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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2MQ-1&9,
VOLUME 1**



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Flying Operations

MQ-1&9—AIRCREW TRAINING

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This publication implements Air Force Policy Document (AFPD) 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*; Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and 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) MQ-1/9 aircraft and applies to all MQ-1/9 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 Air Force (AF)/A3OI through Air Combat Command (ACC)/A3M for approval prior to publication in accordance with (IAW) AFPD 11-200. Copies of MAJCOM, DRU, and FOA-level supplements, after approved and published, will be provided by the issuing activity to ACC/A3M, 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 Headquarters (HQ) USAF. Maintain supplement currency by complying with AFI 33-360, *Publications and Forms Management*. See [paragraph 1.3](#) of this volume for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 affects this volume. The Privacy Act System Number F011 AF XO A, *Aviation Resource Management Systems (ARMS)*, covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, Incentive pay: PL. 92-204, Appropriations Act for 1973, Section 715; PL 93-570, Appropriations Act for 1974); PL. 93-294, Aviation Career Incentive Act of 1974; Department of Defense (DoD) Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; AFI 11-401, *Aviation Management*; AFI 11-402, *Aviation and Parachutist Service*, Aeronautical Ratings and Badges; AFI 11-421, *Aviation Resource Management*; and E.O. 9397 (SSN).The reporting requirements in this volume are exempt from licensing IAW paragraph 2.11.10 of AFI 33-324, *The Air Force Information Collections and Reports Management Program*. 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. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 37-123 (will convert to AFMAN 33-363), *Management of Records*, and disposed of in accordance with the AF Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include consolidating MQ-1 and MQ-9 training guidance into this single instruction. This revision aligns the training cycle with the 12-month fiscal year. It changes MAJCOM ANG OPR from ACC/A3G to NGB/A3Y, and adds AFRC MAJCOM OPR as AFRC/A3T. This revision defines Launch and Recovery (L/R) experience criteria, L/R instructor requirements, and approval for local L/R training. Approval for local IQT and local requalification training has been clarified. Chemical, Biological, Radiological, Nuclear, and High-Yield Explosive (CBRNE) Defense Training requirements have been revised, including elimination of the CBRNE PMATS mission/flight. This revision clarifies multiple qualification guidance. It also identifies criteria for upgrading to Mission Control Element (MCE) instructor and L/R instructor. This instruction clarifies recurrency requirements and documentation requirements for differences training. This instruction also incorporates AFI 33-360 mandate to identify Tier waiver authorities

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Chapter 1

GENERAL GUIDANCE

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

1.2. Responsibilities:

1.2.1. HQ ACC Director of Aerospace Operations (A3), is designated the responsible agency for this volume IAW AFPD 11-2, and AFI 11-202V1. HQ ACC/A3 will:

1.2.1.1. Chair 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, ANG, and AFRC representatives. MAJCOM/A3s with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. Process all change requests to this publication.

1.2.2. **All MAJCOMs will** (Air National Guard (ANG) is considered a MAJCOM for the purposes of this instruction.):

1.2.2.1. Determine training requirements to fulfill Designed Operational Capability (DOC) statement missions and meet expected unit tasking(s) (RAP Tasking Memorandum [RTM] or other MAJCOM specific guidance).

1.2.2.2. Submit MAJCOM supplements to HQ USAF/A3OI, through HQ ACC/A3MU, for approval before publication. Provide HQ USAF/A3OI, HQ ACC/A3MU, and all applicable MAJCOM OPRs a copy of approved supplements to this publication.

1.2.2.3. MAJCOMs, other than ACC, will forward a copy of their MAJCOM specific guidance to ACC/A3MU.

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

1.2.3. **DRUs will:**

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training and forward copies 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.

1.2.4. **Wings/groups will (T-2):**

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. Assist Air Reserve Component (ARC) unit training programs as requested IAW the applicable unit advisory support program.

1.2.4.2. Attach wing- and group-level aircrew assigned to Aircrew Position Indicator (API) 6/8 positions to a flying squadron IAW AFI 11-401, *Aviation Management* and MAJCOM Supplements. Reference AFI 11-401 for definitions of all API levels.

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 MAJCOM/A3 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 MAJCOM OPR for review (NGB/A3Y, AFRC/A3T). Review supplements annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Operational units are required to submit, through appropriate channels, anticipated shortfall reports to MAJCOM OPR (NGB/A3Y, AFRC/A3T). Prior to submitting the end of cycle report, units are reminded to prorate incomplete training, as applicable IAW [paragraph 4.9](#)

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 aircrew.

1.2.5.2. Review training and evaluation records of newly assigned aircrew and those completing formal training to determine the training required to achieve BMC or CMR and to ensure compliance with provisions of this instruction.

1.2.5.3. Orient training missions to develop basic combat skills and practice tactics that simulate conditions anticipated in the unit mission.

1.2.5.4. **(ACC/ACC-Gained only)** Ensure RAP training missions develop basic combat skills and simulate conditions anticipated in the unit mission. Provide guidance to ensure aircrew log only effective RAP missions as RAP lookback counters. See [Attachment 2](#) and RTM for RAP mission definitions.

1.2.5.5. Determine missions and events in which individual BMC aircrew will maintain qualification (QUAL) versus familiarization (FAM).

1.2.5.6. Determine utilization of BMC aircrew.

1.2.5.7. Determine how many and which BMC and CMR aircrew 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. Assist the wing/group in developing unit training programs.

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

1.2.5.11. Ensure aircrew members only participate in missions, sorties, and events in which they are current and qualified.

1.2.5.12. Develop and administer Semi-Annual Take-off/Landing/Go-around Training as described in [paragraph 4.2.5](#)

1.2.6. Periodic Reporting (Not applicable [N/A] for CB-coded units and USAF Weapons School [USAFWS]). Squadrons will submit a training report to higher headquarters (HHQ) IAW MAJCOM/A3 directives or the current RTM. (T-2).

1.2.6.1. Squadrons may submit out-of-cycle reports at any time if HHQ assistance is required to prepare for DOC statement mission or deployment tasking. Report only significant shortfalls or limiting factors (LIMFACS) that affect most or all of the squadron for prolonged periods of time. Include possible solutions or specific assistance required if able. MAJCOM will attempt to rectify or minimize noted shortfalls or LIMFACS while the training cycle is under way.

1.2.6.2. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, munitions, software, etc. Example: unable to accomplish actual weapons release due to a shortage of training weapons. LIMFACS are factors, constraints, and restrictions that degrade training effectiveness. Example: squadron's ability to accomplish maritime operations due to the lack of maritime ranges.

1.2.6.3. All deviations from these training requirements, after prorating, will be reported to MAJCOM/A3. This includes requirements waived by Operations Group Commander (OG/CC). Submit via e-mail training reports to appropriate MAJCOM program manager.

1.2.6.4. (N/A Air Force Special Operations Command [AFSOC]) CAF OG/CCs will submit a RAP training report IAW RTM. In lieu of RAP reports, ACC (TF-coded) Formal Training Units (FTU) will submit Status of Formal Training reports every six months during the training cycle (mid-Apr and end of cycle report mid Oct) via e-mail to ACC/A3MU MQ-1/9 Operations Branch (ACC.A3CU.Remotely.Piloted.Aircraft.Branch@langley.af.mil).

1.2.7. Individual aircrew will (T-3):

1.2.7.1. Hand-carry all available training records to assist the gaining unit in assessing qualifications and training requirements. Reference AFI 11-202V2 for guidance on individual aircrew responsibilities relating to transporting qualification records [for example, Flight Evaluation Folders (FEF)].

1.2.7.2. Complete training requirements and currencies within the guidelines of this instruction to adequately prepare for and maintain proficiency in assigned flight-related activities.

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

1.3. Processing Changes. Process changes using the AF Form 847, *Recommendation for Change of Publication*, IAW AFI 33-360, and AFI 11-215, USAF Flight Manuals Program (FMP), through local and MAJCOM training channels to ACC/A3MU. ACC/A3MU will forward coordinated recommended changes to USAF/A3OI for approval. Handle time-sensitive changes by immediate-action message.

1.4. Qualification Training. Aircrew training is designed to progress a pilot or sensor operator from Initial Qualification Training (IQT) or Requalification and Transition (TX) to Mission Qualification Training (MQT), and finally to Continuation Training (CT) through the normal training cycle. The following is an overview of qualification training:

1.4.1. **IQT and TX.** IQT and TX provide aircrew members the training necessary to initially qualify in a basic aircraft position and flying duties without regard to any specific unit's mission. See **Chapter 2**. Upon completion of IQT or TX, the aircrew member will arrive at their gaining unit with Basic Aircraft Qualification (BAQ) status.

1.4.1.1. BAQ is a prerequisite for all follow-on training, including MQT.

1.4.1.2. Except for general officers, BAQ is not a long-term qualification status. Waiver authority to remain BAQ for longer than six months is MAJCOM/A3 (NGB/A3Y, AFRC/A3T). **(T-2)**.

1.4.2. **Mission Qualification Training.** MQT provides aircrew members the advanced training necessary to qualify in an assigned aircrew position to perform the missions assigned to a specific unit. See **Chapter 3**. Aircrew will maintain BAQ status until completion of MQT and subsequently designated CMR/BMC. Completion of MQT is a prerequisite for CMR/BMC. The FTU instructor course is equivalent to a unit MQT program.

1.4.3. **Continuation Training.** CT provides aircrew members the training necessary to maintain flying proficiency and consists of basic flying skills to safely operate the aircraft and mission-related skills to accomplish the unit's assigned mission. See **Chapter 4**.

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

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

1.4.4.1.1. All designated combat aircraft (CC-coded) unit active duty API-1, Squadron Commander (SQ/CC), and Squadron Director of Operations (SQ/DO) positions are designated as CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. **EXCEPTION:** If a unit is 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 inexperienced aircrew members with at least 50 percent, if available, designated CMR. (ARC: any aircrew member may be designated CMR or BMC at OG/CC discretion).

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

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

1.4.4.2.1. Active duty non-CMR aircrew positions above squadron level are normally designated BMC. BMC designations are assigned to aircrew that have a primary job performing wing supervision or staff functions that directly support the flying operation.

1.4.4.2.2. BMC aircrew maintain FAM with all unit primary missions. They may also train for proficiency and qualification in some of those missions. For those missions in which they maintain FAM only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew must accomplish all mission-related ground training designated by their attached SQ/CC. **(T-3).**

1.4.4.2.3. BMC aircrew may deploy and participate in any mission as determined by the SQ/CC IAW **paragraph 1.7.6** Failure to complete BMC required training results in regression to non-BMC (N-BMC) status. While N-BMC, SQ/CC will determine missions aircrew may perform and supervision level required.

1.4.4.3. **N-CMR/N-BMC.** Aircrew regressing to N-CMR/N-BMC status must accomplish the requirements in accordance with **paragraph 4.6** before regaining CMR/BMC status (as applicable).

1.4.4.4. **Specialized Training.** Specialized training is training in any special skills that are not required by every aircrew member, but are necessary to carry out the unit's assigned missions. Specialized training is normally accomplished after an aircrew member is assigned CMR/BMC status. Unless otherwise specified in this AFI, aircrew in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.5. Training Concepts and Policies (T-2):

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

1.5.2. ACC Training Support Squadron (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 operational test aircrew in support of specific test plans. These syllabi will be approved by the Test and Evaluation Group (TEG) commander and submitted to ACC TRSS.

1.5.3. In-flight Supervision: Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to new tasks, or instruction to correct previous discrepancies, an instructor pilot (IP) or instructor sensor operator (ISO) is required.

1.6. Aircrew Experience Requirements. (T-2).

1.6.1. Aircrew require a minimum number of flight hours to be considered experienced (EXP) in the aircraft IAW AFI 11-412, "*Aircrew Management*". Inexperienced (INEXP) aircrew must train at a higher rate to maintain currencies and proficiencies. Training tables in this volume and the RTM (or MAJCOM-specific guidance) define requirements for both EXP and INEXP levels.

1.6.2. An experienced MCE aircrew member must meet one of the following criteria:

1.6.2.1. 550 hours Primary Aerospace Vehicle Inventory (PAI), or

1.6.2.2. 550 total hours of which 300 hours are PAI, or

1.6.2.3. 550 MQ-1/9 hours of which 150 are PAI.

1.6.3. To be considered experienced in L/R operations, aircrew must meet the following criteria: accrue 75 hours of L/R flight time and be L/R qualified for 6 months.

1.6.4. Pilot hours are defined as Primary/Secondary/Instructor /Evaluator time. Time does not include other time, non-pilot time (e.g. NAV) or hours logged at Undergraduate RPA Training (URT), Specialized Undergraduate Pilot Training (SUPT), Specialized Undergraduate Navigator Training (SUNT), or Primary Undergraduate Combat Systems Officer Training (UCT).

1.6.5. Hours logged in the Predator Mission Aircrew Training System (PMATS) accomplishing RTM-approved missions may be counted as hours when determining MCE experience level. RAP PMATS hours will not exceed 50% of the total required to meet the experience threshold (e.g., 150 RAP PMATS mission hours out of 300 PAI).

1.6.6. **Experience Grandfather Clause.** Effective publication date of this AFI, any currently designated experienced aircrew (both MCE and L/R) are grandfathered "experienced."

1.7. RAP Policy and Management (ACC/ACC-gained units only) (T-2):

1.7.1. RAP is the continuation training (CT) program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. RAP tasking is executed IAW the MQ-1/9 RAP Tasking Memorandum (RTM). Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types and associated events as determined by the MAJCOM and unit commanders. Aircrew members will receive training in all MDS aircraft they are qualified in and will be assigned to either a CMR or a BMC position in the unit. The standard sortie requirements in the RTM establish the minimum number of RAP sorties per training cycle for BMC and CMR levels of training.

1.7.2. The aircrew training cycle is 12 months coincident with the fiscal year. Units will complete training requirements during the appropriate training cycle. Training shortfalls during this period will be reported IAW [paragraph 1.2](#)

1.7.3. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.7.4. Progression from BMC to CMR status requires:

1.7.4.1. A 1-month look-back at the CMR mission rate.

1.7.4.2. Qualification in all primary missions and weapons events required at CMR.

1.7.4.3. Confirmation that the progressed aircrew member can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.7.4.4. Completion of mission-related ground training, to include a current verification (see [paragraph 3.2.2](#) for Initial Verification).

1.7.4.5. SQ/CC certification.

1.7.5. **Special Capabilities or Qualifications.** SQ/CCs will determine which aircrew will train for and maintain special capabilities or qualifications. RAP training requirements for special capabilities are accomplished in addition to baseline CMR/BMC requirements.

1.7.6. Wing CMR/BMC aircrew will fly the required monthly lookback rate. If unable, refer to regression, [paragraph 4.7](#)

1.7.7. End of Cycle training requirements are based on the aircrew experience level and qualifications on the last day of the current training cycle.

1.7.8. Units converting to another Mission Design Series (MDS) may fly aircrew in CMR positions at the BMC rate until one month prior to the operationally ready date if CMR mission rates cannot be supported. CMR aircrew should be flown at a CMR rate for the month prior to initial operational capability (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.

1.8. RAP Training Mission Program Development (ACC/ACC-Gained only) (T-2):

1.8.1. RAP mission and event requirements (see [Attachment 2](#) for definitions) apply to CMR and BMC aircrew as well as those individuals carrying special capabilities or qualifications and are IAW the RTM. The RTM establishes the minimum number of required missions and events per training cycle for CMR/BMC levels of training. The current RTM takes precedence over the RAP requirements in this volume and may contain updated requirements and events not yet incorporated in [Attachment 2](#).

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

1.8.2.1. Experience building sorties are additional training sorties necessary to achieve desired proficiency in optimum time. RAP missions may not provide sufficient hours to experience aircrew to achieve overall unit experience levels. [Paragraph 1.6](#) provides the definition for an experienced aircrew.

1.8.2.2. Collateral sorties are not directly related to combat employment training but are necessary in day-to-day squadron operations.

1.8.3. MAJCOMs may augment unit flying hour programs with a number of attrition sorties that compensate for non-effective training missions. Pilots may log any training mission as non-effective when a major portion of valid training for that type of mission cannot be accomplished due to poor weather, air aborts, or other unexpected circumstances. In order to allocate the number of attrition sorties accurately, it is essential that pilots log non-effective sorties appropriately.

1.9. Training Records and Reports:

1.9.1. Units will maintain aircrew records for individual training and evaluations IAW: (T-3).

1.9.1.1. AFI 11-202V1 & AFI 11-202V2.

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

1.9.1.3. ACC Instruction 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*.

1.9.2. Units will track the following information for all aircrew (as applicable): (T-3).

1.9.2.1. Ground training.

1.9.2.2. Requirements and accomplishment of individual sorties, MAJCOM-specific sorties and missions types, and events cumulatively for the training cycle.

1.9.2.3. Look-back (N/A AFSOC): MAJCOM-specific mission requirements using 1-month and 3-month running totals for look-back.

1.9.2.4. Requirements and accomplishment of individual currencies.

1.9.2.5. Weapons employment records in sufficient detail to document all employment attempts and hit percentages in any appropriate database.

1.9.3. Units may update ARMS training tasks with "No Date" with either the date of the last FTU or USAFWS-equivalent training accomplished, or the unit mission certification date.

1.10. Mission and Armament Recording.

1.10.1. Aircrew should use and assess all available training documentation, such as Digital Video/Audio Recording devices (DVR), on all missions. Individual aircrew should review applicable portions of mission tapes to enhance training.

1.10.2. As a guide, the following items should be reviewed after every mission: crew coordination, weapons parameters, accuracy, identification procedures, adherence to training rules, communications procedures and discipline, flight discipline, and tactical employment.

1.11. Aircrew Utilization Policy: (T-3)

1.11.1. Commanders will ensure wing/group aircrew (API-1/6) fill authorized positions IAW UMDs and that aircrew member status is properly designated. The overall objective is for aircrew to perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (e.g., escort officer, flight evaluation board/mishap board member), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience.

1.11.2. While API-1-assigned wing aircrew may perform additional duties outside of their flying squadron for a temporary basis, their primary responsibility is with the squadron to fill DOC statement tasked missions. Wing leadership will not prioritize workload unrelated to squadron mission requirements for the employment of squadron API-1 aircrew.

1.11.3. Commanders will ensure API-6 pilots on the wing staff perform duties justified in MAJCOM manpower standards documents and authorized in UMDs. AFRC: OG/CC may designate API positions as required to meet unit requirements

1.12. Sortie Allocation and Unit Manning Guidance: Note: Sortie allocation guidance applies to training sortie/missions, not contingency operations.

1.12.1. **Sortie Allocation.** In general, inexperienced API-1 aircrew should receive sortie allocation priority over experienced aircrew. Priorities for sortie allocation are as follows:

1.12.1.1. **Operational (CC-Coded) Units.** CMR API-1, MQT API-1, CMR API-6, MQT API-6, and BMC.

1.12.1.2. **Formal Training and USAFWS (TF-Coded) Units.** Formal syllabus training, Instructor Upgrade Training, Instructor CT, authorized staff personnel not performing Instructor or Flight Examiner (FE) duties.

1.12.1.3. **Test and Test Evaluation Squadron (CB-coded) Units.** Requirements directed by MAJCOM followed by training required to prepare for assigned projects and taskings.

1.12.2. Wing API-6 authorizations are IAW UMDs.

1.12.3. For wings consisting of both TF-coded and CC-coded units, at least one of the following aircrew will maintain FTU instructor status (when possible): Wing Commander (WG/CC), Wing Vice Commander (WG/CV), OG/CC, or OG/CD. **(T-2).** For FTU-only wings, all API-6 aircrew will maintain instructor status (optional for WG/CC and OG/CC). **(T-2).** FTU-only wings will fly API-1/6 aircrew as required by programmed flying training (PFT). **(T-2).**

1.12.4. Authorizations for API-8 aircrew, ACC/Inspector General Inspections (IGI) inspectors in API-6 billets, and CB-coded aircrew flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. **(T-2).**

1.12.4.1. API-8 and ACC/IGI aircrew should fly the BMC rate; API-8 and ACC/IGI aircrew, however, are not required to complete BMC-specific missions and events or meet monthly lookback requirements.

1.12.4.2. CB-coded pilots should fly the BMC rate at a minimum. Aircrew assigned or attached to ACC/IGI as API-6 will maintain RAP currencies/lookback per API-8 guidance. **(T-2).**

1.12.5. **Maximum Sorties (N/A AFRC and ANG).** There is no maximum sortie count for CMR/BMC aircrew. **Table 1.1** provides guidelines for the minimum and maximum annual sortie allowance for non-API-1 aircrew. On occasion, unique operations may require aircrew to fly more than the maximum number of sorties authorized, however, this may impact training of other aircrew.

1.12.6. Units should provide assigned API-6/8 flyers adequate resources to maintain minimum training requirements; however, support for API-6/8 aircrew will not limit the flying squadron's primary mission. If units cannot meet attached aircrew requirements, they must request relief IAW AFI 11-401, as supplemented. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW MAJCOM directives.

Table 1.1. MQ-1/9 Sortie Requirements for Other-Than-API-1 Crews.

API Level	Minimum Sortie Goal	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (INEXP/EXP)
6 or 8 C or E	BMC rate	TF	Any	CMR rate, or as required by PFT, whichever is higher
6 or 8 C or E	BMC rate	CB	Any	CMR rate, or as required by test program requirements, whichever is higher
6 or 8 C or E	BMC rate	CC	Any	CMR rate
5	IAW AFI 11-202V1	CC, TF, or CB	Any	BMC Rate

1.13. Waiver Authority:

1.13.1. MAJCOM/A3 may delegate waiver authority for the requirements of the RTM to the OG/CC. Additional guidance may be provided in the RTM.

1.13.2. Units subordinate to a Numbered Air Force (NAF) will forward requests directly to MAJCOM Aircrew Training function (ex: ACC/A3M) and provide their NAF/A3/OV with an information copy. In all cases, once the waiver process is complete, include ACC/A3M as an information addressee.

1.13.3. Waivers to this volume will be valid until the Approving Official cancels in writing, revises the publication, or the waiver expires.

Chapter 2

INITIAL QUALIFICATION, REQUALIFICATION, TRANSITION AND SENIOR OFFICER TRAINING

2.1. General. This chapter outlines training of crewmembers in MQ1/9 unit aircraft.

2.1.1. Formal Training. Initial Qualification Training (IQT), Requalification and Transition (TX), and Senior Officer training will normally be conducted during formal syllabus courses at the FTU. Formal course graduates will be proficient in mission tasks as indicated by the Course Training Standards (CTS) and Required Proficiency Levels (RPL) of the FTU syllabi. Graduates of IQT and TX are BAQ until completion of follow-on MQT.

2.1.2. Local Training. In exceptional circumstances when FTU training is not available within a reasonable time period, local IQT, TX, and Senior Officer training may be performed at the unit IAW the provisions of this chapter. When local training is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training. Once local training is authorized, the OG/CC becomes the delegated approval authority for entry into local training in accordance with guidelines below. Local training programs will be conducted using the appropriate formal course syllabus track, program flow, requirement, and CTS/RPL. **(T-2)**. Completion of formal training in residence or via secondary method training waiver will result in personnel actions IAW AFI 36-2107 *Active Duty Service Commitments (ADSC)*. **(T-1)**.

2.1.3. IQT completion requires a flight evaluation IAW AFI 11-202V2 and applicable MDS Volume 2. Aircrew will not be evaluated on events in which they were not specifically trained or qualified (i.e., MCE aircrew not trained in L/R operations). **(T-2)**.

2.2. Approval/Waiver for Local IQT and Local Requalification Training:

2.2.1. B-Course, TX-1, and TX-2. Gaining MAJCOM/A3 (NGB/A3Y, AFRC/A3T) is the approval authority to conduct local B-course, TX-1, and TX-2, and is waiver authority to change the formal requirements of this training. Local training must be approved on an individual basis. **(T-2)**. Inform ACC/A3M of approved waivers.

2.2.2. TX-3 Transition. Gaining MAJCOM/A3 (NGB/A3Y, AFRC/A3T) is the approval authority to conduct local TX-3 for aircrew transitioning from the MQ-1 to the MQ-9 and vice-versa, and is the waiver authority to change the formal requirements of this training. Local training must be approved on an individual basis. **(T-2)**. Inform ACC/A3M of approved waivers.

2.2.3. TX-3 Requalification. IAW AFI 11-202V1, SQ/CCs may direct local requalification training for aircrew unqualified up to 39 months at the end of a non-flying assignment, or up to 51 months at the end of any active flying assignment. Completion of the FTU TX-3 course satisfies this requirement.

2.2.4. Requests to conduct local IQT or local requalification training will include the following: **(T-2)**.

2.2.4.1. Justification for the local training in lieu of formal course training.

2.2.4.2. Summary of individual's flying experience.

2.2.4.3. Date training will begin and expected completion date.

2.2.4.4. Requested exceptions to formal course syllabus, if any, 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 (ETCA) (applicable ACC Syllabus Course) <https://etca.randolph.af.mil/>. Individuals without all prerequisites met or waived may be denied entry into training. **(T-2).**

2.4. Ground Training. Ground training will be accomplished IAW the syllabus. Use available and current reference materials such as Air Force Tactics, Techniques and Procedures (AFTTP), instructor guides, and audiovisual programs as supporting materials to the maximum extent possible. Accomplish simulator missions in a PMATS to the maximum extent possible; however, OG/CCs can authorize a Ground Control Station (GCS) or another Aircrew Training Device (ATD) if a PMATS is not available.

2.5. Flying Training:

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 to MAJCOM/A3 with aircrew member's name, rank, delay reason, planned actions, and estimated completion date. **(T-2).**

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

2.6. IQT for Senior Officers:

2.6.1. All formal training courses for senior officers (Colonel selects and above) will be conducted at the FTU unless waived IAW [paragraph 2.2](#) **(T-2).**

2.6.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives and [paragraph 2.2](#) **(T-2).**

2.6.3. If senior officers must be trained at the unit to which they are assigned, they will be in formal training status. **(T-2).** Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. **(T-2).** Exceptions to this policy must be approved by gaining MAJCOM/CC and submitted through the MAJCOM/A3.

2.6.4. **Senior Officer Familiarization Course (SOFC).** This course trains senior pilots (O-6 and above) and sensor operators (E-9) to operate the MQ-1/9 under the direct supervision of an instructor. This course provides a basic orientation to senior officers/enlisted who supervise/oversee flying operations for aircraft in which they are not qualified, IAW the ETCA. The primary method of training is at the FTU. Completion of this course does not establish a qualification or currency requirement.

2.7. Weapons Instructor Course (WIC). A formal flight training program designed to qualify MQ-1/9 instructors as USAF Weapons Officers. The course is conducted by 26 WPS, 57 WG. Requisites are listed on the ETCA webpage and the MQ-1/9 WIC syllabus. Upon course completion, graduates are fully qualified as USAF Weapons Officers and granted the W-prefix to the aircrew member's AFSC.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training is conducted in two phases. MQT begins at the FTU during IQT. A post-FTU unit-specific MQT program is taught at each unit to train aircrew to accomplish the unit mission or to recertify aircrew that have regressed to N-CMR/N-BMC status. Guidance in this chapter is provided to assist SQ/CCs in developing their unit-specific MQT program. Aircrew will maintain BAQ status until they complete the unit-specific MQT program. Upon completion of the unit-specific MQT program, the unit commander shall assign new aircrew members BMC or CMR status.

3.1.1. Unit administered MQT programs will be approved by the OG/CC. **(T-3)**. For AFSOC, MQ-1/9 MQT is conducted by their FTU, vice the individual units and the MQT syllabi is approved by MAJCOM/A3T.

3.1.2. Sorties and events for a unit administered MQT program will include sorties and events needed to qualify an aircrew member in the unit-specific mission and Tactics, Techniques, and Procedures (TTP). **(T-3)**. The program will incorporate unaccomplished sorties and events from the IQT syllabus.

3.1.3. Units will ensure events not accomplished or waived at the FTU are completed or waived before the individual is certified BMC or CMR. **(T-3)**.

3.1.4. Unit-specific MQT will be completed within 120 calendar days (ANG/AFRC and AFSOC: 150 calendar days). **(T-2)**. Timing starts from the member's first duty day at the gaining operational unit. If the individual elects to take authorized leave prior to entering MQT, the timing will begin after the termination of leave. Training is complete upon SQ/CC certification to CMR/BMC. If training exceeds the specified limit, units will notify MAJCOM Aircrew Training function (ACC/A3M, AFSOC/A3T, AFRC/A3T, NGB/A3Y) of the planned corrective action on a case-by-case basis. **(T-2)**.

3.2. Ground Training:

3.2.1. Units will develop blocks of training covering areas pertinent to the mission as determined by the SQ/CC. **(T-3)**. Training completed during IQT may be credited towards this requirement.

3.2.2. **Verification/Verification Planning Exercise (VPE)**. CMR aircrew will demonstrate satisfactory knowledge of the squadron's assigned mission to a formal board established by the SQ/CC. **(T-3)**. Desired board composition is SQ/CC or SQ/DO (chairman), weapons officer, intelligence officer, ISO or Squadron Operations Supervisor, and a plans representative. Suggested verification briefing guides are in [Attachment 3](#).

3.2.2.1. CMR aircrew will complete a Verification/VPE within 180 days after completing MQT. Failure to comply will result in regression to N-CMR until the verification is complete. **(T-3)**.

3.2.2.2. At the discretion of the SQ/CC, BMC aircrew may accomplish a Verification/VPE to facilitate future upgrade to CMR status.

3.2.2.3. AFSOC crews who participate in a VPE will meet Verification requirements.

3.2.2.4. OG/CC may authorize SQ/CCs to count completion of unit-specific MQT programs or combat and combat support sorties flown during MQT as satisfying the Verification/VPE requirement.

3.3. Simulator Training:

3.3.1. PMATS will be used if available. MQT aircrew should fly mission profiles that replicate primary unit mission tasking.

3.3.2. MQT PMATS Event Requirements:

3.3.2.1. **Instruments and EPs (Emergency Procedures).** Personal and mission preparation, normal ground operations, flight operations, navigation, EPs, post-flight ground operations, Critical Action Procedures (CAP), and selected non-CAP EPs.

3.3.2.2. **Surface Attack Tactics and Weapons Anomalies.** Tactical procedures, tactical navigation, weapons deliveries (normal and backup), weapons anomalies, emergency divert/recovery procedures, hung ordnance procedures, and selected EPs. These missions will be accomplished using a tactical scenario.

3.4. Flying Training. MQT programs should use profiles typical of SQ missions. Maximum use of armament recording assets and actual deliveries are encouraged on all MQT missions.

3.4.1. **Supervision.** An IP and/or ISO, respective to student(s) of similar crew compliment, are required as a minimum unless specified otherwise.

3.4.2. **Prerequisites and Currency.** If more than 14 calendar days elapse between sorties, an additional review sortie may be flown before continuing the program.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter, along with the current MAJCOM-specific guidance (RTM for ACC/ ACC Gained), outlines ground and flying CT requirements for BAQ, BMC, and CMR aircrew. Aircrew must be qualified IAW this instruction, AFI 11-401, AFI 11-202V2, applicable MDS Volume 2, and applicable MAJCOM and local instructions. Aircrew must complete IQT to fly in BAQ status; MQT (or FTU instructor upgrade) to fly in BMC/CMR status. Training terms and sortie/event definitions referenced throughout this chapter are found in [Attachment 1](#) and [Attachment 2](#), respectively.

4.2. Ground Training. Ground training will be accomplished IAW the RTM or MAJCOM specific guidance. Waiver authority for the ground training specified is IAW the reference directive. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. The RTM is a reference for specific ground training only. The RTM and/or MAJCOM specific guidance does not include all AF ancillary training, which should be tracked at unit level.

4.2.1. Instrument Refresher Course (IRC). (T-2). IAW AFMAN 11-210, *Instrument Refresher Program*, AFI 11-202V2, and MAJCOM supplements.

4.2.1.1. Units will ensure IRC programs 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.

4.2.1.2. Units will also develop theater-specific instrument academic programs for inclusion in their pre-deployment (LRE) or pre-combat (MCE) spin-up training programs. Units will include a course on flight operations in icing conditions with emphasis on the aircraft limitations, capabilities, and avoidance in their theater-specific instrument academic training.

4.2.2. PMATS:

4.2.2.1. The RTM and MAJCOM specific guidance depicts minimum PMATS training requirements. OG/CC can substitute other training devices as described in [paragraph 2.4](#) if PMATS is not available. Units will determine additional CT training device requirements based on expected employment tasking, training device capabilities, and mission training objectives. Units will determine appropriate supervision levels for PMATS missions/tasks. **(T-3).** Units will track all aircrew device training used to satisfy RAP and basic skills requirements. **(T-3). Note:** Aircrew are not expected to have or gain proficiency in EPs in phases of flight in which they are not qualified (e.g., L/R ops).

4.2.2.2. Units should develop scenarios that cover all CAPs, EPs, instrument approach procedures, and other scenario requirements based on expected unit tasking and training device capabilities. Emphasis should be placed on training not readily attainable during daily flying activities. Units will review scenarios annually and update as required. **(T-3).** Inadvertent weather entry procedures training and unusual attitude recovery training

will be accomplished during all instrument or EP PMATS training. Unusual attitude training will include recognition of heads up display (HUD) limitations.

4.2.2.3. Tactical and EP missions will be accomplished in a PMATS, if available. **(T-3)**. If required, a GCS or other ATD may be used to accomplish this training.

4.2.2.3.1. EP PMATS. Mission Objectives: Practice EPs and maintain proficiency in applying aircraft general knowledge to abnormal situations. Specific mission tasks: unusual attitude recoveries, spatial disorientation, inadvertent weather entry, controlled flight departure recognition and recovery procedures, CAPs, aircraft subsystem failure checklist procedures, in-flight EPs, and instrument procedures. L/R aircrew will also discuss/review Stability Augmentation System (SAS)-off flight characteristics and stall recognition and recovery.

4.2.2.3.2. Tactical PMATS. Mission Objectives: Practice in-flight malfunctions and maintain proficiency in applying tactical knowledge to combat scenarios. Specific mission tasks: DOC-relevant simulated combat employment, threat recognition and counter tactics, weapons malfunction procedures, relevant CAPs and aircraft subsystem failure procedures, controllability check and structural failure checklists.

4.2.3. **Situational Emergency Procedures Training (SEPT). (T-2).**

4.2.3.1. This monthly training is not an evaluation, but a review of abnormal and emergency procedures and aircraft systems operations/limitations during realistic scenarios. One aircrew member should present a situation and another aircrew member discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. CAPs and squadron special interest items should be emphasized. Incorporate the following elements into the SEPT training program:

4.2.3.1.1. SQ/CC or SQ/DO involvement in the selection of monthly SEPT topics.

4.2.3.1.2. Develop SEPT scenarios using historical aircraft mishaps/incidents as baseline cases.

4.2.3.1.3. At a minimum, aircrew members will discuss all CAPs applicable to their qualifications, and at least two EPs. Additionally, L/R aircrew members will discuss at least two EPs relevant to L/R operations. Units should review all applicable EPs in section 3 of the flight and munitions delivery manuals annually.

4.2.3.2. SEPT will be accomplished for the month the aircrew is flying. Currency will expire at the end of the calendar month. A SEPT may be accomplished the month prior, but will only count for one month (i.e. a SEPT accomplished at the end of May can count for June, but June only). Aircrew with expired SEPT are grounded until the SEPT is completed for that month. Aircrew will accomplish a minimum of one SEPT every 180 days with an IP or ISO.

4.2.3.3. SEPTs should be accomplished in the best ATD available or a GCS. If a PMATS or GCS is not available, SEPTs should be accomplished as a crew with participation to the full extent and share equal time responding to EPs. SEPTs are accomplished independent of mass briefing and EP of the day.

4.2.3.3.1. Emergency Procedures Evaluations (EPEs) can be used to fulfill monthly SEPT requirements.

- 4.2.3.3.2. Completion of an EP profile satisfies the aircrew member's monthly SEPT requirement, if not already accomplished. Instructors administering a supervised EP PMATS mission or FEs administering EPEs will satisfy their monthly SEPT requirement.
- 4.2.3.3.3. Formal course student EP PMATS can satisfy the monthly SEPT requirement for the IP/ ISO who administers the training.
- 4.2.4. **Weapons/Tactics Academic Training. (T-2).** Units will establish a weapons/tactics academic training program to satisfy MQT and CT requirements. Training is required IAW the RTM or MAJCOM specific guidance. The program will require successful completion of an examination (85 percent minimum to pass). Use testing to validate qualification to the maximum extent possible throughout the training program. Aircrew 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 programs may be used in place of academic instruction.
- 4.2.4.1. Academic instructors should be USAFWS graduates, tactics personnel, or experienced instructors, and will determine training requirements based on unit- and theater-specific mission requirements and unit DOC statement.
- 4.2.4.2. Instruction and tests should include (as applicable), but not limited to:
- 4.2.4.2.1. Air-to-surface weapons: description, operation, parameters, fusing, limitations, preflight, tactics, normal and EPs/techniques.
- 4.2.4.2.2. Capabilities, characteristics, and TTPs of other CAF assets that the aircraft may integrate with in theater-specific operations.
- 4.2.4.2.3. AFTTP to include, as a minimum: AFTTP 3-1.General Planning, *General Planning and Employment Considerations*; AFTTP 3-1.Threat Guide, *Threat Reference Guide and Countertactics*; and applicable MDS AFTTP 3-1, *Tactical Employment*.
- 4.2.4.3. Develop specialized training to support specific weapons, TTPs, mission capabilities, authentication, Rules of Engagement (ROE), and safe passage procedures, and where applicable:
- 4.2.4.3.1. Counterland procedures, to include Strike Coordination and Reconnaissance (SCAR) procedures, and Close Air Support (CAS) procedures with Forward Air Controller (FAC) and/or Joint Terminal Attack Controller (JTAC).
- 4.2.4.3.2. Intelligence, Surveillance, Reconnaissance (ISR) procedures; to include Reconnaissance Surveillance and Target Acquisition (RSTA) procedures.
- 4.2.4.3.3. On-Scene Commander (OSC) and Combat Search and Rescue (CSAR) procedures.
- 4.2.4.3.4. Combat operations lessons learned.
- 4.2.4.3.5. Theater specific threat reviews.
- 4.2.4.3.6. Air Operations in Maritime Surface Warfare (AOMSW).
- 4.2.5. **Take-off/Landing/Go-around Training (L/R qualified crews only). (T-2).**

4.2.5.1. During initial L/R qualification, L/R instructor upgrade, L/R requalification, and semi-annually thereafter, L/R aircrew will receive Take-off/Landing/Go-around academic training. If aircrew go non-current on landings, they will receive this training prior to their landing re-currency sortie.

4.2.5.2. Training will include proper takeoff/landing techniques and procedures, approach procedures and techniques, GPS landing system (GLS) use, crosswind landings, go-arounds (decision making, planned, un-planned, IP directed, etc.), hard-landings, bounces and porpoise recovery, problems associated with limited visual cues, and HUD symbology. Training should include video from previous mishaps to show relationship between the lack of visual/somatic-sensory cues, and the result of continuing a bad approach/landing.

4.2.5.3. SQ/CCs may implement more periodic L/R continuation training programs with instructor-supervised L/R events to provide instructor feedback on pilot landing techniques and execution and sensor operator duties. These programs should encourage use of L/R observer's review and critique of landing techniques and procedures.

4.2.6. Crew Resource Management (CRM). (T-2). Aircrew members will participate in MAJCOM established CRM CT at the frequency stated in the RTM or MAJCOM-specific guidance (reference AFI 11-290 *Cockpit/Crew Resource Management Training Program* and the appropriate MAJCOM supplement). Training builds upon the basic cockpit management skills taught in SUPT, URT, and FTUs. Briefings and debriefings will include the core curriculum of CRM training IAW AFI 11-290 and the appropriate MAJCOM supplement. The CRM instructor course may be used to satisfy the periodic requirement. Training will be tracked in ARMS. The RTM or MAJCOM-specific guidance identifies actions required for failure to attend CRM training.

4.2.7. Unit Intelligence Training. (T-2). Units will conduct this training IAW AFI 14-2MQ-1&9V1, "*MQ-1 and MQ-9 Unit Intelligence Training*".

4.2.8. Intelligence Oversight Program. (T-2). Units will conduct this annual training IAW Department of Defense (DOD) Directive 5240.1-R, "*Procedures Governing the Activities of DOD Intelligence Components that Affect United States Persons*"; and AFI 14-104, "*Conduct of Intelligence Activities*".

4.2.9. Law of Armed Conflict (LOAC) for RPA Operations. (T-2). Units will conduct this training IAW MAJCOM-specific guidance.

4.3. Flying Training. All aircrew (except API-8 and ACC/IGI aircrew) will accomplish the mission and event requirements listed in the most current RTM and MAJCOM specific guidance as applicable to their crew position and qualifications. **(T-2).** Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status, but may require additional training as determined by the SQ/CC. API-8 and ACC/IGI flyers will strive to accomplish as many of the requirements as practical. In addition, the following are required:

4.3.1. BAQ Requirements. (T-2).

4.3.1.1. Qualification (QUAL) flight evaluation IAW AFI 11-202V2 & applicable MDS Volume 2.

4.3.1.2. Instrument (INSTM) flight evaluation IAW AFI 11-202V2 & applicable MDS Volume 2.

4.3.1.3. Currencies IAW [paragraph 4.6](#) & RTM (as applicable).

4.3.1.4. BAQ aircrew will fly a supervised sortie with an instructor of the same crew position every 60 days.

4.3.1.5. Sortie rate as required to maintain directed/desired currencies. If a BAQ aircrew member does not fly for 21 days (INEXP) or 30 days (EXP) the next sortie must be flown with an instructor of the same crew position.

4.3.1.6. Unless currently enrolled in a program to achieve CMR/BMC, BAQ aircrew remaining in BAQ status for more than six months will be grounded (except general officers). Waiver authority is the MAJCOM/A3.

4.3.2. **BMC Requirements. (T-2).**

4.3.2.1. QUAL flight evaluation IAW AFI 11-202V2 and applicable MDS Volume 2.

4.3.2.2. Instrument flight evaluation IAW AFI 11-202V2 & applicable MDS Volume 2.

4.3.2.3. MSN flight evaluation IAW AFI 11-202V2 & applicable MDS Volume 2.

4.3.2.4. Currencies IAW [paragraph 4.6](#) (as applicable).

4.3.2.5. RAP training IAW this volume and the RTM/MAJCOM-specific guidance.

4.3.2.6. API-8 and ACC/IGI inspectors IAW [paragraph 1.12.4](#) and [paragraph 4.4](#)

4.3.2.7. FTU IPs/ISOs and test aircrew IAW [paragraph 4.3.5](#).

4.3.2.8. RAP missions and events (amount and types) and weapons qualifications IAW the procedures in this volume and the RTM or MAJCOM specific guidance.

4.3.3. **CMR Requirements. (T-2).**

4.3.3.1. All BMC requirements.

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

4.3.3.3. QUAL and MSN Evaluation IAW AFI 11-202V2 & applicable MDS Volume 2.

4.3.3.4. Ground training IAW the RTM or MAJCOM specific guidance.

4.3.3.5. Verification/VPE IAW [paragraph 3.2.2](#)

4.3.4. **Special Capabilities Qualification Requirements:**

4.3.4.1. Specialized training IAW [Chapter 6](#) and guiding syllabus.

4.3.4.2. Sortie and mission requirements IAW this volume and MAJCOM specific guidance for special capability missions and other requirements established by the SQ/CC.

4.3.4.3. Certification by SQ/CC (usually designated on letter of X's [LoX]).

4.3.4.4. Failure to accomplish the requirements will result in loss of certification/qualification (see [paragraph 4.6](#) for recurrency/requalification).

4.3.5. Designated Training (TF-coded) and Designated Test (CB-coded) Unit Requirements. (T-2).

4.3.5.1. Aircrew assigned or attached to TF or CB-coded units should fly, as a minimum, at the BMC rate; however, they are not required to complete BMC-specific missions/events or meet monthly lookback requirements. Formal training syllabus-directed missions and approved test plan missions apply to BMC rate requirements for TF and CB-coded units respectively. EXCEPTION: Pilots in TF/CB-coded units will fly the Aircraft Handling Characteristics (AHC), Pattern Proficiency Sortie (PPS) and EP PMATS listed in the RTM or MAJCOM specific guidance.

4.3.5.2. Instructors must be current and qualified in all events they instruct. Failure to maintain an individual currency will not affect instructor status, but requires additional training as determined by the SQ/CC before instructing that event. For CB-coded units, SQ/CCs may designate instructors as initial cadre to instruct new events under an approved test plan.

4.3.5.3. Ground training as directed by the SQ/CC.

4.3.5.3.1. There is no requirement for aircrew assigned or attached to TF-coded or CB-coded units to accomplish verification.

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

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

4.3.5.5. Instrument/QUAL/MSN or Instructor flight evaluation, as applicable, IAW AFI 11-202V2, and applicable MDS Volume 2. Aircrew assigned/attached to CB-coded units need not maintain instructor status.

4.3.6. Weapons Qualifications (ACC/ACC-Gained Only) (T-2). QUAL criteria is 12 record deliveries per training cycle with an overall record hit rate of 50%. FAM criteria per training cycle is 6 events. Hit criteria (%) for FAM is not specified.

4.4. Special Categories:

4.4.1. **Flight Surgeon.** Flight surgeons may participate in CT missions as observers. Units will develop appropriate CT mission orientation programs for assigned flight surgeons. (T-2).

4.4.2. **Above-Wing-Level Aircrew** (ARC: Responsibilities for API-8 staff flyers are contained in AFI 11-401 as supplemented by the ANG and AFRC) (T-2):

4.4.2.1. 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 Division Chiefs are the reviewing authorities for assigned personnel and will:

4.4.2.1.1. Coordinate with the supporting agency to ensure maintenance of appropriate ARMS data and provide that data IAW AFI 11-401.

4.4.2.1.2. Review assigned aircrew accomplishments and currencies prior to authorizing participation in MDT.

4.4.2.1.3. Provide each aircrew with written documentation specifying the authorized mission types and events the aircrew may fly. Above-Wing-Level aircrew who fly with only one unit may receive this from their attached unit commander.

4.4.2.2. Above-Wing-Level aircrew 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 aircrew qualifications to participate in squadron scenarios for MDT.

4.4.2.3. Aircrew will (T-3):

4.4.2.3.1. Review accomplishments and currencies for accuracy.

4.4.2.3.2. Submit qualification and authorization documentation along with currency information to the supporting squadron supervisors prior to flying with that SQ.

4.4.2.3.3. Evaluate the demands of each mission scenario and ensure that they do not exceed their ability and proficiency.

4.4.2.4. With the concurrence of the OG/CC, instructor-qualified aircrew may perform instructor duties provided they have qualification and currency for the applicable missions and events.

4.4.3. Active Duty aircrew flying with ANG and AFRC units:

4.4.3.1. Wing/group air advisor rated personnel on duty with operational training units can maintain CMR and may be qualified as an IP and FE.

4.4.3.2. Active duty aircrew other than assigned advisors are authorized to fly with ARC units IAW AFI 11-401 as supplemented by ANG and AFRC.

4.4.3.3. Aircrew on exchange programs from active duty units are authorized mission oriented sorties IAW specific OPLAN that establishes the exchange. SQ/CCs may authorize their participation IAW their specific experience and qualification.

4.4.3.4. HHQ staff aircrew may participate in tactical training events. Each member will present AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*, currencies, flight qualifications, any other documentation required for flight as determined by unit Aviation Resource Management (ARM) office to the unit where flying is performed. (T-2).

4.5. Multiple Qualifications (T-2):

4.5.1. MAJCOM/A3 may authorize qualification in more than one MDS for aircrew when command mission requirements direct it and multiple qualifications is economically justifiable. MAJCOMs cannot delegate this authority. Unless required for unit mission accomplishment, SQ/CCs must not permit aircrew qualified in primary mission aircraft to maintain qualification in support aircraft.

4.5.1.1. Units will submit multiple qualification requests through command channels to MAJCOM/A3. All requests must contain full justification. Units will provide multiple

qualification approval to the appropriate host base flight management office. Do not authorize flight accomplishments until aircraft assignment is updated in ARMS.

4.5.1.2. When members are no longer assigned to the unit requiring multiple qualifications, the members' multiple qualification authorization will expire. Members will assume the primary MDS of gaining unit, if applicable.

4.5.1.3. Multiple qualifications are not appropriate for senior wing supervisors of units with different types of aircraft. WG/CCs will qualify in only one of their wing's aircraft, while the WG/CV or OG/CC should qualify in another of the wing's aircraft differing from the WG/CC).

4.5.1.4. Aircrew approved for multi-qualification training will attend the TX-3 course at the appropriate FTU unless specifically authorized local IQT by MAJCOM/A3.

4.5.2. **Multiple Currencies. (T-2).** Aircrew qualified in multiple MDS will fly at least once each 45/30 (EXP/INEXP) days in each aircraft. They will comply with all other currency requirements for each aircraft.

4.5.3. **Multiple Requirements. (T-2).** Aircrew members will satisfy at least 50 percent of their sortie requirements in their primary aircraft. If CMR, aircrew will fly an equitable distribution (as determined by OG/CC) of their sortie and event requirements in each MDS.

4.5.3.1. If L/R qualified in multiple aircraft, aircrew will comply with all L/R currencies of each aircraft. They will fly an equitable distribution (as determined by OG/CC) of L/R event requirements in each MDS.

4.6. Currency, Recurrency, and Requalification (T-2):

4.6.1. **Currency.** **Table 4.1** through **Table 4.3** as supplemented by the most current RTM or MAJCOM specific guidance, defines currency requirements for MQ-1/9 aircrew. If an aircrew member loses a particular currency, the individual may not perform that sortie or event except for the purpose of regaining currency as noted. Unless otherwise noted in **Table 4.1** through **Table 4.3**, instructors must actually perform the event to update currency.

4.6.2. **MCE Recurrency/Requalification.** Aircrew will require additional training if a currency requirement is not met.

4.6.2.1. **Recurrency.** Aircrew must accomplish overdue training requirements as directed by the SQ/CC before they are considered recertified to perform the task. Non-current aircrew must demonstrate proficiency in non-current event(s) to an instructor in the same crew position current and qualified in the event(s). Events performed under the supervision of an instructor may be credited toward the applicable currency period.

4.6.2.2. Loss of Mission Currency Sortie equal to or greater than 180 days results in loss of qualification. Requalify IAW AFI 11-202V1, AFI 11-202V2, this instruction, and applicable MDS Volume 2.

4.6.3. **L/R Operations Recurrency/Requalification.** The following actions are required to regain currency or QUAL. Timing starts from date of last landing. (Note: aircrew may continue to fly missions not requiring aircraft landing or L/R operations).

4.6.3.1. **Loss of currency up to 90 days.** Regain landing currency. Supervision level is an instructor in the same crew position current and qualified in the event.

4.6.3.2. **Loss of currency 91 to 179 days.** Same as [paragraph 4.6.3.1](#) above, plus instructor supervised PMATS including normal, instrument, and emergency procedures.

4.6.3.3. Loss of currency equal to or greater than 180 days. Aircrew member is unqualified in L/R, requalification IAW [paragraph 6.6.3](#) or the L/R syllabus. Flight evaluation IAW AFI 11-202V2 and applicable MDS Volume 2.

4.6.4. **Loss of and requalification to Instructor status.** Decertify instructors if:

4.6.4.1. They fail a flight check. To regain instructor status, the instructor must successfully complete a QUAL/MSN flight evaluation IAW AFI 11-202V2 and applicable MDS Volume 2.

4.6.4.2. They fail a qualification, instrument, or tactical examination. To regain instructor status, the instructor must successfully accomplish the written exam they previously failed.

4.6.4.3. **Instructor currency expires (N/A AFSOC).** Instructor currency must be regained with an instructor of the same crew position current and qualified in the event. To regain status, see [Table 4.1](#) through [Table 4.4](#)

4.6.4.4. They become non-current in any event or sortie that causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect to de-certify, or if the instructor becomes non-current in events or sorties which do not require removal from CMR/BMC status, the individual may retain instructor status, but will not instruct in that event or sortie until regaining the required currency.

Table 4.1. Pilot/Sensor Operator Currencies, MCE (Note Currencies based on MCE experience level) (T-2).

EVENT	INEXP	EXP	Affects CMR	To Regain Currency fly:	NOTE
PILOT/SENSOR OPERATOR CURRENCIES, ALL					
Mission Currency Sortie	30	45	Yes	Event	
Air-to-Ground Missile (AGM)-114 Weapons Delivery	45	60	Yes	Event/PMATS	1
Guided Bomb Unit (GBU)-12 Weapons Delivery	45	60	Yes	Event/PMATS	1, 2
Gaining Handover Procedures	45	60	No	Event/PMATS	1
Losing Handover Procedures	45	60	No	Event/PMATS	1
Buddy Lase Procedures	45	60	No	Event/PMATS	1
Moving Target Track	45	60	No	Event/PMATS	1
Moving Target Attack	45	60	No	Event/PMATS	1
Instructor Event	N/A	60	No	Event/PMATS	1, 3, 4
NOTES:					
1. Instructors may log this event for currency when they instruct it.					
2. MQ-9 only.					
3. WIC student will log this event when executing syllabus directed sorties.					
4. N/A AFSOC.					

Table 4.2. Pilot Currencies, L/R (Note Currencies based on L/R experience level) (T-2).

EVENT	INEXP	EXP	Affects CMR	To Regain Currency fly:	NOTE
PILOT CURRENCIES, L/R Only					
Launch Procedures	30	45	No	Event/PMATS	1
Landing	30	45	No	Event	2
Takeoff	30	45	No	Event	
Simulated Flame-out (SFO)	30	45	No	Event/PMATS	2
GLS-aided Visual Approach	30	45	No	Event	
Nose Camera Landing	45	60	No	Event	3
Multispectral Targeting System (MTS) Landing	45	60	No	Event	3
NOTES:					
1. Instructors may log this event for currency when they instruct it.					
2. If non-current in this event, crewmember may not perform any LR events unless supervised.					
3. Fulfills requirement for Landing Currency.					

Table 4.3. Sensor Operator Currencies, L/R (Note Currencies based on L/R experience level) (T-2).

EVENT	INEXP	EXP	Affects CMR	To Regain Currency fly:	NOTE
SENSOR OPERATOR CURRENCIES, L/R Only					
Launch Procedures	30	45	No	Event/PMATS	1
Landing	30	45	No	Event	2
Takeoff	30	45	No	Event	
Simulated Flame-out (SFO)	30	45	No	Event/PMATS	2
NOTES:					
1. Instructors may log this event for currency when they instruct it.					
2. If non-current in this event, crewmember may not perform any LR events unless supervised.					

4.7. Regression:

4.7.1. **CMR and BMC Regression for Failure to Meet Lookback (N/A for AFSOC).** See the RTM for live fly and PMATS lookback requirements and reference [Figure 4.1](#) for necessary decisions/actions to maintain/regain CMR/BMC status. If aircrew do not meet lookback 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.

4.7.2. **Regression for Weapons Qualification. (T-2).** Failure to maintain MAJCOM-directed specific tasked weapons qualification at the end of the training cycle will require:

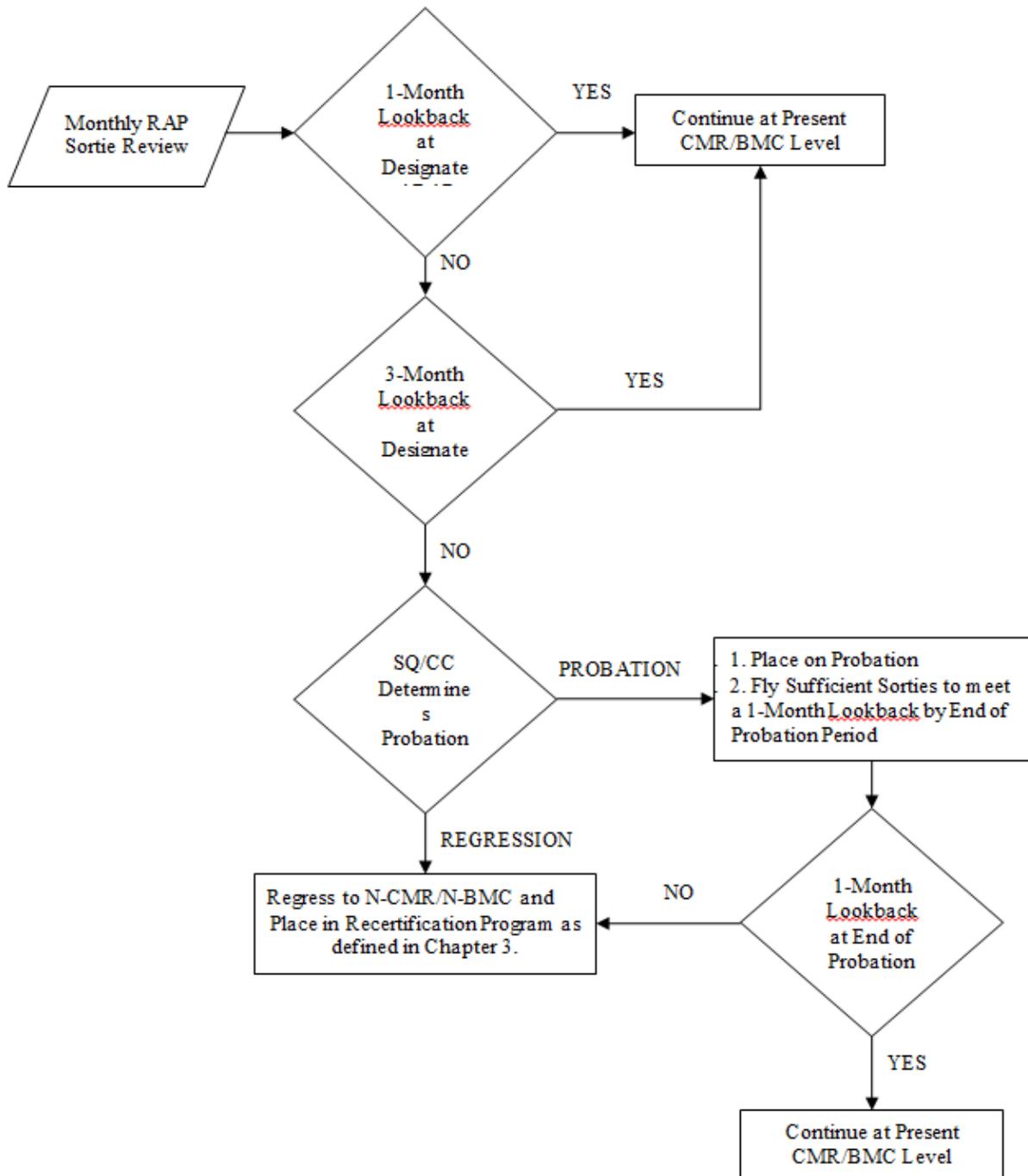
4.7.2.1. **For events tasked as QUAL at CMR/BMC.** Regression to N-CMR/N-BMC unless waived by OG/CC. To regain CMR/BMC, the aircrew member must re-accomplish qualification in the deficient weapons event (see [paragraph 5.2](#)). Events accomplished for this qualification may count toward the cumulative CT event qualification required at the end of the training cycle.

4.7.2.2. **For events tasked as FAM at CMR/BMC.** Regression to N-CMR/N-BMC unless waived by OG/CC. To regain CMR/BMC, the aircrew member must accomplish at least three simulated weapons deliveries reviewed by an IP/ISO, matching their crew qualification. Events accomplished for this requalification may count toward the cumulative CT event qualification required at the end of the training cycle.

4.7.3. **Regression for Failed Evaluations.** In addition to the requirements of AFI 11-202V2 and applicable MDS Volume 2, aircrew who fail a periodic evaluation will regress to N-CMR/N-BMC as applicable. Aircrew will remain N-CMR/N-BMC until accomplishing AFI 11-202V2 requalification requirements and are re-certified by the SQ/CC.

4.7.4. **Failure to Maintain Flying Standards.** If a qualified aircrew member 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 aircrew 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.

Figure 4.1. Regression Flow Chart.



4.8. End of Cycle Requirements (Lookback N/A for AFSOC). Aircrew who fail to complete RAP requirements by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to [paragraph 4.9](#) for probation policy. In all cases report training shortfalls IAW [paragraph 1.2](#)

4.8.1. Aircrew who fail to meet the total MAJCOM-directed sortie and/or event requirements may continue CT as CMR or BMC aircrew as determined by lookback. The SQ/CC will determine if additional training is required.

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

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

4.8.2.2. Continuation at CMR or BMC if the aircrew member maintains total MAJCOM-directed sorties and lookback and the SQ/CC deems the sortie type deficiencies insignificant.

4.8.3. Failure to accomplish missions/events required for special capabilities or certifications/qualifications will result in loss of that certification/qualification. The SQ/CC will determine re-certification requirements. Requalification requirements are IAW AFI11-202V2 and applicable MDS Volume 2.

4.9. End-of-Cycle Proration. At the end of the training cycle, SQ/CCs may prorate training requirements when any of the following events preclude training for a portion of the training period: Duty Not Including Flying (DNIF), emergency leave, permanent change of station (PCS) availability, and non-flying temporary duty (TDY)/exercises (ANG/AFRC: mandatory training required by civilian employment). Loss of training due to ordinary annual leave will not result in proration. SQ/CCs may consider proration due to extended poor weather or other environmental factors that preclude the unit from flying for more than one half of the monthly scheduled flying days (ANG/AFRC: End-of-cycle proration is permitted for documented attrition, such as HHQ or weather cancels, maintenance non-deliveries, ground or air aborts, in monthly increments when the total number of occurrences ranges from one half to one times the aircrew's normal monthly rate of flying). Commanders will not prorate for time deployed for contingency operations unless the individual(s) were assigned to non-flying positions.

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

4.9.2. Proration is based on cumulative days of non-availability for flying (to include post-deployment comp time) during the training cycle. Use [Table 4.4](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.9.3. Prorated numbers resulting in fractions of less than 0.5 will be rounded down to the next lower whole number, but no requirement shall be prorated below one (except when 100 percent of logged missions/sorties are contingency operations).

4.9.4. Consider newly assigned or converted aircrew and aircrew 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. Aircrew will complete prorated RAP sorties/events in CT.

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

4.9.6. SQ/CCs may prorate an aircrew member's last month on station prior to departing 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.

Table 4.4. 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 - 195	6
196 - 225	7
226 - 255	8
256 - 285	9
286 - 315	10
316 - 345	11
Over 346	12

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

4.10.1. If CMR/BMC status is lost due to failure to meet the End-of-Cycle weapons qualifications requirements or end-of-cycle MAJCOM specific event requirements, requalification is IAW [paragraph 4.7](#)

4.10.2. If an aircrew member loses CMR or BMC status due to failure to meet sortie lookback IAW [paragraph 4.7](#), the following applies (timing starts from the date the aircrew came off CMR or BMC status):

4.10.2.1. **Up to 90 Days.** The aircrew member must complete a SQ/CC directed re-certification program IAW [paragraph 4.6](#) In addition, all RAP event currencies must be regained. The SQ/CC will approve any additional training prior to re-certification to CMR.

4.10.2.2. **91-180 Days.** Same as [paragraph 4.10.2.1](#), plus Operations Group Standardization and Evaluation open and closed book written examinations.

4.10.2.3. **181 Days and Beyond.** Member must re-accomplish a SQ/CC-directed MQT program to include a formal MSN evaluation.

4.11. Example of the Lookback, Regression, Proration, and Requalification Process. Captain Smith is an experienced CMR aircrew member with a 1- and 3-month lookback requirement of 4 and 10 RAP sorties respectively. On February 3, Captain Smith flew a sortie prior to departing for a non-flying TDY staff tour for two months. Captain Smith reported back for flight duty on 6 April. What is Captain Smith's status throughout the TDY and on return to flying duty?

4.11.1. The SQ/CC wanted to list Captain Smith as a CMR aircrew member for reporting purposes throughout the TDY. Therefore, on 1 March, Captain Smith's Flight Commander performed the mandatory 1-month lookback (February). Captain Smith only flew one

MAJCOM-specific sortie, failing the 1-month lookback. The Flight Commander then performed a 3-month lookback (Dec, Jan, and Feb). This 3-month lookback showed that Captain Smith flew only 7 sorties for the period. Had Captain Smith flown two more sorties, the SQ/CC could continue him at CMR. However, with 7 sorties, Captain Smith did not meet the 3-month lookback for a CMR aircrew member. The SQ/CC could regress Captain Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.11.2. The SQ/CC carried Captain Smith on one month's probation. On 1 April, Captain Smith's 1-month lookback (March) was zero sorties. The SQ/CC must now regress Captain Smith to N-CMR. When Captain Smith returns on 6 April, the SQ/CC must place him in a re-certification program. Upon completing this program, Captain Smith must then re-establish a 1-month lookback by 1 May. Failing to re-establish a 1-month lookback by 1 May forces the unit to report Captain Smith N-CMR one more month until the next lookback process on 1 June.

4.11.3. If Captain Smith had returned on 22 March and had last landed 48 days ago, he could fly a RAP sortie with an instructor to regain sortie currency. For CMR purposes, Captain Smith must fly 4 RAP sorties to recapture a 1-month lookback and be removed from probation.

4.11.4. At the end of the training cycle on 30 June, the SQ/CC prorated two months of Captain Smith's total requirements. Despite the proration, Captain Smith was deficient in one RAP sortie category. The SQ/CC could regress Captain Smith to N-CMR, if deemed significant. After he accomplished the tailored re-certification program (the deficient sorties), the SQ/CC re-certified Captain Smith to CMR. This training counts for the new training cycle.

Chapter 5

WEAPONS EMPLOYMENT QUALIFICATION

5.1. General. This chapter outlines requirements for attaining initial weapons qualification and maintaining qualification in the employment of air-to-surface weapons. Refer to "Glossary of Events" in [Attachment 2](#) for further guidance in weapons events.

5.2. Initial Weapons Qualification. Aircrew members must accomplish initial weapons qualification in any weapons event requiring qualification at CMR or BMC. **(T-2).** Initial qualification achieved in IQT/MQT satisfies requirements for CT qualification, but not for CT event requirements.

5.3. CT Qualification/Maintaining Weapons Qualification. These criteria establish the minimum standards for a crewmember to maintain weapons qualification in the appropriate event and do not necessarily determine evaluation criteria established by other regulations or agencies (e.g., inspection or evaluation teams). Qualifications are valid throughout the following training period.

5.3.1. CT weapons deliveries (to include simulated deliveries) will be tactical deliveries simulating realistic employment of weapons; considering such factors as arming, safe separation, recovery, safe escape maneuver, egress, etc., using USAF Technical Order (TO) 1-1M-34, *Aircrew Weapons Delivery Manual (Nonnuclear)* as a reference. CT weapons deliveries should simulate realistic employment of munitions. Maximize the use of air-to-surface tactical ranges for weapons event requirements.

5.3.2. **(N/A AFSOC)** . Weapons qualification will be maintained by completing the minimum number of record hits, record deliveries, and also by achieving appropriate qualification percentage during the training period. **(T-2).** Periodic qualification hit rate will be no less than 50 percent. See the RTM or MAJCOM guidance for specific qualification criteria.

5.3.3. **(N/A AFSOC)** . At the end of the training cycle, crewmember's weapons delivery scores will be reviewed to assess weapons qualification. **(T-2).**

5.4. Failure to Qualify. Failure to qualify in one weapon series does not invalidate qualification in others. SQ/CCs may declare a crewmember unqualified in any weapon, and invalidate all previous record deliveries for that weapon, at any time during a training cycle without affecting other weapons qualifications. If qualification is required for CMR, failure to qualify will result in regression to N-CMR and entry into a re-certification program until re-qualification is accomplished, unless waived by OG/CC.

5.5. Weapons Delivery. A weapons delivery event includes target acquisition followed by the actual or simulated laser designation, weapons release, and weapon impact; ending with a tactical escape maneuver for the ordnance being delivered (or simulated).

5.5.1. **Weapons Employment Parameters.** The event requirements and parameters listed below form the basic framework for weapons employment training. All weapons employment will conform to the limits established for each specific event. Pattern descriptions, procedures, training rules, and foul criteria are contained in AFI 11-2MQ-1&9V3 and AFI 11-214, *Air Operations Rules and Procedures*.

5.5.1.1. **AGM-114 Hellfire (MQ-1 and MQ-9).** A delivery initiated from a maneuver to achieve and maintain line-of-sight to the target(s). Acquisition, track, laser designation, and launch, followed by egress IAW AFTTP 3-3.MQ-1, *Combat Aircraft Fundamentals MQ-1* or AFTTP 3-3.MQ-9 *Combat Aircraft Fundamentals MQ-9* is required. Hit criteria: IAW AFTTP 3-1.Shot/Kill Criteria. May be accomplished in a PMATS.

5.5.1.2. **Laser Guided Bomb (LGB) (MQ-9 Only).** An event in which a combat/training laser is employed to self-lase simulated/actual ordnance during an LGB delivery. Postrelease actions IAW AFTTP 3-3.MQ-9. Simulated or actual delivery of ordnance is required. Hit criteria: IAW AFTTP 3-1.Shot/Kill Criteria. May be accomplished in a PMATS.

5.5.1.3. **Inertially Aided Munition (IAM) (MQ-9 Only).** An event in which an aircraft system is used to determine release parameters for INS/GPS aided/guided munitions [e.g. Joint Direct Attack Munition (JDAM)]. Simulated or actual delivery of ordnance is required. Postrelease actions IAW AFTTP 3-3.MQ-9. Hit criteria IAW AFTTP 3-1.Shot/Kill Criteria. May be accomplished in a PMATS.

5.5.2. FAM for weapons does not require a hit rate when compared to total employment attempts. The RTM further defines FAM requirements based on the training cycle.

5.6. Full Scale Weapons Delivery (FSWD). FSWD, live and inert, ordnance training is essential to combat capability. Every attempt should be made to give crewmembers the opportunity to employ as many types of weapons on the Unit Committed Munitions List as possible.

Chapter 6

SPECIALIZED TRAINING

6.1. General. This chapter establishes the minimum eligibility criteria and the training requirements for upgrade and specialized training. These capabilities and qualifications are in addition to primary missions for the unit and may not apply to every crewmember assigned or attached to the unit.

6.2. Instructor Upgrade (T-2):

6.2.1. SQ/CCs will select only the most qualified aircrew members as instructors, considering ability, judgment, technical knowledge, skill, and experience. SQ/CCs will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. The following characteristics must be considered:

6.2.1.1. **Instructional Ability.** All initial instructor upgrade candidates will complete training on the principles of instruction during the appropriate formal school upgrade course.

6.2.1.2. **Judgment.** The candidate must possess the judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

6.2.1.3. **Personal Qualities.** The candidate must have patience, tact, understanding, and the knowledge and ability to instruct others.

6.2.1.4. **Technical Knowledge.** The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures and the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors and examiners will be thoroughly familiar with the applicable portions of AFI 11-401; AFI 11-202V1, 2, and 3; AFI 11-2MQ-1&9V3; this instruction; and applicable AFTTP3-1 and AFTTP3-3 series publications.

6.2.1.5. **Flying Experience.** Candidates must possess a reasonable background of flying experience to have developed desired standard of knowledge, judgment, and proficiency. Normally, these qualities progress together. However, flying hours alone cannot be accepted as criteria for any one or all qualities.

6.2.1.6. **Tactical Experience.** The instructor must be familiar with how their aircraft can be employed in threat areas. They must be familiar with AFTTP applicable volumes.

6.2.2. **Initial Candidates.** All initial instructor upgrade candidates must be mission ready in their unit's mission and be experienced in the applicable MDS. First time instructors must complete Instructor Fundamentals I and II, from the Flight Instructor Preparatory (FIP) curriculum found in the Advanced Distributed Learning Service (ADLS), prior to beginning instructor upgrade.

6.2.3. **MCE Instructor Pilot Upgrade (IPUG) and Instructor Sensor Operator Upgrade (ISUG) Ground Training.** This paragraph, along with paragraphs 6.2.4 and 6.2.5, outlines the minimum requirements for unit MCE IPUG and ISUG upgrade. (Note: for

AFSOC, completion of AFSOC's MCE instructor upgrade course will satisfy these requirements). Units should consider adding additional sorties (allowing a dedicated sortie per mission type) based on DOC statement mission sets.

6.2.3.1. Principles of Instruction/Instructor Theory. Learning objectives, instructor responsibilities, instructor-student relationship, training facilities, publications, and MDS specific training considerations.

6.2.3.2. Techniques of Flight Instruction. Training objectives and environment, recognition and analysis of common aircrew errors, maneuver demonstration, task performance and review, and instructional limitations.

6.2.3.3. Conduct of Flight Briefing. Instructor will provide an example of an instructional flight briefing. IPUG/ISUG trainee will learn different techniques to deliver an instructional flight briefing (use of briefing guides and audiovisual aids, briefing, questioning techniques, and use of recorded media during flight execution for review during debrief.)

6.2.3.4. IPUG/ISUG-Led Instructor Flight Briefing. IPUG/ISUG trainee will conduct a mission brief providing "how to" instruction using techniques learned from [paragraph 6.2.3.3](#) IPUG/ISUG trainee will accomplish premission planning, determine level of assistance the "student" needs, determine mission requirements, and brief mission execution from beginning to end.

6.2.3.5. Systems Refresher Training. Subject knowledge evaluation and practical demonstration. Instructor candidates must demonstrate an advanced knowledge of GCS and aircraft systems and associated operational equipment to include: power-up, power-down, and reboot procedures, emergency shutdown procedures, expanded checklist procedures, pilot-sensor operator (PSO) rack displays, controls and procedures, internal and external communication procedures, aircraft operations and limitations, and airborne handover procedures.

6.2.3.6. Debriefing Fundamentals. Instructor will review mission planning/flight/mission debriefing to include administration, reconstruction, review of recorded media, and lessons learned. IPUG/ISUG trainee will learn how to identify root causes and provide instructional fixes to correct errors where improper procedures are used.

6.2.3.7. IPUG/ISUG Led Academic Lesson Instruction. IPUG/ISUG trainee will deliver a mission instructional briefing to cover specific systems or mission academics.

6.2.3.8. Instructor CRM. Instructor CRM training will be accomplished IAW AFI 11-290, and MAJCOM supplements, prior to assuming duties as an instructor. This lesson will cover leading a crew as an instructor in an RPA environment with MDS specific considerations. Instructor CRM training may be accomplished prior to entering instructor upgrade training.

6.2.3.9. Student Evaluations. This lesson will review the AFI 11-202V2 and MDS V2 evaluation standards to provide a frame of reference for new instructors on what boundaries exist for training and standards students should be held to for success.

6.2.4. Instructor Upgrade Device Training. IPUG/ISUG trainees should receive the following minimum PMATS training. **Note:** Units without PMATS are exempt from this requirement; however, Tactical Mission and Emergency Procedures Instruction may be accomplished in a “cold” GCS at the unit’s option.

6.2.4.1. PMATS Operation and Procedures. The IPUG/ISUG trainee will learn PMATS power up and power down procedures and instructor operator station (IOS) power up and power down procedures. The upgrade student will operate the IOS. The upgrade student will load and run a tactical scenario and make injects to the scenario.

6.2.4.2. Tactical Mission Instruction. Trainee will perform instructor duties and other tasks as required for a PMATS training mission.

6.2.4.3. Emergency Procedures Instruction. The IPUG/ISUG trainee will conduct instruction on emergency procedures with emphasis on recognition and correction of the EP. IPUG/ISUG candidates must be able to teach students to recognize the correct emergency situation and take proper corrective action.

6.2.5. Instructor Upgrade Flight Training. Specific training events do not have to be accomplished on specified sorties. However, all events must be accomplished within the construct of the upgrade program. Ku link and Handover (gaining/losing) procedures may be instructed on any sortie. Inability to complete specific training events need not delay certification. In such cases, SQ/CC will certify instructors with appropriate limitations to preclude performance of duties in which training is incomplete. Unit programs should specify which tasks the upgrade candidate will practice demonstrating, which tasks they will practice evaluating a performance, and which tasks they will do both.

6.2.5.1. Basic Instruction Sortie. Practice instructing basic flight procedures. Specific Tasks: In-flight instruction, CRM and crew coordination, in-flight checks, checklist procedures, mission briefing and debriefing, operational mission and emergency mission management, and weather checks. IPUG trainees will also practice instructing aircraft handling and navigation procedures. ISUG trainees will also practice instructing MTS employment.

6.2.5.2. Intelligence, Surveillance, and Reconnaissance (ISR) Sortie. Practice instructing an ISR mission in support of tactical objectives. Specific tasks: mission planning, briefing, in-flight instruction, CRM and crew coordination, in-flight checks and checklist procedures, sensor (EO and IR, SAR, SIGINT, etc.) capabilities and limitations, target acquisition procedures, sensor cross-cueing, time management (mission and target prosecution), threat avoidance, navigation procedures, operational and emergency mission planning, airspace management and debriefing.

6.2.5.3. Mission Instructor Sorties. On at least two sorties, the IPUG/ISUG trainee will perform instructor duties and other tasks as required for real-world mission accomplishment. Specific tasks: In-flight instruction, CRM and crew coordination, in-flight checks and checklist procedures, Fuel, Emitters, Navigation, Communication, and Engage (FENCE) checks, weapons employment, airspace management, mission briefing and debriefing, threat avoidance, and navigation procedures. Training should include a representative sample of unit DOC-tasked missions.

6.2.5.4. **Flight Evaluation.** Complete an instructor flight evaluation IAW applicable MDS, Volume 2, MAJCOM, and unit requirements.

6.2.6. **L/R Instructor Upgrade.** L/R Instructors are recommended to first be MCE instructors. They will meet all of the above requirements and be experienced in L/R operations IAW [paragraph 1.6](#) (AFSOC Only): L/R instructors will be upgraded using AFSOC approved L/R IPUG/ISUG syllabi. They will be experienced in L/R operations IAW [paragraph 1.6](#).

6.2.6.1. MCE instructors who receive an L/R qualification may attain L/R instructor status upon becoming experienced in L/R. This qualification enables the instructor to provide supervision for L/R events that are not part of a formal course. SQ/CCs should ensure the squadron letter of certification (LoX) track L/R instructors separate from MCE instructors.

6.2.6.2. At a minimum, L/R instructor candidates should review L/R-related Flight Crew Information Files, L/R operational guidance, local operating procedures, traffic pattern operations, airfield procedures, and frequency coordination. In addition, L/R instructor candidates should receive training from a current and qualified L/R instructor of the same crew position in at least:

6.2.6.2.1. One PMATS covering common errors experienced in the L/R environment, emergency procedures during L/R operations (SFOs, aborts, etc.), and instructor intervention techniques.

6.2.6.2.2. One flight in which the candidate demonstrates the ability to provide instructor demonstrations of L/R procedures. Specific Tasks: aircraft launch and recovery procedures, patterns and landings, approaches (instrument and visual), SFOs, and boresight procedures.

6.2.6.2.3. One flight in which the candidate demonstrates the ability to instruct an L/R recurrency event.

6.2.7. **FTU Instructors.** Aircrew designated for FTU instructor duties should already be an MCE or L/R instructor in the applicable MDS for the gaining FTU. They will complete the applicable MDS Formal Instructor Upgrade Training (FIUT) syllabus for the FTU.

6.3. Flight Examiner (FE) Upgrade. (T-2). FE upgrades and certification will be accomplished IAW AFI 11-202V2, applicable MDS Volume 2, and applicable MAJCOM supplements.

6.4. Contingency and Exercise Pre-Deployment Training. Conduct this training prior to deploying in support of contingency operations or combat exercises. The objective of this training is to ensure aircrew member's ability to conduct all missions in support of expected tasking.

6.4.1. **Exercises.** For exercises, units are responsible for referring to appropriate exercise plans (EXPLAN) and contacting appropriate exercise points of contact to determine expected mission tasking (ACC EXPLANs include EXPLAN 80 for Red and Maple Flags, EXPLAN 323 for Green Flag West, and EXPLAN 163 for Green Flag East).

6.4.2. **Contingency Operations.** For 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 responsible for implementing spin-up training, prosecuting the required missions, and determining the specific requirements necessary to reach the desired level of proficiency. Unit training will emphasize preparation for missions not accomplished in daily operations. Conduct spin-up training IAW all applicable instructions. Deploying aircrew must have completed applicable CBRNE defense training courses, and other required pre-deployment requirements IAW applicable directives. OG/CCs are responsible for ensuring all participating aircrew are ready to execute contingency operations and are proficient to conduct all missions in support of expected tasking.

6.4.3. Attached and Supporting Aircrew. Aircrew not assigned to the supported SQ must receive spin-up training as determined by the supported SQ/CC. **(T-3)**. This requirement applies to all attached aircrew (OG, WG, HQ staffs, etc.) and all aircrew supporting from any other SQ. The objective of this spin-up training is to ensure attached and supporting aircrew are proficient to conduct all expected missions. The supported SQ/CC determines the amount of spin-up training required for each attached and supporting aircrew based on the individual's level of proficiency, currency, qualification, experience, etc. The supported and supporting SQ/CCs (or equivalent) will jointly agree on the administration, documentation, and evaluation of required spin-up training.

6.4.4. Ground Training. Aircrew 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. **(T-3)**. Programs will emphasize deployment airfield capabilities, limitations, approach procedures, and hazards. In addition, air defenses, area terrain, 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.

6.4.5. Flying Training. Tailor spin-up training to ensure all supporting aircrew are proficient, current, and qualified in expected mission tasking.

6.5. Difference Training. (T-2).

6.5.1. Difference training for initial cadre is usually conducted under the supervision of the engineering specialists (usually coordinated through program office officials) responsible for improving the aircraft systems (e.g. new engines, baseline upgrades, major software changes, etc.). These personnel will provide training for an initial cadre whenever possible. In some instances, it will be necessary for units to form an initial cadre of personnel for whom certain training requirements will be waived. Instructors completing difference training will provide upgrade training to other unit aircrew. Air Force Life Cycle Management Center/WII, Detachment 3 (AFLCMC/WII Det 3) will be considered the primary unit for difference training when new systems come online which represent major changes from current configurations; 53 TEG/556 Test and Evaluation Squadron is the alternate unit.

6.5.2. The following conditions apply to management of initial cadre qualification:

6.5.2.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) 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 aircrew are responsible for completing recommended training on any equipment, systems, or crew procedures which differ from that in the MDS they are currently qualified.

6.5.2.2. 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 aircrew to complete a written examination prior to unsupervised flight when EPs have changed; even if an AF Form 8 *Certificate of Aircrew Qualification* flight evaluation is not required. Forward a copy of proposed training qualification plan to MAJCOM/A3 when training requires a flight evaluation.

6.5.3. Difference training not requiring an evaluation should be annotated in the individual's training records and tracked in the unit LoX.

6.6. L/R Training. (T-2). The goal of this training is to produce aircrew proficient in MQ-1/9 launch, takeoff, pattern, handoff, transition, landing, and recovery operations. The primary method of course completion is at an FTU. Secondary method of training is in-unit (if primary method unavailable) using formal school courseware and syllabi. Secondary method of training requests must be submitted IAW **Chapter 2**. Completion of L/R QUAL training will conclude with an AF Form 8 flight evaluation IAW AFI 11-202V2 and applicable MDS Volume 2.

6.6.1. Upgrade to L/R operations is at the discretion of the SQ/CC based on standard squadron operations, taskings, and manning. Crews qualified in L/R operations will be qualified IAW applicable MDS Volume 2 and certified by the SQ/CC (i.e., LoX).

6.6.2. For individuals never qualified in MQ-1/9 L/R operations, upgrade training will meet the syllabus course prerequisites and follow the course flow in the MQ-1/9 Pilot and Sensor Operator Launch/Recovery Training Course syllabus. All candidates should be experienced in MCE operations prior to beginning an L/R training course.

6.6.3. The OG/CC may approve local L/R requalification training to aircrew previously qualified in L/R operations within the last three years in the same MDS. Timing starts from the date of the loss of L/R QUAL. An abbreviated SQ/CC-approved course may be administered. Forward copy of unit re-qualification program to gaining MAJCOM Aircrew Training function (ACC/A3M, AFSOC/A3T, NGB/A3Y, AFRC/A3T).

6.6.3.1. SQ/CCs will base unit-level L/R training programs on the applicable MQ-1/9 Launch/Recovery Training Course.

6.6.3.2. Mishap videos should be used to the maximum extent possible when reviewing MDS-specific landing mishaps.

6.6.4. Upon successful completion of an L/R course, any L/R restriction will be removed from the aircrew member's MDS AF Form 8.

6.6.5. Aircrew that become unqualified IAW **paragraph 4.6.3** due to loss of currencies and not completing a requalification course prior to their next flight evaluation, will receive the L/R restriction from AFI11-2MQ-1&9V2 on their AF Forms 8.

6.7. Test Qualification. 556 TES/CC will ensure newly assigned and attached aircrew members complete a unit derived program to certify aircrew members as test qualified.

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

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

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AFTTP 3-1.Shot Kill Criteria, *Tactical Employment (S)*, 16 January 2013

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*

Abbreviations and Acronyms

A3—Director of Aerospace Operations

ACC—Air Combat Command

ADO—Assistant Operations Officer

ADSC—Active Duty Service Commitment

ADT—Air Data Terminal

AEF—Air Expeditionary Force

AF—Air Force

AFI—Air Force Instruction

AFLCMC—Air Force Life Cycle Management Center

AFMAN—Air Force Manual

AFPD—Air Force Policy Document

AFRC—Air Force Reserve Command

AFSOC—Air Force Special Operations Command

AFTTP—Air Force Tactics, Techniques, and Procedures

AGM—Air-to-Ground Missile

AHC—Aircraft Handling Characteristics

AITC—Academic Instructor Training Course
ANG—Air National Guard
API—Aircrew Position Indicator
ARC—air Reserve Components
ARMS—Aviation Resource Management System
ATD—Aircrew Training Device
BAQ—Basic Aircraft Qualification
BDA—Battle Damage Assessment
BMC—Basic Mission Capable
C&R—Collection and Reporting
C2—Command and Control
CAF—Combat Air Forces
CAP—Critical Action Procedure
CAS—Close Air Support
CB-Coded—Designated Test Aircraft
CBRNE—Chemical, Biological, Radiological, Nuclear, and High-Yield Explosive
CC—Combat-Coded Units
CMR—Combat Mission Ready
CONPLAN—Concept of Operations Plan
CRM—Crew Resource Management
CSAR—Combat Search and Rescue
CT—Continuation Training
CTS—Course Training Standards
DNIF—Duty Not Involving Flying
DOC—Designed Operational Capability
DoD—Department of Defense
DRU—Direct Reporting Unit
DTV—Day Television
DVR—Digital Video/Audio Recording Devices
EI—Essential Elements of Information
EP—Emergency Procedure
EPE—Emergency Procedures Evaluation

ETCA—Education and Training Course Announcements

EXP—Experienced

EXPLAN—Exercise Plan

FAC—Forward Air Controller

FAM—Familiarization

FCF—Functional Check Flight

FE—Flight Examiner

FIP—Flight Instructor Preparatory

FMP—Flight Manuals Program

FOA—Field Operating Agency

FSWD—Full Scale Weapons Delivery

FTU—Formal Training Unit

GBU—Guided Bomb Unit

GCS—Ground Control Station

GDT—Ground Data Terminal

GLS—GPS Landing System

HHQ—Higher Headquarters

HQ—Headquarters

HTA—High Threat Area

HUD—Head Up Display

IAW—In Accordance With

IFR—Instrument Flight Rules

IMT—Information Management Tool

INEXP—Inexperienced

INFLTREP—Inflight Report

IOC—Initial Operational Capability

IP—Instructor Pilot or Initial Point

IPE—Individual Protective Equipment

IQT—Initial Qualification Training

IR—Infrared

IRC—Instrument Refresher Course

ISO—Instructor Sensor Operator

ISR—Intelligence, Surveillance, Reconnaissance

JTAC—Joint Terminal Attack Controller

L/R—Launch and Recovery

LGB—Laser Guided Bomb

LIMFACS—Limiting Factors

LOS—Line of Sight

LoX—Letter of X's

LRE—Launch and Recovery Element

MAJCOM—Major Command

MCE—Mission Control Element

MDS—Mission Design Series

MDT—Mission Directed Training

METL—Mission Essential Task Listing

MOPP—Mission-Oriented Protective Posture

MQT—Mission Qualification Training

MSN—Mission

MTA—Medium Threat Area

MTS—Multispectral Targeting System

N/A—Not Applicable

NAF—Numbered Air Force

N-BMC—Non-Basic Mission Capable

N-CMR—Non-Combat Mission Ready

NGB—National Guard Bureau

NLT—Not Later Than

OG—Operations Group

OG/CC—Operations Group Commander

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

OSC—On-scene Commander

PAI—Primary Aerospace Vehicle Inventory

PCS—Permanent Change of Station

PFT—Programmed Flying Training

PIC—Pilot In Command
PMATS—Predator Mission Aircrew Training System
PPS—Pattern Proficiency Sortie
PSO—Pilot/Sensor Operator
QUAL—Qualification
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
ROE—Rules of Engagement
RPA—Remotely Piloted Aircraft
RPL—Required Proficiency Level
RSTA—Reconnaissance, Surveillance and Target Acquisition
RTM—RAP Tasking Memorandum
RTRB—Realistic Training Review Board
SAS—Stability Augmentation System
SAT—Surface Attack Tactics
SCAR—Strike Coordination and Reconnaissance
SEPT—Situational Emergency Procedure Training
SFO—Simulated Flameout
SOFC—Senior Officer Familiarization Course
SOPE—Special Operations Planning Exercise
SPINS—Special Instructions
SQ—Squadron
SQ/CC—Squadron Commander
SQ/DO—Squadron Operations Officer
SUNT—Specialized Undergraduate Navigator Training
SUPT—Specialized Undergraduate Pilot Training
TDY—Temporary Duty
TEG—Test and Evaluation Group
TES—Test and Evaluation Squadron
TF—Training Coded Units
TO—Technical Order
TRSS—Training Support Squadron

TTP—Tactics, Techniques, and Procedures

TX—Requalification and Transition

UCT—Primary Undergraduate Combat Systems Officer Training

UMD—Unit Manning Document

URT—Undergraduate RPA Training

USAF—United States Air Force

USAFWS—USAF Weapons School

VFR—Visual Flight Rules

WG—Wing

WG/CC—Wing Commander

WG/CV—Wing Vice Commander

WIC—Weapons Instructor Course

Terms

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

Aircrew— For the purpose of this volume, aircrew is defined as any (1) current and qualified, rated officer performing MQ-1/9 Pilot duties and a (1) current and qualified, Remotely Piloted Aircraft Sensor Operator (1U0x1) performing Sensor Operator duties. In the event of instruction or evaluation, aircrew may consist of one or more additive members; with an instructor over the shoulder getting a crew member recurrent, the member in the seat may be noncurrent in one or more events.

Aircrew Training Device (ATD)—A training device used to prepare aircrew members for the actual performance of flight duties. The official categories for ATDs are Flight Simulators, Flight Training Devices, Aircraft System Trainers, and Other (for those that do not fall into the first three categories). ATDs are cockpit familiarization trainer, cockpit procedures trainer, operational flight trainer, part task trainer, and weapon system trainer to name a few.

Attrition Sortie—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie that, due to some circumstance (weather, in flight emergency, maintenance, etc.), fails to accomplish the planned mission. 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 Aircraft Qualification (BAQ)—A status of an aircrew member 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 aircrew until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other aircrew members specifically authorized by MAJCOM/A3. BAQ aircrew are not authorized to perform RAP-tasked combat event/sorties without supervision by an instructor. Flight duties will be limited to those identified in [paragraph 4.3.1](#)

Basic Mission Capable (BMC)—The status of an aircrew member who has satisfactorily completed MQT or FTU Instructor Pilot Upgrade or Instructor Sensor Upgrade, prescribed to be fully qualified to perform the basic unit operational missions, but does not maintain CMR status. Aircrew members accomplish training required to maintain familiarity in all, and may be qualified and proficient in some, of the units primary missions. BMC crewmembers may also maintain special capabilities.

Certification— Procedure used to document competency in a particular task. Not interchangeable with “qualification,” which requires Form 8/8a documentation.

Combat Mission Ready (CMR)—A status of an aircrew member who has satisfactorily completed MQT, prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All CC-coded active duty API-1/2's, SQ/CC, SQ/DO, and OG/CC designated API-6 manning positions are required to maintain CMR. 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.

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

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

Difference Training (DT)—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 (EPE)—A flight, PMATS, or verbal evaluation used to evaluate EPs and systems knowledge.

Familiarization (FAM)—A level of familiarity with a given system or event provided in training that is not in-depth enough to expect the aircrew member to achieve proficiency. Aircrew members are not expected to maintain currencies in FAM events or systems. Normally requires a minimum of six weapons deliveries for Precision Guided Munitions and bombing events in a twelve month cycle.

Full Scale Weapons Delivery (FSWD)—Delivery of live or inert ordnance representing a typical combat configuration or standard conventional load in a tactical scenario.

Initial Qualification Training (IQT)—Training needed to qualify aircrew for basic aircrew duties in an assigned crew position for a specific aircraft, without regard for the unit's operational mission. The minimum requirement for Basic Aircraft Qualification status.

Instructor Upgrade Training—Training to qualify an aircrew to perform instructor duties.

Launch and Recovery Element (LRE)—Personnel who are responsible for the launch, recovery and ground support of the MQ-1/9. L/R is accomplished using a standard deployable GCS, or a modified GCS equipped with the functionality of two Pilot/Sensor Operator (PSO) racks and associated systems, a communications interface, and a GDT.

Mission Control Element (MCE)—A GCS (usually geographically separated from LRE) responsible for taking an MQ-1/9 from an LRE following takeoff, executing the mission, and then handing the MQ-1/9 back to the LRE for recovery and landing.

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions. Prerequisite for CMR or BMC.

Pilot In Command (PIC)—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Predator Mission Aircrew Training System (PMATS)—The PMATS is a replica of the GCS and provides training for pilots and sensor operators. PMATS are capable of local area networked operations and are programmed for Distributed Mission Operations certification. The PMATS provides normal, EP, and mission training capability.

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

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/EPs and aircraft systems operations/limitations based on realistic scenarios.

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

Squadron Supervisor— Any of the following: SQ/CC, SQ/DO, Assistant Operations Officer (ADO), flight commander or person specifically designated by the SQ/CC. Except for SQ/CC, SQ/DO, and ADO, appointment must be endorsed by OG/CC, and certification will be documented on unit LoX. (N/A AFSOC).

Training Cycle—The RAP training cycle is aligned on an annual cycle from 1 October – 30 September. Units and individual aircrew will complete all training requirements within the training cycle unless specifically excepted by this instruction or MAJCOM/A3 guidance. AFSOC follows a semi-annual training cycle Oct-Mar and Apr-Sep.

Verification—Applies to procedure aimed at verifying and refreshing aircrew employment knowledge, emphasizing conventional operations and mobile targets. Verification is a formal board proceeding convened to verify individual aircrew knowledge.

Visual Identification—For the purposes of this instruction, visual identification is using any one or more of the aircraft equipped cameras or phenomenologies inherent to those cameras to identify something. Visual Identification is not synonymous with Positive Identification.

Weapons Delivery—Simulated or actual expenditure of munitions representing a typical combat configuration or standard conventional load 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 MQ-1/9 requires clarification of the term “sortie” within the scope of this AFI. An MQ-1/9 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 aircrew member performs 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, unless:

A2.1.2.1. Specifically allowed in the sortie description (i.e. instructor sortie).

A2.1.2.2. An aircrew performs both MCE and L/R operations on the same sortie.

A2.1.2.3. An aircrew member is relieved by another aircrew member for the purpose of accomplishing a sortie, and subsequently takes over the position again during the same flight.

A2.1.3. **L/R Time.** L/R time is time logged by an L/R crewmember controlling a Remotely Piloted Aircraft (RPA) inside the terminal area while actively accomplishing launch and recovery events using Line of Sight (LOS) communications for RPA control. The Launch phase is defined as the initiation of the Takeoff checklists through the completion of the Climb, Level Off, and Cruise checklist (LRE outbound). The Landing phase is defined as the initiation of the Descent checklist through the completion of the After Landing checklist (LRE inbound). Crewmembers performing Touch and Go operations within the terminal area can log L/R time, but cannot log any Takeoff or Landing event unless they performed said action.

A2.2. Specific Sortie definitions:

A2.2.1. **Attrition Sortie.** A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie that, due to some circumstance (weather, in flight emergency, maintenance, etc.), fails to accomplish the planned mission. 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.

A2.2.2. **Close Air Support (CAS) Sortie.** Counterland mission sortie flown in support of ground forces under the control of a FAC or JTAC. Mission elements include:

A2.2.2.1. Intelligence scenario and combat mission planning.

A2.2.2.2. Mission execution against actual or simulated threats.

A2.2.2.3. Simulated or actual weapons delivery under JTAC or FAC positive control.

A2.2.2.4. Battle Damage Assessment (BDA) and INFLTREP.

A2.2.3. **Collateral Sorties.** These sorties do not directly relate to combat employment or basic skills training but are necessary for accomplishment of day-to-day unit operations. These sorties are not required for RAP training purposes.

A2.2.4. Commander Option Sortie. A sortie that may be used to provide individualized training based on proficiency and demonstrated performance. This sortie may be allocated above the guidelines in the RTM for all mission types. The intent is to use these missions as necessary throughout the training cycle, rather than allocating them at the beginning of the training cycle.

A2.2.5. Contingency Operations Sortie. Sorties at a contingency location, or in support of real-world operations. Units may use Contingency Operations Sorties for lookback purposes. RAP events accomplished during sorties logged as Contingency Operations may be counted toward training cycle RAP requirements if effective training per this instruction and the RTM/MAJCOM-specific guidance was accomplished. Individual events flown during contingency operations can be used to update currencies.

A2.2.6. Mission Currency Sortie. Operate the aircraft controls (pilots) or sensor operator controls (sensor operators) in flight. Aircrew members may dual credit a mission currency sortie in conjunction with any type of sortie flown. Log Mission Currency Sorties on training or operational missions. In order for instructors/evaluators to credit a mission currency sortie, they must actively control the aircraft (pilots) or sensor operator controls (sensor operators) for a portion of the sortie.

A2.2.7. Pattern Proficiency Sortie (PPS) (only required for L/R-qualified crews). A PPS is a mission to practice instrument, transition, traffic patterns, and EPs. A PPS can be logged at the discretion of the aircrew when sufficient training has been accomplished. A PPS should be briefed as a standard alternate mission whenever possible. A single PPS may be accomplished over the course of either 2 or 3 sorties if unable to accomplish all tasks on a single PPS. PPS with tasks spanning multiple days will be logged on the day of the final task completion. As reference, a PPS will consist of the following:

A2.2.7.1. Review of CAPs.

A2.2.7.2. Visual approach(s).

A2.2.7.3. IR MTS touch and go/landing(s).

A2.2.7.4. Nose camera and IR nose camera touch and go/landing(s).

A2.2.7.5. SFO(s).

A2.2.7.6. Go-around(s).

A2.2.8. Strike Coordination and Reconnaissance (SCAR) Sortie. During counterland operations: perform kinetic strike against pre-assigned or adhoc target(s), act as primary killbox controller, perform as reconnaissance or attack platform utilizing an airspace control plan, deconfliction coordination, identification and acquisition of target, collateral damage estimate determination, provide controller-to-striker brief (9-line), BDA, and INFLTREP. Simulated attacks may be conducted against realistic targets IAW local restrictions. Mission elements include:

A2.2.8.1. Intelligence scenario and combat mission planning.

A2.2.8.2. Positive control of attack elements employing simulated or actual ordnance against designated targets.

A2.3. Events. An event is defined as a specific type of target acquisition or weapons employment performed during a sortie or the accomplishment of a specific training element, function, or task (i.e., buddy lasing, handover procedures, SAT, etc.). Unless otherwise specified in the event descriptions, units will determine the necessary parameters for fulfilling and logging tasked events. Accomplishing a specific training event is independent of the type of sortie logged. In the absence of guidance, units determine the frequency and number of events.

A2.3.1. Weapons Delivery. A delivery event is defined as a pass at a target on which ordnance is expended, or simulated, and meets the criteria defining a specific weapon delivery. These delivery events will be used to update weapons qualifications and currencies. Weapon events are defined in **Chapter 5**. All deliveries will be recorded, but not necessarily as a "record" delivery.

A2.3.1.1. Categories. A delivery constitutes a weapons delivery event based on two categories: by record keeping (Record or Non-Record) and by RAP tasking (FAM and QUAL):

A2.3.1.1.1. Non-Record. Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the aircrew declares non-record prior to beginning event.

A2.3.1.1.2. Record. Conventional delivery scored for individual weapons qualification. Scoring shall be accomplished by ground, air, or DVR scoring, as appropriate. A maximum of two record deliveries may be accomplished during a sortie from a single run-in heading. Additional record deliveries may be accomplished from headings differing by at least 90 degrees or on different targets/ranges and may not be preceded by non-record deliveries in the event on the same sortie. The first two deliveries will be considered record unless otherwise declared prior to the roll-in to final. Scores will be documented by circular error probable and clock position. Additional guidelines are:

A2.3.1.1.2.1. FAM. Weapons events tasked at FAM may be basic/tactical record deliveries. Each single pass counts as one delivery. Unless otherwise specified in the RTM or formal course syllabi, FAM tasking requires six weapons deliveries annually.

A2.3.1.1.2.2. QUAL. Weapons tasked at QUAL must be tactical, record deliveries. QUAL tasking demonstrates the aircrew's capability to put appropriate ordnance on target. Unless otherwise specified in the RTM or formal course syllabi, QUAL criteria is established for each event in **Chapter 5**.

A2.3.2. Miscellaneous Weapons Delivery Definitions and Descriptions:

A2.3.2.1. Dry Pass. Weapons delivery pass during which no ordnance is expended. Such dry passes prior to completion of record deliveries in an event are charged to the aircrew as gross error unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, or directed for flight integrity purposes.

A2.3.2.2. Foul. A penalty directed to a specific aircraft and crew for actions inconsistent with established procedures or safety considerations. A foul will result in a gross error for that delivery. Verbal warnings will not be substituted for fouls. A second foul or any

dangerous pass will result in mandatory expulsion from any further deliveries during that mission and a gross error score for the event. A foul will be charged IAW flying directive publications.

A2.3.2.3. **Full Scale Weapons Delivery.** Delivery of live or inert ordnance in a combat configuration. Also known as live-fire.

A2.3.2.4. **Gross Error.** A penalty score or miss assigned to an aircrew's records when a weapons delivery attempt results in: munitions impact outside the range scoring capability, a chargeable dry pass, a foul, an unintentional release, or exceeding tactical delivery time on final requirements.

A2.3.2.5. **Hit.** Any munitions impact within the weapons criteria established for that event.

A2.3.2.6. **Single/Multiple Release.** One or more weapons released against the same target on a single pass.

A2.3.2.6.1. **Intentional.** The aircrew must advise the range officer prior to delivery and designate which impact to be scored.

A2.3.2.7. **Inadvertent.** Ordnance which has released without command by the aircrew. Impact will not be scored.

A2.3.2.8. **System Malfunction.** An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification, otherwise, unintentional rules apply.

A2.3.2.9. **Unintentional.** Ordnance released due to aircrew error will be scored as gross error regardless of impact point.

A2.3.2.10. **No Spot.** A weapons release during which no impact was observed. In the event the instructor/evaluator (if no instructor/evaluator present, PIC) believes the No Spot is due to ordnance malfunction upon impact, no score or error will be assigned. In the event the No Spot was due to crew error, delivery results in Gross Error.

A2.3.2.11. **Void Delivery.** Weapons delivery not successfully completed due to: a documented and verified weapons system malfunction, pass aborted for safety, No Spot, or circumstances beyond the control of the aircrew.

A2.3.3. **Tactical/Basic Skills Events.** The following is an alphabetical listing of events to be used for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events and how often they may be logged.

A2.3.3.1. **Aircraft Handling Characteristics (AHC).** Basic flying skills event. Training for proficiency in utilization and exploitation of the aircraft flight envelope, consistent with operational and safety constraints. To credit an AHC event, the pilot must maneuver the aircraft with all hold modes disabled.

A2.3.3.2. **Armed Reconnaissance/Overwatch.** Scenarios involving scanning a route ahead of a planned ground movement conducting improvised explosive device sweeps or providing coverage on a target area prior to a raid by ground forces and/or providing cover for a maneuver unit while providing immediate intelligence to the ground force

commander through FMV. This includes convoy escorts TTPs, force protection/base defense missions, or providing coverage on a target area prior to a raid by ground forces.

A2.3.3.3. Buddy Lase Procedures. Practice tactical target lock-ons for strike assets equipped with laser guided munitions using laser operational terminology and procedures to include: striker rendezvous and briefing, establishment of safe observation position, target plotting, identification, actual or simulated marking, and fire coordination.

A2.3.3.4. Handover Procedures. Accomplish all applicable checklists and procedures involved with successfully transferring an aircraft from one control station to another. May be accomplished in PMATS; requires one crew to act as MCE and second crew to act as LRE if using local area network connectivity or requires accurate reproduction of handover events by someone controlling the PMATS (if the PMATS supports those functions).

A2.3.3.4.1. Gaining Handover. Accomplish all applicable gaining handover checklists and successfully take control of an airborne or parked aircraft from another control station. This can be accomplished as an MCE crew or LRE crew and link type does not matter.

A2.3.3.4.2. Losing Handover. Accomplish all applicable losing handover checklists and successfully transfer control of an airborne or parked aircraft to another control station. This can be accomplished as an MCE crew or LRE crew and link type does not matter.

A2.3.3.5. Instructor Event. An event logged by an instructor when performing instructor duties during a sortie, or any portion thereof. The instructor qualification is required for the mission itself or any mission element. Examples include upgrade sorties, updating lost currencies, difference training, etc. Evaluators will log this event on evaluation sorties. WIC students will log this event for all WIC syllabus directed rides. Logging this event updates instructor currency. Maximum of one event may be logged per sortie.

A2.3.3.6. Infrared Pointer Mark. Illuminate target with IR pointer using any/all modes of the Laser Target Marker.

A2.3.3.7. Joint Force Training. Scenarios employing integrated ground, aerospace, land, and/or naval forces from other services. Maximum of one event may be logged per sortie.

A2.3.3.8. Ku Target Tracking/Imaging. Using Ku in-flight as the sensor datalink, acquire and track mobile or fixed targets applying proper search and acquisition techniques. Perform target area analysis and acquire and hold the tasked target in the field of view long enough to perform initial target evaluation using optimum magnification. Maximum of one event may be logged per sortie.

A2.3.3.9. Landing. Accomplish the Before Landing checklists and accomplish a full-stop or touch-and-go landing.

A2.3.3.9.1. Nose Camera Landing. Accomplish a landing using the nose Day TV (DTV) or nose IR camera.

- A2.3.3.9.2. **MTS Landing.** A landing accomplished using the MTS DTV or MTS IR camera.
- A2.3.3.10. **Laser Spot Search and Track (LSS/T).** Provide a laser designation for advanced targeting pod acquisition and subsequent confirmation of proper target.
- A2.3.3.11. **Launch Procedures.** Accomplish normal procedures checklists from Rack Configuration up to and including pre-takeoff.
- A2.3.3.12. **Laser Target Marking.** Acquire and track mobile or fixed target. Illuminate, simulate illumination if range rules preclude illumination, and hold tasked target in support of actual or simulated tactical weapon delivery or tactical operations.
- A2.3.3.13. **Moving Target Attack.** Engage and employ ordnance against a target in motion, and accomplish INFLTREP. The target should be a wheeled or tracked vehicle in transit and should remain moving throughout the engagement. Engagement may be an actual or simulated combat flight environment. Ordnance delivery may be actual or simulated against actual or simulated targets. NOTE: During instruction or evaluation, subtasks of Moving Target Attack will be accomplished to the satisfaction of the instructor or evaluator.
- A2.3.3.14. **Moving Target Tracking.** Acquire and track a mobile target, holding target for a minimum of 60 seconds. During training or evaluation, the tracking will be accomplished to the satisfaction of the instructor or evaluator.
- A2.3.3.15. **SAR GMTI (Synthetic Aperture RADAR Ground Moving Target Indicator).** Scenarios requiring employment of Lynx SAR to meet mission objectives.
- A2.3.3.16. **Secure Voice.** Requires proper radio configuration for secure voice operation and successful utilization during tactical mission accomplishment. Maximum of one event may be logged per sortie.
- A2.3.3.17. **SFO.** An emergency pattern accomplished in response to simulated engine failure as described in the flight manual.
- A2.3.3.18. **Supervised EP Simulator.** Practice in-flight EPs and maintain proficiency in applying aircraft general knowledge to abnormal situations. Specific Mission Tasks: Unusual attitude recoveries, spatial disorientation, inadvertent weather entry, controlled flight departure recognition and recovery procedures, CAPs, aircraft subsystem failure checklist procedures, in-flight EPs, and instrument procedures. LR qualified crews will practice emergencies at low-altitude (< 5,000 feet AGL).
- A2.3.3.19. **Takeoff.** Accomplish actual takeoff to include Takeoff checklists and associated procedures.
- A2.3.3.20. **Target Talk-on.** Convey validated target information to an attacking aircraft and confirm positive target ID. Talk-on will include visual identification/confirmation of the target from attacking aircraft crew.
- A2.3.3.21. **Time Sensitive Target (TST) Event.** Perform a tactical weapons delivery (actual or simulated) against an unplanned, highly lucrative target or target of opportunity requiring immediate response. The attacking aircraft should receive target data/description and clearance from an appropriate C2 asset. Coordination with actual or

simulated air controlling assets, fire control assets, assets commonly coordinated with in DOC statement, or a simulation thereof is required. Scenarios should include standard fire support control measures utilizing standard brevity for clearance of fires. Data/description can be via datalink or normal radio communications. Although the target is unplanned, the event and procedures must be thoroughly briefed.

Attachment 3

SAMPLE VERIFICATION GUIDE BRIEFING OUTLINE

A3.1. Overview:

A3.1.1. Introduction (participants and briefing classification).

A3.1.2. Mission overview.

A3.1.3. Status of friendly forces (ground, air, and support).

A3.2. Area of Operations:

A3.2.1. Geography (topography, population centers, lines of communications, chokepoints, natural obstacles, and major visual identification points).

A3.2.2. Climatology (effects on ground troop movements and in-flight operations).

A3.2.3. Operating base (location, facilities, procedural constraints, strengths, and limitations).

A3.3. Status of Enemy Forces:

A3.3.1. Ground forces and accompanying air defense threats such as: surface-to-air missiles; antiaircraft artillery; electronic combat; and, interference, jamming, and intrusion capabilities. Include strengths and weaknesses for all previously listed items.

A3.3.2. Airborne forces (numbers, locations, capabilities, and tactics).

A3.4. Mission Employment Briefing:

A3.4.1. Ground operations.

A3.4.2. Departure (weather contingencies and options).

A3.4.3. Route of flight (threat analysis, alternatives, fuel requirements, decision points).

A3.4.4. Target descriptions and EEIs (mission data card and tactics).

A3.4.5. Weapons employment (target data, attack parameters, load, fusing, suitability, delivery modes, backups, and egress plan).

A3.4.6. Lost Link procedures and emergency airfield plan.

A3.4.7. Airspace coordination plan