

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

**AIR FORCE INSTRUCTION 11-2MC-12W,  
VOLUME 1**



**17 JULY 2015**

***Flying Operations***

**MC-12W AIRCREW TRAINING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and Air Force Instruction (AFI) 11-202, Volume 1, *Aircrew Training*. This volume establishes minimum Air Force standards for training and qualifying personnel who operate United States Air Force (USAF) MC-12W aircraft and applies to all MC-12W units to include Air Force Reserve Command (AFRC) and Air National Guard (ANG). Major commands (MAJCOMs), Direct Reporting Units (DRUs) and Field Operating Agencies (FOAs) will forward proposed supplements to this volume to Headquarters (HQ) USAF/A3OC through HQ Air Combat Command (ACC)/A3MR for approval prior to publication in accordance with (IAW) AFPD 11-2. 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*, Table 1.1 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. Copies of MAJCOM, DRU and FOA-level supplements, after approved and published, will be provided by the issuing activity to HQ USAF/A3OC, HQ ACC/A3MR and the user MAJCOM, DRU, or FOA and National Guard Bureau (NGB) offices of primary responsibility (OPR). Field units below MAJCOM, DRU and FOA-level will forward copies of their supplements to this volume to their parent organization OPR for post-publication review. (**Note:** The terms DRU and FOA used in this paragraph refer only to those DRUs and FOAs that report directly to HQ USAF.) Maintain supplement currency by complying with AFI 33-360. See [paragraph 1.3](#) of this volume for guidance on submitting comments and improvement suggestions to this publication.

This publication requires the collection and/or maintenance of information protected by the Privacy Act (PA) of 1974, 5 U.S.C. § 552a. The authorities to collect and/or maintain the records prescribed in this publication are Title 10, United States Code, Chapter 857 and Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, November 22, 1943 as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008.

Ensure the applicable records prescribed in this publication adhere to the records disposition described in the System of records notice F011 AF XO A, Aviation Resource Management System (ARMS), and that the corresponding Tables and Rules in the AF Records Disposition Schedule are consistent with the records disposition in the System of Records Notice (SORN). If there is inconsistency between the records disposition in the SORN and the records disposition in the corresponding Table and Rules, either amend/alter the SORN and/or submit an AF Form 525, *Records Disposition Recommendation* to revise the affected Tables and Rules. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records and* disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). Additionally, ensure each record created as a result of processes prescribed in the publication has a valid and current records disposition. A non-exhaustive list of records includes training and evaluation records, armament recordings, *Sensor employment records*, AF Form 4109, *SOF/CSAR Training Record*, AF Form 4110, *Comments SOF/CSAR Training Record*, AF Form 4111, *SOF/CSAR Training Record, end of cycle report, out of cycle report, Inflight Report, Intel Report, Mission Report, Unit Status and Identity Report*, etc.

The Paperwork Reduction Act of 1995. Recommendations for improvements to this volume will be submitted on AF Form 847, *Recommendation for Change of Publication*, through appropriate channels, to the parent MAJCOM Standardizations and Evaluations (Stan/Eval). Parent MAJCOM Stan/Eval will forward approved recommendations to lead command OPR (HQ ACC/A3MR, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789). HQ AF/A3/5 is the approval authority for changes to this instruction.

### ***SUMMARY OF CHANGES***

This publication has been substantially revised and should be reviewed in its entirety. Substantive changes include: incorporated the BE-350 aircraft; deleted Initial Cadre from publication; realignment of crew experience levels in section **1.5**; redefined numerous currencies and definitions throughout and in **Attachment 2**; updated BMC/CMR requirements in **Table 1.2**; redefined IQT/MQT requirements and locations **paragraph 1.3**; updated/deleted table references throughout the document to reflect correct table numbering; updated numerous paragraph references to reflect correct paragraph; updated Numerous ARMS training identifiers in **Table 4.2** Annual Flight Continuation Training Currency Requirements; deleted out of date examples and **paragraph 4.12**; updated **Table 5.1**. Minimum Upgrade Requirements; deleted **Table 5.2** and **5.3**; added **paragraph 5.11.2** Aircraft/Mission Commander Touch and Go Certification; added a new **Chapter 6** and moved previous **Chapter 6** to **Chapter 7**; changed Cryptologic Operator (CO) to Tactical Systems Operator (TSO) throughout document.

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## Chapter 1

### GENERAL GUIDANCE

**1.1. General:** This instruction implements AFI 11-202, Vol 1, *Aircrew Training*, and provides for training management of MC-12W and BE-350 aircrew members. Training policy, guidance and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member, while maintaining previously acquired proficiency. (References, Abbreviations, Acronyms and Terms: [See Attachment 1](#))

#### 1.2. Responsibilities:

1.2.1. HQ ACC/A3 is designated the responsible agency for this volume IAW AFPD 11-2 and AFI 11-202V1, *Air Crew Training*. HQ ACC/A3 will chair the semi-annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Force (CAF) units. RTRB participants will include applicable ACC active and reserve component representatives. HQ ACC/A3 will invite MAJCOM A3s with major weapons systems for which ACC is the lead command to send representatives and inputs.

1.2.2. All applicable MAJCOMs will:

1.2.2.1. Determine additional training requirements to meet expected unit tasking (e.g., Ready Aircrew Program [RAP] Tasking Message [RTM]).

1.2.2.2. Submit MAJCOM supplements to HQ AF/A3OC for approval before publication.

1.2.2.3. Provide HQ AF/A3OC, HQ ACC/A3MR and all applicable MAJCOM OPRs a copy of approved supplements to this publication.

1.2.2.4. Forward a copy of their RTM to ACC/A3MR.

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

1.2.3. Direct reporting units (DRUs) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training to each MAJCOM/A3 and each CAF wing/group.

1.2.3.2. Review, update and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually and submit findings to ACC/TRSS and ACC/A3MR.

1.2.4. Affected Wings/groups will (**T-3**):

1.2.4.1. Develop programs to ensure training objectives are met.

1.2.4.1.1. Assist subordinate units in management of training programs.

1.2.4.1.2. Ensure programs meet unit needs.

- 1.2.4.1.3. Provide necessary staff support.
- 1.2.4.1.4. Assist Air Reserve Component (ARC), either ANG and/or AFRC, unit training programs as requested IAW the applicable unit advisory support program.
- 1.2.4.2. Attach wing and group-level crewmembers assigned to Aircrew Position Indicator (API) 6 positions to a flying squadron.
- 1.2.4.3. Except when otherwise mandated, designate the training level to which each API-6/8 (ARC: all flyers) will train. Upon request, provide HQ ACC/A3M with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) manning positions. Review programs and manning position designations annually.
- 1.2.4.4. If applicable, forward supplements to this volume and other supporting documents to the ACC/A3 and review supplements annually.
- 1.2.4.5. Identify training shortfalls that adversely impact combat capability. Operational (CC-coded) units are required to submit, through appropriate channels, anticipated shortfall reports to MAJCOM OPR (ACC/A3M). Prior to submitting the end of cycle report, units are reminded to prorate incomplete training, as applicable.
- 1.2.5. Squadron (SQ) supervision (ARC: Appropriate operations supervisor) will (**T-3**):
  - 1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience and proficiencies of assigned/attached crewmembers.
  - 1.2.5.2. Review training and evaluation records of newly assigned crewmembers and those completing formal training to determine the training required to achieve BMC or CMR and to ensure compliance with provisions of this instruction.
  - 1.2.5.3. Orient RAP missions to develop basic combat skills and practice tactics that simulate conditions anticipated in the unit mission.
  - 1.2.5.4. Provide guidance to ensure logging of only effective RAP missions as RAP sorties.
  - 1.2.5.5. Determine missions and events in which individual BMC crewmembers will maintain qualification (QUAL) versus familiarization (FAM).
  - 1.2.5.6. Determine utilization of BMC crewmembers.
  - 1.2.5.7. Determine how many and which BMC and CMR crewmembers will carry special capabilities/qualifications.
  - 1.2.5.8. Identify the levels of supervision required to accomplish required training, unless specifically directed otherwise.
  - 1.2.5.9. Determine program for supervisory review of armament recordings.
  - 1.2.5.10. Assist the wing/group in developing unit training programs.
  - 1.2.5.11. Monitor currencies and requirements for assigned and attached crewmembers.
  - 1.2.5.12. Ensure crewmembers only participate in missions, sorties and events in which they are qualified, current and prepared or properly supervised.

1.2.5.13. Ensure crewmembers accurately record missions, sorties and events IAW this instruction and MAJCOM RAP guidance.

1.2.5.14. Submit a training report to Higher HQ (HHQ) IAW MAJCOM/A3 directives.

1.2.5.14.1. Squadrons may submit out-of-cycle reports if HHQ assistance is required to prepare for Unit Type Code (UTC) or Air Expeditionary Force (AEF) tasking.

1.2.5.14.1.1. Only significant shortfalls or limiting factors (LIMFACS) that affect most or all of the squadron for prolonged periods of time need be reported.

1.2.5.14.1.2. Possible solutions or specific assistance required will be included.

1.2.5.14.1.3. MAJCOM will attempt to rectify or minimize noted shortfalls or LIMFACS while the training cycle is under way.

1.2.5.14.2. Squadron training shortfalls occur and will be reported, when required mission training tasks are not accomplished due to shortages of equipment, ARMS software, etc. Example: If a squadron is unable to accomplish actual sensor employment due to a shortage of training sensors.

1.2.5.14.3. LIMFACs are factors, constraints, restrictions, etc. that degrade training effectiveness. Example: If a squadron's ability to accomplish actual sensor employment is limited due to the lack of ranges that allow aircraft to employ sensor equipment. LIMFACs may also include lack of support hardware and/or software.

1.2.5.14.4. All deviations from these training requirements, after prorating, will be reported to ACC/A3. This includes requirements waived by Operations Group Commander (OG/CC). Training reports will be emailed to appropriate MAJCOM/RAP program manager(s).

1.2.5.15. Submit ACC RAP training reports every six months not later than 15 Apr and 15 Oct.

1.2.5.15.1. Reporting will be IAW ACC/A3M guidance.

1.2.5.15.2. In lieu of RAP reports, ACC Formal Training (TF-coded) Units (FTUs) will submit Status of Formal Training reports.

1.2.6. Individual crewmembers will (T-3):

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

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

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified, current and prepared or properly supervised.

**1.3. Training:** Crewmember training is designed to progress a crewmember from Initial Qualification Training (IQT), to Mission Qualification Training (MQT) and finally to Continuation Training (CT). Training limitations times are listed in **Table 1.1 (T-2)**.

**Table 1.1. Training Time Limitations (Calendar Days).**

Training	Pilot	SO	TSO	Notes
Mission Qualification Training	90	90	90	1, 2, 3
Differences Qualification	45	45	45	1, 3
Requalification	45	45	45	1, 3
Instructor Upgrade	60	60	60	1
Position Upgrade (Pilot to AC)	90	N/A	N/A	1
<p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. Training time begins with first significant training event. (i.e. ground training/flight training.)</li> <li>2. Any events not accomplished in MQT and/or waived, should be accomplished by the gaining unit.</li> <li>3. Differences training programs should be developed by operational units to train crew members in different systems/tactics within the same aircraft series.</li> </ol>				

1.3.1. **IQT:** Provides necessary training to initially qualify crewmembers in a basic aircraft position and flying duties without regard to a unit's mission. IQT is usually accomplished at a Formal Training Unit (FTU). There are provisions within this instruction to accomplish IQT in non-FTUs, if the situation necessitates. **Note:** After successful completion of the qualification flight evaluation (an element of the IQT program) crewmembers are considered in Basic Aircraft Qualification (BAQ) status. BAQ is a temporary qualification and is not specifically (or necessarily) documented, as such. Crewmembers are usually documented as in IQT or MQT status while in BAQ status. BAQ is not a long-term qualification status. Waiver authority for any crewmember to remain in BAQ status is ACC/A3. (T-2).

1.3.2. **MQT:** Provides necessary training to initially qualify or re-qualify crewmembers in a specific position and duties to perform the missions assigned to a specific unit. Crewmembers maintain BAQ status until they complete MQT. Following completion of IQT and MQT (or formal instructor upgrade program), crewmembers will have received training in all the basic missions of a specific unit, unless otherwise stated in **Chapter 3** of this instruction. Crewmembers will then be assigned to either a Combat Mission Ready (CMR) or Basic Mission Capable (BMC) position. **Note:** Progression from BAQ to CMR/BMC status requires a Mission (MSN) evaluation IAW AFI 11-2MC-12WV2, *MC-12W Crew Evaluation Criteria*.

1.3.3. **Continuation Training (CT):**

1.3.3.1. CT is the training program for CMR/BMC-designated crewmembers and is designed to maintain a minimum level of proficiency and/or to increase the capability of individual crewmembers.

#### 1.3.3.1.1. Combat Mission Ready (CMR):

1.3.3.1.1.1. CMR requirements are typically more robust than BMC requirements.

1.3.3.1.1.2. Minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.3.3.1.1.3. All designated combat aircraft (CC-coded) unit active duty API-1 positions and flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6/8 positions not assigned to the flying squadron as CMR. EXCEPTION: If a unit is over-manned, 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 API-1 inexperienced crewmembers and at least 50% of the front line positions will be filled with inexperienced crewmembers, if available (ANG: any crewmember may be designated CMR or BMC at OG/CC discretion).

1.3.3.1.1.4. CMR crewmembers maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR crewmembers must maintain currency in all core designated flight training, sorties and events and all mission ground training which affect CMR status.

1.3.3.1.1.5. Non-CMR (N-CMR). Failure to complete CMR training or maintain these currencies results in regression to N-CMR status unless waived by OG/CC. While N-CMR, pilots may perform missions and events in which they are current and qualified at the discretion of the SQ/CC. Crewmembers that regress to N-CMR status will accomplish the requirements in accordance with [paragraph 4.8](#) and [4.11](#)

#### 1.3.3.1.2. Basic Mission Capable (BMC):

1.3.3.1.2.1. The minimum training required to be familiar with all (and may be qualified and proficient in some) of the primary missions tasked to their assigned unit and weapons system.

1.3.3.1.2.2. All active duty wing crewmember positions that are not designated CMR positions, are BMC positions. BMC designations are assigned to crewmembers that have a primary job performing wing supervision or staff functions that directly support the flying operation. FTU/ USAF Weapons School (USAFWS) instructors and operational test crewmembers are also assigned BMC status.

1.3.3.1.2.3. BMC crewmembers maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency and qualification in 30 days or less. BMC crewmembers must accomplish all mission-related ground training designated by their assigned SQ/CC.

1.3.3.1.2.4. BMC crewmembers may deploy and participate in any mission for which they are proficient and qualified, without additional training, as determined

by the SQ/CC.

1.3.3.1.2.5. Non-BMC (N-BMC). Failure to complete BMC required training results in regression to non-BMC (N-BMC) status. While N-BMC, SQ/CC will determine missions the crewmembers may perform and supervision required. Crewmembers that regress to N-BMC status will accomplish the requirements in accordance with [paragraph 4.8](#)

1.3.3.1.3. Specialized Training. Specialized training is training in any special skills not required by every crewmember but necessary to carry out the unit's assigned missions. Specialized training is normally accomplished after a crewmember is assigned CMR/BMC status. Unless otherwise specified, crewmembers in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.3.3.2. There are two aspects of CT: Ready Aircrew Program (RAP) and non-RAP training requirements.

1.3.3.2.1. RAP requirements are designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Types of training sorties and events are unit specific and established by the MAJCOM and unit commander. Specifics are contained in the RAP Tasking Message (RTM). RAP requirements are annotated in [Table 1.2](#)

1.3.3.2.2. Non-RAP training requirements ensure skills are maintained to safely and proficiently operate unit aircraft and associated equipment. These requirements apply to all MC-12W units and generally do not change. Non-RAP sorties and events are contained in [Table 4.2](#)

#### **1.4. Training Concepts and Policies (T-2):**

1.4.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, crewmember capabilities, and safety. This instruction/volume provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.4.2. ACC Training Support Squadron (ACC/TRSS) will develop and validate training programs when tasked by HQ ACC/A3. Other MAJCOMS may submit requests for training program support to the HQ ACC/A3. If validated, these requests will be prioritized and tasked to ACC/TRSS. Designated test units (CB-coded) may develop syllabi to upgrade operation test crewmembers in support of specific test plans. These syllabi will be approved by the TEG/CC and submitted to ACC/TRSS.

1.4.3. Training missions will be designed to achieve combat capability in squadron-tasked roles, maintain proficiency and enhance mission accomplishment and safety. RAP training missions will emphasize basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Tactical training will include on-board mission equipment, threat simulators, and countermeasures.

1.4.4. In-flight Supervision: Unless specifically directed, the SQ/CC or SQ/DO determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor is required. The following personnel must be supervised by an instructor from a like crew position when performing aircrew duties.

1.4.4.1. All non-current aircrew members. Aircrew members non-current in an event may fly a mission without supervision by an instructor (as applicable) provided:

1.4.4.1.1. Expected flight conditions provide reasonable certainty that performance of the non-current event will not be required in order to conduct that particular flight or mission.

1.4.4.1.2. Flight is approved by applicable authority IAW AFI 11-202V3, *General Flight Rules*, and local directives. Note: The Pilot in Command (PIC) is responsible for, and is the final authority as to the operation of the aircraft.

1.4.4.1.3. At a minimum, pilots are current in the following events: takeoffs, day landings, instrument approaches, all simulated single engine currencies, and approach to stall currency.

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

1.4.4.2.1. Qualified members in upgrade training will maintain their applicable pre-upgrade qualification status throughout upgrade training (paragraph 5.5). Events accomplished in syllabus training may update currencies, but are not creditable as RAP events (CT events can update RAP events).

1.4.4.2.2. Members in upgrade training will be released from additional duties (SOF, Ops Sup, etc.) and require SQ/DO approval to be utilized for additional duties.

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

1.4.4.4. Training events as specified in AFI 11-2-MC-12WV3, *General Flight Rules*, Chapter 9.

1.4.5. Evaluator Usage: Units may use evaluators as instructors for qualification and upgrade training. If an evaluator is used as a primary instructor to train an individual, the same evaluator should not administer the associated evaluation.

1.4.6. Every attempt should be made to ensure instructor continuity for crewmembers in initial mission qualification, requalification, difference training and upgrade training. **Note:** Squadron commanders, operations officers, and senior enlisted leadership such as Training/Operations Superintendents or Chief Enlisted Managers will not be counted against the total number of instructors.

1.4.7. Crewmembers will not be required to accomplish ground and/or ancillary training except as required by this instruction or AFI 36-2201, Volume 1, *Training Development, Delivery and Evaluation*.

1.4.8. Initial Cadre for Change of Aircraft, Equipment or Capability: When possible, qualified personnel in other units operating like equipment will provide the initial cadre. In some instances, it will be necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification.

1.4.8.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew conversion. Converting units will send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time and requested crew qualification level through channels to HQ ACC/A3.

1.4.8.2. Initial cadre will not be designated in a crew position higher than currently held. For example, HC-130 IP to MC-12W IP. Appropriate comments will be entered in the remarks section of AF Form 8 explaining the individual's status as initial cadre instructor or flight examiner. Waiver authority rests with ACC/A3. (T-2).

1.4.8.3. Following final approval, a squadron letter will be published to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's Flight Evaluation Folder (FEF).

1.4.9. Instructor Training:

1.4.9.1. All squadron instructors will be current/qualified in the events they are teaching. Attached instructors may maintain BMC status with approval of the SQ/CC. Contractor Aircrew Trainers will maintain BMC status.

## **1.5. Experienced Aircrew Requirements (T-2):**

1.5.1. Experienced (EXP) Crewmembers must meet the following minimum criteria (total hours does not include student time):

1.5.1.1. Pilots: Pilots: 400 hours (hrs) Primary Aircraft Inventory (PAI).

1.5.1.2. Sensor Operators (SOs): 400 hrs PAI and one year qualified.

1.5.1.3. Tactical Systems Operators (TSOs): 400 hrs total, 200 hrs PAI and one year qualified.

1.5.2. At the discretion of the SQ/CC, requirements for PAI and qualification time may be decreased or eliminated based on the member's previous qualifications.

## **1.6. RAP Policy and Management (T-2):**

1.6.1. MC-12W units are considered Low-Supply/High-Demand (LSHD) and are not aligned against a specific AEF pair. Therefore, the RAP training period is aligned with a 12-month cycle, in order to best prepare for high operations tempo outside the normal AEF cycle. The

12-month training cycle runs from 1 October through 30 September. Units will reference their MAJCOM RAP tasking message for specified training cycle and reporting procedures.

1.6.2. Each RAP qualification level is defined by a total number and type of RAP missions, plus specific weapons delivery/sensor qualifications as determined by MAJCOM and unit commanders. The breakout of sorties and mission types is provided as a guideline.

1.6.3. Variations in sortie/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.4. An effective RAP or training sortie requires accomplishing events as determined by the SQ/CC or SQ/DO and Attachment 2.

1.6.5. The SQ/CC and SQ/DO's first priority should be to train all designated crewmembers to CMR.

1.6.6. CMR status requirements:

1.6.6.1. One month look-back at the CMR mission rate.

1.6.6.2. Qualification in all core missions and sensor events required at CMR.

1.6.6.3. Confirmation the progressed crewmember can complete the prorated number of sortie and event requirements remaining at CMR by the end of the training cycle.

1.6.6.4. Completion of mission-related ground training, to include a current verification.

1.6.6.5. SQ/CC certification:

1.6.7. Special Certifications or Qualifications: SQ/CCs will determine and assign crewmembers who will train for and maintain special certifications or qualifications. Special certifications and qualification sortie and event requirements are normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.8. CMR and BMC (wing-level and below) crewmembers will fly the required monthly mission rate. If they are unable to maintain this mission rate, the rules of regression will apply.

1.6.9. End of Cycle training requirements are based on the crewmembers' experience level and qualifications on the last day of the current training cycle.

1.6.10. Units converting to another Mission Design Series (MDS) may fly crewmembers in CMR positions at the BMC rate until one month prior to the operationally ready date if CMR mission rates cannot be supported. CMR crewmembers should be flown at a CMR rate for the month prior to IOC. Active duty wings converting to new MDS are authorized one SQ-equivalent of additional API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage. (T-3).

## **1.7. RAP Training Mission Program Development (T-2):**

1.7.1. RAP sortie and event requirements (see [Attachment 2](#) for definitions) apply to CMR and BMC crewmembers as well as those individuals carrying special capabilities or qualifications and are IAW the RAP tasking message. The requirements in [Table 1.2](#) establish the minimum number of sortie/missions per training cycle for BMC and CMR

levels of training. The current RTM takes precedence over this volume and may contain an updated sortie requirement or missions, events and currencies not incorporated in [Table 1.2](#), [Table 1.3](#), [Table 4.2](#), [Table 4.3](#) [Table 4.4](#), [Table 5.1](#) or in [Attachment 2](#).

**Table 1.2. Minimum sortie/mission requirements per training cycle for BMC and CMR crewmembers.**

MAJCOM	CYCLE	PILOTS / SENSOR OPERATORS		TACTICAL SYSTEMS OPERATORS	
		BMC INEXP/EXP	CMR INEXP/EXP	BMC INEXP/EXP	CMR INEXP/EXP
ACC /ANG	1-month	4	6/4	2	4/2
	Look-back				
	3-month	12	18/12	6	12/6
	Look-back				
	12-month	48	72/48	24	48/24
	RAP total				

1.7.2. Non-RAP requirements, missions and events designed to ensure maintenance of basic crewmember skills are in addition to RAP requirements. Crewmembers may log non-RAP events on RAP sorties provided there is no effect on RAP sortie effectiveness. Unit flying hour programs contain sorties for crewmembers to accomplish their minimum non-RAP requirements.

1.7.3. Collateral or cost-of-business mission requirements will be considered when developing unit flying hour programs. These missions do not directly relate to combat employment or basic skills training but are necessary for accomplishment of day-to-day unit operations. Functional check flights and aerial demonstration support are in this category. RAP training does not require these sorties.

1.7.4. Unit flying hour programs contain a number of attrition sorties that compensate for non-effective training sorties. Log a non-effective sortie when valid training for a planned RAP or non-RAP training mission due to poor weather, air aborts, etc. In order to allocate accurate numbers of attrition sorties to unit flying hour programs, it is essential units appropriately log non-effective sorties.

1.7.5. Pilots and Sensor Operators must log all RAP sorties in the MC-12W with the exception of Pilot Proficiency Sorties. Tactical Systems Operators may log up to 50% of their RAP sortie requirements in non-MC-12 like-mission aircraft (i.e. BE350)

## 1.8. Training Records and Reports:

1.8.1. A training folder will be initiated for all qualification, upgrade and additional training directed by the squadron commander or a flight examiner. (T-3).

1.8.1.1. The training folder will include approved Air Force forms for all training reports, other approved reports, all certifications, waivers and other applicable records unit training managers require to establish a historical record of an individual's ability and performance. (T-3).

1.8.1.2. The training documents will be placed in reverse chronological order with the most recent on top. (T-3).

1.8.1.3. The SQ/CC or designated representative will conduct a review of active training folders prior to any flight evaluation required for training program completion. Annotate the review in the student's folder. (T-3).

1.8.1.4. Instructors will review training folders prior to each training period (flight or simulator) to develop a training plan. After each period, instructors will document training in sufficient detail to accurately assess student performance and make recommendations for subsequent training. (T-3).

1.8.1.5. Instructors will make a recommendation for an in-flight evaluation after the student satisfactorily completes all required training. (T-3).

1.8.1.6. Students will review and initial training records after each training period. (T-3).

1.8.1.7. Units will maintain training folders on each aircrew member. Units may keep electronic or paper copies of the training history. However, electronic copies are preferred to facilitate coordination with expeditionary units. (T-3).

1.8.2. Units will maintain crewmember records for individual training and evaluations IAW. (T-2):

1.8.2.1. AFI 11-202V1, *Aircrew Training*

1.8.2.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.8.2.3. AFI 11-401, *Aviation Management*.

1.8.2.4. AFMAN 33-363, *Management of Records*.

1.8.2.5. Air Force Records Disposition Schedule (RDS), located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>

1.8.2.6. Applicable MAJCOM directives

1.8.3. Units will track the following information for all crewmembers (as applicable) (T-2):

1.8.3.1. Ground training

1.8.3.2. Requirements and accomplishment of individual sorties, RAP sorties and missions types and events cumulatively for the training cycle.

1.8.3.3. Look-back: RAP mission requirements and accomplishment using one month and three month running totals for look-back.

1.8.3.4. Currencies: Sortie and event currencies required for unsupervised flight.

1.8.3.5. Sensor employment records in sufficient detail to document all employment attempts and histories.

1.8.4. Units may fill in ARMS "NO DATE" with either the date of the last MQT sortie or the unit mission-certification date. (T-3).

### **1.9. Crewmember Utilization Policy: (T-3)**

1.9.1. Commanders will ensure wing/group crewmembers (API-1/6,A/B) fill authorized positions IAW unit manning documents and that crewmember status is properly designated. The overall objective is that crewmembers are capable of performing combat-related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of crewmember tasking, flying proficiency, currency and experience.

1.9.1.1. Supervisors should limit non-flying duties to ensure maximized flying training efforts for inexperienced aircrew in the first year of their initial operational assignment.

1.9.2. Commanders must ensure MC-12W crewmembers assigned duties are commensurate with their level of assignment (for an additional duty).

1.9.2.1. Units may assign the following duties as required by various AFI's and MAJCOM directives to CAF squadron-level crewmembers:

1.9.2.1.1. Tactics officer

1.9.2.1.2. Scheduler

1.9.2.1.3. Flying safety officer

1.9.2.1.4. Supervisor of Flying (SOF)

1.9.2.1.5. Mobility and contingency plans officer

1.9.2.1.6. Training officer (except ARMS documentation)

1.9.2.1.7. SQ Stan/Eval liaison officer

1.9.2.1.8. Other duties directly related to flying operations

1.9.2.1.9. Operations Supervisor (Ops Sup) as applicable to the unit

1.9.2.2. Squadron-assigned MC-12W crewmembers should not be attached to wing or group staffs or man wing or group staff positions with squadron-assigned MC-12W crewmembers unless total wing, group, and squadron MC-12W manning allows. In some instances, such as squadron-assigned flying safety officers, units may attach squadron-assigned MC-12W crewmembers to the wing.

1.9.2.3. Commanders (CCs) will assure wing-and-above staff crewmembers perform duties justified in MAJCOM manpower standards documents and fill positions authorized in UMDs.

1.9.3. Crewmembers will not perform long-term duties (greater than two months) which detract from their primary duties of training for, or performing, the unit flying mission.

### **1.10. Sortie Allocation Guidance:**

1.10.1. In general, inexperienced crewmembers should receive sortie allocation priority over experienced crewmembers. Crewmember experience level definitions are in **paragraph 1.5**. Priorities for sortie allocation are as follows:

1.10.1.1. Formal Training (TF-Coded) Units

1.10.1.1.1. Formal syllabus training

1.10.1.1.2. Instructor Upgrade Training

1.10.1.1.3. Instructor CT

1.10.1.1.4. Authorized staff personnel not performing Instructor or Stan/Eval Flight Examiner (SEFE) duties

1.10.1.2. Operational (CC-Coded) Units

1.10.1.2.1. Squadron-assigned CMR

1.10.1.2.2. Squadron-assigned MQT

1.10.1.2.3. Wing-assigned CMR

1.10.1.2.4. Wing-assigned MQT

1.10.1.2.5. Wing-assigned BMC

1.10.1.3. Test (CB-coded) Units:

1.10.1.3.1. Requirements directed by MAJCOM

1.10.1.3.2. Training required to prepare for assigned projects and tasking

1.10.1.3.3. BMC training requirements that cannot be accomplished on primary missions

1.10.2. Wing API-6/B authorizations are IAW unit manning documents

1.10.3. For wings consisting of both FTU and operational units, at least one of the following crewmembers will maintain MC-12W instructor status: **(T-2)**

1.10.3.1. WG/CC

1.10.3.2. WG/CV

1.10.3.3. OG/CC

1.10.3.4. OG/CD

1.10.4. For FTU-only wings, all API-6 crewmembers will maintain instructor status (optional for WG/CC, OG/CC and FCF crews). FTU-only wings will fly API-1/6 crewmembers as required by programmed flying training (PFT). **(T-2)**

1.10.5. API-8/D rated personnel flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. Above-Wing-Level and test unit crewmembers will fly the BMC rate; however, are not required to complete BMC-specific missions and events or meet monthly look-back requirements. They will accomplish non-RAP requirements within their BMC number of sorties. Units should provide assigned crewmembers adequate resources to maintain minimum training requirements; however, the support will not come at the expense

of the flying squadron's primary mission. API 6/8/B/D flyers will strive to accomplish non-RAP requirements with allotted BMC sorties. If units cannot meet attached crewmember requirements, they must request relief IAW AFI 11-401, MAJCOM Supplement. Units requiring flying hour adjustments for attached crewmembers must request program changes IAW MAJCOM instructions. (T-2)

1.10.6. (ANG: N/A) There is no maximum sortie count for CMR crewmembers. **Table 1.3** defines the minimum and maximum sortie requirements for other crewmembers. On occasion, unique operations may require crewmembers to fly more than the maximum number of sorties authorized, however, this may impact training of other crewmembers. Crewmembers assigned or attached to ACC Office of the Inspector General (ACC/IGS) as API-6/B will maintain RAP currencies/look-back per API-8/D guidance. (T-2)

**Table 1.3. MC-12W Sortie Requirements for Other-Than-Squadron-Level Crewmembers.**

	CT Status	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (INEXP/EXP)
Pilot/SO/TSO	CMR	CC	Wing and Above	As required by qualifications
Pilot/SO/TSO	BMC	CC	Wing	72/60 (or per RTM)
Pilot/SO/TSO	BMC	TF	Wing	As required by PFT
Pilot/SO/TSO	BMC	CB	Wing	As determined by test program requirements
Pilot/SO/TSO	BMC	CC/TF/CB	Above Wing	BMC Rate

### 1.11. Waiver Authority:

1.11.1. With MAJCOM/A3 approval, waiver authority for all requirements of the RAP tasking memo is the OG/CC or the Test and Evaluation Group Commander (TEG/CC). Additional guidance may be provided in the memo. Unless specifically noted otherwise in the appropriate section, and also with MAJCOM/A3 approval, the OG/CC or TEG/CC may adjust individual requirements, on a case-by-case basis, to accommodate variations in aircrew member experience and performance. For all other provisions of this volume, and IAW AFI 11-202 Vol 1, the waiver authority is MAJCOM/A3. (T-2).

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

1.11.3. Units subordinate to a Numbered Air Force (NAF) will forward requests directly to MAJCOM OPR and provide their NAF OPR with an information copy.

1.11.4. Waivers to this volume will be valid until end of training cycle, unless the approving official cancels it in writing, or revises the publication.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

#### 2.1. General:

2.1.1. This chapter outlines Initial Qualification Training (IQT) of crewmembers into the MC-12W and BE-350 aircraft. IQT includes Basic Training (B-Course), Requalification Training (TX) and Senior Officer Training.

2.1.2. IQT will normally be conducted during a formal syllabus course at an FTU.

2.1.3. When FTU training is not available, pilots may complete a MAJCOM and FAA-approved King Air 350 (BE-350) commercial training course. An FAA-approved commercial training course shall consist of aircraft general systems, normal/abnormal/emergency procedures and flight simulation. (T-2). The flight simulations should allow pilots 50% time in both seats. The training is considered complete upon satisfactory completion of an end of course FAA equivalent evaluation. Completion of an FAA type rating is not required.

2.1.4. IQT Programs will be based upon the syllabus tracks, flow programs, sorties and events required in the Pilot, Sensor and Tactical Systems Operator and specific AFSC Training Courses. (T-2)

2.1.5. Successful completion of IQT requires the upgrading crewmember to complete a MAJCOM approved program.

2.1.6. The minimum level experience standard for entering the MC-12W program as an Aircraft/Mission Commander (student time not included) will be: (1) current or previously qualified multi-engine A/C or (2) current or previously qualified multi-engine pilot with 800 hours total; (3) current or previously qualified 2 ship flight lead (fighter) with 600 total hours; or (4) First Assignment Instructor Pilots with 600 total hours. (T-3)

#### 2.2. Approval/Waiver for Local or Contractor IQT:

2.2.1. HQ ACC/A3 is the Pilot and SO approval authority to conduct local or contractor IQT and is the waiver authority to change the formal requirements of locally/contractor conducted IQT. Coordinate approval/waiver requests for local and contractor IQT programs through HQ ACC/A3M. (T-2).

2.2.1.1. The AF ISR Agency/A3 is the TSO approval authority to conduct local or contractor IQT and is the waiver authority to change the formal requirements of locally/contractor conducted IQT.

2.2.1.2. Coordinate TSO approval/waiver requests for local and contractor IQT programs through AF ISR Agency/A3T

2.2.2. HQ ACC/A3 is the approval authority for non-formal course IQT for Colonel-selects and above to be conducted at the unit to which the officer is assigned.

2.2.3. Requests to conduct local or contractor led IQT will include the following: (T-2)

2.2.3.1. Justification for the local or contractor-led training in lieu of formal course training.

2.2.3.2. Summary of individual's flying experience.

2.2.3.3. Date training will begin and expected completion date.

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

**2.3. Prerequisites:** Course prerequisites are IAW AFI 11-202V1, this instruction, the appropriate formal course syllabus and Air Force Education and Training Course Announcements (ACC Syllabus Course MC-12W). Individuals arriving at the FTU without all prerequisites met or waived may be denied entry into training until the prerequisites are completed. (T-2)

**2.4. Ground Training:**

2.4.1. Ground training may be tailored to an individual's background and experience. Available and current reference materials such as Air Force Tactics, Techniques and Procedures (AFTTP), instructor guides and audiovisual programs as supporting materials will be used to the maximum extent possible. (T-3)

2.4.2. MC-12W Operational Flight Trainers (OFT) should be used for simulator missions to the maximum extent possible.

2.4.2.1. If an MC-12W OFT is not available, aircrew may complete training in a commercially available BE-300 or BE-350 series equivalent Simulator or other Aircraft Training Device (ATD), including Part-Task Trainer, or Cockpit Procedures Trainer (CPT).

**2.5. Flying Training: (T-2)**

2.5.1. Mission sequence and prerequisites will be based upon required events from the appropriate formal course syllabus.

2.5.2. Training will be completed within the time specified by the approved syllabus. Failure to complete within the specified time limit requires notification through appropriate channels to the OG/CC and ACC/A3M with crewmember's name, rank, reason for delay, planned actions and estimated completion date.

2.5.3. Crewmembers will fly under instructor supervision until completing the initial qualification (QUAL) check ride.

2.5.4. Formal course syllabus mission objectives and tasks are minimum requirements. The SQ/CC may authorize incorporation of additional training events into the program, based on student proficiency and background. Additional training due to student non-progression is available within the constraints of the course syllabus. SQ/CCs may add discretionary additional training sorties as required.

2.5.5. Crewmembers in IQT will not fly in "Flag" exercises, Weapons School support deployments, Weapon Systems Evaluation Programs, or equivalent type exercises.

**2.6. IQT for Senior Officers: (T-2)**

2.6.1. All formal training courses for senior officers (Colonel-selects and above) will be conducted at the FTU and IAW the Senior Officer Qualification Training Course Syllabus found at <https://etca.randolph.af.mil/> unless waived IAW **paragraph 2.2**

2.6.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW Senior Officer Qualification Training Course Syllabus.

## Chapter 3

### MISSION QUALIFICATION TRAINING

#### 3.1. General:

3.1.1. The ACC Syllabus Course for the MC-12W is considered an MQT formal training course and will conclude with a mission (MSN) flight evaluation. Unit-developed and administered training programs to certify a crewmember CMR/ BMC are also considered a part of MQT. Guidance in this chapter is provided to assist unit CCs in developing an MQT program.

3.1.2. Individuals should complete MQT training within 180 days of completing IQT training. Training will culminate with a mission evaluation IAW AFI11-MC-12WV2, resulting in qualification as either an aircraft/mission commander, mission co-pilot, mission SO, or mission TSO. A unit-administered MQT program requires OG/CC approval (a copy of local MQT training programs will be forwarded to the MAJCOM).

3.1.3. Units may tailor the program for each crewmember based on experience, currency, documented performance and formal training.

3.1.4. Sorties and events for a unit-administered MQT program will be based on the unaccomplished portion of ACC Syllabus Course MC-12W and additional events and/or sorties needed to qualify a crewmember in the unit-specific mission and TTPs. **(T-3)**

3.1.5. Units will ensure events not accomplished in MQT are completed or waived before the individual is certified BMC or CMR. The gaining SQ/CC must approve any items waived or not accomplished in MQT. **(T-3)**

3.1.6. MQT will normally be completed within 90 days of the individual's start of MQT training. Training time exceeding 90 days requires SQ/CC coordination/approval. MQT training is complete upon evaluation and SQ/CC certification to BMC/CMR.

3.1.7. Prior to CMR certification, crewmembers must initially qualify in all mission and sensor events required to be Qualified (QUAL) at CMR. **(T-3)**

#### 3.2. Ground Training: **(T-3)**

3.2.1. Units will develop blocks of instruction covering areas pertinent to the mission as determined by the SQ/CC. Training accomplished during IQT may be credited toward this requirement.

3.2.1.1. CMR Certification: Crewmembers will complete an initial CMR certification brief to the SQ/CC within 90 days after completing MQT. Failure to comply will result in regression to N-CMR until the certification is complete.

3.2.1.2. Initial Nuclear, Biological and Chemical (NBC) Defensive Training (INBCDT). The MC-12W is not configured to conduct operations in an NBC environment. Therefore, the NBC training requirement for MC-12W aircrew may be determined by the flying unit or as directed by the RAP tasking message.

3.2.1.3. MC-12W entry/exit/emergency egress procedures. Crewmembers will initially learn entry, exit, and emergency egress procedures during MQT and receive recurring training in accordance with table 4.1 of this publication.

### **3.3. Simulator Training: (T-2)**

3.3.1. If an OFT is unavailable, MQT simulator requirements may be accomplished in an operational MC-12W aircraft. Operational aircraft may also be used to accomplish appropriate switchology and emergency procedures training based upon the availability of OFT's and/or aircraft. MQT crewmembers should fly training device mission profiles that replicate wartime tasking. Training device mission will include selected critical action emergency procedures, spatial disorientation, channelized attention and unusual attitude/inadvertent weather entry procedures.

#### **3.3.2. MQT OFT Event Requirements:**

3.3.2.1. Instruments and Emergency Procedures (EPs): Mission preparation, normal ground operations, flight operations, navigation and published to home base and any specified alternate, partial panel instrument approaches, post-flight ground operations, Critical Action Procedures (CAPs) and selected non-CAPs EPs will be accomplished.

3.3.2.2. Tactical Scenarios should include: heavyweight takeoff (greater than 15,500lbs), tactical procedures, tactical navigation, sensor operations, sensor anomalies, emergency divert/recovery procedures and selected emergency procedures.

3.3.2.3. Tactical Mission/Emergency Procedures Evaluation: This mission will be administered by a SEFE IAW AFI 11-202V2, AFI 11-2MC12WV2 and MAJCOM and local directives.

### **3.4. Flying Training: (T-3)**

3.4.1. Unit-developed MQT programs should use profiles typical of squadron missions. Maximum use of sensor recording assets during sensor operations are encouraged on all MQT missions.

3.4.2. Supervision: An IP/ISO/ITSO is required unless specified otherwise. The SQ/CC will determine the physical position of supervision unless specified otherwise. For example, the IP will always sit in the pilot/co-pilot seat during critical phases of flight but once safely airborne may swap seats to allow both MQT pilots to fly and tackle the mission scenario based on syllabus, AFI and/or SQ/CC direction. As a reminder, all MQT pilots are Instrument/Qualification checkride complete.

3.4.3. Prerequisites and Currency: If more than seven calendar days elapse between sorties, an additional break in training sortie may be flown as determined by the SQ/CC before continuing the formal MQT syllabus.

3.4.4. Tactical Mission Evaluation: This mission will be administered by an evaluation IAW AFI 11-202V2, AFI 11-2MC-12WV2 and applicable local directives. Crews will only be evaluated on events in which they are trained.

## Chapter 4

### CONTINUATION TRAINING

#### 4.1. General: (T-2)

4.1.1. This chapter, along with the current MAJCOM MC-12W/BE-350 RTM, outlines ground and flying continuation training requirements for BAQ, BMC and CMR crewmembers. Crewmembers must be qualified IAW this instruction, AFI 11-401, AFI 11-202V2, AFI 11-2MC-12WV2 and applicable local instructions. Crewmembers must complete IQT to fly in BAQ status; MQT (or FTU instructor upgrade) to fly in BMC/CMR status. Refer to **Chapter 5**, Upgrade Training, for additional training program specifics. During CT, crewmembers will update all applicable ground and flying currencies IAW AFI 11-202V1, this volume and other ancillary training publications. Training terms and sortie/event definitions referenced throughout this chapter are found in **Attachment 1** and **Attachment 2**, respectively. Units will track completed training and monitor unaccomplished training using ARMS.

#### 4.1.2. Basic Aircraft Qualification (BAQ) Requirements:

4.1.2.1. Qualification flight evaluation IAW AFI 11-202V2 and AFI 11-2MC-12WV2.

4.1.2.2. Instrument flight evaluation IAW AFI 11-202V2 and AFI 11-2MC-12WV2.

4.1.2.3. Currencies IAW AFI 11-2MC-12WV1 and RTM (as applicable).

4.1.2.4. BAQ crewmembers will fly under the supervision of their respective position instructor or respective position Experienced Crewmember. BAQ crewmembers will not fly on operational sorties unless approved by the SQ/DO and under the supervision of a respective positional instructor.

4.1.2.5. Unless currently enrolled in a program to achieve CMR/BMC, BAQ crewmembers who remain in BAQ status for more than six months will be grounded (except general officers). Waiver authority is the MAJCOM/A3T (ANG: ACC/A3G). (T-2).

#### 4.1.3. Basic Mission Capable (BMC) Requirements:

4.1.3.1. Qualification flight evaluation IAW AFI 11-202V2 and AFI 11-2MC-12WV2

4.1.3.2. Instrument flight evaluation IAW AFI 11-202V2 and AFI 11-2MC-12WV2

4.1.3.3. Mission flight evaluation IAW AFI 11-202V2 and AFI 11-2MC-12WV2

4.1.3.4. Currencies IAW AFI11-2MC-12WV1 and RTM (as applicable)

4.1.3.5. Ground training requirements related to applicable RAP sorties and events and as designated by flying squadron commander.

4.1.3.6. Mission rate (look-back) IAW **Table 1.2**

4.1.3.7. Currencies IAW RTM and as authorized by the SQ/CC based on experience, proficiency and training (N/A for API-8 and ACC/IGS inspectors).

4.1.3.8. RAP missions and events (amount and types) and sensor qualifications IAW the procedures in this volume and the RTM.

4.1.4. Combat Mission Ready (CMR) Requirements:

4.1.4.1. BMC requirements

4.1.4.2. Mission rate look back IAW [Table 1.2](#)

4.1.4.3. Performance satisfactory to the SQ/CC (certification)

4.1.4.4. Ground training IAW RTM

4.1.5. Special Capabilities/Certifications Qualification Requirements:

4.1.5.1. Upgrade training IAW Chapter 5 and guiding syllabus

4.1.5.2. Sortie and mission requirements IAW this volume and the RAP tasking message for special capability missions and other requirements established by the SQ/CC.

4.1.5.3. Certification by squadron commander (usually designated on letter of Xs)

4.1.5.4. Failure to accomplish the requirements will result in loss of certification/qualification (see [paragraph 4.7](#) for recurrency/requalification).

4.1.6. Designated Training and Designated Test Unit Requirements:

4.1.6.1. Crewmembers assigned or attached to TF (training) or CB (test)-coded units will fly, as a minimum, at the BMC rate and accomplish the Annual Flight Continuation Training Requirements in [Table 4.2](#), [Table 4.3](#) and [Table 4.4](#) (as noted). Formal training syllabus-directed missions and approved test plan missions apply to BMC rate requirements for TF and CB-coded units respectively.

4.1.6.2. For instructors, failure to accomplish requirements in [Table 4.2](#), [Table 4.3](#) and [Table 4.4](#) does not affect instructor status, but requires additional training as determined by the SQ/CC before resuming instructor duties in delinquent sortie types and/or event(s).

4.1.6.3. Instructors must be current and qualified in any event they instruct.

4.1.6.4. Ground training as directed by the SQ/CC or SQ/DO.

4.1.6.4.1. There is no requirement for crewmembers assigned or attached to TF-coded or CB-coded units to accomplish Nuclear Biological Chemical Defense Flying Training (NBCDFT).

4.1.6.4.2. There is no requirement for CB-coded units to accomplish formal intelligence training or weapons and tactics academics. Crewmembers will be thoroughly familiar with all current intelligence and weapons and tactics issues affecting on-going test projects.

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

4.1.6.6. Instrument/Qualification/Mission or Instructor flight Evaluation, as applicable, IAW AFI 11-202V2 and AFI 11-2MC-12WV2. Crewmembers assigned/attached to CB-coded units need not maintain instructor status.

**4.2. Ground Training: (T-2 unless otherwise delineated)**

4.2.1. Ground training requirements are IAW **Table 4.1** and the RTM. Waiver authority for the ground training specified is IAW the reference directive in Table 4.1. (T-3). Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. **Table 4.1** is a reference for crewmembers ground training only. This table does not include all Air Force ancillary training, which will also be tracked at unit level. Where discrepancies exist, the reference directive takes precedence. **Chapter 5** contains upgrade training programs with both flying and ground training requirements.

4.2.2. Instrument Refresher Course (IRC): IRC will be completed IAW AFMAN 11-210, *Instrument Refresher Course Program*; AFI 11-202V2; and MAJCOM supplements.

4.2.3. MC-12W Operational Flight Trainers (OFT) will be used for simulator missions to the maximum extent possible.

4.2.3.1. If an MC-12W OFT is not available, aircrew may complete training in a commercially available BE-300 or BE-350 series equivalent Simulator or other Aircraft Training Device (ATD), including Part-Task Trainer, or Cockpit Procedures Trainer (CPT).

4.2.3.2. EP OFT:

4.2.3.2.1. Mission Objectives: Practice in-flight EPs and maintain proficiency in applying aircraft general knowledge to abnormal situations.

4.2.3.2.2. Specific Mission Tasks: Instrument approach procedures, unusual attitude recoveries, spatial disorientation, inadvertent weather entry, controlled flight departure recognition and spin recovery procedures, CAPs, aircraft subsystem failure checklist procedures, in-flight EPs and instrument procedures.

4.2.3.3. Tactical OFT:

4.2.3.3.1. Units will determine additional CT training device requirements based on expected employment tasking, training device capabilities and mission training objectives. Units will review scenarios annually and update as required. Units will determine appropriate supervision levels for ATD missions/tasks. Units will track all aircrew device training used to satisfy RAP and non-RAP requirements.

4.2.3.3.2. Mission Objectives: Maintain proficiency in combat scenario based on expected employment tasking and training device capabilities. Practice in-flight malfunctions applying tactical and systems knowledge to combat scenarios. Emphasis should be placed on training not readily attainable during daily flying activities.

4.2.3.3.3. Specific Mission Tasks: Designed Operational Capability (DOC)-relevant simulated combat employment, threat recognition and counter tactics, sensor malfunction procedures, relevant CAPs and aircraft subsystem failure procedures. Inadvertent weather entry procedures training and unusual attitude recovery training.

4.2.4. Situational Emergency Procedures Training (SEPT): This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios.

4.2.4.1. The following guidelines will be used in development and execution of the SEPT training program.

4.2.4.1.1. Develop SEPT scenarios using MC-12W, or other similar aircraft, mishaps/incidents as baseline cases.

4.2.4.1.2. SQ/CC or SQ/DO should provide inputs in the selection of monthly SEPT topics.

4.2.4.2. SEPTs should be accomplished in the best ATD available. Completion of an ATD EP profile satisfies the monthly SEPT requirement.

4.2.4.2.1. If an ATD is not available, SEPTs should be accomplished as a crew, but small flight-sized groups led by a qualified aircraft commander are allowable if all members participate to the full extent and share equal time responding to emergency situations.

4.2.4.3. Accomplish one SEPT each calendar month prior to the first flight of the month. The intent of the program is to accomplish 12 SEPTs per calendar year.

4.2.4.3.1. Discuss at least one EP for each phase of flight during the SEPT using the approved monthly SEPT scenarios. One crewmember should present a situation and another crewmember discusses actions necessary to cope with the malfunction and carry it to a logical conclusion. A review of all CAPs should be accomplished, and all special interest items should be emphasized.

4.2.4.4. Accomplish four supervised SEPTs each training period with an IP or SQ/CC or SQ/DO approved SQ supervisor. IPs/supervisors who administer/observe EP ATDs satisfy their monthly SEPT requirement.

4.2.4.5. Formal course student EP/ATDs may be used satisfy the monthly SEPT requirement for the IP administering the training.

4.2.5. Tactics Academic Training: Units will establish a weapons/tactics academic training program to satisfy MQT and CT requirements. The program will require successful completion of an examination (85 percent minimum to pass). Testing will be used to validate qualification to the maximum extent possible throughout the training program. Crewmembers successfully scoring 85 percent or greater may be given training credit in lieu of ground CT, where authorized by the governing publication. Audiovisual/Computer-Based Training (CBT) programs may be used in place of academic instruction.

4.2.5.1. Academic instructors should be USAF Weapons Instructors Course (USAFWIC) graduates or have training/operational experience applicable to teach the academic portions of MC-12W weapons/tactics employment.

4.2.5.2. Instruction and tests should include (as applicable), but not limited to:

4.2.5.2.1. Air-to-surface sensors: Description, operation, parameters, limitations, preflight, tactics, normal and emergency procedures/techniques.

4.2.5.2.2. Capabilities, characteristics and TTPs of other Combat Air Forces (CAF) assets with which the MC-12W may integrate in theater-specific operations.

4.2.5.2.3. AFTTP to include, as a minimum: Volume 1, *General Planning and Employment Considerations* and Volume 2, *Threat Reference Guide and Counter-tactics*.

4.2.5.3. Specialized training will be developed to support specific missions, sensors, tactics, aircraft and aircrew capabilities, authentication, wartime Rules of Engagement (ROE) and safe passage procedures and where applicable:

4.2.5.3.1. Counterland procedures, to include Tactical Air Coordination procedures and Overwatch procedures and Support to Special Operations forces with a Forward Air Controller-Airborne (FAC-A) and/or Joint Terminal Attack Controller (JTAC).

4.2.5.3.2. Intelligence, Surveillance, Reconnaissance (ISR) procedures; to include Reconnaissance Surveillance and Target Acquisition (RSTA) and dissemination procedures. Restrictions in AFI 11-220, *Reconnaissance Flight Rules and Procedures* (a classified document) will be complied with.

4.2.5.3.3. On-Scene Commander (OSC) and Personnel Recovery procedures

4.2.5.3.4. Combat operations lessons learned

4.2.5.3.5. Theater specific threat reviews

4.2.6. Intelligence. Intelligence personnel develop an intelligence training program IAW AFI 14-202 and AFI 14-2MC-12W series publications. The intelligence training program will be developed in coordination with the unit's weapons and tactics training program. The focus and extent of academic training will be determined by the Unit/CC and will be aligned with projected wartime tasking, threats, and unit equipment. Supervisory personnel above squadron level maintaining mission qualification do not require this item.

4.2.7. The intelligence training plan will be specifically tailored to meet unit/mission requirements. Each item will be taught at least once during the annual training cycle. Training categories include but are not limited to threat knowledge, visual recognition (VR), collection and reporting (C&R), and personnel recovery (PR).

4.2.7.1. Threat Knowledge. Threat knowledge training is tailored to the unit mission, local area, deployment base(s), and forward operating locations and is concentrated on threats in selected countries with the potential for direct unit involvement. Training methods may include, but are not limited to, threat-of-the day briefings, weapons and tactics academics, theater orientation briefings, weapons system videos, etc.

4.2.7.2. Visual Recognition. VR training is tailored to the unit mission, local area, deployment base(s), and forward operating locations. It will include enemy/adversary, friendly or neutral weapon systems relevant to the prospective operational environment. Training should teach how to describe threats to assist intelligence personnel in positive identification and include examples of weapons employment to illustrate how threats might appear when employed.

4.2.7.3. Collection and Reporting. C&R training enables aircrew to initiate aircrew originated reports; Inflight Report (INFLTREP), and Communication Instructions Reporting Vital Intelligence Sighting (CIRVIS). Training will familiarize them with the information requirements of the intelligence-generated Mission Report (MISREP) and Intelligence Report (INTREP). A critical component of C&R training will be the unit's

essential elements of information (EEI). Training will identify and describe theater-specific and peacetime reporting requirements.

4.2.7.4. Personnel Recovery. When assigned, a SERE specialist will conduct PR operational support training. If intelligence personnel do provide PR operational support training it will address: PR materials (Isolated Personnel Report (ISOPREP) maintenance and review, evasion plan of action (EPA) preparation and theater combat recovery procedures.

4.2.8. Air Force Anti-terrorism/Force Protection as required IAW AFI 10-245, *Air Force Antiterrorism (AT) Standards*.

4.2.9. Crew Resource Management (CRM): Units will participate in MAJCOM established CRM CT. Training builds upon the basic crew management skills taught in Specialized Undergraduate Pilot training (SUPT) and FTUs. Each crewmember is required to participate in one session every 24 months. Training will be tracked in Aviation Resource Management System (ARMS). Failure to attend CRM training results in grounding (waiverable by OG/CC). (T-3). Briefings and debriefings will include the core curriculum of CRM training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and the appropriate MAJCOM Supplement to AFI 11-290. The instructor CRM course may be used to satisfy the requirement.

4.2.10. Enlisted Systems Operator Career Progression Training: Enlisted Systems Operators must maintain core competency knowledge, skills and abilities in their enlisted career fields. Use assigned Career Field Education and Training Plan (CFETP) or Air Force Job Qualification Standard (AFJQS) to develop and manage Systems Operator skill-level and continuation training. Failure to maintain career field training progression does not affect CMR status.

4.2.11. Ground training requirements and frequencies are IAW [Table 4.1](#)

**Table 4.1. Ground Training Requirements (T-2).**

Code	Event	Freq	CP	Note	Reference Directive
AA01	Qualification Evaluation	17M	ALL	2	AFI 11-202v2
AA02	Qualification Evaluation Simulator			8	
AA03	Mission Evaluation	17M	ALL	2	AFI 11-202v2
AA04	Mission Evaluation Simulator			8	
AA11	Instrument Evaluation	17M	ALL	2	AFI 11-202v2
AA12	Instrument Evaluation Simulator			8	
AG02	Communications Procedures	A	ALL	2	AFI 33-201v2
DP13	Special Departure Procedure Refresher Training	12M	P	6	
EI01	Information Protection	12M	ALL		
EI02	Human Relations	12M	ALL		
EI03	Force Protection	12M	ALL		
GA02	Boldface/Critical Action Procedures	M	ALL	2	
GA03	Anti-Hijacking/Anti-Terrorism	B	ALL	1	AFI 13-207/AFI 10-245

GA05	Instructor CRM	Once	ALL	9	AFI 11-290
GA06	Crew Resource Management	24M	ALL	1,2	AFI 11-290
GA09	COMSEC	A	ALL	2	AFI 33-201v2
GA11	Law of Armed Conflict	12M	ALL		AFI 51-401
GA12	CBRNE Training	24M	ALL		AFI 36-2201
GA14	Self-Aid Buddy Care	24M	ALL		AFI 36-2238
GA21	FCIF Review	A	ALL	2	
GA39	Weapons & Tactics Training	A/R	ALL	1,7	
GA42	M4 Qualification	24M	ALL	1,3	AFI 36-2226/AFI 31-207
GA43	M9 Qualification	24M	ALL	1,3	AFI 36-2226/AFI 31-207
GS01	Closed book Qualification exam	17M	ALL		AFI 11-202v2
GS02	Open book Qualification Exam	17M	ALL		AFI 11-202v2
GS03	Situational Emergency Procedures Training	M	ALL	2	AFI 11-2MC-12Wv1
GS05	Stan Eval Test	SA	ALL	2	
GS06	Instrument Refresher Course/Training	PR	P	1,2	AFMAN 11-210
GS21	Instrument Exam	17M	P		AFI 11-202v2
GS25	Aircraft Servicing	A	ALL	1	
GS29	SOF Tour	90D	P		AFI 11-418
GS47	Verification Training	12M	ALL		
IE02	ISOPREP	SA	ALL	1	AFI 14-202v1
IE04	Passport	A/R	ALL		Foreign Clearance Guide
IE06	Intelligence Oversight Training Program	12M	ALL		AFI 14-104
LL01	Aircrew Flight Equipment Familiarization	Once	ALL	1,2,5	AFI 11-301
LL03	Ground Egress	36M	ALL	1,2	AFPD 11-3/AFI 11-301
LL06	Aircrew Flight Equipment	A	ALL	1,2,5	AFI 11-301
SQ04	SEPT w/IP-Supervision	Q	ALL	2	AFI 11-2MC-12Wv1
SS01	Local SERE Orientation	Once	ALL	1,2	AFI 16-1301
SS02	Combat Survival Training	36M	ALL	1,4	AFI 16-1301
SS03	Conduct After Capture	36M	ALL	1	COCOM Guidance
SS05	Water Survival Training	36M	ALL	1,4	AFI 16-1301
SS07	Contingency SERE Indoctrination	36M	ALL	1,4	AFI 16-1301
VV01	Initial/Refresher NVG Training	12M	P	1,2	AFI 11-202v1

NOTES: SA-Semi-Annual, A-Annual, Q-Quarterly, A/R-As Required, PR-Parent Reg

1. If in-unit training is accomplished in lieu of formal school attendance, unit is responsible for ensuring all requirements are completed.
  2. Mandatory grounding item after expiration date; individual will not fly until required training is accomplished (VV01 is only grounding for night sorties using NVGs/ GA09 is grounding for aircraft with crypto loaded).
  3. Individuals may be declared CMR without completing event GA42 and GA43. Complete GA42 and GA43 not later than 180-days prior to deployment.
  4. Initial training is called S-V80-A or S-V86-A according to AFI 16-1301 see paragraph **2.3.2**. This training is not accomplished at the FTU but should be completed before member arrives at the gaining unit. If the member arrives at the gaining unit without this training, it should be scheduled as soon as practical.
  5. LL06 should be accomplished in conjunction with SS07, SS02, or SS05 and are mandatory
- Grounding items: individuals will not fly until event is accomplished, additionally must be re-accomplished upon arrival after each permanent change of station.
6. Conducted as a review of the MQT SDP academic briefing.
  7. Conducted IAW SQ/CC discretion (i.e. class, exam, etc.) to include frequency and if it is a grounding item.
  8. Simulator events dual credits actual acft event; For IQT purposes only, simulator evaluations will dual credit aircraft evaluations.
  9. Instructors only.
- ARMS will track all ground training events required by aircrew.*

#### **4.3. Flying Training: (T-3)**

4.3.1. All crewmembers (except API-8 and ACC/IGS crewmembers) will accomplish the requirements in **Table 4.1, Table 4.2, Table 4.3 and Table 4.4** as applicable to their crew position and qualifications. Failure to accomplish the requirements in **Table 4.2, Table 4.3 and Table 4.4** will affect the crewmembers currency status and may require additional training as determined by the SQ/CC. Failure to accomplish the requirements specified in this paragraph or the RAP tasking message may require loss of certification or qualification (recertification or re-qualification is IAW **paragraph 4.7**). In addition, crewmembers must meet the following requirements (API-8 and ACC/IGS flyers will strive to accomplish the requirements as shown in **Table 4.2, Table 4.3 and Table 4.4**):

#### 4.3.2. Instrument Flying Training:

4.3.2.1. Units will develop and implement an instrument flying training program to ensure instrument proficiency. Programs will include briefings on recognition and how to deal with spatial disorientation, unusual attitude recoveries, transition between visual and instrument conditions, weather avoidance and navigation procedures.

4.3.2.2. Units will also develop theater-specific instrument academic programs for inclusion in their pre-deployment spin-up training programs. Units will include a course on MC-12W weather operations/limitations and navigation capabilities in their theater-specific instrument academic training.

4.3.3. Pilot Proficiency Sortie (PPS): Crews must maintain a high level of proficiency with basic aircraft flight procedures. A PPS is a mission to practice instrument, transition, traffic patterns and emergency procedures. Maneuvers will be flown under the direct supervision of an IP. An IP should log a PPS with IP supervision, when possible. IPs and EPs are not required to fly with another IP to credit this event. All maneuvers will be completed to an acceptable level of proficiency as determined by the IP to log the PPS. Should the PPS be incomplete for weather, aircraft malfunction, or pilot performance, the instructor will determine if the entire PPS will be re-accomplished or just the incomplete events. Instructors need not accomplish all the events on a single sortie. The PPS will be credited upon completion of the last event. A PPS should be briefed as a standard alternate mission whenever possible and should consist of the following:

4.3.3.1. Two instrument approaches (one precision and one non-precision if available).

4.3.3.2. A holding pattern or procedure turn.

4.3.3.3. Simulated engine-out approach, go-around and landing.

4.3.3.4. A Circling Approach (traffic permitting).

4.3.3.5. VFR traffic pattern (weather permitting).

4.3.3.6. Landings at all flap settings prescribed by the flight manual.

4.3.3.7. A review of CAPs.

**4.4. Aircrew Flight Training/Currency Requirements:** MC-12W aircrew will accomplish training/currency requirements during the unit training cycle IAW **Table 4.2, Table 4.3 and Table 4.4** and the RTM. Failure to accomplish required proficiency items will affect currency status as identified in table 4.2 and may require additional training as determined by the SQ/CC. If any sortie/event from **Table 4.2, Table 4.3 and Table 4.4** is subsequently converted to a RAP requirement in the RTM, failing to accomplish that requirement may affect CMR/BMC status, as designated. The OG/CC is the waiver authority for flying training requirements listed in **Table 4.1, Table 4.2, Table 4.3, Table 4.4** and the RAP tasking message. (T-3). IAW 11-202V1 RAP events should be accomplished evenly throughout the RAP cycle to the max extent possible. (**T-2 unless otherwise delineated**)

#### 4.4.1. Crediting Event Accomplishment:

4.4.1.1. Typically, aircrew members should only log one RAP sortie type per flight (Basic Mission Sortie (SR04) Pilot Proficiency Sortie (SR70), or Reconnaissance,

Surveillance and Target Acquisition Sortie (SR43) – see below) with the following exceptions:

- 4.4.1.1.1. A crewmember is relieved by another crewmember for the purpose of accomplishing a sortie and then subsequently takes over the position again during the same flight.
  - 4.4.1.1.2. Crewmembers who remain on the aircraft after an Engine Running Crew Change (ERRC) may log an additional RAP Sortie if training is accomplished on the subsequent sortie.
  - 4.4.1.1.3. Pilots may dual log a PPS (SR70) with a mission sortie (SR01, SR43), if the requirements for both are met.
- 4.4.1.2. Instructors/evaluators who occupy a primary crew position during a tactical sortie for at least one hour of flight time or a scenario taken to a logical conclusion should log a RAP sortie (Basic Mission Sortie (SR04) or Reconnaissance, Surveillance and Target Acquisition Sortie (SR43)) and an instructor event (ME10). In this case, do not log an Instructor/Evaluator Sortie (SX09).
- 4.4.1.3. Instructors/evaluators may log up to 50% of their monthly RAP sorties (typically two per month) while instructing from the jump seat even if they do not occupy a primary crew position during a tactical sortie for at least one hour of flight time or a scenario taken to a logical conclusion. Log these sorties as specified in **paragraph 4.4.1.2**.
- 4.4.1.3.1. Instructors/evaluators who fly in excess of the 50% of their monthly RAP sorties while instructing from the jump seat should log Instructor/Evaluator Sortie (SX09) and an instructor event (ME10). This is a non-RAP sortie and does not count CT look-back requirements.
- 4.4.1.4. In addition to events accomplished on training and operational missions, those flight events accomplished on a satisfactory qualification, mission qualification, specialized mission qualification, or requalification evaluation may be credited towards the individual's currency requirements and to establish subsequent due dates.
- 4.4.1.5. Crewmembers who are unqualified in the aircraft due to an unsatisfactory flight evaluation will not log continuation training requirements for events graded Q-3 IAW AFI 11-2MC-12W, Volume 2, *Aircrew Evaluation Criteria*, until re-qualified.
- 4.4.1.6. Make-up training (ground or flying) is creditable towards the new training period.
- 4.4.1.7. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Compatible sorties and events may be credited on the same flight.
- 4.4.1.8. Flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training. Certification events trained to a 3C during qualification/requalification training will use the date of the last accomplished and log after checkride completion (i.e. LD02 - Night Landing: checkride was accomplished 20 May and last night landing was 5 May – member will log 5 May date for LD02).

4.4.1.9. Simulator Credit for Flight Training Events: Crewmembers may credit events accomplished in an ATD, certified for the event by lead MAJCOM, unless otherwise specified by the respective event description in [Attachment 2, Table 4.2](#), or the RTM. No more than 50% of the annual flight training events may be credited. A certified ATD may be used to maintain or regain currency in those events.

**Table 4.2. Annual Flight Continuation Training Sortie Requirements (T-2).**

CODE	EVENT	How Logged	Annual Requirement		Currency (days) (N/E)	NOTE
			BMC	CMR (N/E)		
SR00	Total RAP Sortie	SR70, SR04, SR43, SR01	48 (24 TSO)	72/48 (48/24 TSO)		1
SR04	Mission Sortie	SR43, SR01			45/60	1, 2
SR70	Pilot Proficiency Sortie	TAR	4	6/4	120	1
SR43	Reconnaissance, Surveillance and Target Acquisition (RSTA) Sortie	TAR	24	48/32 (36/12 TSO)		1, 2, 3, 4
SR01	Tactical Mission Total	TAR	12	18/12 (12/6 TSO)		1, 2, 3, 4
SR56	Opposite Seat Sortie	TAR				6
SX00	Non-RAP Sortie	SX03, SX09				
SX03	Basic Non-RAP Sortie	TAR				
SX09	Instr/Eval Sortie	TAR				3, 4
SC00	Total Collateral Sortie	SC02				
SC02	Ferry Flight	TAR				
SC13	Attrition Sortie	TAR				
ME10	Instr/Eval Duties	TAR	8	8		3, 4
GS10	Flight Simulator CT	TAR	1	1	12M	5

**NOTES:**

1. Normally, aircrew should log only one sortie per flight. See 4.4.1.1. for exceptions.
2. May only be logged while flying an MC-12W.
3. Instructors/evaluators who occupy a primary crew position during a tactical sortie for at least one hour or a logical scenario should log a RAP sortie (SR04 or SR43) and an instructor event (ME10), but do not log an Instructor/Evaluator Sortie (SX09). (See **4.4.1.2.**)
4. Instructors/evaluators may log up to 50% of their monthly RAP sorties while instructing from

the jump seat. (log SR01 or SR043 and ME10, not SX09). In excess of this 50%, log an Instructor/Evaluator Sortie (SX09) and an instructor event (ME10). (See 4.4.1.3.)

5. Events logged in a suitable ATD may be used to update currencies. (see 4.4.1.9.)

6. MC/ACs only log when accomplishing a sortie from the left seat.

**Table 4.3. Annual Flight Continuation Training Pilot Only Events.**

CODE	EVENT	How Logged	Annual Requirement		Currency (days) N/E	NOTE
			BMC	CMR N/E		
TO00	Takeoff		32	48/32	30/45	
TO05	Simulated Engine Loss on Takeoff	TAR	4	6/4	90/120	
TO07	NVG Takeoff	N/A	N/A	N/A	N/A	2
DP03	Tactical Departure	TAR	2	6/4	90/120	
RA68	Tactical Recovery	TAR	2	6/4	90/120	
AP31	Instrument Approach	AP01, AP02, AP21			30/45	
AP01	Precision Approach	TAR	12	16/12		
AP02	Non-Precision Approach	AP21	12	16/12		
AP11	Sim Single Engine Approach	TAR	4	6/4	90/120	1, 3
AP21	Circling Approach	TAR	4	6/4		
AP30	Single Engine Out Go-Around	TAR	4	6/4	90/120	1
LD00	Total Landing	LD01, LD02, LD03, LD05, LD06	32	48/32	30/45	
LD01	Day Landing	TAR				
LD02	Night Landing	TAR	12	16/12	90/120	
LD03	Touch-and-Go	TAR			90/120	
LD05	Sim Single Engine Landing	TAR	4	6/4	90/120	1
LD06	No-Flap Landing	TAR	4	6/4		
LD19	NVG Landing	N/A	N/A	N/A	N/A	2
NOTES:						
1. Single-engine checklist procedures must be executed.						
2. Reserved for future currency requirements.						

3. Can be logged while accomplishing an Instrument or VFR approach.
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**Table 4.4. Annual Flight Continuation Training Mission Events.**

CODE	EVENT	Crew Position	Annual Requirement		Currency (days) N/E	NOTE
			BMC	CMR (N/E)		
UV06	Laser Target Mark	P, SO	8	18/12	45/60	1
UV07	Moving Target Track	ALL	8	18/12		
UV08	Target Talk On	ALL	8	18/12		
RA21	Flare (Actual)	P, TSO	1	1		
RA47	Threat Event (Threat Reaction)	ALL	8	18/12		
RA48	Search Pattern	SO	8	18/12		
RA76	Night Sortie	ALL	6	8/6		
RA85	Laser Spot Srch/Trk	P, SO	8	18/12	45/60	1
RA86	Infil/Exfil (HAF/GAF)	ALL	8	18/12		
RA90	Procedural Control (Warden)	P, SO	8	18/12		
RA96	CSAR On Scene CC	ALL	4	8/4		
ME54	Target Refinement	ALL	8	18/12		
ME57	Approach to Stall	ALL				2
TE01	NVG Event	P	8	18/12		

**NOTES:**

1. Laser firing may be simulated if not flying on a range approved for laser use. All procedural items short of actually firing the laser will be accomplished.
2. All EXP Levels (BMC/CMR requirements are the same): Pilot Currency is 90 days (4 Annual); TSO/SO currency is 180 days (2 Annual).

**4.5. Special Categories: (T-2)**

4.5.1. Flight Surgeon: Flight surgeons may participate in continuation training missions as observers. Units will develop appropriate continuation training mission orientation programs for assigned flight surgeons.

4.5.2. Above-Wing-Level Crewmembers (ANG: Responsibilities for API-8/D staff flyers are contained in AFI 11-401 as supplemented by the ANG):

4.5.2.1. Mission Directed Training (MDT) for Above-Wing-Level personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM A3Ts are the reviewing authorities for assigned personnel. They will:

- 4.5.2.1.1. Coordinate with the supporting agency to ensure maintenance of appropriate ARMS data and provide that data IAW AFI 11-401.
- 4.5.2.1.2. Review assigned crewmember accomplishments and currencies prior to authorizing participation in MDT.
- 4.5.2.1.3. Provide each crewmember with written documentation specifying the authorized mission types and events the crewmember may fly. Above-Wing-Level crewmembers who fly with only one unit may receive this from their attached unit commander.
- 4.5.2.2. Above-Wing-Level crewmembers maintaining BMC status are exempt from academic ground training and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron and squadron supervisors will determine crewmember qualifications to participate in squadron scenarios for MDT.
- 4.5.2.3. Above-Wing-Level crewmembers will:
  - 4.5.2.3.1. Review accomplishments and currencies for accuracy.
  - 4.5.2.3.2. Submit qualification and authorization documentation along with currency information to the supporting squadron supervisors prior to flying with that squadron.
  - 4.5.2.3.3. Evaluate the demands of each mission scenario and ensure they do not exceed their ability and proficiency.
- 4.5.2.4. With the concurrence of the OG/CC, instructor-qualified crewmembers may perform instructor duties provided they have qualification and currency for the applicable missions and events.
- 4.5.3. Active Duty pilots flying with ANG and AFRC units:
  - 4.5.3.1. Wing/group air advisor rated personnel on duty with operational training units can maintain CMR and may be qualified as an IP and SEFE.
  - 4.5.3.2. Active duty pilots other than assigned advisors are authorized to fly with AFRC units IAW AFI 11-401 as supplemented.
  - 4.5.3.3. Pilots on exchange programs from active duty units are authorized mission oriented sorties IAW specific operations plans (OPLAN) that establishes the exchange. SQ/CCs may authorize their participation IAW their specific experience and qualification.
  - 4.5.3.4. HHQ staff pilots may participate in tactical training events. Each pilot will present documentation summarizing medical status (e.g., AF Form 1042, *Medical Recommendation for Flying*.)

#### **4.6. Multiple Qualifications: (T-2)**

- 4.6.1. ACC/A3 may authorize qualification in more than one MDS for crewmembers when command mission requirements direct such action and dual qualification is economically justifiable. MAJCOMs cannot delegate this authority. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions

covered by [paragraph 4.6.2](#) have prior ACC/A3 approval and do not need to submit specific requests.

4.6.1.1. Multiple qualification requests will be submitted through command channels to ACC/A3. All requests must contain full justification. Units will provide multiple qualification approval to the appropriate host base flight management office. Flight accomplishments will not be authorized until aircraft assignment is updated in ARMS.

4.6.1.2. Individually authorized multiple qualifications are valid as long as the individual remains assigned to the specific position and aircraft unless rescinded by MAJCOM/A3 (ANG: NGB/A3).

4.6.1.3. Multiple qualifications are not appropriate for senior wing supervisors of units with different types of aircraft. Wing commanders (WG/CCs) will qualify in only one of their wing's aircraft. Either the wing vice commander (WG/CV) or OG/CC should qualify in another of the wing's aircraft (not the one selected by the WG/CC).

4.6.2. SQ/CC must designate in writing MAJCOM approved crewmembers that will maintain multiple qualifications and designate a primary (CMR) aircraft. Crewmembers flying the MC-12W will also be qualified in the BE-350 aircraft in support of MC-12W operations and constitutes a single qualification.

4.6.3. OG/CC will determine which currencies/events may be satisfied in either MDS and which currencies/events must be satisfied in both MDS.

4.6.3.1. Crewmembers qualified in multiple MDS will fly at least once each 45/30 (EXP/INEXP) days in each aircraft; all other currencies/events are IAW [paragraph 4.6.3](#), [Table 4.2](#), [Table 4.3](#) and [Table 4.4](#)

4.6.3.2. Crewmembers qualified in multiple aircraft will satisfy at least 50 percent of their sortie requirements in their primary aircraft. If CMR in more than one MDS, an equitable distribution (as determined by OG/CC) of sortie and event requirements will be logged.

4.6.3.3. If dual qualified, crewmembers will fly an equitable distribution (as determined by OG/CC) of emergency patterns, instrument sorties, penetrations and approaches in each MDS to fill their non-RAP requirements.

4.6.4. Crewmembers must complete MDS conversion/qualification training IAW an approved syllabus.

#### **4.7. Currency, Recurrency and Requalification: (T-2)**

4.7.1. Currency/Recurrency: [Table 4.2](#), [Table 4.3](#) and [Table 4.4](#) define currency requirements for MC-12W crewmembers. Aircrew members may not instruct, evaluate or perform any event in which they are not qualified and current unless under instructor or supervisor supervision. Crewmembers logging events in the BE-350 will simultaneously log MC-12W currencies. Both aircraft are of the BE-350 in nature, with the same flight instrumentation. Therefore, SARM should produce one profile of currencies that will encompass both BE-350 and MC-12W events; pilots will log the same events regardless the aircraft in which the event is flown. Currency may be established or updated by:

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

4.7.1.2. Accomplishing the event as a qualified crew member under supervision of a current instructor IAW [paragraph 1.4.4](#) **Note:** Instructor Pilots are required to supervise the update of expired pilot currencies as required in AFI 11-202V1.

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

4.7.1.4. Only MC-12W sorties will count towards aircrew RSTA or tactical mission sortie for RAP or look-back purposes for pilots and sensor operators. Tactical Systems Operators may count BE-350 sorties towards RAP and look-back.

4.7.2. Training annotated as affecting CMR status will require regression to N-CMR until accomplishing appropriate training as specified by SQ/CC. Training identified as not affecting CMR status does not require regression from CMR, although the deficiency may result in grounding until completing training. The duration of grounding and status of sortie look-back will determine the effect on CMR status.

4.7.3. Sortie Recurrency/Requalification. Loss of sortie currency requires the following action (timing starts from first day of being non-current):

4.7.3.1. 45-90 (60-90 for Experienced) Days: Regain sortie currency. Supervision level is an instructor qualified and current in the sortie or event.

4.7.3.2. 91-180 Days: Same as [paragraph 4.7.3.1](#); plus instructor supervised ATD including:

4.7.3.2.1. For CMR crewmembers: Tactics, normal, instrument and emergency procedures.

4.7.3.2.2. For BMC crewmembers: Normal, instrument and emergency procedures.

4.7.3.2.3. If an ATD is not available training may be accomplished in an MC-12W Mission Aircraft.

4.7.3.3. Aircrew who have not flown as a primary crew member for more than 180-days are unqualified and will complete all required training events as directed by the SQ/CC and a flight evaluation IAW AFI 11-202V2 and AFI 11-2MC-12WV2. The SQ/CC may authorize a "SPOT" evaluation in the applicable non-current areas.

4.7.3.4. Aircrew members unqualified for a period up to 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment must complete training in all delinquent items (as applicable), any additional training as directed by the squadron commander, and a flight evaluation.

4.7.3.5. Unqualified 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment or greater complete IQT/MQT formal school flying training course and a flight evaluation.

4.7.4. Instructor Lack of Ability: Instructors serve solely at the discretion of Squadron Commanders. Instructors should exemplify a higher level of performance and present themselves a reliable and authoritative expert in their respective duty positions. Instructors

exhibiting substandard performance should be reviewed for suitability of continued instructor duty. Instructors will be decertified if:

- 4.7.4.1. Awarded a less than fully qualified grade in any area of a flight evaluation regardless of overall crew position qualification.
- 4.7.4.2. Failure of a qualification, EPE, or instrument examination.
- 4.7.4.3. Unit commander deems instructor is substandard, ineffective, or providing incorrect procedures, technique or policy guidance.
- 4.7.4.4. Decertified instructors may regain instructor status by correcting applicable deficiency and completing training and/or evaluation as specified by SQ/CC or SQ/DO.

#### **4.8. Regression: (T-2)**

4.8.1. CMR and BMC Regression for Failure to Meet Look-back: Only RAP training, pilot proficiency sorties and contingency operations sorties will be used for look-back. If crewmembers do not meet look-back requirements throughout the training cycle, SQ/CCs may regress them to N-CMR or N-BMC status, as applicable, remove them from a CMR manning position, or initiate action to remove them from active flying status.

4.8.1.1. Failure to meet one month RAP sortie look-back requires a review of the crewmember's three month sortie history. If the crewmember meets the three month look-back, the crewmember may, at SQ/CC discretion, remain CMR or BMC, as applicable.

4.8.1.2. Failure to meet three month RAP sortie look-back will result in regression to N-CMR or N-BMC status as appropriate or the SQ/CC may place the crewmember in probation status for one month. If the SQ/CC chooses probation, the only way to remove a crewmember from probation and preserve the current status is to re-establish a 1-month look-back at the end of the probation period. (See [Figure 4.1](#))

4.8.1.3. CMR and BMC crewmembers regressed to N-CMR or N-BMC for look-back must complete a SQ/CC-approved re-certification program to return the crewmember to CMR or BMC standards. This re-certification program is developed by the SQ/CC's training representative to reinstate aircrew members to CMR status based on the individuals flying profile. Upon completion of the re-certification program, the crewmember also must meet the subsequent one month look-back requirement prior to reclaiming CMR or BMC status. Units may credit the sorties and events accomplished during the re-certification program toward the individual's total and type sortie and event requirements for the training cycle as well as for the monthly sortie requirement.

4.8.1.4. Look-back computations begin following SQ/CC designation of the crewmember to BMC or CMR. The crewmember must maintain one month look-back until establishing a three month look-back. If a new CMR or BMC crewmember fails to meet one month look-back while establishing three month look-back, SQ/CCs may apply probation rules as described in [paragraph 4.8.1.2](#) In addition, one month look-back starts the first full month of CMR or BMC status.

4.8.2. Unqualified Crewmember Evaluations: Crewmembers who fail a qualification, instrument, or mission flight evaluation will be handled IAW AFI 11-202V2. Crewmembers will regress to N-CMR or N-BMC as applicable. These crewmembers will remain N-CMR

or N-BMC until successfully completing required corrective action, a reevaluation and are re-certified by the SQ/CC.

4.8.3. Failure to Maintain Flying Standards: If a qualified crewmember demonstrates lack of proficiency or knowledge during CT (not related to a flight evaluation) the SQ/CC may elect to regress the individual to N-CMR or N-BMC as applicable. These crewmembers will remain N-CMR or N-BMC until successfully completing corrective action as determined by the SQ/CC, an evaluation if required and are re-certified by the SQ/CC.

#### **4.9. End of Cycle Requirements: (T-2)**

4.9.1. Crewmembers who fail to complete sortie or event requirements of this volume by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to [paragraph 4.10](#) for proration policy guidance. In all cases training shortfalls will be reported IAW [paragraph 1.2](#)

4.9.2. Crewmembers who fail to meet the total RAP sortie requirement may continue CT at CMR or BMC as determined by look-back. The SQ/CC will determine if these crewmembers require additional training.

4.9.3. Crewmembers who fail to meet non-RAP sortie or event requirements may continue CT at CMR or BMC as determined by look-back. The SQ/CC will determine if these crewmembers require additional training.

4.9.4. Failure to meet RAP Sortie Requirements will result in the following:

4.9.4.1. Regression to N-CMR or N-BMC if the SQ/CC determines the sortie type deficiency is significant. To regain CMR or BMC, the crewmember will complete all deficient sortie types. Units may count these sorties against the total requirements for the new training cycle.

4.9.4.2. Continuation at CMR or BMC if the crewmember maintains total RAP sorties and look-back and the SQ/CC deems the sortie type deficiencies insignificant.

#### **4.10. Proration of End-of-Cycle Requirements: (T-3)**

4.10.1. At the end of the training cycle, the SQ/CC may prorate all training requirements when duty not to include flying (DNIF), emergency leaves, non-flying temporary duty (TDY), exercises, contingency operations, or direct combat support preclude training for a portion of the training period (ARC: Includes mandatory training required by civilian employment). Do not consider normal annual leave as non-availability. Units may consider extended bad weather that precludes the unit from flying for more than 15 consecutive days as non-availability. ANG and AFRC crewmembers unable to fly during their monthly availability period due to weather may prorate one month's portion of total training cycle RAP sorties and events. The following guidelines apply:

4.10.1.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.10.1.2. Proration is based on cumulative days of non-availability for flying (to include post-deployment comp time) during the training cycle. Use [Table 4.5](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.10.1.3. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement shall be prorated below one. (T-2).

4.10.1.4. Consider newly assigned or converted crewmembers and crewmembers achieving CMR or BMC status after the 15th of the month to be in CT on the first day of the following month for proration purposes. Crewmembers will complete prorated RAP sorties/events in CT.

4.10.1.5. If IQT is re-accomplished, a crewmember's training cycle will start over at a prorated share following completion of IQT/MQT training.

4.10.1.6. SQ/CCs may prorate a crewmember's last month on station prior to departing permanent change of station (PCS) provided they do not exceed one month's proration. Units may consider individuals departing PCS CMR for reporting purposes for 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.10.2. Contingency Operations: Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.

4.10.2.1. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties.

4.10.2.1.1. Contingency operations sorties may count toward annual RAP requirements and may be used for look-back purposes.

4.10.2.1.2. RAP events logged during contingency operations sorties may count toward annual RAP requirements and may be used to update currencies.

4.10.2.1.3. Upon relief from contingency operations, units may prorate RAP sorties and events for the period of time each individual was tasked. Additionally, proration is authorized for deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM or by the availability of flight hours.

4.10.2.2. As the training quality of missions flown at contingency locations varies considerably, OG/CCs are authorized to allow sorties that provide valid training to be logged as RAP sorties. Events accomplished on these sorties may count toward RAP event requirements and these sorties/events cannot be prorated upon return to home station.

4.10.2.3. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment and then subtracting the number of valid RAP sorties as authorized by the OG/CC. The result is the allowable sortie proration. Negative numbers equate to zero. Events will be pro-rated at SQ/CC discretion based on the events accomplished during valid RAP sorties.

**Table 4.5. Proration Allowance.**

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 - 180	6

**4.11. Regaining CMR and BMC Status: (T-2)**

4.11.1. If CMR/BMC status is lost due to failure to meet the End-of-Cycle flying requirements or end-of-cycle RAP event requirements, requalification is IAW [paragraph 4.9](#)

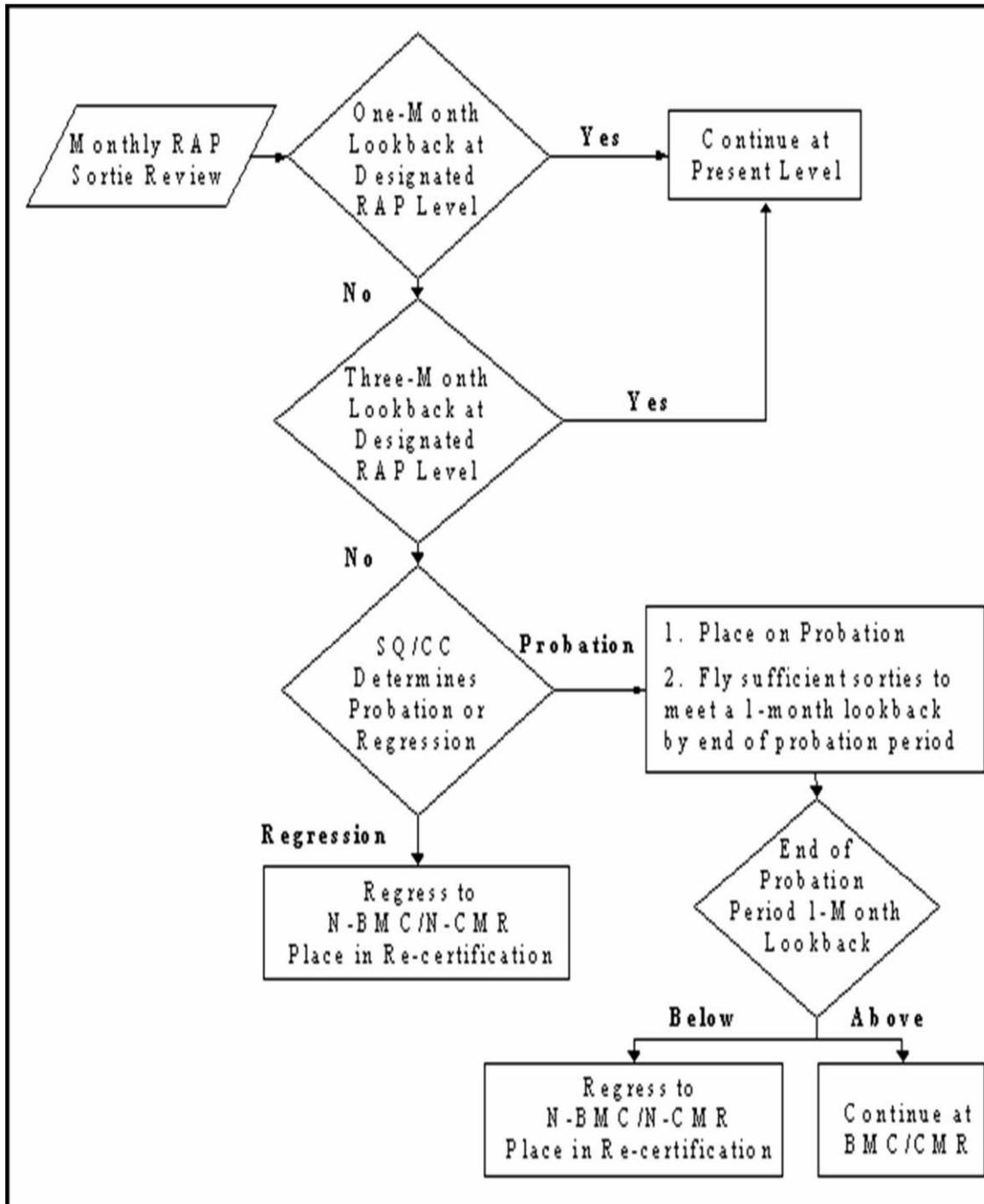
4.11.2. If a crewmember loses CMR or BMC status due to failure to meet sortie look-back IAW [paragraph 4.8](#), the following applies (timing starts from the date the crewmember came off CMR or BMC status):

4.11.2.1. Up to 90 Days: The crewmember must complete a SQ/CC directed re-certification program IAW [paragraph 4.8.1.3](#). In addition, the crewmember must regain RAP event currencies. The SQ/CC or SQ/DO will approve any other additional training prior to re-certification to CMR.

4.11.2.2. 91-180 Days: Same as [paragraph 4.11.2.1](#) plus Operations Group Standardization/Evaluation generated qualification and written examinations.

4.11.2.3. 181 Days and Beyond: Accomplish applicable syllabus. Sorties, individual events, ATDs and ground training as determined by the SQ/CC or SQ/DO, plus qualification (and tactical if applicable) written exams, EPE and mission flight evaluation. The individual's training cycle will start over at a prorated share following completion of the flight evaluation. The instrument and/or qualification flight evaluations must be re-accomplished only if overdue.

Figure 4.1. Example of the Look-back, Regression, Proration and Requalification Process.



## Chapter 5

### UPGRADE TRAINING

**5.1. General:** This chapter outlines pilot and Sensor Operator/Tactical Systems Operator upgrade training programs for special capabilities and qualifications. Units will develop and maintain local specialized training programs based on these guidelines. SQ/CCs may tailor programs for individuals based on previous experience, qualifications and documented performance. These capabilities and qualifications are in addition to core missions for the unit and may not apply to every crewmember assigned or attached to the unit. (T-3)

**5.2. Requirements:** Requirements for upgrade are listed in [Table 5.1](#). Additionally, commanders must ensure the candidate has adequate retainability to justify the expenditure of resources. (T-2)

**Table 5.1. Minimum Upgrade Requirements (T-3):**

Upgrading From	Upgrading To	Hours: Total/MC-12W	Notes
Pilot	Aircraft/Mission Commander (AC/MC)	600 PAI	1, 4
Aircraft/Mission Commander (AC/MC)	Instructor Pilot	1000 Total/200 PAI AC/MC	1, 2, 4
SO	Instructor SO	600 PAI	1
TSO	Instructor TSO	600/400	1, 5
Instructor	Evaluator	N/A	3
Instructor Pilot	FCF/OCF Pilot	N/A	3
<p><b>Notes.</b></p> <ol style="list-style-type: none"> <li>1. Do not count “other” or UPT time.</li> <li>2. 100 hours since completion of AC Upgrade.</li> <li>3. Commander recommendation.</li> <li>4. Level C or better OFT time is creditable towards PAA time.</li> <li>5. TSO Instructor candidates may calculate like-mission aircraft time towards PAA time.</li> </ol>			

**5.3. Waiver Coordination:** OG/CC has waiver authority over upgrade training requirements. (T-3).

**5.4. Aircraft/Mission Commander (AC/MC) Upgrade:** SQ/CCs have the authority to upgrade pilots to Aircraft/Mission Commander status IAW this regulation. Simulator training is not required for AC upgrade.

**5.5. Instructor Upgrade:**

5.5.1. Instructor Pilot Upgrade (IPUG) /Instructor Sensor Operator Upgrade (ISOU)/and Instructor Tactical Systems Operator (ITSO) prepares aircrew members for qualification as an instructor in their current crew position. Reference the current ACC MC-12W Instructor Upgrade Syllabus which outlines the instructors training program, academics course content, flying training requirements/tasks and certification procedures.

**5.6. Flight Examiner (FE) Certification: (T-3)**

5.6.1. Commanders will recommend highly qualified instructors for flight examiner certification. Instructors identified as flight examiner candidates will possess in-depth knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable Air Force Instructions.

5.6.2. Flight examiner candidates will be trained and qualified IAW local unit directives and policies.

**5.7. Functional Check Flight (FCF) and Operational Check Flight (OCF) Pilot Certification: (T-3)**

5.7.1. Local upgrade guidance will be followed.

5.7.2. Qualified aircrew will be approved by SQ/CC and annotated on the letter of X's document.

**5.8. Contingency and Exercise Pre-Deployment Training: (T-3)**

5.8.1. This training will be conducted prior to deploying in support of contingency operations locations or combat exercises. The objective of this training is to ensure crewmembers' ability to conduct all missions in support of expected tasking.

5.8.2. Exercises: Units are responsible for referring to appropriate exercise plans (EXPLAN) and contacting appropriate exercise points of contact to determine expected mission tasking (COMACC EXPLANs include EXPLAN 80 for Red and Maple Flags, EXPLAN 323 for Green Flag West and EXPLAN 163 for Green Flag East).

5.8.3. Contingency Operations: Units are responsible for contacting appropriate gaining command or organizations to determine expected mission tasking. Prior coordination ensures unit preparation for the appropriate tasking and allows the responding OG/CC to tailor spin-up training for the theater, threat and tactics for the assigned task. The SQ/CC is then responsible for implementing spin-up training, prosecuting the required missions and determining the specific requirements necessary to reach the desired level of proficiency. Units will place emphasis on training needed for missions not accomplished in daily operations. Conduct spin-up training IAW all applicable instructions.

5.8.4. Attached and Supporting Crewmembers. Crewmembers not assigned to the supported squadron must receive spin-up training as determined by the supported SQ/CC. This requirement applies to all attached crewmembers (OG, WG, HQ staffs, etc.) and all crewmembers supporting from any other squadron (operational, test or FTU). The objective

of this spin-up training is to ensure attached and supporting crewmembers are proficient to conduct all expected missions. The supported SQ/CC determines the amount of spin-up training required for each attached and supporting crewmember based on the individual's level of proficiency, currency, qualification, experience, etc. The supported and supporting squadron commanders will jointly agree on the administration, documentation and evaluation of required spin-up training.

5.8.5. Ground Training: Crewmembers may be required to complete academic training prior to contingency operations or exercises. Units will brief contingency (or exercise) Special Instructions (SPINS), ROE and Command and Control (C2) procedures. Programs will emphasize deployment airfield capabilities, limitations, approach procedures and hazards. In addition, air defenses, area terrain and weather and unique operating procedures will be addressed. The local Weather Flight can assist with weather-unique training. Local intelligence organizations may assist the unit's intelligence functions in the development of threat assessments, training materials and expected collection tasking.

5.8.6. Flying Training: Spin-up training will be tailored to ensure all supporting crewmembers are proficient, current and qualified in expected mission tasking.

5.8.7. Responsibility: OG/CCs are responsible for ensuring all participating crewmembers are ready to deploy and are proficient to conduct all missions in support of expected tasking.

## **5.9. Conversion/Difference Training: (T-3)**

5.9.1. Conversion qualification is normally associated with training between MDSs. Difference qualification is normally conducted when training in a different series aircraft in the same MDS. However, when the differences between series are great enough, the training is considered conversion training that requires completion of the formal school initial qualification course. Wing commanders will determine when conversion training is required within the same MDS. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop and coordinate with the training command in-unit training plans that maximize use of highly experienced personnel as the instructors.

5.9.2. Difference training (DT) for instructors is usually conducted under the supervision of engineering specialists (usually coordinated through program office officials) responsible for improving the MC-12W system (e.g. new engines, baseline upgrades, major software changes, etc.).

5.9.3. TSOs are authorized Conversion/Difference Training to facilitate Universal Qualification across like-mission aircraft. TSO Difference Training is an instructor-certified event and will be conducted IAW the MAJCOM-approved Difference Training Syllabus. Upon completion of this in-unit training, aircrew members will accomplish the unit's written mission qualification examination. Certify crewmembers using the AF Form 4348, *USAF Aircrew Certifications* or AF Form 1381, *USAF Certification Of Air Crew Training*.

5.9.3.1. Universal Qualified crewmembers will comply with the continuation training events outlined in the AFI 11-2MDS, Vol. 1, for which they are primarily assigned. As long as the crewmember maintains CMR status in their primary aircraft, they can maintain universal qualification in additional like-mission aircraft.

5.9.3.2. Universal Qualified crewmembers who have not flown their non-primary aircraft within 60 days require instructor supervision to regain currency.

**5.10. Initial Cadre:** The following conditions apply to management of initial cadre qualification: **(T-3)**

5.10.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew upgrades. Initial cadre will not be designated in a crew position higher than currently held unless previously qualified. The host unit providing training will document all DT and maintain the training folder until successful completion of the upgrade program. Initial cadre crewmembers are responsible for completing recommended training on any equipment, systems, or crew procedures which differ from that in the MDS they are currently qualified.

5.10.2. The OG/CC (or equivalent) will determine which training events are applicable after examining the training and evaluation records of initial cadre and determine if a certification is applicable or whether a qualification evaluation (check ride) is required. OG/CC may require crewmembers to complete a written examination prior to unsupervised flight when emergency procedures have changed; even if an AF Form 8, *Certificate of Aircrew Qualification*, flight evaluation is not required. A copy of proposed training qualification plan will be forwarded to MAJCOM OPR when training requires a flight evaluation.

**5.11. Qualifications and Certifications:** Aircrew qualifications are attained through evaluations and documented on the AF FORM 8 or 8a, as applicable. Aircrew certifications are attained through methods other than evaluation (e.g. instruction and instructor certified events or commander certifications) and may be documented on the AF FORM 1381, AF FORM 4348 or appropriate training records/folder or in ARMS. **(T-2)**

5.11.1. The commander will select those aircrew members qualified in the unit's mission to maintain additional special qualifications/certifications. Special qualification is gained with a flight evaluation (for special qualifications) or an instructor certification. Qualifications requiring evaluations will be documented IAW AFI 11-2MC-12WV2. Special certification events are obtained by instructor supervised/administered training and proficiency training in the required tasks/event(s). Upon completion of the required task proficiency level the certifying instructor will be annotated in the crewmember's training folder and on AF IMT 1381. During MQT training, if syllabus resources allow and student is able to complete a special qualification or instructor-certified event within the normal syllabus without detracting from developing core skills, the special qualification may be annotated on the MQT Form 8. Instructors are authorized to teach any special qualifications in which they are qualified and current unless specifically restricted.

**5.11.2. Aircraft/Mission Commander Touch-and-Go Certification Program:**

**5.11.2.1. Aircraft/Mission Commander Touch-and-Go Landings:**

5.11.2.1.1. Training Program: The squadron commander is responsible for developing a certification program allowing Aircraft/Mission Commanders the opportunity to practice this skill without IP supervision.

5.11.2.1.2. Training Requirements: The trainee will receive a minimum of one IP-supervised sortie. The trainee will *perform a minimum of one and supervise a*

*minimum of three* touch-and-go landings which can be accomplished in either seat. The pre-brief for this sortie will include emphasis on procedures, common mistakes, abort decisions, and restrictions.

5.11.2.1.3. Certification: Document certification via AF Form 4324 (ARMS event identifier Q050) or by an approved letter of X's document signed by the Sq/CC.

5.11.2.2. Certified pilots should alternate right and left seats when maintaining proficiency/currency. Aircraft/Mission commanders will be evaluated on touch-and-go procedures on recurring evaluations.

## Chapter 6

### AIRCREW TRAINING RECORDS

**6.1. General:** This chapter provides guidelines on proper training documentation. Instructions are provided for AF Form 4109, *Aircrew Training Folder*, 9 RW Form 4022 - *Training Summary Worksheet*, and 9 RW Form 206, *Flying Training Progress Report*. MAJCOM approved substitute may be utilized in lieu of these forms.

**6.2. Career Training Folder:** Units will maintain a career training folder for all assigned or attached crewmembers (electronic folders are acceptable). All completed training records will be included in a single binder of appropriate size to provide an accurate representation of an individual's long term progression and any positive or negative trends related to their training. (T-2)

6.2.1. The name of the crewmember will be clearly posted on both the binder spine and front cover. The front cover must also prominently display the following statement: **PRIVACY ACT INFORMATION** - The information accessed through this system is **FOR OFFICIAL USE ONLY** and must be protected in accordance with the Privacy Act of 1974 and AFI 33-332, *Privacy Act Program*. Each training record within the binder will be tabbed separately to differentiate between programs. The binder will be divided into sections as follows:

6.2.1.1. - **Table of Contents:** This should clearly list each item contained within the binder and the tab where it is located. It should be kept as current and accurate as possible and clearly display the date of the last update.

6.2.1.2. - **Record of Review:** The training section will review the career training folder for accuracy and completeness annually. Annotate the date of review as well as the name and office symbol of the reviewing official. Include any comments or discrepancies noted. If an expanded explanation is necessary, use a Memorandum For Record (MFR) signed by the unit training officer. File these documents behind the record of annual review in chronological order with the most recent on the bottom. No annual review is required for crewmembers in inactive/non-flying positions. Annotate the timeframe during which the individual was in non-flying status in appropriate chronological space in the record of annual review (i.e., May 2002-Jun 2005 Inactive/ACC Staff).

6.2.1.3. - **Mission Qualification Training:** This section will contain a copy of the Letter of X's that changes the qualifications of the member; CMR/BMC/BQ status letters; BMC, CMR, Instructor, Evaluator AF Form 4324s; Waiver Letters and additional Certification Documentation.

6.2.1.4. - **Activity Record:** This section will contain ACC Form 166, Student Activity Record, for current training qualification course enrolled/attended. Final ACC Form 206, Individual Mission Grade Sheets, for current qualification course enrolled/attended. MFRs documenting additional training recommendations and/or course completions. ACC Form 261, Instructor Evaluation Checklist (if applicable).

6.2.1.5. **Section 1V - Continuation Training:** Proration Letters, Documentation for Continuation Training (AF Form 1522), Training Plans, ARMS Individual Training

Summary and Individual Data Summary printout for members PCS/PCA, Instructor Upgrade checklist.

6.2.1.6. - **History Training Records:** ACC Form 134 *Training Summary*, prior unit/aircrew training

6.2.1.7. - **Aircrew Specialty Training:** Career Field Education

6.2.2. **Completed Training Records:** This section will ideally contain all flight training records (qualifications, certifications, specialized mission training, etc.), whether they are completed in-unit or at the FTU. The records will be in chronological order starting with initial qualification and ending with the most recently completed training on the bottom. Each training record within the folder will be tabbed separately to differentiate between programs. The tabs will be numbered in order with the member's initial qualification (whether completed at the FTU or in-unit) labeled Tab #1. During inspections, permanent training folders may be reviewed to ensure compliance with this chapter. Individual training records contained within section three of the permanent training folder will not be open to inspection during these visits.

6.2.3. Career training folders are covered by the Privacy Act of 1974 and shall be used for official business only. Maintain folders in a secure area within the unit's training section. Only instructors and supervisors should have regular access to these records. Individuals may sign out their own records.

6.2.4. When a crewmember makes a PCS move, the squadron training section will copy the table of contents and record of annual review as a minimum. The unit shall seal the career training folder in an envelope along with the individual's FEF and give it to the member for delivery to the next duty station. (T-3).

6.2.4.1. Crewmembers PCS to an active flying assignment: The losing unit squadron training section will keep these documents for six months from the date the individual departs home station, in the event records are lost or destroyed en route.

6.2.4.2. Crewmembers PCS to an in-active flying assignment, separating or retiring. The losing unit squadron training section shall keep these copies until the member arrives at his next flying assignment in accordance with the RDS located at [222.my.af.mil/afrims/afrims/afrims/rims.cfm](http://222.my.af.mil/afrims/afrims/afrims/rims.cfm). (T-1).

**6.3. Entry into Upgrade:** Initiate a training folder (AF Form 4022 or suitable substitute) for ETCA formal training courses (formal school or in-unit), mission certification, special qualification, certification training, in-unit upgrade program to the next higher crew qualification, requalification training (formal school or in-unit), and all corrective action or additional training. Each training folder must include documentation of entry into the training program by the unit leadership. This will normally consist of an entry on the first AF Form 4110, *Comments - SOF/CSAR Training Record* (or suitable substitute) in the trainee's record. Units may also substitute a copy of the minutes from an upgrade board, MFR, or other locally produced form in place of the AF Form 4110 entry. This document must be signed by the unit operations officer, commander or designated representative. (T-3)

**6.4. 9 RW Form 4022:** This form is used to document all formal training. It is mandatory for all basic/mission qualification training and any special mission qualification training (leading to

either a special mission evaluation or instructor certification). Some locally developed syllabi/courseware may be approved by MAJCOM/A3T for implementation without the AF Form 4022 on a case-by-case basis. "Active" AF Form 4022 records will be maintained in a location readily accessible to instructors/trainers, supervisory personnel, and the individual aircrew member. Comply with the following instructions when completing the AF Form 4022. (T-3)

**6.4.1. 9 RW Form 4022 P1 Summary:**

- 6.4.1.1. Name of Trainee: Self Explanatory
- 6.4.1.2. Present Crew Position: The qualification the student currently holds.
- 6.4.1.3. Course/Phase: The course the student is enrolled.(MQT, Instructor Upgrade, etc).
- 6.4.1.4. Assigned instructor: Every student should have an assigned instructor. For MQT students, this is normally the Flt/CC or the Flt/NCOIC.
- 6.4.1.5. Training start date: Date of the first significant ground/flight training event.
- 6.4.1.6. Training complete Date: Date of the final flight evaluation.
- 6.4.1.7. Chief of Aircrew Training: Self-explanatory.
- 6.4.1.8. SQ Commander: Self-explanatory
- 6.4.1.9. Ops Group Commander. Self Explanatory.
- 6.4.1.10. Gaining Unit. The Unit the student will be assigned to upon completion of the training.

**6.4.2. 9 RW Form 4022 P2 - Ground Training Summary:**

- 6.4.2.1. This is a chronological record of ground training events. Entries are required for any Part Task Trainer (PTT), Simulator Training (SIM), or Ground Training (GT). Entries are not required for formal academic (classroom) instruction conducted per formal school courseware.
- 6.4.2.2. Training Event: Enter sequential training period designators (e.g. LS-1, LS-2), etc.
- 6.4.2.3. Date: Self-explanatory
- 6.4.2.4. Hours: List the syllabus directed number of hours required.
- 6.4.2.5. Instructor: Self Explanatory

**6.4.3. 9 RW Form 4022 P3 - Flying Training Summary:**

- 6.4.3.1. This is a chronological record of flying training events. Record any flight training events completed on either training sorties or operational missions. Record all sorties scheduled, even if canceled by external factors (WX, MX).
- 6.4.3.2. Date: Self-explanatory. On operational missions, enter inclusive dates.
- 6.4.3.3. Sortie: Enter chronologically numbered training periods (e.g.. TR-1, T-1, T-2, etc.).

6.4.3.4. Status: Enter “EFF” if training is effectively completed. Otherwise, enter incomplete (I) and the reason (WX, MX, PRO, OTH for weather, maintenance, student proficiency, or other reasons)

6.4.3.5. Instructor/Trainer (Qual): Enter the name of the instructor and aircrew qualification (e.g. (IP), (EP), etc.).

6.4.3.6. Time: Enter the total flight time for the training or operational mission in the top half of the block. Enter the portion of flight time which was actual training time in the bottom half of the block.

6.4.3.7. Cumulative Time: Enter the cumulative total flight time in the top half of the block. Enter cumulative total training time in the bottom half of the block. N/A for in-unit training (formal school use only).

**6.5. BAFB Form 206, *Individual Mission Grade Sheet*:** Use this form to record a narrative of student performance during flying and ground training sessions and administrative comments related to student training. One of these forms is required for all formal training completed at the FTU or in-unit. If using MAJCOM approved courseware, utilize the Form 206. If using AETC courseware, the AETC Form 73, *Log of Supervisor’s Safety Briefings* may be used. Comply with the following instructions when completing the BAFB Form 206. **(T-3)**

6.5.1. Trainee Name: Self-explanatory

6.5.2. Instructor Name: Self-explanatory

6.5.3. Sortie Date: Self-explanatory

6.5.4. Sortie Number: Training event ID

6.5.5. Sortie Duration: Actual Sortie duration

6.5.6. Crew Position: For aircrew members in a program designed to advance them to a higher crew position, enter the qualification to which they are upgrading. For all other training, enter the crew position currently held.

6.5.7. Course/Phase: Enter formal course title, if one exists, or enter a descriptive identifier for other types of training.

6.5.8. Mission Status: Annotate whether the sortie is Effective, Non-Effective for Student Progress, Non-Effective Other or Incomplete. A sortie maybe effective/incomplete if in the opinion of the instructor the student has demonstrated sufficient knowledge of the training to be accomplished and can complete the remaining training event(s) on the next sortie without impacting the next sortie requirements.

## Chapter 7

### MC-12W AIRCREW TRAINING SYSTEM (ATS)

**7.1. Description:** ATS contractors may provide academic and SIM training. FAA evaluator pilots normally administer end-of-course evaluations but Air Force evaluator pilots may conduct evaluations if necessary.

**7.2. Applicability:** This chapter applies to all crewmembers attending formal schools using ATS courseware.

**7.3. Dedicated Training Time:** It is imperative that students complete their training in a timely manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. *EXCEPTION:* Supervisory personnel may continue supervisory duties as time permits.

**7.4. ATS Course Prerequisites:** Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, unit operations officer recommendation, and completion of applicable training guides. Consult the course summary document and this publication to determine student entry level for each course.

#### **7.5. Lesson Objectives: (T-2)**

7.5.1. Lesson Objective Development: All objectives must meet requirements of Instructional Systems Development (ISD) process as defined in Air Force Handbook (AFH) 36-2235, *Information for Designers of Instructional Systems*.

7.5.2. Lesson Objective Description: These are subject to changes in the contract and/or the formal course syllabus as applicable.

7.5.3. Lesson Objective Use: Instructors and examiners use lesson objectives as a reference document to establish training and evaluation standards. Submit recommended changes through ACC channels.

7.5.4. Course Material: All student guides, training guides, line development guides, etc., will be provided by the ATS contractor. Local procedures will be developed by unit training offices to ensure students bring the current version of the course material to the start of each class.

#### 7.5.5. CRM Training:

7.5.5.1. CRM Development: CRM trains crewmembers to cope with potential problems in human behavior affecting aircrew performance. Documented studies of aircraft accidents and additional data suggests most human behavior problems observed among aircrews could be grouped into six categories: communication, situational awareness, team leadership, mission analysis, decision-making process, and stress management.

7.5.5.2. CRM Program: CRM is presented on a recurring basis throughout the ATS. Introduction to CRM is presented during initial qualification training and is embedded in recurring phase training.

#### **7.6. Unsatisfactory Student Progress: (T-3)**

7.6.1. If a student's training progress is unsatisfactory, the contractor will notify the government representative. Following review of the student's record, the government representative will determine whether to continue or terminate training.

7.6.2. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

7.6.3. Remediation Procedures: The contractor and contracting officer must receive prompt notification of unsatisfactory performance following a contracted course. Local procedures must ensure that notification is completed within 24 hours of failure to complete. Remediation subsequent to a failed course completion may be the contractor's responsibility, Air Force responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress.

**7.7. Courseware Changes:** Submit courseware changes through appropriate ACC channels to ACC/TRSS. The reporting requirement in this paragraph is exempt from licensing in accordance with AFI 33-324, *The Air Force Information Collections and Reports Program, 6 March 2013*. (T-2)

**7.8. Scheduling:** ACC/A3M will notify registrar NLT 30 days prior to class start date if unable to fill assigned slot. Student name changes within 21 days of class start date will be evaluated on a case-by-case basis and only be approved by the registrar. (T-2)

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

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

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AFI 33-360, *Publications and Forms Management*; 18 May 2006

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AFI 36-2226, *Combat Arms Program*; 24 February 2009

AFH 36-2235V7, *Information for Designers of Instructional Systems, Design Guide for Device-based Aircrew Training*; 01 November 2002

AFI 36-2238, *Self-Aid and Buddy Care Training*; 19 January 2006

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

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

AFI 71-101V1, *Criminal Investigations*; 08 April 2011

AFI 91-202, *The US Air Force Mishap Prevention Program*; 05 August 2011

AFTTP 3-1, *Mission Employment Tactics* (various dates)

AFTTP 3-3, *Combat Aircraft Fundamentals* (various dates)

AF FORM 1042, *Medical Recommendation for Flying*

AF FORM 8, *Certificate of Aircrew Qualification*

AF FORM 1381, *USAF Certification Of Air Crew Training*

AF FORM 4348, *USAF Aircrew Certifications*

AF FORM 4109, *Aircrew Training Folder*

9 RW FORM 4022, *Training Summary Worksheet*

9 RW FORM 206, *Flying Training Progress Report*

ACC FORM 166, *Student Activity Record*

ACC FORM 261, *Instructor Evaluation Checklist*

ACC FORM 134, *Training Summary*

AF FORM 4022, *Aircrew Training Folder*

AF FORM 4110, *Comments - SOF/CSAR Training Record*

### ***Abbreviations and Acronyms***

**A3**—Director of Aerospace Operations

**A/A**—Air-to-Air

**A/S**—Air-to-Surface  
**AAR**—Air/Air Refueling  
**AC**—Aircraft Commander  
**ACC**—Air Combat Command  
**AD**—Air Defense Alert  
**AEF**—Air (or Aerospace) Expeditionary Force  
**AFE**—Aircrew Flight Equipment  
**AF**—Air Force  
**AFDD**—Air Force Doctrine Document  
**AFJQS**—Air Force Job Qualification Standard  
**AFRC**—Air Force Reserve Command  
**AFSC**—Air Force Specialty Code  
**AFTTP**—Air Force Tactics, Techniques and Procedures  
**AGL**—Above Ground Level  
**AHC**—Aircraft Handling Characteristics  
**AI**—Air Intercept, Air Interdiction  
**ANG**—Air National Guard  
**AOA**—Angle of Attack  
**AOC**—Air Operations Center or Air and Space Operations Center  
**API**—Aircrew Position Indicator  
**ARA**—Airborne Radar Approach  
**ARC**—Air Reserve Components  
**ARMS**—Aviation Resource Management System  
**ASD**—Average Sortie Duration  
**ATC**—Air Traffic Control  
**ATD**—Aircrew Training Device  
**AWACS**—Airborne Warning and Control System  
**BAQ**—Basic Aircraft Qualification  
**BDA**—Battle Damage Assessment  
**BMC**—Basic Mission Capable  
**BPS**—Basic Proficiency Sortie  
**BSA**—Basic Surface Attack

**C2**—Command and Control  
**C3**—Command, Control and Communications  
**C3I**—Command, Control, Communications and Intelligence  
**C&R**—Collection and Reporting  
**CAF**—Combat Air Forces  
**CAP**—Combat Air Patrol, Critical Action Procedures  
**CAS**—Close Air Support  
**CAT**—Category  
**CB-Coded**—Designated Test Aircraft  
**CBT**—Computer Based Training  
**CC**—Commander  
**CC**—Coded—Designated Combat Aircraft  
**CFETP**—Career Field Education and Training Plan  
**CFT**—Cockpit Familiarization Trainer  
**CFTR**—Composite Force Training  
**CIPTP**—Command Intelligence Personnel Training Program  
**CIRVIS**—Communication Instructions Reporting Vital Intelligence Sighting  
**CM**—Countermeasures  
**CMR**—Combat Mission Ready  
**COMACC**—Commander, Air Combat Command  
**COMM JAM**—Communications Jamming  
**CRM**—Crew Resource Management  
**MSEC**—Communications Security  
**CPT**—Cockpit Procedures Trainer  
**CSAR**—Combat Search and Rescue  
**CT**—Continuation Training  
**CV**—Vice Commander  
**DCA**—Defensive Counter Air  
**DL**—Data Link  
**DNIF**—Duty Not Involving Flying  
**DO**—Operations Officer  
**DOC**—Designed Operational Capability

**DoD**—Department of Defense  
**DRU**—Direct Reporting Unit DT—Difference Training  
**E&R**—Escape and Recovery  
**EC**—Electronic Combat  
**EO**—Electro-Optical  
**EP**—Emergency Procedure  
**EPE**—Emergency Procedures Evaluation  
**EW**—Electronic Warfare  
**EXP**—Experienced  
**EXPLAN**—Exercise Plan  
**FAC**—Forward Air Controller  
**FAC-(A)**—Forward Air Controller (Airborne)  
**FAM**—Familiarization  
**FCF**—Functional Check Flight  
**FEB**—Flying Evaluation Board  
**FEF**—Flying Evaluation Folder  
**FLIR**—Forward Looking Infrared  
**FMV**—Full Motion Video  
**FOV**—Field of View  
**FP**—First Pilot  
**FS**—Fighter Squadron, Flight Surgeon  
**FTR**—Fighter  
**FTU**—Formal Training Unit  
**FW**—Fighter Wing  
**GS**—Ground Speed  
**GT**—Ground Training  
**HAT**—Height Above Target  
**HHQ**—Higher Headquarters  
**HUD**—Head Up Display  
**LAGTS**—Improved  
**ID**—Identify/Identification  
**IFE**—In Flight Emergency

**IFF**—Identification Friend or Foe

**IFR**—Instrument Flight Rules

**IIR**—Imaging Infrared

**ILS**—Instrument Landing System

**IMC**—Instrument Meteorological Conditions

**INBCDT**—Initial Nuclear, Biological and Chemical Defensive Training

**INEXP**—Inexperienced

**INFLTREP**—Inflight Report

**INS**—Inertial Navigation System

**INTREP**—Intel Report

**IOC**—Initial Operational Capability

**IP**—Instructor Pilot or Initial Point

**IPUG**—Instructor Pilot Upgrade

**IQT**—Initial Qualification Training

**ITSO**—Instructor Tactical Systems Operator

**IR**—Infrared

**IRC**—Instrument Refresher Course

**IRCM**—Infrared Counter Measures

**ISD**—Instructional Systems Development

**ISO**—Instructor Sensor Operator

**ISR**—Intelligence, Surveillance, Reconnaissance

**IUT**—Instructor Upgrade Training

**JTAC**—Joint Terminal Attack Controller

**JWICS**—Joint Worldwide Intelligence Communication System

**KCAS**—Knots Calibrated Airspeed

**KIAS**—Knots Indicated Airspeed

**KIO**—Knock It Off

**KTAS**—Knots True Airspeed

**LAO**—Local Area Orientation

**LIMFACS**—Limiting Factors

**LOC**—Limited Operational Capability

**LOS**—Line of Sight

**LOW ALT**—Low Altitude

**LOWAT**—Low Altitude Training

**LRD**—Laser Range Finder/Designator

**MAJCOM**—Major Command

**MEA**—Minimum Enroute Altitude

**MDS**—Mission Design Series

**MISREP**—Mission Report

**MQT**—Mission Qualification Training

**MSN**—Mission

**NAF**—Numbered Air Force

**NAV**—Navigation

**N-BMC**—Non-Basic Mission Capable

**NCO**—Noncommissioned officer

**NBC**—Nuclear, Biological and Chemical

**NBCDFT**—Nuclear Biological Chemical Defense Flying Training

**NGB**—National Guard Bureau

**N-CMR**—Non-Combat Mission Ready

**NLT**—No Later Than

**NT**—Night

**NTR**—Night Transition

**NVG**—Night Vision Goggle

**OFT**—Operational Flight Trainer

**OG**—Operations Group

**OG/CC**—Operations Group Commander

**OPR**—Office of Primary Responsibility

**OPS**—Operations

**OPSEC**—Operations Security

**OSC**—On-scene Commander

**OTD**—Operations Training Development

**PAI**—Primary Aircraft Inventory

**PAR**—Precision Approach Radar

**PFT**—Programmed Flying Training PGM—Precision Guided Munitions

**PIC**—Pilot in Command  
**PMAI**—Primary Mission Aircraft Inventory  
**POAI**—Primary Other Aircraft Inventory  
**PPS**—Pilot Proficiency Sortie  
**PTT**—Part Task Trainer  
**QUAL**—Qualification  
**RAP**—Ready Aircrew Program  
**ROE**—Rules Of Engagement  
**RTM**—Ready Aircrew Program Tasking Message  
**RSTA**—Reconnaissance, Surveillance and Target Acquisition  
**RTRB**—Realistic Training Review Board  
**SA**—Situational Awareness, Strategic Attack  
**SAT**—Surface Attack Tactics  
**SELO**—Stan/Eval Liaison Officer SEPT—  
**SEPT**—Situational Emergency Procedures Training  
**SIM**—Simulator Training  
**SO**—Sensor Operator  
**SOF**—Supervisor of Flying  
**SORTS**—Status of Resources and Training System  
**SPINS**—Special Instructions  
**SQ**—Squadron SQ/CC—Squadron Commander  
**SQ/DO**—Squadron Operations Officer  
**SUPT**—Specialized Undergraduate Pilot Training  
**TA**—Terrain Avoidance  
**TACAN**—Tactical Air Navigation  
**TACS**—Theater Air Control System  
**TAGS**—Theater Air-Ground System (previously TACS/AAGS)  
**TAI**—Total Active Inventory  
**TDY**—Temporary Duty  
**TEG/CC**—Commander, Test and Evaluation Group  
**TGT**—Target  
**T.O.**—Technical Order

**TOD**—Time of Day  
**TOF**—Time of Flight (missile)  
**TOT**—Time Over Target  
**TR**—Training Rules  
**TRSS**—Training Support Squadron  
**TSO**—Tactical Systems Operator  
**TX**—Transition  
**UIP**—Upgrading Instructor Pilot  
**UMD**—Unit Manning Document  
**UNITREP**—Unit Status and Identity Report  
**USAF**—United States Air Force  
**USAFE**—United States Air Forces in Europe  
**USAFWC**—USAF Weapons School  
**USAFWIC**—USAF Weapons Instructor Course  
**USAFWTC**—USAF Weapons and Tactics Center  
**UTC**—Unit Type Code  
**UTE**—Utilization Rate  
**VFR**—Visual Flight Rules  
**VR**—Visual Recognition  
**VMC**—Visual Meteorological Conditions  
**WD**—Weapons Delivery  
**WG**—Wing  
**WG/CC**—Wing Commander  
**WG/CV**—Wing Vice Commander  
**WX**—Weather

### *Terms*

**Air Reserve Component (ARC)**—ANG and AFRC units and aircrew members, both associate and unit-equipped.

**Attrition Sortie**—A sortie planned and launched as a RAP training sortie, non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, IFE, maintenance, etc.), fails to accomplish the planned mission. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule and negative impacts to the quality of unit training programs.

**Basic Mission Capable (BMC)**—The status of a crewmember who has satisfactorily completed training (MQT, FTU IPUG/ISUG) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Crewmember accomplishes training required to remain familiarized in all and may be qualified and proficient in some, of the primary missions of their weapon system and unit. BMC crewmember members may also maintain special capabilities.

**Basic Aircraft Qualification (BAQ)**—A status of a pilot who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by pilots until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level and any other pilots specifically authorized by MAJCOM A3/XO. Pilots are not authorized to perform RAP-tasked combat event/sorties without instructor pilot or SQ supervisor supervision. Flight duties will be limited to those identified in **paragraph 4.1.1**.

**Critical Action Procedures**—Emergency procedures identified as so important that failure to accomplish would result in aircraft safety or mission failure.

**Combat Air Patrol**—A Combat Air Patrol is an aircraft patrol provided over an objective area, over the force protected, over the critical area of a combat zone, or over an air defense area for the purpose of providing air presence for air intercept, intelligence surveillance and reconnaissance or strike, SCAR or other air missions for specified time periods.

**Certification**—The process of certifying pilots' tactical employment and special weapons capabilities, procedures and rules. Replaces verification for nuclear tasked units.

**Circular Error**—Miss distance of a given weapon impact expressed in radial distance from center of target.

**Cockpit Familiarization Trainer (CFT)**—A training device in which the controls, switches and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures and emergency procedures (see Air Force Handbook (AFH) 36-2235, Volume 7, *Information for Designers of Instructional Systems, Design Guide for Device-based Aircrew Training*).

**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 (see AFH 36-2235V7).

**Combat Mission Ready (CMR)**—A status of a pilot who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions and maintains qualification and proficiency in these missions. All active duty API-1/2's, Squadron Commander, Operations Officers and OG/CC designated API-6 manning positions are required to maintain this qualification level. EXCEPTION: If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC.

**Composite Force Training (CFTR)**—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles. (AFI 11-214)

**Continuation Training (CT)**—Training to maintain proficiency and improve pilot capabilities to perform unit missions and pilot proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR and BMC pilots.

**Conversion Training**—Training required when units (or individual crewmembers) are converting between MDS (i.e. C-12 to MC-12W). Conversion training is normally done through formal training courses; however MAJCOMs may develop in-unit training when formal school courses are not available. In-unit training plans should maximize the use of highly experienced personnel as the initial cadre.

**Currency**—Minimum frequency required to perform an event or sortie safely.

**Delivery Parameters**—Data reflecting current delivery considerations for general purpose ordnance as well as tactical survivability. Appropriate aircraft/ weapons Tech Orders must be consulted for live ordnance safe escape criteria and -1 performance charts for recovery altitudes.

**Difference Training**—Training required when new systems/hardware come online which represent significant changes from current configurations. Initial cadre instructors completing difference training may provide training to other unit aircrew members at home station.

**Emergency Procedures Evaluation**—An evaluation of crewmember knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE in an ATD, or the GCS. An EPE may be administered orally if an appropriate training device is not available.

**Experienced Crewmember (EXP)**—Aircrew who meet total and PAI flying hours requirements specified in paragraph 1.5.

**Familiarization (FAM)**—Normally requires a minimum of six weapons deliveries for PGMs and bombing events in a twelve month cycle.

**Initial Qualification Training (IQT)**—Training to qualify the pilot in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Qualification status.

**Joint Air Attack Team (JAAT)**—Coordinated CAS with helicopters.

**Joint Force Training (JFT)**—Scenarios employing integrated aerospace and land/naval forces. Examples include JAAT, CAS with FAC, airdrop escort, etc.

**Initial Qualification Training**—Training to qualify a crewmember in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Aircraft Qualification status.

**Instructor Upgrade Training**—Training to qualify a crewmember to perform instructor duties.

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**NVG AirLand**—NVG AirLand is the use of NVG equipped aircraft and crewmembers into and out of airfields or assault zones (ALZ) for delivery of personnel, supplies and equipment to support military objectives.

**NVG Academic Refresher Training**—IAW AFI 11-202V1, all NVG qualified crewmembers will accomplish NVG refresher training IAW MAJCOM-developed courseware. When such

products are not available, units may develop an NVG refresher training program based on a review of initial NVG academic courseware. The content and extent of this review should be tailored to the MC-12W mission environment. At the discretion of the unit commander, a portion of this training may be completed with the Air Force Research Laboratory Night Vision Goggle Refresher Course for Tanker and Transport Aircraft and may credit the NVG ground training requirement. The Night Vision Goggle Refresher Course for Tanker and Transport Aircraft provides an excellent refresher on NVG use, limitations, adjustment procedures, lighting issues/compatibility, weather/environmental effects and hazards/shortfalls of NVGs. At least some portion of the training must be completed through a guided lecture/discussion led by a qualified NVG instructor. Aircrew members overdue for NVG refresher training are restricted from NVG flight until this training is completed. **Note:** Units may obtain the above mentioned training courseware by calling the Night Vision Program office at the Air Force Research Laboratory (AFRLL/HEA), DSN 474-6561, extension 478.

**Operational Flight Trainer (OFT)**—A training device which dynamically simulates flight characteristics. Used for normal, emergency and instrument procedures, to include safety of flight, warfighting tasks and skill integration training (see AFH 36-2235V7)

**Primary Aircraft Inventory (PAI)**—Aircraft assigned to meet the Primary Aerospace Authorization 9PAA). The PAI forms the basis for allocation of operating resources to include manpower, support equipment and flying-hour funds. The operating command determines the PAI required to meet their assigned missions. (See AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination.*)

**Primary Aerospace Vehicle Authorization (PAA)**— The number of aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and flying-hour funds.

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this volume, proficiency also requires currency in the event, if applicable.

**Special Departure Procedures**—An IMC procedure designed to allow increased takeoff gross weight for multi-engine aircraft whose OEI climb rate would otherwise not meet the requirements stated in AFI11-202V3 paragraph 8.7.2. The runway and all obstacles along a chosen takeoff path are analyzed and compared to the aircraft OEI takeoff and climb performance. The procedure provides a maximum allowable takeoff gross weight for given performance conditions that ensure vertical and lateral obstacle clearance safety margins. The minimum allowable gross and net climb gradients for SDPs are typically lower than TERPS, the takeoff path is selected to minimize obstacle clearance requirements and only those obstacles within the lateral limits of the chosen flight path are considered. The term SDP encompasses both the use of the textual obstacle data information and the graphical departure procedures.

**Specialized Training**—Training in specialized tactics, weapons systems, or flight responsibilities such as flight lead, instructor, LASDT, etc. This training may be conducted in MQT or CT, as required.

**Squadron Supervisor**—Squadron Commander, Operations Officers (DO), Assistant Operations Officers (ADO) and others designated in writing by the SQ/CC. Except for SQ/CC, DO and

ADO, appointment must be endorsed by OG/CC and qualification will be documented on unit letter of X's.

**Training Cycle**—The standard ACC RAP training cycle is aligned with a unit's 20-month AEF cycle. However, MC-12W units are considered Low-Supply/High-Demand (LSHD) and are not aligned against a specific AEF pair. Therefore, the RAP training period is aligned with a 12-month cycle, in order to best prepare for high operations tempo outside the normal AEF cycle. Units will reference their MAJCOM RAP tasking message for specified training cycle and reporting procedures. Units and individual crewmembers will complete all training requirements within the appropriate training cycle unless specifically accepted by this instruction or HHQ guidance.

**Verification**—Applies to procedure aimed at verifying and refreshing aircrew employment knowledge, emphasizing conventional operations and mobile targets. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual aircrew knowledge. Continuation training is to reinforce, refresh and update aircrews on unit wartime mission/tasking, tactics and procedures.

**Visual Identification (VID)**—(DoD, NATO) In a flight control system, a control mode in which the aircraft follows a radar target and is automatically positioned to allow visual identification.

**Weapons Delivery**—Simulated or actual expenditure of air-to-ground munitions representing a typical combat configuration or SCL in a tactical scenario.

## Attachment 2

### GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS

#### A2.1. Sortie and Mission Definitions.

A2.1.1. Sortie. The operational nature of MC-12W requires clarification of the term sortie within the scope of this AFI. An MC-12W flight is defined as initial takeoff until the full stop landing. A sortie, for documenting events accomplished, is the portion of the flight in which an individual crewmember is performing his or her assigned duties. For the purposes of this instruction the terms mission and sortie are synonymous.

A2.1.2. Logging Sorties. Normally, aircrew members will not log more than one type of sortie on a single flight. See [A2.2.1.1](#) for exceptions.

#### A2.2. Flying training definitions.

A2.2.1. **Total RAP Sortie (SR00)** - Oriented to developing basic combat skills or practicing tactical employment simulating conditions anticipated in the unit mission. A counter which includes any RAP sortie which include Pilot Proficiency Sorties (SR70), Reconnaissance, Surveillance and Target Acquisition Sortie (SR43) and Tactical Mission (SR01). This counter is incremented automatically, so aircrew need not log.

A2.2.1.1. **Mission Sortie (SR04)** - A counter which includes any mission sortie which include Reconnaissance, Surveillance and Target Acquisition Sortie (SR43) and Tactical Mission (SR01). This counter is incremented automatically, so aircrew need not log.

A2.2.1.2. **Pilot Proficiency Sortie (PPS, SR70)** – Pilot Proficiency Sortie (PPS). Crews must maintain a high level of proficiency with basic aircraft flight procedures. A PPS is a mission to practice instrument, transition, traffic patterns and emergency procedures. Maneuvers will be flown under the direct supervision of an IP. An IP should log a PPS with IP supervision, when possible. IPs and EPs are not required to fly with another IP to credit this event. All maneuvers will be completed to an acceptable level of proficiency as determined by the IP to log the PPS. Should the PPS be incomplete for weather, aircraft malfunction, or pilot performance, the instructor will determine if the entire PPS will be re-accomplished or just the incomplete events. Instructors need not accomplish all the events on a single sortie. The PPS will be credited upon completion of the last event. A PPS should be briefed as a standard alternate mission. Pilots may dual log a PPS (SR70) with a mission sortie (SR01, SR43), if the requirements for both are met. A PPS should consist of the following:

A2.2.1.2.1. Two instrument approaches (one precision and one non-precision if available).

A2.2.1.2.2. A holding pattern or procedure turn.

A2.2.1.2.3. Simulated engine-out approach, go-around and landing.

A2.2.1.2.4. A Circling Approach (traffic permitting).

A2.2.1.2.5. VFR traffic pattern (weather permitting).

A2.2.1.2.6. Landings at all flap settings prescribed by the flight manual.

A2.2.1.2.7. A review of CAPs .

A2.2.1.3. **Reconnaissance, Surveillance and Target Acquisition (RSTA) Sortie (SR43)** – Basic RAP sortie which is flown on a MC-12W mission aircraft. Scenario should be flown for a minimum of one hour or to a logical conclusion. Mission Elements may include:

A2.2.1.3.1. . Target Talk On/Handoff

A2.2.1.3.2. Laser Target Mark

A2.2.1.3.3. Moving Target Track

A2.2.1.3.4. Laser Spot Search/Track

A2.2.1.3.5. Search Pattern

A2.2.1.3.6. Target Refinement Sortie flown with OPFOR support which includes Phase III operations should be logged as a Tactical Mission (SR01).

A2.2.2. **Tactical Mission Total (SR01)** – Sortie must be flown on a MC-12W mission aircraft. Mission elements are the same as RSTA sortie. Sortie must be flown as a tactical scenario with OPFOR support which includes Phase III operations. Phase III Mission Elements include:

A2.2.2.1. Infil/Exfil (HAF/GAF)

A2.2.2.2. CSAR On Scene Commander

A2.2.2.3. Kinetic Strike

A2.2.3. **Total Non-RAP Sortie (SX00)** – Any sortie during which insufficient continuation training is accomplished to log a RAP sortie. See av. Unless A counter which includes any non-RAP sortie (SXxx). This counter is incremented automatically, so aircrew need not log. A2.1.3. Non-RAP Sortie specifically tasked, there is no requirement to log non-RAP sorties.

A2.2.4. **Basic Non-RAP Sortie (SX03)** - A sortie flown in the BE-350 or MC-12 where few, if any mission elements are accomplished.

A2.2.5. **Instructor/Evaluator Sortie (SX09)** – A sortie in which a crewmember is designated on the flight authorization as an instructor or evaluator and accomplishes instruction/evaluation in flight but did not occupy a primary crew position.

A2.2.6. **Total Collateral Sortie (SC00)** - A counter which includes any collateral sortie (SCxx). This counter is incremented automatically, so aircrew need not log.

A2.2.7. **Ferry Flight (SC02)** – Sortie delivering an aircraft, aircrew, or equipment from one location to another. Example: BUSY RELAY.

A2.2.8. **Attrition Sortie (SC13)** – A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, IFE, maintenance, etc.), fails to accomplish the planned mission. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule and negative impacts to the quality of unit training programs.

A2.2.9. **Instructor/Evaluator Duties (ME10)** - A sortie logged by an instructor (pilot, sensor, or tactical systems operator) when designated as an instructor on the flight authorization and performing instructor duties during a sortie, or any portion thereof. Should be dual-logged with a RAP sortie (RSTA - SR43 or Tactical mission - SR01) or a non-RAP Instructor/Evaluator Sortie - SX09. Evaluators will log this event on evaluation sorties.

A2.2.10. **Flight Simulator CT (GS10)** - Simulator training will take place in an appropriately certified aircrew training device (ATD) and emphasize aircraft systems, aircrew emergency and abnormal procedures, and CRM. Refresher Simulator training will include a minimum of 4 hours of hands on SIM time. This event is waiverable by the applicable OG/CC for units not co-located with a SIM. (T-3).

A2.2.11. **Takeoff (TO00)** - A counter which includes any takeoff. May be logged when initial takeoff or touch and go procedures are accomplished(TO00, LD03).

A2.2.12. **Simulated Engine Loss on Takeoff (TO05)** - Accomplish IAW 11-2MC-12WV3

A2.2.13. **NVG Takeoff (TO07)** - NVG takeoff certified pilots accomplish actual takeoff with the assistance of night vision goggles to include after takeoff and initial climb procedures and associated checklists.

A2.2.14. **Tactical Departure (DP03)** - Accomplish tactical departure IAW AFTTP 3-1.MC-12W procedures.

A2.2.15. **Tactical Recovery (RA68)** - Log a tactical arrival when an approach has exceeded a 5 degree glide path and IAW published guidance.

A2.2.16. **Instrument Approach (AP31)** – Training for pilots to fly Instrument Approach Procedures (IAP). Any precision (AP01) or non-precision (AP05) approach may be credited if the crew can fly to applicable AFI standards and land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

A2.2.17. **Precision Approach (AP01)** – A precision approach flown IAW AFI 11-217V1.

A2.2.18. **Non-Precision Approach (AP02)** – A non-precision approach flown IAW AFI 11-217V1.

A2.2.19. **Circling Approach (AP21)** – A circling or sidestep approach flown IAW AFI 11-217V1. This will also log the non-precision approach (AP02).

A2.2.20. **Simulated Single Engine Out Go-Around (AP30)** - Accomplish IAW 11-2MC-12WV3.

A2.2.21. **Simulated Single Engine Approach (AP11)** - Accomplish IAW 11-2MC-12WV3.

A2.2.22. **Total Landing (LD00)** - A counter which includes any landing (LDxx). This counter is incremented automatically, so aircrew need not log.

A2.2.23. **Day Landing (LD01)** – IAW 11-202V3, this includes any landing between the beginning of morning civil twilight and the end of evening civil twilight as published in the air almanac.

A2.2.24. **Night Landing (LD02)** – IAW 11-202V3, this includes any landing between the end of evening civil twilight and the beginning of morning civil twilight as published in the air almanac.

A2.2.25. **Touch & Go (LD03)** – May only be accomplished by/under the direct supervision of current and qualified IP or Touch & Go certified AC.

A2.2.26. **Simulated Single Engine Landing (LD05)** - Accomplish IAW 11-2MC-12WV3

A2.2.27. **No Flap Landing (LD06)**- Accomplish IAW 11-2MC-12WV3

A2.2.28. **NVG Landing (LD19)** - A landing accomplished by NVG landing qualified pilots using standard AFI 13-217 lighting patterns (Low overt or covert).

A2.2.29. **Approach to Stall (ME57)** - Pilots will practice approach to stall recoveries from the takeoff, cruise and landing phases of flight. Units will provide guidance on procedures and any emphasis items. Pilots will accomplish two out of three approach to stall phases to receive credit for this currency. All approach to stall currencies must be conducted above 5000'AGL IAW AFI 11-2MC-12Wv3 and be under the direct supervision of a qualified IP/EP. TSO/SO crewmembers are included in the training in order to experience the sensation of the aircraft approaching the stall regime and to aid in crew decision making to avoid real world stalls.

A2.2.30. **Laser Target Mark (UV06)** – Illuminate/designate target or generate target coordinates for tactical operations. Actual laser firing may be simulated as long as all procedures are accomplished if airspace and/or safety do not permit firing of the laser.

A2.2.31. **Moving Target Track (UV07)** - Acquire and track a mobile target for a minimum of 5 minutes IAW AFTTP 3-1 MC-12W. Maximum of one event logged per sortie.

A2.2.32. **Target Talk On (UV08)** - IAW AFTTP 3-1.MC-12 in MC-12W. Examples may include EASR, hand-offs to ground or air assets, or a 5-line relief-in-place (RIP).

A2.2.33. **Flare (RA21)** – Dispense actual flares in response to simulated threat.

A2.2.34. **Threat Event (RA47)** – Accomplish simulated threat reaction IAW AFTTP 3-1 MC-12W.

A2.2.35. **Search Pattern (RA48)** - Search a 1 square KM area or 3 KM route. Maximum of one event logged per sortie.

A2.2.36. **Night Sortie (RA76)** – Sortie in which at least 50 percent of flight duration or 1 hour, whichever is less, occur between the period of end of evening civil twilight and the beginning of morning civil twilight. Night sorties may be dual-logged with RAP sorties.

A2.2.37. **Laser Spot Search/Track (RA85)** - Accomplish IAW AFTTP 3-1.MC-12. Actual laser firing may be simulated as long as all procedures are accomplished if airspace and/or safety do not permit firing of the laser.

A2.2.38. **Infil/Exfil (RA86)** - Provide direct support for a Ground Assault Force or Helicopter Assault Force IAW AFTTP 3-1 MC-12W.

A2.2.39. **Procedural Control (RA90)** - Qualified aircrew accomplish warden procedures IAW AFTTP-3.1.MC-12.

A2.2.40. **CSAR On Scene Commander (RA96)** - Accomplish IAW AFTTP-3.1.MC-12.

A2.2.41. **Target Refinement (ME54)** – Accomplish pattern of life and/or target development IAW AFTTP 3-1 MC-12W or other established directives.

A2.2.42. **NVG Event (TE01)** – NVGs used on a night sortie for at least 15 minutes for mission accomplishment.

### Attachment 3

#### SAMPLE VERIFICATION GUIDE BRIEFING OUTLINE

##### A3.1. Overview.

A3.1.1. Unit commanders may tailor unit verification training to best prepare for ongoing or potential missions.

A3.1.2. Verification training will include review of unit Operations Plans (OPLANs), Unit DOC Statements, Deployment Orders (DEPODs) and SPINS. In addition, review applicable portions of Air Force Instructions and TTPs. **(T-3)**

A3.1.3. Overview briefing will describe an MC-12W mission in the context of an overall operation. **(T-3)**

A3.1.4. Mission Employment Briefing: Will be briefed IAW AFI-2-MC-12WV3, Aircraft Commander's Briefing Guide or most current unit guidance. **(T-2)**

A3.1.5. Logging: Verification will be logged using the identifier GS47 and will be a 12 month currency to maintain CMR. Initial Verification Training for those members who were previously qualified and deployed is considered complete with their certification administered in the USAFCENT AOR, and they will be required to complete their annual training based on their MQT graduation date. Annual recurrent Verification Training will be accomplished by members either observing Verification or directly participating in a Verification event. The CMR restriction may be waived with SQ/DO approval in order to meet contingency operations. **(T-2)**