remedied IAW **Paragraph 4.9.1**. Flight event currency expirations greater than 6 months will result in UQ status and must be remedied IAW provisions specified in AFI 11-202, Vol 1.

4.9.1. Event Currencies. Crew members may not instruct, evaluate or perform any event in which they are not qualified and current unless under direct supervision of an instructor/evaluator or OG approved supervisor. Currency may be established or updated by:

4.9.1.1. Accomplishing the event as a qualified crew member provided member's currency in the event has not expired.

4.9.1.2. Accomplishing the event as a qualified crew member under supervision of a current instructor/evaluator or OG approved supervisor IAW **Paragraph 1.5.3**. Members may perform/instruct/evaluate events they were delinquent in upon completing required training which may occur during the same flight or simulation sortie. **Note:** Instructor Pilots are required to supervise the update of expired pilot currencies as required in AFI 11-202, Vol. 3.

4.9.1.3. Comply with applicable recurrency/requalification requirements in AFI 11-202, Vol 1.

4.9.1.4. Events satisfactorily performed on any evaluation may be used to establish or update currency in that event.

4.9.2. Commander-Directed Downgrade. Will be IAW AFI 11-202, Vol. 2.

4.10. CMR/BMC Regression. Regress qualified aircrew members to applicable non-MR status (N-CMR/N-BMC) for failure to maintain ACC RAP tasking memorandum lookback requirements. Unless specifically listed in the ACC RAP tasking memorandum, no other flight events or currencies will affect MR status. Aircrew members will revert to applicable non-MR status for failure to maintain ground-training currencies affecting MR status (see ACC RAP tasking memorandum).

4.10.1. For aircrew members regressed to non-MR status, the SQ/CC will direct a re-certification program to bring the aircrew member up to CMR standards.

4.10.2. **Lookback.** Lookback is no longer based exclusively on sorties. It is calculated based on the total number of live and simulator primary missions. Details on calculating lookback by crew position are contained in the ACC RTM.

4.10.3. Lookback is determined at the beginning of each calendar month. Failure to meet 1-month RAP lookback requires a review of the member's 3-month mission history. For example, on the 1st day in May the 1-month lookback is April. If the required number was not accomplished in April then review mission history for April, March, and February. If the 3-month lookback has been met, member will remain CMR.

4.10.3.1. If the member fails to meet the 3 month look back, one of the following SQ/CC actions is required:

4.10.3.1.1. Aircrew members will regress to N-CMR status and establish training requirements to regain status within the month found delinquent.

4.10.3.1.2. Place aircrew in probation status for one month. If SQ/CC chooses probation, the aircrew member will reestablish a one-month lookback at the end of the probation period to remain CMR.

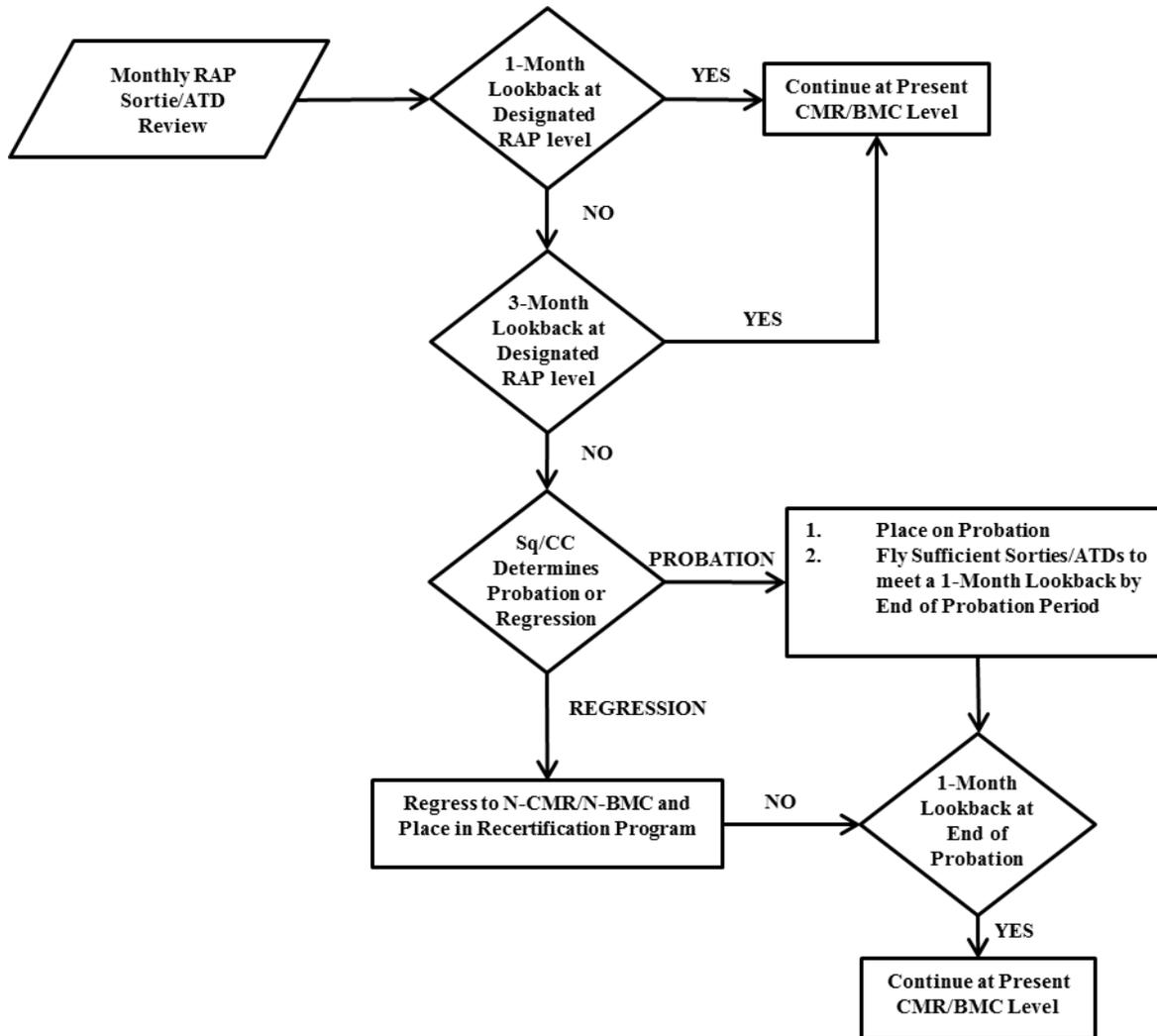
4.10.3.1.3. Remove the aircrew member from a CMR manning position.

4.10.3.1.4. Initiate action to remove the aircrew member from active flying status.

4.10.3.1.5. Request lookback waiver from ACC/A3.

4.10.3.2. Following establishment of a CMR date, all aircrew will meet the 1-month lookback to maintain the assigned status until a 3-month lookback history is established. If an individual fails to meet the 1-month lookback before they establish a 3-month lookback, they will either be regressed to N-CMR or they may, at the SQ/CC's discretion, be given a 15 day extension to meet 1-month lookback. Extensions will be noted on the N-CMR letter.

Figure 4.1. RAP Regression Flow Chart.



4.11. Restrictions for N-BMC/N-CMR. (T-2)

4.11.1. Aircrew members that regress to N-CMR/N-BMC status may not deploy overseas or participate on HHQ tasked sorties as an operational aircrew member. The member may deploy in a ground position (Liaison Officer (LNO), Mission Planning Team, etc.) provided they meet theater-specific ground training requirements. **Note:** This requirement does not apply to E-8C ferry operations.

4.12. Establishing/Regaining CMR/BMC Status. Once requisite ground and flying training is accomplished, Squadron DOT will accomplish a CMR/BMC memo documenting the satisfactory

completion of training and recommending return of individual to applicable MR status. SQ/CC signed memorandum is the sole document removing and restoring individuals to appropriate MR status. Memorandums will be filed in the individual's training records.

4.13. Delinquencies (Failure to Complete Required Training). Aircrew members who fail to meet RAP requirements by the end of the training cycle will be downgraded to N-CMR/N-BMC. Unless waived IAW **Paragraph 1.10**, remaining training requirements must be made up during the next RAP training cycle and aircrew member will remain N-CMR/N-BMC until the non-waived sorties/events are accomplished. Accomplishment of delinquent training will be tracked manually and documented in the aircrew member's training record. Currency dates will be carried over to the next cycle. In the case of new RAP requirements, initial currency date will be the first day of the training cycle. If an event name changes, but the definition/intent is the same, the currency date of the similar event from the previous cycle will be used for the new event.

4.14. Ground Training. Aircrew ground training will be accomplished IAW reference directives as summarized in the RAP tasking memorandum, Attachment 3 and include mission-essential ground training which must be completed in order to fly, general flying-related ground training requirements that affect RAP status and other ground training applicable to aircrew members. While some training requirements do not affect a crewmember's RAP status, one or more may be required prior to deployment to an operational theater. Aircrew members who fail to complete ground-training requirements must accomplish IAW the reference directive. **Note:** Where discrepancies exist, the reference directive takes precedence. Waiver authority for the ground training specified is IAW the reference directive.

Chapter 5

UPGRADE/SPECIALIZED TRAINING REQUIREMENTS

5.1. General. This chapter establishes minimum eligibility criteria and training requirements for upgrade and specialized training.

5.2. Requirements. Upgrade Training (UGT) requirements provide aircrew members with the academic, ATD, and/or flying training needed to attain a higher level of E-8 aircrew qualification. Qualification and ground training currencies will be updated so not to expire prior to one month beyond scheduled completion of UGT/IUP training. **(T-3).**

5.3. Waivers/Extensions.

5.3.1. HQ ACC/A3 is the waiver authority for ACC syllabi. **(T-2)**

5.3.1.1. Syllabus pre-requisites are mandatory and must be completed prior to reporting to the FTU for training unless waived by ACC/A3. Locally derived pre-requisites are IAW local guidance.

5.3.2. HQ ACC/A3 is the approval authority to conduct in-unit formal training, and is waiver authority to change the formal requirements of in-unit conducted UGT. **(T-2)** 116/461 ACW units will forward waiver request through channels to HQ ACC/A3C.

5.3.3. Requests to conduct in-unit formal training will include the following:

5.3.3.1. Justification for in-unit training in lieu of formal course training.

5.3.3.2. Summary of individual's flying experience.

5.3.3.3. Date training will begin and expected completion date.

5.3.3.4. Requested exceptions to formal course syllabus, with rationale.

5.4. Instructor Upgrade. Instructor upgrades are accomplished IAW applicable ACC approved syllabi. **(T-2)**

5.4.1. Instructor Upgrade Training Selection. In addition to ACC syllabus prerequisites, the following requirements must be met prior to course entry:

5.4.1.1. Candidates will have at least one evaluation in addition to an initial crew qualification evaluation.

5.4.1.2. Candidate selection must be based upon the candidate's demonstrated flying skills, potential to instruct, technical knowledge, and needs of the Air Force. Candidate should receive a mix of live-fly and simulator missions with a qualified instructor. SQ/DOT offices and CCs should evaluate candidate's proficiency and demonstrated performance

5.4.1.3. Prior to Aircrew Management Board (ACMB) nomination, SQ/CCs must have documentation with at least one recommend ACC Form 206 from an instructor in the recommended crew position and have reviewed the member's training folder.

5.4.1.4. Aircrew members nominated for Instructor Upgrade must have been designated as experienced by the SQ/CC.

5.4.2. Previously Qualified Instructors.

5.4.2.1. Candidates previously instructor qualified in another MDS are required to meet the requirements of **Paragraphs 5.4-5.4.1.4** and applicable course prerequisites but are not required to complete the entire E-8 Flight Instructor Upgrade course (E8FIC). Specific information on required training can be found in the E8FIC syllabus.

5.4.2.2. Prior qualified E-8C aircrew instructors are only required to complete the respective flight-phase ACC syllabus.

5.5. Positional Upgrade Training (UGT). Positional UGT is formal training that qualifies a crewmember into an authorized E-8 crew position other than that currently held. UGT will consist of academic, ATD, and flying training conducted IAW the ACC-approved syllabus. Personnel upgrading in an aircraft will incur an ADSC IAW AFI 36-2107

5.5.1. **Positional Upgrade Training Selection.** Candidates will be selected for upgrade training based upon their demonstrated ability, experience, and potential to successfully assume increased responsibility and performance by the SQ/CC. Additional nomination requirements might apply in local OG/CC-approved guidance.

5.5.1.1. Aircrew members who are nominated for Positional Upgrade must have been designated as experienced by the SQ/CC. **Exception:** Copilots may be inexperienced prior to upgrade to AC.

5.5.1.2. Prior to ACMB nomination, SQ/CCs must have documentation with at least one recommend ACC Form 206 from an instructor in the recommended crew position and have reviewed the member's training folder.

Table 5.1. Positional Upgrade Requisites.

Unless waived, upgrade candidates must meet the following requirements:		
Position	Flight Hour Minimums	Notes
Pilot (AC)	1000 total/750 E-8C * First assignment Copilots only require 750 E-8C hrs.	Designation as Experienced CP not required
MCC	500 E-8C as SD	Designated as Experienced SD
SD	500 E-8C as AWO	Designated as Experienced AWO
SDT	500 E-8C as AOT	Designated as Experienced AOT and Grade of E-5 (select) or higher and ALS graduate

5.5.2. **Failure to Meet Training Standards.** Failure to meet academic or flying standards while enrolled in a USAF-directed formal flying training course (includes instructor and positional upgrade) requires an examination of the aircrew member's potential for continued

aviation service. When rated officers or career enlisted aviators fail to meet training standards, the only acceptable method of removal from formal flying courses is through a Flight Evaluation Board (FEB) or FEB waiver IAW AFI 11-402.

5.5.3. Administrative Withdrawal from Training. See Chapter 2, Paragraph 2.1.13.

5.6. Training Documentation. All upgrade training (positional, instructor, special qualification, certification, etc.) will be appropriately documented and maintained as part of the member's permanent training record.

5.6.1. Failure to complete training within 120 days of the first flight (240 days for traditional ANG personnel) requires notification to HQ ACC/A3C (info copy ACC/A3G and ANG/A3O) with aircrew member's name, rank, reason for the delay, planned actions and estimated completion date.

5.7. MCC/SD Dual Status. MCCs previously qualified as E-8C Senior Directors may maintain dual training status as both an MCC and SD. Members maintaining a dual training status afford commanders flexibility in filling crew positions of MCC, SD or AWO as needed. MCCs maintaining dual status may fly as an SD provided currency is maintained as described in the ACC RAP tasking memorandum.

5.7.1. Designation of dual status MCCs is strictly determined by unit commanders. Prior to designation, the following requirements must be met:

5.7.1.1. Current and qualified MCC, 500 E-8C hours as an SD and certified as an experienced SD.

5.7.1.2. Identified on qualification letter (letter of X) as Dual Status MCC. **Note:** Additional unit certification requirements are optional; however, when established, unit requirements will be mandatory.

5.7.2. Dual status crewmembers that go non-current for SD-only events can fly unrestricted as an MCC. Before flying unsupervised as an SD, they must meet requirements to regain currency in those events they are non-current.

5.8. Touch and Go (T&G) Training.

5.8.1. Once designated by the SQ/CC as "experienced" Aircraft Commanders are authorized to perform T&Gs without IP supervision. Aircraft Commanders' progression to "experienced" requires the following T&G training and certification:

5.8.2. Fly a minimum of one Emergency Procedures simulator sortie, specifically tailored for T&G procedures. The simulator sortie will be documented via an ACC Form 206. The Aircraft Commander must demonstrate T&G performance to an ACC Performance Grade of "2" as described in ACCI 11-464. Simulator session may be combined with CPAR Emergency Procedure simulator sortie.

5.8.3. Fly a minimum of one sortie under IP supervision. Sortie will be flown from the left seat. At least three T&G maneuvers must be performed. The sortie will be documented on an ACC Form 206. The Aircraft Commander must demonstrate T&G performance to an ACC Performance Grade of "2," as described in ACCI 11-464, and receive a recommendation to perform T&G maneuvers without IP supervision. T&G events may be performed on the

same sortie as CPAR events. Upon completion of these requirements, the Squadron Commander may elect to certify the AC for Touch and Go's on the Letter of X's.

5.8.4. Experienced Aircraft Commanders will maintain T&G currency and RAP cycle requirements IAW ACC RTM and may dual-log with Landing, Night Landing, Three-Engine Landing and Takeoff as applicable. T&G RAP cycle requirements may be prorated using the T&G certification date as a start date and IAW specific events and policies listed in **Paragraph 4.8**

5.9. Monitor Copilot Air Refueling. In order to provide qualified Copilots additional opportunities to improve air refueling skills, Aircraft Commanders (AC), designated as "experienced" are authorized to allow certified Copilots to air refuel. Aircraft Commanders' progression to "experienced" requires the following CPAR training:

5.9.1. Fly a minimum of one Emergency Procedures simulator sortie, specifically tailored for AR procedures. The simulator sortie will be documented via an ACC Form 206. The Aircraft Commander must demonstrate AR Emergency Procedures performance to an ACC Performance Grade of "2" as described in ACCI 11-464. Simulator session may be combined with T&G Emergency Procedure simulator sortie.

5.9.2. Fly a minimum of one sortie under IP supervision. Sortie will be flown from the left seat with the IP sitting in the right seat performing AR procedures. The sortie will be documented on an ACC Form 206. The Aircraft Commander must demonstrate the ability to monitor AR operations to an ACC Performance Grade of "2," as described in ACCI 11-464, and receive a recommendation to monitor CPAR without IP supervision. CPAR events may be performed on the same sortie as T&G events.

5.10. Copilot Air Refueling (CPAR). In order to be certified to air refuel with an experienced Aircraft Commander, a Copilot must be endorsed by an Instructor Pilot on an ACC Form 206 to conduct air refueling with an experienced Aircraft Commander and be certified as such by the SQ/CC on the letter of X's.

5.10.1. Copilot air refueling currency and RAP cycle requirements will be equivalent to that of an inexperienced Aircraft Commander as outlined in the RTM. Copilot air refueling RAP cycle requirements may be prorated using the certification date as a start date and IAW specific events and policies listed in **Paragraph 4.8**.

TOD D. WOLTERS, Lt Gen, USAF Deputy Chief
of Staff for Operations

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

ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, 13 March 2013

AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*, 24 January 2007

AFI 10-2501_ACC Supplement, *Air Force Emergency Management (EM) Program Planning and Operations*, 7 January 2009

AFI 11-2E-8V2, *E-8 Aircrew Evaluation Criteria*, 1 April 2013

AFI 11-2E-8V3, *E-8 Operations Procedures*, 8 December 2009

AFI 11-202V1, *Aircrew Training*, 22 November 2010

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-202V2_ACC Supplement_1, *Aircrew Standardization/Evaluation Program*, 30 June 2011

AFI 11-202V3, *General Flight Rules*, 7 November 2014

AFI 11-202V3_ACC Supplement_1, *General Flight Rules*, 28 November 2012

AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009

AFI 11-301V1, ACC Supp1, *Aircrew Flight Equipment (AFE) Program*, 23 April 2010

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

AFI 11-401_ACC Supp 1, *Aviation Management*, 25 March 2013

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Rating and Badges*, 13 December 2010

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

AFI 11-421, *Aviation Resource Management*, 10 April 2014

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

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 September 2006

AFI 16-1301_ACC Supp 1, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 23 June 2007

AFI 33-324, *The Information Collections Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*, 06 March 2013

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 30 April 2012

AFI 36-2248, *Operation and Management of Aircrew Training Devices*, 1 May 1998

AFI 36-2251, *Management of Air Force Training Systems*, 5 June 2009

AFI 44-170, *AFGMI, Preventative Health Assessment*, 30 January 2014

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013

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

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

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

Adopted Forms

AFTO Form 71, *Aircrew MARS sheet*

ACC Form 206, *Individual Mission Grade Sheet*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendations for Flying or Special Operations Duty*

AF Form 1522, *ARMS Additional Training Accomplishment Input*

AF IMT 4324, *ARMS Upgrade Worksheet*.

Abbreviations and Acronyms

AAR—Air/Air Refueling

ABM—Air Battle Manager

AC—Aircraft Commander

ACC—Air Combat Command

ACCI—Air Combat Command Instruction

ACDE—Aircrew Chemical Defense Ensemble

ACW—Air Control Wing

ADSC—Active Duty Service Commitment

AF—Air Force

AFAF—Air Force Assistance Fund

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFOTEC—Air Force Operational Test & Evaluation Center

AFPD—Air Force Policy Directive

AFSC—Air Force Specialty Code

AFTO—Air Force Technical Order

AIO—Airborne Intelligence Officer

AIT—Airborne Intelligence Technician/Aircrew Intelligence Training
ALS—Airman Leadership School
ALSE—Aircrew Life Support Equipment
ANG—Air National Guard
AOT—Airborne Operations Technician
API—Aircrew Position Indicator
ARMS—Aviation Resource Management System
ART—Airborne Radar Technician
AS—Aviation Schedule
ATD—Aircrew Training Device
ATS—Aircrew Training System
ATSS—Airborne Target Surveillance Supervisor
AWO—Airborne Weapons Officer
BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CAF—Combat Air Forces
CBRNE—Chemical, Biological, Radiological, Nuclear Explosives
CC—Commander
CFC—Combined Federal Campaign
C-SORTIE—Combat Sortie
CMR—Combat Mission Ready
COMSEC—Communications Security
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CSO—Combat Systems Officer
CST—Communications System Technician
CT—Continuation Training
CTS—Combat Training Squadron
CW—Chemical Warfare
DET—Detachment
DMCC—Deputy Mission Crew Commander

DMO—Distributed Mission Operations
DNIF—Duties Not Involving Flying
DOC—Designed Operational Capability
DoD—Department of Defense
DOT—Training Flight/Branch
DRU—Direct Reporting Unit
E/CMR—Experienced Combat Mission Ready
EPE—Emergency Procedures Evaluation
EXP—Experienced
FE—Flight Engineer
FEB—Flying Evaluation Board
FIC—Flight Instructor Course
FOA—Field Operating Agency
FS—Flight Surgeon
FTD—Flight Training Device
FTU—Formal Training Unit
HARM—Host Aviation Resource Management
HHQ—Higher Headquarters
HQ—Headquarters
IAIO—Instructor AIO
IAIT—Instructor AIT
IART—Instructor ART
IAOT—Instructor Airborne Operations Technician
IATSS—Instructor ATSS
IAW—In Accordance With
IAWO—Instructor AWO
I/CMR—Inexperienced Combat Mission Ready
ICRM—Instructor CRM
ICSO—Instructor Combat Systems Officer
ICST—Instructor Communications Technician
IDMCC—Instructor DMCC
IMCC—Instructor MCC

IP—Instructor Pilot
ISD—Instructor Senior Director/Instructional Systems Development
ISDT—Instructor SDT
Joint STARS—Joint Surveillance Target Attack Radar System
GK—General Knowledge
LEFT—Left Seat Familiarization Training
LNO—Liaison Officer
LOAC—Law of Armed Conflict
MAJCOM—Major Command
MAR—Mission Accomplishment Report
MCC—Mission Crew Commander
MDS—Mission Design Series
MDT—Mission Directed Training
MMT—Mission Maintenance Trainer
MOS—Military Occupation Specialty
MR—Mission Ready (BMC or CMR)
N-BMC—Non Basic Mission Capable
N-CMR—Non Combat Mission Ready
NAF—Numbered Air Force
NLT—No Later Than
NGB—National Guard Bureau
NTS—Navigator Training System
OCONUS—Outside the Continental United States
OCR—Office of Collateral Responsibility
OG—Operations Group
OGV—Operations Group/ Standards and Evaluations
OI—Operating Instruction
OPR—Office of Primary Responsibility
OSS—Operations Support Squadron
OST—OSS/Training Branch
OSTT—OSS/Continuation Training
P—Pilot/Proficiency

PCS—Permanent Change of Station
PFT—Programmed Flying Training
PHA—Preventative Health Assessment
PIC—Pilot in Command
PME-MTD—Prime Mission Equipment Maintenance Training Device
PO/QAR—Project Officer/Quality Assurance Representative
QT—Qualification Training
QUAL—Qualification
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RQ—Requalification
RTRB—Realistic Training Review Board
SARM—Squadron Aviation Resource Management
SEFE—Standardization/Evaluation Flight Examiner
SERE—Survival Evasion Resistance and Escape
SD—Senior Director
SDT—Senior Director Technician
SOF—Supervisor of Flying/Special Operations Forces
SORN—System of Records Notice
SQ/CC—Squadron Commander
SQ/DO—Squadron Director of Operations
TAA/D—Threat Avoidance Arrival and Departure Procedures
TDY—Temporary Duty
TKCM—Threat Knowledge and Counter Measures
TRSS—Training Support Squadron
TS—Test Squadron
TX—Transition
UGT—Upgrade Training
UMD—Unit Manning Document
UQ—Unqualified
USAF—United States Air Force
USAFWS—United States Air Force Weapons School

WST—Weapon System Trainer

Terms

Academic Training—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed before beginning that training.

Aircrew Training Device (ATD)—Hands-on training aids used to prepare aircrew members for the actual performance of flight duties. Includes Cockpit Procedure Trainer (CPT), Part Task Trainer (PTT), Weapons Systems Trainer (WST), Mission Maintenance Trainer (MMT), Prime Mission Equipment Maintenance Training Device (PME-MTD) or Navigator Training System (NTS).

Aircrew Training System (ATS)—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force personnel conduct all flight training.

Basic Aircraft Qualified (BAQ)—BAQ aircrew members have completed a flight evaluation IAW AFI 11-2E-8V2, *Aircrew Evaluation Criteria*, and are qualified to perform basic aircrew duties in the E-8C

Basic Mission Capable (BMC)—BMC positions (normally API-6/8/B/D) are filled by aircrew who have a primary job performing HQ, NAF, and selected wing supervision or staff functions (subject to OG/CC discretion). BMC aircrew will maintain familiarization with all unit core missions.

Cockpit Procedures Trainer (CPT)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

Combat Mission Ready (CMR)—All API-1/2/A positions, line flying officer and enlisted aircrew members, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. CMR aircrew will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to N-CMR status.

Continuation Training (CT)—Training designed to maintain proficiency and improve aircrew capabilities to perform unit missions.

Course Training Document (CTD)—Documented guidance for a particular training course that includes a synopsis of training, resource requirements, and equipment allocations.

Direct Supervision—An aircrew member is considered under direct supervision when another crew member of like specialty has the capability to immediately assume the primary crew duties. A pilot under direct supervision of another pilot means the supervising pilot occupies a set of flight controls.

Dual Status—A term when combined with crew 2 crew positions (i.e. MCC/SD) identifies crew members who maintain a primary crew position qualification but may also fly and fulfill duties of another crew position in which they were previously qualified.

Event—The accomplishment of a specific training element, function, or task.

Flight Instructor Course—Basic Instructor Academics. E-8C specific academics and crew position specific academics.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, and instructor guides related to the specific course.

Inexperienced/Experienced (I/E) Aircrew—A designation used to determine the level of training a crewmember receives within each RAP level.

Instructor CRM—One-time training event required of all E-8C instructors prior to assuming duties as an instructor.

Look back—Based on a RAP sortie; calculated on a calendar month basis.

Mission Ready Status—Abbreviated term denoting BMC and CMR.

Proficiency—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable. Currency and proficiency may or may not be synonymous.

QUAL—Aircrew has demonstrated to an instructor / evaluator the capability to accomplish the event.

Ready Aircrew Program (RAP)—The CT program designed to focus on ground and flying training to accomplish a unit's basic tasked missions in support of worldwide tasking. Applies only to BMC and CMR crew members.

RAP Tasking Memorandum—A MAJCOM coordinated document usually produced prior each training cycle used to tailor specific training events, frequencies, currencies, and rules for crediting training events. The ACC RAP tasking memorandum allows customization of training within the confines of the parent instruction.

Specialized Training—any special skill necessary to carry out the unit's assigned missions that is not required of every crewmember.

Attachment 2

ACC TRAINING SHORTFALL REPORT

MEMORANDUM FOR HQ ACC/A3

(Date)

FROM: 116 OG/CC

SUBJECT: AEF Cycle RAP Training Shortfall Report

1. TRAINING SHORTFALLS *(Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% of the crew force or greater. For each task, data will be in the format below.)*

Event ID	Event Name		
XXX OG Crew position	Assigned / Attached	#Deficient	% Deficient

116 OG			
Crew position	Assigned / Attached	#Deficient	% Deficient

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

3. If there are any questions, please contact xxxxx, 116 OSS/OST at DSN 241-xxxx.

[OG/CC Signature Block]

Attachment 3

INSTRUCTOR/POSITIONAL UPGRADE OUT-OF-CYCLE TRAINING REQUEST
TEMPLATE

MEMORANDUM FOR 116 OG/CD-T
116 OG/CD
116OG/CC IN TURN

ROM: [SQDN/CC]

SUBJECT: Out-of-Cycle Upgrade Nomination

1. I am nominating [RANK & NAME] for an out of cycle upgrade to [UPGRADE POSITION]. [RANK & NAME] meets all AFI 11-2E-8V1 pre-requisites for this upgrade request. [HIS/HER] current information is as follows:

Pri/Sec Flt	E-8C Hrs	Tot Hrs	5 Skill	Waiver	Las 3 Evals	DOS
Enter Pri/Sec time (Pilots Only)	Total E-8 Hrs	Total Flight Time	YES / NO (Enlisted only)	YES/NO	List last 3 Qual	Date of Separation

2. [RANK & NAME] requires / does not require a waiver. (**Note:** If applicable, list items requesting to be waived and justification for waiver).

3. [BUILD CASE AND JUSTIFICATION FOR OUT OF CYCLE REQUEST] (**Note:** Make sure prior coordination with CD-T has been accomplished to ensure certified or contract instructor will be available as required.)

4. Prior coordination has been accomplished with the 116OG/CD-T. Academic and PFT certified instructors are available and willing to support this out of cycle request. [RANK & NAME] will meet all AFI 11-2E-8CV1 requisites prior to beginning formal training.

5. Please contact [OPR NAME, RANK AND PHONE NUMBER] with any questions.

[SQDN COMMANDER SIGNATURE BLOCK]

1st Ind, 116 OG/CC Approved / Disapproved

[OG/CC SIGNATURE BLOCK]

Cc: XXX OSS/OSTQ
XXX CTS/DO/DOT (**Note:** Only if CTS is performing flights.)
XXX ACCS/DOT

Individual's Training Folder
Northrop Grumman

Attachment 4

AVIATION SCHEDULE RAP REPORT

(Use squadron letterhead)

MEMORANDUM FOR HQ ACC/A3C

FROM: [SQ/CC]

SUBJECT: Aviation Schedule XX RAP report Number X (MMM – MMM XX)

1. CRITICAL/SIGNIFICANT ISSUES: (Broad overview of issues affecting RAP: deployments, TDYs)
2. LIMFACS/SHORTFALLS: (*Comments on critical training issues causing reduced RAP health. Generally report only those events/sorties that affect 15% of the crew force or greater.*)
3. OPS TRAINING ISSUES: (*Significant training issues to report to ACC.*)
4. GET WELL PLAN: *State plan if needed.*
5. COMMANDER'S COMMENTS: (*Summary / Closing Statements*)

[COMMANDER SIGNATURE BLOCK]