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Flying Operations

T-1A AIRCREW TRAINING

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This instruction implements AFD 11-2, *Aircraft Operations*, AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel who perform duties in the T-1A aircraft. This AFI applies to all active duty, Air Force Reserve Command, and federal civilian employees flying the T-1A. With the exception of associate instructor pilot (IP) personnel, this AFI does not apply to the Air National Guard. File a copy of all approved waivers with this instruction. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority. According to AFI 11-200, major commands (MAJCOM) will coordinate proposed MAJCOM level supplements to this volume through AETC/A3V to AF/A3O prior to publication. (T-1). After being approved and published, MAJCOMs will send copies of MAJCOM level supplements to AF/A3O-AT, AETC/A3V, and the user-MAJCOM office of primary responsibility (OPR). Field units below MAJCOM level will coordinate copies of their supplements with their parent MAJCOM OPR prior to publication. (T-1). Refer recommended changes and questions about this publication to AETC/A3V, the office of primary responsibility (OPR), using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. (AF Form 847 is prescribed in AFI 11-215, *USAF Flight Manual Program [FMP]*. Refer to that publication for guidance on filling out the form.) Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS) (T-1). The authorities to collect or maintain the records prescribed in this publication are Title 37 United States Code

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SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Initial Qualification Training CSOs revised to incorporate I-2(1.3.1); mission qualification training CSOs revised to incorporate I-2 (1.3.2); initial qualification training CSOs revised to incorporate I-2 (2.1.1); ground training CSOs revised to incorporate I-2 (2.3); flying training for CRS ICSOs revised to incorporate I-2 (2.4.1); mission qualification training CSOs revised to incorporate I-2 (3.1); loss of instructor qualification CSOs (3.8); deleted FNs (4.3.6.2); low level currency for ICSOs revised to incorporate I-2 (4.13.2.5); **Table 4.3** Currency requirements for CSOs revised to incorporate I-2 and CRS; logging ID sorties for CSOs (4.13.3.1.2); and **Table 4.4** minimum T-1A semiannual sortie/event requirements changes for CSOs revised to incorporate I-2 and CRS.

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Chapter 1

GENERAL GUIDANCE

1.1. Authorities for Changes, Revisions, and Waivers.

1.1.1. AF/A3/5 is approval authority for changes and revisions to this AFI. (T-1).

1.1.2. Except as specified in AFI 11-202, Volume 1, and elsewhere in this instruction, AETC/A2/3/10 is the waiver authority for this instruction. Submit waiver requests in memorandum format through the stan/eval chain of command. File a copy of all approved waivers with this instruction. (T-2).

1.2. Responsibilities.

1.2.1. AETC/A3V.

1.2.1.1. Review and revise guidance herein, as required, in conjunction with AETC/A3F. (T-2).

1.2.1.2. Process all AF Form 847 change requests. (T-2).

1.2.1.3. Review subordinate unit publications. (T-2).

1.2.2. AETC/A3F.

1.2.2.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include AETC/A3F and applicable MAJCOM representatives. (T-2).

1.2.2.2. Review subordinate unit training programs. (T-2).

1.2.2.3. Review unit training waiver requests and quarterly reports. (T-2).

1.2.3. Wings and Groups.

1.2.3.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support. (T-2).

1.2.3.2. Develop programs to ensure training objectives are met. (T-2).

1.2.3.3. Forward copies of unit training programs that expand on the minimum guidelines of this instruction and subsequent changes to AETC/A3F for review. (T-2).

1.2.3.4. Forward copies of unit supplements that expand on the minimum guidelines of this instruction and subsequent changes to AETC/A3V for review. (T-2).

1.2.3.5. Review programs and supplements annually. (T-2).

1.2.3.6. Identify and report end-of-cycle training shortfalls semiannually to the MAJCOM OPR (AETC/A3F). (T-2).

1.2.4. Squadron Commanders.

1.2.4.1. Manage squadron continuation training (CT) to ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and

attached aircrew members. (T-2). The squadron commander may delegate management of the CT program no lower than the squadron director of operations (DO).

1.2.4.2. Establish squadron CT policies and guidance to include, but not limited to, TI, ID, and Buddy Instructor Program (BIP) programs and unit certifications. (T-2). **Note:** BIP does not apply to T-1 operations at NAS Pensacola; TI does not apply to CSOs.

1.2.4.3. Ensure training and evaluation records of newly assigned aircrew and those completing formal training are reviewed. (T-2). The review determines if additional training is required to achieve qualification/certification and to ensure provisions of this instruction are met.

1.2.4.4. Brief new aircrew on their responsibilities and BIP program policies prior to accomplishing the unit mission and student training. (T-2). **Note:** The squadron DO may conduct this briefing if the squadron commander is not available.

1.2.4.5. Fly a sortie with new aircrew during TI. (T-2). (**Note:** The squadron DO or assistant DO [ADO] may fly this sortie if the squadron commander is not available.) Discuss policies, techniques, and grading practices in conjunction with this sortie. Document any deviations and identify emphasis areas in the aircrew training folder.

1.2.4.6. Review completed TI and BIP documentation, assign qualified individuals to a training status, and certify instructors. (T-2).

1.2.4.7. Publish a roster of aircrew qualifications and certifications monthly (**paragraph 1.11**). (T-2). Ensure aircrew members only participate in sorties, missions, events, and tasks for which they are adequately prepared, trained, certified, and current, unless the activity is part of an upgrade syllabus or program leading to qualification or certification, or for regaining currency according to **paragraph 4.13**. (T-2).

1.2.4.8. Review the CT program and ensure effective management of the flying hour program (FHP). (T-2).

1.2.4.9. Report end-of-cycle training shortfalls through the operations group (OG) to AETC/A3F. (T-2).

1.2.4.10. Identify the levels of supervision required to accomplish the required training. (T-2).

1.2.4.11. Help the wing and group develop unit training programs. (T-2).

1.2.5. Squadron DO or ADO.

1.2.5.1. Fly a sortie with new aircrew during TI (if the squadron commander is not available) and discuss policies, techniques, and grading practices in conjunction with this sortie. (T-2).

1.2.5.2. Review completed training documentation prior to the squadron commander's review. (T-2).

1.2.5.3. Monitor all aspects of squadron CT to include, but not limited to TI, ID, BIP, and unit certifications. (T-2).

1.2.5.4. Chair a monthly CT meeting for IPs in the BIP program. (The regularly scheduled quarterly CT meeting fulfills the requirement for that month's meeting.) (T-2).

1.2.5.5. Execute the squadron CT program to ensure requirements are accomplished within the FHP. (T-2).

1.2.5.6. Develop ID sortie profiles that detail the minimum events and currency maneuvers T-1 aircrew must accomplish on each sortie. (T-2).

1.2.6. **Flight Commander.** (**Note:** Unless the civil service IP (CSIP) force is organized into flights under the direction of a flight commander who is also an IP, the 479 FTG will designate a chief pilot to accomplish the duties of paragraphs 1.2.6.1 through 1.2.6.12.) (T-2).

1.2.6.1. Brief new aircrew on flight policies, techniques, grading practices, and any other applicable items before the new aircrew conducts the unit mission and student training. (T-2). **Note:** The assistant flight commander may conduct this briefing in the absence of the flight commander.

1.2.6.2. Ensure new aircrew have completed all TI requirements to be assigned mission ready (MR) status or basic aircraft qualification (BAQ) status, as applicable, prior to the squadron DO's review. (T-2).

1.2.6.3. Supervise overall scheduling, training, and progress of the flight CT program. (T-2).

1.2.6.4. Recommend an individually tailored BIP training program to the squadron commander based on the new IP's past performance and experience. (T-2).

1.2.6.5. Ensure IPs complete BIP in a timely manner (approximately 6 months for the BIP long program and 3 months for the BIP short program). (T-2).

1.2.6.6. Regularly update the squadron commander on the status of all IPs in BIP training. Provide the squadron commander an estimated completion date and reason for delay for all IPs exceeding 6 months in the BIP long program and 3 months in the BIP short program. (T-2).

1.2.6.7. Fly at least one sortie with each IP in the BIP program. **Note:** The assistant flight commander may fly this sortie if the flight commander is not available. (T-2).

1.2.6.8. Ensure BIP documentation is maintained in a BIP folder and reviewed monthly, at a minimum. (T-2).

1.2.6.9. Verify new aircrew have met requirements before sending training documentation up the chain of command for review. (T-2).

1.2.6.10. Ensure the scheduler requests sorties/simulators required to meet CT requirements. (T-2).

1.2.6.11. Monitor currencies and requirements of assigned and attached aircrew. (T-2).

1.2.6.12. Ensure aircrew members only participate in sorties, missions, events, and tasks for which they are adequately prepared, trained, qualified, certified, and current, unless the activity is part of an upgrade syllabus or program leading to qualification or certification, or for regaining currency according to **paragraph 4.13**. (T-2).

1.2.7. **Squadron or Flight Training Officer.**

1.2.7.1. Supervise overall scheduling, training, and progress of the TI program. On a case-by-case basis, assign additional training sorties tailored to correct individual aircrew deficiencies (or emphasis areas), if required. (T-2).

1.2.7.2. Regularly update the squadron commander on the status of all personnel in training and provide him or her an estimated completion date. (T-2).

1.2.7.3. Maintain training folders. Secure electronically generated training folders may be used. (T-2).

1.2.7.4. Inspect training folders on aircrew who have completed TI and forward the folders through the flight commander and squadron DO to the squadron commander for certification of MR or BAQ status, as applicable. Maintain training records in each member's training folder until the AF Form 4348 is signed by the proper authority. Once the signed AF Form 4348 is placed in the training folder, corresponding training records may be removed. (T-2).

1.2.7.5. Establish a system for monitoring and planning training. After approval by the flight commander, ensure the scheduler requests the sorties required to meet the flight's training requirements. (T-2).

1.2.8. **All Supervisors.** Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and to identify areas for which additional training is needed. (T-2).

1.2.9. **Individual Aircrew Members.**

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

1.2.9.2. Receive the required briefings prior to starting TI and flying the unit mission.

1.2.9.3. Be responsible for completing training requirements and currencies within the guidelines of this instruction.

1.2.9.4. Participate only in sorties, missions, events, and tasks for which they are adequately prepared, trained, certified, and current.

1.3. Phases of Training. (Note: All references to "days" in this publication are to "calendar days" unless specifically noted otherwise.)

1.3.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties as a FP or I-2 ICSO in the T-1A aircraft. See [Chapter 2](#) for IQT program requirements. (T-2).

1.3.2. **Mission Qualification Training (MQT).** This training is necessary to upgrade T-1A FPs to IPs, and T-1 I-1 ICSO candidates who are CRS qualified to T-1 I-1 mission qualified INs [instructor navigator (ICSO)]. In this phase, upgrades are only accomplished with a MAJCOM-approved syllabus. See [Chapter 3](#) for MQT program requirements. (T-2).

1.3.3. **Continuation Training (CT).** This training ensures qualified aircrew maintain their proficiency and currency in T-1A aircraft. It provides minimum ground and flight training for aircrew while also developing the instructor force and certifying aircrew in unit and local

area requirements. Individual aircrew CT requirements are based on unit assignment as inexperienced or experienced. See [Chapter 4](#) for CT program requirements. (T-2).

1.3.3.1. **Experienced or Inexperienced Designation.** Squadron commanders will designate all pilots and CSOs as experienced or inexperienced as follows:

1.3.3.1.1. Experienced. T-1A aircrew who meet the following criteria are designated as experienced after squadron commander certification: (T-2).

1.3.3.1.1.1. IPs certified as MR with 150 rated hours primary or instructor military flight time in the aircraft and 600 hours total rated military fixed-wing time and ICSOs certified as MR with a previous major weapon system (MWS) instructor rating and 50 rated hours instructor flight time in the T-1A or, (T-2).

1.3.3.1.1.2. IPs certified as MR with 250 rated hours primary or instructor military flight time in the aircraft and 450 hours total rated military fixed-wing time and ICSOs certified as MR with 250 rated hours primary flight time and 100 rated hours instructor flight time in the T-1A. **Note:** For the purpose of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron DO are designated as experienced pilots/CSOs. (T-2).

1.3.3.1.2. Inexperienced. Aircrew who do not qualify as experienced or who are not certified as such by the squadron commander are considered inexperienced. Aircrew designated as inexperienced will progress through a program managed by the flight commander to develop sound flying and instructional skills. Flight commanders will tailor each program based on the individual's past flying experience and performance during IQT and MQT. No time limit is established to transition from inexperienced to experienced. (T-2).

1.3.4. **Specialized Training.** This training is necessary to carry out the unit's assigned missions but is not required of every crewmember. One example of specialized training is functional check flight (FCF) pilot. Individuals recognized by the unit will accomplish appropriate formal course training to qualify personnel in these specialized areas, or comply with locally developed syllabi and squadron-developed training programs. (T-2).

1.4. Training Concepts and Procedures.

1.4.1. Squadron commanders will ensure training programs are designed to achieve the highest degree of qualification and proficiency consistent with flight safety and resource availability. (T-2).

1.4.2. Unless specifically directed, the squadron commander determines the level of supervision required to accomplish in-flight training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an IP and ICSO may be required. If mission objectives require direct supervision, a squadron supervisor may be warranted. (T-2).

1.5. Training Records and Reports. Units will:

1.5.1. Maintain an aircrew training folder for each assigned or attached aircrew member. The training folder includes records of individual training to include TI, BIP, specialized training, and certifications and is maintained according to AFI 11-202, Volume 1; AFI 11-202,

Volume 2, *Aircrew Standardization/Evaluation Program*; and the RDS. (T-2). AF Form 4348s and any training not yet completed are the only documents required in the training folder. (T-2).

1.5.1.1. For each certification listed on the squadron letter of Xs, units will maintain documentation on an AF Form 4348 according to AFI 11-202, Volume 2. (AF Form 4348 is prescribed in AFI 11-202, Volume 2. Refer to that publication for guidance on filling out the form.) Once training that requires a certification is complete, the signed 4348 becomes the source document for the completion of that training. Once the signed AF Form 4348 is placed in the training folder, corresponding training records may be removed at the unit's discretion. (T-2).

1.5.1.2. Certification documents maintained in other locations (supervisor of flying, etc.) must also be annotated on the AF Form 4348. (T-2).

1.5.2. Use AF Form 4293, *Student Activity Record*, to document training and any unusual occurrence that could affect student progress. Instructors should annotate areas of difficulty. See [Attachment 2](#) for instructions on filling out AF Form 4293. (T-2).

1.5.3. Document training in ARMS using the forms specified in AFI 11-202, Volume 1. Track the following information for all aircrew, as applicable: (T-2).

1.5.3.1. Ground training dates accomplished and expiration dates. (T-2).

1.5.3.2. Flying hours by 30, 60, and 90 days and cumulative totals. (T-2).

1.5.3.3. Events required, by total accomplished and amount remaining for the training cycle. (T-2).

1.5.3.4. Flying maneuver currency dates accomplished and expiration dates. (T-2).

1.5.4. Units may specify additional training folder requirements. (T-2).

1.6. Aircrew Utilization.

1.6.1. Commanders will ensure wing aircrew fill only authorized positions according to unit manning documents and status is properly designated. (T-2). The overall objective is for aircrew to perform only operations-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, flying evaluation board member, mishap board member, etc.), but they must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. (T-2).

1.6.2. Duties required by various publications that may be assigned to aircrew position indicator (API)-1 are programmer, flying safety officer (FSO), supervisor of flying, mobility or contingency plans, training (except ARMS documentation), stan/eval liaison officer, squadron flight equipment officer, and other duties directly related to flying operations. API-1 individuals are not attached to wing staffs or fill wing staff positions unless total wing API-1/6 manning is 100 percent or better. (T-2). Commanders will ensure wing staff aircrew (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents. (T-2).

1.7. Functional Check Flight Program. FCF program responsibilities and requirements are specified in [Attachment 3](#). (T-2).

1.8. Sortie Allocation Guidance. Units will use the following information to determine priority for unit training sortie allocation:

- 1.8.1. Higher headquarters-directed missions and aerial events. (T-2).
- 1.8.2. Deployment support. (T-2).
- 1.8.3. Evaluations. (T-2).
- 1.8.4. API-1 CT. (Inexperienced pilots will receive sortie allocation priority over experienced pilots.) (T-2).
- 1.8.5. API-2 CT (if applicable). (T-2).
- 1.8.6. API-6 CT. (T-2).
- 1.8.7. API-8 CT or upgrade training. (T-2).
- 1.8.8. Supervisory flights. (T-2).
- 1.8.9. Flight surgeon (FS) flying requirements. (T-2).
- 1.8.10. Indoctrination and familiarization flights. (T-2).
- 1.8.11. Other orientation flights. (T-2).

1.9. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus and AFI 11-202, Volume 1, as supplemented, for aircrew graduate evaluation procedures. The program may be accessed at <https://www.my.af.mil/ageiftprod>.

1.10. Progress Review. Refer to the appropriate formal course syllabus and AFI 11-202, Volume 1, as supplemented, for procedures. (T-2).

1.11. Letter of Xs. The squadron commander certifies aircrew training and certification items appropriate for the unit's missions on a monthly Letter of Xs according to AFI 11-202, Volume 1. See **Attachment 4** of this instruction for a sample Letter of Xs. (T-2). **Note:** The squadron DO may accomplish the monthly review and certify the Letter of Xs if the squadron commander is not available.

1.12. Fuel Conservation. It is the responsibility of all aircrew to conserve fuel to the maximum extent possible. Individual crewmembers and supervisors at all levels will manage aviation fuel as a limited commodity and precious resource. Fuel optimization is considered throughout all phases of mission planning and execution. Once the objectives of training are complete, sorties are terminated at the earliest opportunity. Adherence to average sortie duration is not the driving factor of whether to land the aircraft or continue the mission.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General.

2.1.1. This chapter outlines the IQT program for T-1A aircrew. On completion of the program, aircrew are eligible for assignment as BAQ according to AFI 11-202, Volume 1, AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2, *T-1A Aircrew Evaluation Criteria*, as FPs or I-2 ICSOs.

2.1.2. Except for unusual circumstances, aircrew members undergoing qualification (initial and mission) training will receive ground and flight instruction with a minimum of interruption and complete training within the time specified by the syllabus. (T-2). Individuals are dedicated to training and are not utilized in unit jobs or other duties until the completion of training. Failure to complete training within the specified time limit requires notifying the gaining wing commander of the individual's name, grade, reason for delay, planned actions, and estimated completion date. (T-2).

2.1.3. Pilots who complete IQT qualify to act as pilot-in-command of any T-1A aircraft. CSOs who complete IQT qualify to accomplish aircrew duties in the I-2 seat of the T-1A, in conjunction with the Undergraduate CSO Training (UCT) mission with a qualified Air Force or contract IP at a direct set of controls. (T-2).

2.1.3.1. IQT-complete pilots (FPs) will not command any T-1A sortie unless certified by the squadron commander. (T-2).

2.2. Prerequisites. For listings of formal training courses and administrative and reporting requirements, see the Education and Training Course Announcements (ETCA) available at <https://etca.randolph.af.mil>. The formal course syllabi list course entry prerequisites and waiver authorities. Before entering IQT, each aircrew member must comply with the appropriate formal course training syllabus and AFI 11-202, Volume 1, prerequisites. (T-2).

2.3. Ground Training. Ground training will follow the syllabus flow but may be tailored to the individual's background and experience, as well as local conditions. (T-2). For in-unit qualification training, commanders will obtain and use current formal school courseware. (T-2).

2.4. Flying Training.

2.4.1. Pilots in IQT and CSOs in CRS training will fly under direct IP supervision until they complete the qualification evaluation. (T-2).

2.4.2. CSOs in IQT will fly under direct ICSO supervision until they complete the qualification evaluation. (T-2).

2.4.3. At a minimum, IQT requires formal course syllabus mission objectives and tasks. Additional training is available within the constraints of the formal course syllabus. (T-2).

2.5. Basic Aircraft Requalification Training. Follow the requalification guidance in AFI 11-202, Volume 1, and [paragraph 4.13.2.1](#) or [paragraph 4.13.2.9](#) of this instruction, as applicable to aircrew position. (T-2).

2.6. Conversion and Difference Qualification. Pilots completing conversion qualification will follow the guidance in this chapter and the formal course conversion syllabus. Difference training for qualification in the T-1 is not authorized. (T-2).

2.7. Multiple Qualifications. Qualification in more than one mission design series (MDS) is authorized according to AFI 11-202, Volume 1. (**Note:** Multiple qualifications is not authorized for general officers.) Multiple qualifications require completion of IQT, as specified in this chapter. (T-2).

2.7.1. Wing commanders, wing vice commanders, OG commanders, and OG deputy commanders (Colonel or below) may be dual qualified (that is, IP qualified in one type aircraft and FP qualified in another). (T-2).

2.7.2. Wing commanders will ensure equal representation of senior leaders in all wing aircraft types by selecting primary and secondary aircraft (IP or FP) qualification for each senior leader for approval by the AETC/A2/3/10. (T-2).

2.8. Senior Officers. Comply with guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 1, for senior officers (colonel selects and above). (T-2). Senior officer training follows the appropriate formal course syllabus. (T-2). Flying training wing commanders will be fully qualified instructors and have a completed AF Form 8, *Certificate of Aircrew Qualification*, according to the requirements of AFI 11-401 and AFI 11-202, Volume 2. (T-2).

2.9. Flying Training Wing Key Personnel.

2.9.1. Wing commanders, wing vice commanders, OG commanders, and OG deputy commanders must complete IQT and MQT in their primary mission aircraft. (T-2).

2.9.2. Wing FSOs will complete IQT and MQT in their primary mission aircraft. There must be at least one FSO for each primary mission aircraft. (T-2).

2.9.3. The OG and deputy OG commanders will be instructor-qualified and maintain flight examiner (FE) certification in their primary mission aircraft. (T-2).

2.10. Indoctrination Flier Training.

2.10.1. Indoctrination fliers will accomplish the following initial checkout:

2.10.1.1. A review with an IP of the flight manual (TO 1T-1A-1, *Flight Manual—USAF Series T-1A Aircraft*), AFI 11-2T-1, Volume 3, *T-1A Operations Procedures*, and unit supplements. (T-2).

2.10.1.2. Egress training according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. (T-2).

2.10.1.3. An aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics. (T-2).

2.10.1.4. Survival training according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*. (T-2).

2.10.2. Document initial and annual training in the aircrew member's training folder. (T-2).

2.11. Flight Surgeon Qualification. According to AFI 11-202, Volume 1, FS training consists of the following training requirements:

- 2.11.1. An aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics. (T-2).
- 2.11.2. An EP review with an IP. (T-2).
- 2.11.3. CRM training according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*. (T-2).
- 2.11.4. Aircrew flight equipment and procedures training according to AFI 11-301, Volume 1. (T-2).
- 2.11.5. Egress training, nonejection seat according to AFI 11-301, Volume 1. (T-2).
- 2.11.6. Standardized online FS test completed according to AFI 11-202, Volume 2. (T-2).
- 2.11.7. Survival training according to AFI 16-1301. (T-2).

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. MQT upgrades qualified T-1 aircrew to IP or instructor navigator (IN) (ICSO). MQT for IPs is normally conducted in conjunction with IQT according to the formal course pilot instructor training (PIT). MQT for ICSOs is normally conducted in conjunction with IQT for the I-2 position under the T-1A Combat Systems Officer Instructor Training and the T-1A Combat Systems Officer Instructor 1 Qualification syllabus for the I-1 position. See [Chapter 4](#) for additional sorties and requirements to become MR. Aircrew who have completed MQT:

3.1.1. Are basic mission capable (BMC) according to AFI 11-202, Volume 1.

3.1.2. May not be designated as MR until they complete TI (as applicable) and are certified by the squadron commander.

3.2. Prerequisites. All MQT upgrades must have completed T-1 IQT. Before entering MQT, each aircrew member must comply with the appropriate formal course training syllabus and AFI 11-202, Volume 1, prerequisites. (T-2).

3.3. Ground Training. When pilot MQT is not conducted in conjunction with IQT, minimum ground training consists of the instructor ground training required by the formal course instructor syllabus. (T-2). CSO MQT follows the appropriate formal course training syllabus. (T-2).

3.4. Flying Training. When pilot MQT is not conducted in conjunction with IQT, complete the instructional sorties required by the formal course instructor syllabus. (T-2). CSO MQT follows the appropriate formal course syllabus. (T-2)

3.5. Training Completion. MQT must be completed within the times prescribed in the formal course syllabus. (T-2). Aircrew should concentrate on their training and not be assigned to other duties while they are in training status. The OG commander, or equivalent, may grant training time extensions as appropriate, and units will document such waivers in the individual's training folder. (T-2). MQT is completed through a successful mission evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2. (T-2).

3.6. Documentation. Document MQT in the Training Integration Management System (TIMS). (T-2).

3.7. Sorties. When pilot MQT is not conducted in conjunction with IQT, units will log MQT sorties as mission support sorties. (T-2).

3.8. Loss of Instructor (IP or IN [ICSO]) Qualification. Failure of a mission evaluation, a commander-directed downgrade, or failure to perform T-1 instructor duties according to [paragraph 3.10](#) results in the loss of instructor qualification. (T-2). To regain qualification, aircrew must, at a minimum, successfully complete a mission evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2. (T-2).

3.9. Loss of Instructor Certification.

3.9.1. IPs and ICSOs are decertified and placed in nonmission-ready (NMR) status if they:

3.9.1.1. Fail any flight evaluation. To regain MR status, they must successfully reaccomplish the failed flight evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-1, Volume 2. (T-2)

3.9.1.2. Fail a qualification, instrument, or boldface examination. To regain MR status, they must successfully reaccomplish the failed exam. (T-2)

3.9.2. IPs and ICSOs may retain instructor certification for loss of currency or failure to accomplish annual and semiannual flying requirements. However, their instruction duties will be limited according to AFI 11-202, Volume 1, and this instruction. (T-2).

3.10. Instructor Requalification. The following provides criteria for requalifying instructors (specialized undergraduate pilot training [SUPT], PIT, and UCT) who have not performed T-1 instructor flying duties for:

3.10.1. **A Period Up to 225 Days.** The individual is placed in supervised status and at a minimum: (T-2).

3.10.1.1. Pilots must fly ID sorties with current and qualified experienced IPs or CSIPs until all expired currencies are updated. Refer to [paragraph 4.3.3](#) and [Table 4.2](#).

3.10.1.2. CSOs must fly with a current and qualified experienced IP *and* current and qualified experienced ICSO until all expired currencies are updated.

3.10.2. **A Period of 226 Days to 2 Years.** The individual may complete a locally generated upgrade at the discretion of the OG commander. Develop an individual upgrade recurrency program taking into account the individual's previous experience and currency. (T-2). Highly experienced instructors will conduct the flying training. A mission evaluation is completed for requalification.

3.10.2.1. Items successfully accomplished during the course of requalification training may be used to establish initial dates for individual currency requirements in [Table 4.3](#). This includes items accomplished during requalification evaluations. Items that are not accomplished are flown and updated with a current and qualified instructor of like qualified crew position prior to designating the individual as MR. (T-2). An IP may be used to establish the currency requirement for a CRS ICSO.

3.10.3. **A Period of 2 to 5 Years.** The individual completes the appropriate instructor requalification syllabus. (T-2).

3.10.3.1. CSIP candidates will complete the appropriate PIT or MAJCOM A3-approved syllabus. (T-2).

3.10.4. **More Than 5 Years.** The individual completes the appropriate PIT or MAJCOM A3-approved syllabus. (T-2).

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training considered necessary to maintain a viable T-1 aircrew corps to meet mission demands. Judicious scheduling of CT is required to develop aircrew and ensure training standardization. Sufficient flying hours are included in the annual FHP to allow every qualified aircrew member to accomplish all events and currencies listed in this chapter. Squadron commanders will ensure the squadron FHP is managed to afford all aircrews ample opportunity to complete required CT. (T-2).

4.2. Training Cycle. Semiannual CT training cycles are 1 January to 30 June and 1 July to 31 December. Semiannual requirements are reviewed at the end of each cycle.

4.3. CT Administration.

4.3.1. Meetings.

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. (T-2). The purpose of these meetings is to discuss standardization, safety, mission-related topics, instructional techniques, grading practices, and to increase general knowledge. A CRM topic or scenario should be discussed in each CT meeting referring to core concepts from AFI 11-290. (T-2).

4.3.1.2. Attendance at CT meetings is mandatory. (T-2). Squadron commanders determine the conditions that will excuse attendance. (T-2). The unit determines a method to track attendance as part of the go/no-go process for flight. (T-2). Individuals not available for CT meetings will read the meeting minutes or be briefed by an operations supervisor before their next flight.

4.3.2. **Requirements.** Minimum requirements are identified in this chapter, but units may direct additional training in a supplement to this instruction as necessary for individual requirements. (T-2). ID sorties are the primary means for building and maintaining instructor force proficiency. Squadron commanders will develop ID sortie profiles that detail the minimum events and currency maneuvers T-1 aircrew must accomplish on each sortie. (T-2).

4.3.3. **Prorating End-of-Cycle Requirements.** At the end of the training cycle, the squadron commander may prorate training requirements according to AFI 11-202, Volume 1, for aircrew members who were not available for flying duties.

4.3.3.1. Prorate only to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies. (T-2).

4.3.3.2. Base prorating on consecutive days of nonflying in the training cycle (applies separately for each period of nonflying). Use the prorating allowance in [Table 4.1](#) to determine the number of months to be prorated based on each period of consecutive days of nonflying. (T-2).

4.3.3.3. If IQT is reaccomplished, restart the individual's training cycle at a prorated share following IQT completion. (T-2).

4.3.3.4. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but do not prorate any requirement below 1. (T-2).

4.3.3.5. For prorating purposes, newly assigned or converted aircrew and aircrew achieving qualification after the 15th of the month should be in CT on the 1st day of the following month. (T-2). Events and sorties for the remainder of the training cycle may be prorated. (T-2).

Table 4.1. Prorating Allowance.

I T E M	A	B
	Consecutive Days of Nonflying	Months of Proration
1	0 - 15	0
2	16 - 45	1
3	46 - 75	2
4	76 - 105	3
5	106 - 135	4
6	136 - 165	5
7	166 - 180	6

4.3.4. Failure to Complete Annual and Semiannual CT Requirements:

4.3.4.1. Aircrew members who fail to maintain physiological and medical certification, ground training, or flying training requirements according to **Table 4.4** are placed in NMR or non-basic aircraft qualified (N-BAQ) status, as applicable. **Note:** Instructor certification is not automatically lost for failure to complete flying training requirements according to **paragraph 3.9.2**. They will not fly in the new training cycle until a review is completed to determine the cause of the deficiency and if additional training is required.

4.3.4.2. The OG commander (AETC/A3V for MAJCOM flight examiners) is reviewing and waiver authority. (T-2). The reviewer should consider the type and magnitude of the deficiency and the individual's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. Document waivers, with justification, in the individual's training folder. (T-2).

4.3.4.3. Refer to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, for guidance on aviation suspension.

4.3.5. Multiple Qualifications. Aircrews qualified in the T-1 and another MDS must complete all requirements for this instruction and as directed by the other MDS-specific instructions.

4.3.6. Aircrew Categories and Training Requirements. All aircrew members will maintain minimum requirements according to AFI 11-202, Volumes 1 and 2; AFI 11-2T-1, Volume 2; and this instruction. For initial crediting of flying training event currencies, each applicable event listed in **Table 4.3** is accomplished during TI or prior to MR certification.

Additionally, there is not a requirement to establish a reference date for semiannual sortie and event requirements listed in **Table 4.4** prior to MR certification.

4.3.6.1. **IPs and INs (ICSOs).** Squadron commanders may assign BMC IPs to MR training status upon completion of TI and squadron commander instructor certification. BMC ICSOs may be assigned MR status upon completion of MQT and squadron commander instructor certification. In addition to AFI 11-202, Volume 1, training requirements, MR aircrew must accomplish recurring ground training; semiannual sortie and event; and currency requirements prescribed in **Tables 4.2, 4.3, and 4.4** to maintain MR status.

4.3.6.2. **FPs.** Squadron commanders may assign FPs to BAQ training status upon completion of TI. In addition to AFI 11-202, Volume 1, training requirements, BAQ aircrew must accomplish recurring ground training prescribed in **Table 4.2**, currency requirements prescribed in **Table 4.3**, and semiannual EP/CRM training prescribed in **Table 4.4**.

4.3.6.2.1. **Restrictions.** FPs may not fly simulated EPs, touch-and-goes, traffic pattern stalls, formation, airdrop, low-level, air refueling (AR) or AI events without an IP occupying a pilot seat.

4.4. Periodic Emergency Procedures and Cockpit/Crew Resource Management Training:

4.4.1. All pilots, to include FPs and senior officer pilots, will accomplish semiannual EP and CRM simulator training based on experience level, as described in **paragraph 1.3.3** and as prescribed in **Table 4.4**. All CRS CSOs accomplish annual EP and CRM training as prescribed in **Table 4.4**. Accomplish the mission in the simulator with a certified simulator instructor (CSI). According to AETCI 11-203, *Civilian Flying Training Simulator Instruction Program*, if there is not a CSI available, a simulator-certified T-1A IP may administer the simulator mission. IPs may take credit for an EP and CRM simulator when administering the simulator. If semiannual or annual requirements are not met, aircrew will not fly until EP and CRM training is accomplished. **Note:** Pilot weather category (PWC) requirements may be met during EP and CRM simulator training (see **paragraph 4.8**). **Note:** Experienced IPs may log semiannual EP and CRM simulator events with a qualified ICSO occupying the copilot seat.

4.4.2. Because of local emergency scenarios, a locally generated simulator EP and CRM instructor guide is used when administering the simulator. The simulator mission must include: (T-2).

4.4.2.1. All critical action procedures and selected noncritical action emergencies.

4.4.2.2. A cross section of thrust-deficient situations.

4.4.2.3. Use of standby instruments.

4.4.2.4. A reduced runway condition reading or hydroplaning stopping scenario. (Not applicable [NA] for CSO.)

4.4.2.5. A discussion on wind shear and microburst hazards, detection, and escape procedures as well as a scenario experiencing such conditions on takeoff and landing.

4.4.2.6. Applicable mishap lesson-learned identified by MAJCOM, wing, or unit safety staffs.

4.4.2.7. At least one CRM practice scenario will be briefed, accomplished, and debriefed, using CRM core concepts from AFI 11-290.

4.4.3. All crew positions must attend a CRM refresher each calendar year. Track this training in ARMS.

4.5. TI Training (NA for ICSOs). The local pilot upgrade process starts with TI. During TI, skills learned during IQT and MQT are applied to the local flying environment. New pilots will fly a local familiarization mission prior to the specific TI category missions. The local familiarization mission will focus on local departure, military operating areas, recovery, and pattern operations. The local familiarization mission should be designed to ensure pilots are familiar with general local flight conditions prior to TI training. Specific TI category missions will emphasize local constraints, review common pilot errors, and highlight use of local anchors and tracks, routes, and bases.

4.5.1. Pilots in TI fly with assistant flight commanders and above, check pilots, or experienced pilots designated by the squadron commander.

4.5.1.1. **(479 FTG only)** Pilots will fly all TI sorties with experienced instructors, of “like” crew position, as designated by the squadron commander. (T-2). During TI, both the new and experienced pilots occupy the pilots seats, unless noted otherwise.

4.5.2. Pilots will not perform instructor duties or the unit mission prior to completing TI.

4.5.2.1. Pilots will accomplish the CSO-modified aircraft differences training prior to operating CSO-modified aircraft during TI.

4.5.3. TI is recorded in the training folder.

4.5.4. TI sorties are logged as training support sorties and may meet CT requirements during the period in which they are flown. As a minimum, fly the following missions:

4.5.4.1. Local familiarization (must be flown first and may be flown in combination with any of the specific category missions).

4.5.4.2. Transition.

4.5.4.3. High-level navigation (should be flown as an out and back).

4.5.4.4. Low-level navigation or airdrop (may be flown single-ship or formation). **Note:** A CRS qualified ICSO may occupy the copilot seat on single-ship only low-level navigation; however, an experienced IP will occupy the jump seat.

4.5.4.5. AR (does not apply to NAS Pensacola T-1 operations).

4.5.5. When applicable, these missions may be combined if all training objectives are met. TI sorties include normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields.

4.5.6. After successfully completing all TI, the squadron commander may certify the new pilot as MR or BAQ, as applicable.. (Additional sorties and requirements to become MR or BAQ are at the discretion of the squadron commander.)

4.5.7. PIT squadron commanders may tailor TI for previous MR IPs directly gained from SUPT squadrons; however, at a minimum, a local familiarization sortie must be accomplished. (T-2).

4.5.8. Squadron commanders may tailor TI for FPs; however, at a minimum, a local familiarization sortie must be accomplished. (T-2).

4.5.9. Squadron commanders may waive TI for pilots that remain at the same base in which they completed MQT. (T-2).

4.6. BIP Program. (Note: PIT, key wing personnel [wing commanders, wing vice commanders, OG commanders, and OG deputy commanders], and former T-1 pilots with Naval Flight Officer/UCT experience are exempt from this program.)

4.6.1. Following TI, flight commanders or the chief pilot will assign each new IP to a highly qualified BIP who will monitor the new IP's performance and provide guidance in all areas of job requirements, until the new IP has instructed through each category of training. (T-2).

4.6.2. To accommodate different experience levels of new IPs, there are long and short BIP courses. The BIP short program is for new IPs with previous instructor experience or extensive MWS experience. The BIP long program expands on the short program and is mandatory for first-assignment IPs and recommended for individuals who have not instructed or have limited MWS experience. The squadron commander will designate which program new IPs enter based on their performance during IQT, MQT, TI, and previous experience. (T-2).

4.6.3. The training prescribed in [Attachment 5](#) is the minimum required. Squadron commanders should tailor each individual's BIP program and provide additional training, as required.

4.6.4. Sponsor sorties are logged as training support sorties and may meet CT requirements during the period in which they are flown.

4.7. Night Flying.

4.7.1. **Night Definition.** For purposes of T-1A CT, night is defined as that period of darkness occurring from the end of evening civil twilight until the beginning of morning civil twilight. Night certification events and CT requirements may only be credited under the constraints of this definition. For purposes of logging "night time" on the AFTO Form 781, *Arms Aircrew/Mission Flight Data Document*, see AFI 11-401.

4.7.2. Night Certification (Pilot only).

4.7.2.1. Night certification consists of a dedicated training sortie with a night-certified IP or CSIP and spatial disorientation training accomplished in a MAJCOM-approved spatial disorientation training device. **Note:** Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training satisfies this requirement. Accomplish all night training before the first night student or unit mission sortie. The night certification sortie is a transition sortie emphasizing spatial disorientation, night instruments, local area (transition out base), traffic pattern procedures, and visual references. The night certification sortie includes the following maneuvers: a simulated single-engine pattern and landing, no-flap pattern and landing, tactical overhead pattern and landing, and a circling approach.

4.7.2.2. Pilots may log ID sorties in conjunction with the night certification sortie. See **paragraph 4.13.3.1**.

4.7.3. **Night Certification (CSO only)**. Night certification consists of accomplishing an instructor-led night orientation of the aircraft interior lighting system and discussion of night operating procedures, restrictions, and techniques.

4.7.4. **Night Restrictions**. Pilots who are not night certified will not fly at night (as defined by AFI 11-401) without a night-certified and current IP occupying a pilot seat in the aircraft. Touch-and goes are not accomplished at night with a CSO in the right seat.

4.7.5. **Documentation**. Record night certification on an AF Form 4348 in the training folder and document on the Letter of Xs. (T-2).

4.8. PWC Certification. (See AFI 11-2T-1, Volume 3, for PWC operational requirements and information.) PWC certification is designed to reduce the exposure of pilots with limited experience to risks inherent during periods of low ceiling and visibility. Before PWC 1 certification, pilots will demonstrate knowledge and proficiency in a simulator to a current PWC 1 pilot (flight commander or above). When calculating total time for the purpose of PWC designation, do not include student, undergraduate pilot training (UPT), or “other” flight time. Squadron commanders will certify pilots PWC 1 on an AF Form 4348 and document on the Letter of Xs. (T-2).

4.8.1. **PWC 1**. Qualified T-1A pilot designated as “experienced” (see **paragraph 1.2.3.1**). (T-2).

4.8.2. **PWC 2**. All other qualified T-1A pilots. (T-2).

4.9. Uncontrolled (Nontowered) Airfield Certification. See AFI 11-2T-1, Volume 3. Record the certification in the training folder and document on the Letter of Xs. (T-2).

4.10. FCF Certification. See **paragraph A3.6** for FCF aircrew requirements. Record the certification on an AF Form 4348 in the training folder and document on the Letter of Xs. (T-2).

4.11. AI Certification (479 FTG only):

4.11.1. **ICSO**. (T-2). AI certifies ICSOs in two-ship (live and simulated) AI operations of the CSO equipment in the modified T-1A. Individuals entered in AI certification training must be mission qualified. AI certification for ICSOs consists of a minimum of ground training (academics); one T25 mission (A/A mission); and one T-1A sortie (A/A mission). **Note:** Training certifies the ability for an ICSO to operate and instruct during AI operations missions in any student or instructor position of modified T-1A aircraft.

4.11.1.1. **A/A Academics (Mandatory)**. (T-2). Instructor-led courses covering: AI geometry; air-to-air communication; weapons employment; intercept procedures; APG-70 function; APG-70 operation; T-1A concept; T-1A restrictions; mission planning; student errors and solutions; A/A TACAN operation; pilot/CSO/copilot intercept CRM; blue air roles and responsibilities; red air roles and responsibilities; and local procedures.

4.11.1.2. **T25 Simulators**. (T-2).

4.11.1.2.1. Simulator 1: APG-70 operation and basic intercepts.

4.11.1.3. **T96 Simulators (Two planned, one minimum)**. (T-2).

4.11.1.3.1. Simulator 1: Mission scenario.

4.11.1.3.2. Simulator 2: Student A/A mission scenario. The mission consists of the candidate instructing a certified AI ICSO acting in the role of “student.”

4.11.1.4. **Aircraft Sorties (Two planned, one minimum).** **Note:** Candidate may occupy the copilot or CSO and jump or instructor seats for the aircraft sorties. This enables maximum certification training, to include IPs during dedicated A/A sorties.

4.11.2. **Pilot.** AI certifies IPs in the T-1A AI mission. AI certification training is administered by an AI-certified IP occupying the right seat and upgrade or AI-certified ICSO occupying the jump seat/I-1 crew position. An AI-certified or upgrade ICSO directs AIs from the CSO console to effect IP AI certification training. AI certification for IPs consists of a minimum of ground training (academics), one T25 (over-the-shoulder A/A observation mission), and one T-1A flight (A/A mission).

4.11.2.1. **A/A Academics (Mandatory).** (T-2). Instructor-led courses covering: AI geometry; air-to-air communication; weapons employment; intercept procedures; APG-70 function; T-1A concept; T-1A restrictions; mission planning; student errors and solutions; A/A TACAN operation; pilot/CSO/copilot intercept CRM; blue air roles and responsibilities; red air roles and responsibilities; and local procedures; etc.

4.11.2.2. **T96 Simulators.**

4.11.2.2.1. Simulator 1: Basic intercepts and APG-70 function. The intent of the mission is for pilot orientation and familiarization of the APG-70 function and required CSO interaction to operate the radar. Training does not require proficiency in operating the APG-70.

4.11.2.3. **Aircraft Sorties (Two planned, one minimum).** (T-2). **Note:** Sortie consists of an A/A-certified IP in the right seat; ICSO in the jump seat; and candidate ICSO and A/A certified ICSO occupying the CSO and instructor seats, in any combination. AIs are accomplished by the candidate or instructor occupying the CSO seat.

4.11.2.3.1. Sortie 1: Basic or student A/A mission (mandatory).

4.11.2.3.2. Sortie 2: Basic or student A/A mission.

4.12. Ground Training Requirements. Ground training accomplished during IQT, MQT, TI, and BIP may be credited toward CT requirements for the training cycle in which it was accomplished. AFI 11-202, Volume 1, and **Table 4.2** establish aircrew ground training requirements.

4.12.1. Units will ensure all aircrew attend CRM training which builds on the basic CRM skills taught in undergraduate and formal training units (FTU). (T-2). This is a calendar year requirement and is tracked in ARMS. Dual-qualified pilots will accomplish CRM in their primary aircraft. Briefings and debriefings include the core curriculum of CRM training according to AFI 11-290 and applicable MAJCOM guidance.

4.12.2. Refer to the ETCA web page at <https://etca.randolph.af.mil/> for ancillary ground training requirements.

Table 4.2. T-1A Pilot and CSO Ground Training (T-2).

I T E M	A	B	C	D
	Subject	Frequency	Prescribing Directive	Grounding
1	Aircrew flight equipment familiarization (LL01)	One time/base	AFI 11-301, Volume 1	Yes
2	Emergency egress training, nonejection seat (LL03)	Annual		
3	Local area survival training (SS01)	One time/base		
4	Boldface and operations limits testing (Note 1)	Monthly		
5	Noncombat survival training (SS04)	Triennial	AFI 16-1301	No
6	Water survival training (SS05) (Note 2)			
7	Aircrew flight equipment training (LL06)	Annual	AFI 11-301, Volume 1	
8	CRM training	Annual	AFI 11-290, as supplemented	
9	Instrument refresher course	According to AFMAN 11-210	AFMAN 11-210	

Notes:

1. Required before the first flight of the month. An unsatisfactory boldface exam results in grounding until successful reaccomplishment. Operations limits are correctable to 100 percent. Use approved T-1 Boldface and operations limits worksheet found on AETC Standardization and Evaluation Web site (available at: <https://www-r.aetc.af.mil/do/dof/download.asp>).
2. Aircrew noncurrent for water survival training are limited to over-water operations to remain within gliding distance of land.

4.13. Flying Training. All aircrew will maintain currency requirements as applicable in Table 4.3 and sortie/event requirements shown in **Table 4.4**. The OG/FTG commander or equivalent (AETC/A3V for MAJCOM FEs) is waiver authority for these requirements. (T-2). Document waivers in the individual's training folder. All maneuvers are flown according to Air Force instructions, directives, policies, and flight manuals.

4.13.1. **Restrictions.** Aircrew will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified.

4.13.2. **Currency and Recurrency.** Unless otherwise restricted, aircrew may log currencies during any sortie or mission if the maneuver or item is demonstrated. Noncurrent individuals will not perform that sortie, mission, or event except for the purpose of regaining currency. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers best control of the mission, as determined by the squadron commander. (T-2). See **Table 4.3** for T-1A currency requirements.

4.13.2.1. **Landing Currency (Pilot only).** Landing currency is required to maintain basic aircraft qualification. (T-2). Currency is regained by flying at least three satisfactory landings with a current IP. Loss of landing currency exceeding 90 days requires the following action. (**Note:** Timing starts from the last landing.):

4.13.2.1.1. **For 91 to 135 Days.** Same as **paragraph 4.13.2.1**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). (T-2).

4.13.2.1.2. **For 136 to 225 Days.** Same as **paragraphs 4.13.2.1** and **4.13.2.1.1** plus a recurrency flight, qualification written examinations, and an emergency procedure evaluation (EPE). AF Form 8 documentation is not required. (T-2).

4.13.2.1.3. **For 226 Days to 39 Months at the End of a Nonflying Assignment or 51 Months at the End of any Active Flying Assignment.** Same as **paragraphs 4.13.2.1.1** and **4.13.2.1.2** plus a locally administered qualification program approved by the OG/FTG commander, to include an instrument or qualification evaluation. For greater periods of time, see AFI 11-202, Volume 1. (T-2).

4.13.2.2. **Instrument Approach Currency (Pilot only).** Instrument approach currency may only be updated at night, during actual instrument meteorological conditions (IMC), or during simulated IMC with a qualified pilot acting as a safety observer. Additionally, pilots may update currency with a proficiency-current CRS ICSO occupying the right seat as a safety observer. If currency is lost, regardless of PWC, instrument approaches are not flown until currency is regained by flying an instrument approach with a current IP.

4.13.2.3. **Night Landing Currency (Pilot only).** See **paragraph 4.7.1** for requirements to log night landings for CT. Night landing currency updates basic landing currency. Night landing currency must be regained by accomplishing three satisfactory night landings with a current IP.

4.13.2.4. **Formation Currency (Specialized Undergraduate Pilot Training [SUPT] and PIT IPs only).** Currency may be logged during any formation flight. Currency must be regained by flying formation with a current IP.

4.13.2.5. **Low-Level Currency.** Instructors will fly a route entry or exit and at least two legs of a locally approved low-level or a published military training route (instrument route [IR], visual route [VR], or slow route [SR]). ICSOs may credit currency while occupying any seat in which they are qualified. Currency must be regained by flying a low level with a current IP. CRS ICSOs may credit currency from both the right seat and jump seat. CRS ICSOs who are also I-2 qualified may credit currency from the I-2 and S-2 seats. I-2 ICSOs must have a current and qualified I-2 ICSO on board the aircraft to regain currency.

4.13.2.6. **Precontact and Contact Currency (SUPT and PIT IPs only).** Each IP flies precontact (astern) and contact as a receiver. Currency may be regained by flying the maneuvers with a current IP.

4.13.2.7. **Traffic Pattern Stall Currency (Pilot only).** Pilots will fly a minimum of one turning and one straight-ahead traffic pattern stall.

4.13.2.8. **FCF Currency.** Certified IPs must fly an FCF flight to maintain currency. Currency must be regained by flying with an FCF-current IP. See Attachment 3 for loss of currency exceeding 180 days.

4.13.2.9. **Proficiency Currency (CRS CSOs only).** Proficiency currency is required to maintain basic aircraft qualification. In order to credit currency, CRS ICSOs must occupy the right seat for a minimum of 1 hour, monitor at least one takeoff and landing, and monitor at least one instrument approach flown by the instructor pilot. Individuals must regain currency by monitoring the proficiency requirements with a current and qualified IP at the controls. Loss of currency greater than 120 days requires the following actions:

4.13.2.9.1. **For 120 to 180 Days.** Same as **paragraph 4.13.2.9**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures).

4.13.2.9.2. **For 181 to 225 Days.** Same as **paragraphs 4.13.2.9** and **4.13.2.9.1**, qualification written examinations, and an EPE administered in the simulator. Documenting the AF Form 8 is not required. The review session, examinations, and EPE are accomplished prior to flying the proficiency requirements for recurrency.

4.13.2.9.3. **For 226 Days to 39 Months at the End of a Nonflying Assignment or 51 Months at the End of any Active Flying Assignment.** Same as **paragraphs 4.13.2.9.1** and **4.13.2.9.2** plus a locally administered qualification program approved by the OG/FTG commander, to include an instrument or qualification evaluation. For greater periods of time see AFI 11-202, Volume 1.

4.13.2.10. **I-2 CSO Currency.** I-2 currency is required to maintain basic aircraft qualification. In order to credit I-2 currency, I-2 ICSOs must occupy the I-2 seat on an air operations mission or the S-2 seat with an I-2 qualified ICSO in the I-2 seat. Individuals must regain currency by flying a sortie with the S-2 seat occupied by a current and qualified I-2 ICSO.

4.13.2.10.1. For 120 to 180 Days. Same as **paragraph 4.13.2.10**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures).

4.13.2.10.2. For 181 to 225 Days. Same as **paragraphs 4.13.2.10** and **4.13.2.10.1**, qualification written examinations, and an EPE. Documenting the AF Form 8 is not required. The review session, examinations, and EPE are accomplished prior to flying the proficiency requirements for recurrency.

4.13.2.10.3. For 226 Days to 39 Months at the End of a Nonflying Assignment or 51 Months at the End of any Active Flying Assignment. Same as **paragraphs 4.13.2.10**, **4.13.2.10.1** and **4.13.2.10.2**, plus a locally administered qualification program approved by the OG/FTG commander, to include a qualification evaluation. For greater periods of time see AFI 11-202, Volume 1.

4.13.2.11. **AI Currency.** All certified ICSOs and IPs will maintain AI currency to maintain certification. ICSOs and IPs may credit AI currency in the T-1 OFT.

4.13.2.11.1. **ICSO AI Currency.** Certified ICSOs will fly a minimum of two intercepts every 90 days. Currency must be credited on student missions as an

instructor in either the jump or instructor seat, or for proficiency in either the copilot or CSO seat. Currency may be regained by flying a dedicated AI sortie with a current ICSO directly monitoring (over-the-shoulder) (copilot/jump or CSO/instructor complement).

4.13.2.11.2. **IP AI Currency.** Certified IPs will fly a minimum of two intercepts, one as blue air and one as red air, every 90 days. Currency may be credited on student or CT sorties. Currency may be regained by flying a dedicated A/A sortie with an AI-certified instructor in the right seat and an AI-certified instructor in the jump seat.

Table 4.3. T-1A Currency Requirements (T-2).

I T E M	A	B	C	D	E	F	G	H	I	J
	Currency Requirements (Days)	IP		FP	Senior Officer (Pilot)	IN (ICSO)		CRS ICSO	I-2 CSO	Notes
		I	E			I	E			
1	Landing	30	45	30	45					
2	Instrument approach	30	45	30	45					1
3	Formation	60	90							2
4	Night landing	180	180	180						3, 4
5	Low level	90	120			90	120	120		7
6	Precontact/contact	60	90							2
7	Traffic pattern stalls	120	180	120						5
8	FCF		60							4, 6
9	Proficiency							120		5, 8
10	I-2 Currency								120	9
11	AI	60	90			90	120	120		4

Notes:

1. See paragraph 4.13.2.2.
2. NA for T-1 pilots at NAS Pensacola.
3. Updates landing currency. See paragraph 4.13.2.3.
4. Currency applies to those individuals certified.
5. May credit in the simulator.
6. See Attachment 3.
7. See paragraph 4.13.2.5
8. I-2 ICSOs do not have a “proficiency sortie” requirement.
9. See paragraph 4.13.2.10.

4.13.3. **Semiannual Sortie/Event Requirements.** **Table 4.4** establishes the minimum semiannual sortie/event requirements for all MR IPs and ICSOs. FPs and senior officer pilots are required to meet currency requirements prescribed in **Table 4.3** and EP/CRM simulator event requirements of **Table 4.4.** (T-2).

4.13.3.1. **ID Sorties.** All experienced SUPT and PIT IPs will fly a minimum of one ID sortie dedicated to each syllabus category of training per semiannual period: transition, navigation, formation, air drop (AD), and air refueling. Inexperienced IPs will fly two ID sorties. All UCT IPs will fly a minimum of one ID sortie dedicated to each syllabus category of training per semiannual period: navigation, air operations, and AI, as applicable. ICSOs will fly a minimum of one ID sortie per semiannual period dedicated to each syllabus category of training per semiannual period: navigation, low-level navigation, air operations, and AI (AI-certified only). Use **Table 4.5** as a guide to establish squadron ID sortie profiles. The remaining ID sorties may be flown in any syllabus category and should be tailored to meet developmental requirements, as determined by the squadron commander as applicable. (T-2). ICSOs qualified in both the I-1 and I-2 position must accomplish a minimum of one ID sorties in each applicable category of training in each position.

4.13.3.1.1. **Logging ID Sorties.** ID sorties are not logged on formal training syllabus missions. (T-2). For purposes of CT, an *aircraft sortie* is defined from initial takeoff to full-stop landing. Due to differences in average T-1A sortie duration compared to that of other undergraduate MDSs, if *aircraft sortie* duration exceeds 2.0 hours, *each pilot or CSO may* log up to two ID sorties. During dedicated ID sorties, plan for no more than two profiles on one aircraft sortie (for example, AR/AD, transition/formation, AI/low-level navigation). Provided they are not administering the MQT instruction, ICSOs occupying the Jump or co-pilot seat may log ID sorties with ICSO MQT being conducted in the I-2/S-2 positions and vice versa.

4.13.3.1.1.1. UCT IPs. UCT IPs may log low-level navigation and AI ID sorties with an ICSO occupying the copilot seat. All other ID sorties are flown with another IP.

4.13.3.1.1.2. I-2 ICSOs. I-2 ICSOs may log I-2 currency from either the I-2 or S-2 seat provided there is a current and qualified I-2 ICSO in the other seat (I-2 or S-2). I-2 ICSOs may log this currency with ICSO MQT or undergraduate CSO training occurring in the S-1 seat.

4.13.3.2. **Semiannual Sortie Events.** Events, when accomplished, may be dual logged. For example, a single-engine precision approach may log single-engine precision approach, precision approach, and instrument approach. Currency may also be updated if flown according to AFI 11-202, Volume 1; AFI 11-202, Volume 3, *General Flight Rules*; and this publication.

4.13.3.2.1. Events may be logged during formal training syllabus missions when the pilot demonstrates the maneuver.

4.13.3.2.2. **Student Events.** Log student events based on the number of events flown and instructor-student ratio. Log one student event for each formal training syllabus event flown. More than one student event may be logged for each total sortie.

Table 4.4. Minimum T-1A Semiannual Sortie/Event Requirements (T-2).

I	A	B	C	D
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T E M	Sortie/Event	SUPT/ PIT IP		UCT IP		ICSO		CRS ICSO	Notes
		I	E	I	E	I	E		
1	Instructor development sortie	18	10	10	6	2	2	2	1, 2
2	EP/CRM simulator	2	1	2	1	2	1	1	3
3	Landing	12	12	12	12				
4	Night landing	4	2	4	2				4, 5
5	Night circling approach	1	1	1	1				4, 6
6	30-Flap pattern/landing								
7	Single-engine pattern/landing								
8	No-flap pattern/landing	2	2	2	2				
9	Tactical overhead								
10	Traffic pattern stalls								
11	Published approach procedure	3	3	3	3				7
12	Instrument approach	12	8	12	8				
13	Precision approach	4	2	4	2				
14	Single-engine precision approach	2	2	2	2				
15	Nonprecision approach	4	2	4	2				
16	RMI-only approach (VOR or NDB)								
17	Single-engine nonprecision approach	2	2	2	2				
18	Single-engine missed approach								
19	Single-engine go-around								
20	Circling approach	4	2	4	2	6			
21	Student Instructional Sortie	18	18			10	8	8	8

Notes

- See paragraph 4.13.3.1.
- ICSO requirement is "1" low-level or navigation/air operations ID sortie per position qualified if not AI-certified (i.e. If an ICSO is qualified as an I-1 and I-2 ICSO, then they must perform one ID sortie in the I-1 and one ID sortie in the I-2 seat per semiannual period). Air operations is a UCT profile consisting of a minimum of 20 minutes and at least two legs and turn points on a locally approved or published military training route (IR, SR, or VR).
- See paragraphs 4.3.6.1 and 4.3.6.2; senior officers and FPs accomplish one per semiannual period. Not applicable to I-2 only qualified ICSOs.
- Certified pilots only. See paragraph 4.7.
- The 12 FTW and attached certified pilots will fly a minimum of one per semiannual period.
- May be logged at termination of an instrument approach to low-closed pattern at home or auxiliary field. Sidestep maneuver does not fulfill "circling approach" requirement.
- Fly a complete procedure (high or low altitude) from the instrument approach fix (IAF) to landing or missed approach.
- Complete a SUPT, UCSO, PIT syllabus-directed mission, ICSO IQ/MQ syllabus directed mission, or as a flight examiner on any evaluation.

Table 4.5. T-1A ID Sortie Guide.

I T E M	A	B
	Event	Definition
1	Transition	Profile consisting of a cross section of items such as steep turn; vertical-S; unusual attitudes; asymmetric thrust; flap retraction; yaw damper demonstrations; traffic pattern stalls; precision and nonprecision approach; visual flight rule (VFR) patterns; 30-flap landing; single-engine landing/go-around and missed approach; no flap landing.
2	Navigation (IFR or VFR)	Profile consisting of a cross section of items such as precision and nonprecision approaches, low-altitude approach, high-altitude approach, holding, VFR patterns, VFR navigation, (SUPT/PIT-only) low-level on a military training route (IR, SR, or VR).
3	AR	Profile consisting of at least one AR rendezvous (as tanker or receiver) and precontact (astern)/contact as receiver.
4	AD	Profile consisting of at least one leg, turn point, slowdown maneuver, simulated AD, and escape (as lead or wing) on a military training route (IR, SR, or VR).
5	Formation	Profile consisting of a cross section of items such as formation takeoff, turning/straight-ahead rejoins, breakout, practice lost wingman, cell formation, offset maneuvering, formation recovery.
6	Low-level navigation	Profile consisting of a minimum of 20 minutes and at least two legs and turn points on a locally approved or published military training route (IR, SR, or VR).
7	AI	Profile consisting of a minimum of at least two intercepts, one as “blue air” the other as “red air” for IPs. Profile consisting of at least one intercept as “blue air” for ICSOs.
8	Air Operations	UCT profile consisting of a minimum of 20 minutes and at least two legs and turn points on a locally approved or published military training route (IR, SR, or VR)

4.14. Pilot Instructor Training Re-Blue Program. See [Attachment 6](#).

4.15. Break-in-Training (BIT) Program. See [Attachment 7](#).

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

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

37 U.S.C. § 301a, *Incentive Pay: Aviation Career*

Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 22 November 1943

Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*, 18 November 2008

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFI 11-2T-1, Volume 2, *T-1A Aircrew Evaluation Criteria*, 16 June 2010

AFI 11-2T-1, Volume 3, *T-1A Operations Procedures*, 3 October 2011

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

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

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

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

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 February 2005

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

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

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

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

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

AFI 13-201, *Airspace Management*, 21 Aug 2012

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

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

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 2010

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

AFI 91-202, *The U S Air Force Mishap Prevention Program*, 8 June 2012, and its AETC supplement

Air Force Records Disposition Schedule (RDS)

<https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>

TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*, 15 March 2012

TO 1T-1A-1, *Flight Manual—T-1A Series Aircraft*, 28 March 2011

TO 1T-1A-6CF-1, *Checkflight--Acceptance and Functional Procedures, T-1A*, 18 June 2012

AETCI 11-203, *Civilian Flying Training Simulator Instructor Program*, 14 March 2012

Prescribed Forms

AF Form 4286, *Functional Check Flight Certification Record T-1A Aircraft*

AF Form 4293, *Student Activity Record*

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4348, *USAF Aircrew Certifications*

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

Abbreviations and Acronyms

AD—airdrop

ADO—assistant director of operations

AETCI—Air Education and Training Command instruction

AFE—aircrew flight equipment

AFI—Air Force instruction

AFMAN—Air Force manual

AFPD—Air Force policy directive

AFTO—Air Force technical order

AI—air intercept

API—aircrew position indicator

AR—air refueling

ARMS—Aviation Resource Management System

BAQ—basic aircraft qualified

BIP—buddy instructor pilot

BIT—break in training

BMC—basic mission capable

CRM—cockpit/crew resource management

CRS—CSO right seat qualified

CSI—certified simulator instructor

CSIP—civil service instructor pilot

CSO—combat systems officer
CT—continuation training
DO—director of operations or operations officer
EP—emergency procedure
EPE—emergency procedures evaluation
ETCA—education and training course announcements
FCF—functional check flight
FE—flight examiner
FHP—flying hour program
FMP—flight manuals program
FP—first pilot
FS—flight surgeon
FSO—flying safety officer
FTG—flying training group
FTU—formal training unit
IAF—instrument approach fix
ICSO—instructor combat systems officer
ID—instructor development
IFR—instrument flight rules
IMC—instrument meteorological conditions
IN—instructor navigator
IP—instructor pilot
IR—instrument route
IQT—initial qualification training
ITS—instructor training school
I-1—the jump seat position in which the ICSO instructor sits
I-2—the seat position in which the ICSO sits behind the jump seat
S-2—the seat position in which the UCSO sits in the back of the T-1
MAJCOM—major command
MDS—mission design series
MQT—mission qualification training
MR—mission ready

MWS—major weapon system
NAS—naval air station
N-BAQ—nonbasic aircraft qualified
NDB—nondirectional radio beacon
NMR—nonmission ready
OG—operations group
OPR—office of primary responsibility
PA—privacy act
PIT—pilot instructor training
PWC—pilot weather category
RDS—Records Disposition Schedule
RMI—radio magnetic indicator
RSU—runway supervisory unit
SR—slow route
stan/eval—standardization and evaluation
SUPT—specialized undergraduate pilot training
TI—theater indoctrination
TIMS—Training Integration Management System
UCT—undergraduate combat systems officer training
UFT—undergraduate flying training
UPT—undergraduate pilot training
USEM—unit standardization/evaluation monitor
VFR—visual flight rules
VOR—very high frequency omni-directional range
VR—visual route

Terms

Basic Aircraft Qualified—T-1A aircrew who have satisfactorily completed initial qualification training to maintain the skills necessary to act as pilot-in-command or perform duties as a combat systems officer.

Basic Mission Capable—T-1A aircrew who have satisfactorily completed mission qualification training to maintain the skills necessary for some aspect of the unit mission.

Cockpit Familiarization Trainer—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklists, normal procedures, and emergency procedures.

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

Collateral Sorties—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs such as ferry flights, deployments, noneffective sorties, etc.

Continuation Training—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to mission ready and mission support aircrews.

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

Emergency Procedures Evaluation—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures conducted orally by a flight examiner, or in an operational flight trainer.

Formal Course—Training courses listed in the Air Force Education and Training Course Announcements (ETCA) located at <https://etca.randolph.af.mil>.

Initial Qualification—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Initial Qualification Training—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for mission support status.

Instructor Development Sortie—Sortie used to develop an instructor's abilities to teach and instruct various maneuvers and missions in the aircraft.

Mission Qualification—An aircrew member engaged in training to qualify in an assigned aircrew position to perform the command or unit mission.

Mission Ready—Basic mission capable aircrew certified for the unit mission after completion of theater indoctrination training.

Night—The period of darkness occurring from the end of evening civil twilight until the beginning of morning civil twilight.

Night Landing—A landing accomplished during that period of darkness from the end of evening civil twilight until the beginning of morning civil twilight.

Proficiency—A measure of how well a task is completed. An aircrew member is considered proficient when he or she can perform tasks at the minimum acceptable levels of speed, accuracy, and safety. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Squadron Supervisor—Squadron commander, operations officer, assistant operations officer, and flight commander are squadron supervisors for purposes of this instruction.

Theater Indoctrination—Training to certify and familiarize an aircrew member as mission ready or basic aircraft qualified at home station (formerly known as mission qualification training).

Attachment 2

INSTRUCTIONS FOR COMPLETING AF FORM 4293

A2.1. The originator provides a concise summary of the activity being documented and ensures entries clarify any required action.

A2.2. Each entry:

A2.2.1. Begins with the date and reason for the entry.

A2.2.2. Ends with the signature, printed name, grade, and duty title of the person making the entry.

A2.3. The student and flight commander (or student resource manager) initial all AF Form 4293 entries written on students enrolled in formal flying training courses. (T-2).

Attachment 3

FUNCTIONAL CHECK FLIGHT PROGRAM

A3.1. Overview. The OG commander will designate one FCF pilot as the chief of FCF, designate one lead FCF pilot for each operationally assigned aircraft, and determine the need for additional FCF pilots. (T-2). He or she assigns the chief FCF pilot to the OG. (T-2). The lead FCF pilots are assigned to the OG at the discretion of the OG commander. The chief FCF pilot may act as his or her MDS-specific lead FCF pilot. The OG commander will appoint FCF pilots and FCF IPs by memorandum. (T-2).

A3.2. FCF Chief Responsibilities. The FCF chief: (T-2).

A3.2.1. Supervises and administers the wing FCF program according to AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*; TO 1T-1A-6CF-1, *Checkflight—Acceptance and Functional Procedures, T-1A*; and MAJCOM and local policy and procedures.

A3.2.2. Works closely with maintenance quality assurance personnel.

A3.2.3. Maintains an FCF read file available to all FCF pilots for review before flying FCF sorties.

A3.2.4. Ensures FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

A3.2.5. Ensures minimum FCF requirements and currencies are met and noncurrent pilots are not allowed to fly until recurrent.

A3.2.6. Acts as a liaison member of OG stan/eval and air traffic control agencies.

A3.3. FCF Pilot Requirements. FCF pilots are selected from highly qualified wing pilots. Pilots selected have completed TI, have a minimum of 600 total flying hours, and 250 IP/FP hours in the T-1A. (T-2) Refer to [paragraph A3.5](#) for FCF pilot training requirements.

A3.4. FCF IP Requirements. Pilots selected to be an FCF IP must have at least 4 months of experience conducting FCFs. (T-2) FCF IPs will train new FCF pilots and administer FCF certification flights according to local unit training programs.

A3.5. FCF Training. Prior to being certified as an FCF pilot, pilots complete a local checkout program that includes the following: (T-2).

A3.5.1. Review applicable areas from AFI 21-101; AFI 13-201, *Airspace Management*; TO 1-1-300; TO 1T-1A-6CF-1; AFI 11-2T-1, Volume 3; this instruction; and local FCF procedures.

A3.5.2. Fly an adequate number of FCF training profiles in the aircraft.

A3.5.3. Fly a certification flight on a full profile FCF sortie after completing the local checkout program.

A3.5.4. Complete an AF Form 4286, *Functional Check Flight Certification Record T-1A Aircraft*, after completing the training program and being certified as an FCF IP.

A3.6. FCF CT Requirements. FCF pilots must fly an FCF flight every 60 days to maintain currency. (T-2). Currency is regained by flying with an FCF-current pilot. FCF pilots who exceed 180 days from their last FCF flight are decertified. To be recertified, FCF pilots must review the FCF read file, pass a ground evaluation, and fly an FCF certification flight with an FCF IP. (T-2).

Attachment 4

SAMPLE T-1A LETTER OF XS

Table A4.1. Sample T-1A Letter of Xs (Squadron Aircrew Qualifications/Certifications).

I T E M	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
	Position	PWC 1	Experienced	BIP	CSO IP	Night	Check Pilot	FE	Air Intercept	FCF Pilot	FCF Instructor	Progress Check Pilot	Elimination Check Pilot	Uncontrolled Airfield	Composite Formation	Squadron Supervisor	Supervisor of Flying
1	Squadron commander	X	X	X	X		X	X					X			X	X
2	Squadron DO	X	X	X	X		X	X	X				X			X	X
3	Squadron ADO	X	X	X	X		X						X			X	X
4	A flight commander	X	X	X	X	X						X					X
5	IP								X	X				X			
6	Attached IP	X	X	X	X												
7	B flight commander	X	X	X	X	X				X	X	X					X
8	IP	X															
9	Attached IP	X	X	X	X											X	X
10	Wing commander	X	X														
11	Wing vice commander	X	X														
12	OG commander	X	X														
13	OG deputy commander	X	X														

Note: This is only an example; it does not include all applicable T-1A certifications.

Attachment 5

BUDDY INSTRUCTOR PILOT PROGRAM

A5.1. BIP Long Program. This program lasts approximately 3 to 6 months (a minimum of 3 months). Prior to accomplishing any student sorties, the squadron commander will brief the new pilot of his or her instructor responsibilities. (T-2). The squadron DO may accomplish the briefing if the commander is not available. IPs will accomplish training requirements listed in **paragraphs A5.1.1** and **A5.1.2**. Briefings accomplished during TI may be used to fulfill these requirements. **Note:** UCT IPs may accomplish the program in less than 3 months due to reduced BIP program requirements.

A5.1.1. Ground Training. Ground training consists of the following: (T-2).

A5.1.1.1. Squadron policies briefing (before flying with students).

A5.1.1.2. BIP briefing (before flying with students).

A5.1.1.3. Instructor responsibilities briefing (before flying with students).

A5.1.1.4. Commander's review or Commander's Awareness Program briefing.

A5.1.1.5. Grading practices briefing.

A5.1.1.6. Merit Assignment Selection System briefing. (N/A to UCT)

A5.1.1.7. CT requirements briefing.

A5.1.1.8. Scheduling briefing.

A5.1.1.9. TIMS briefings.

A5.1.1.10. Flying safety briefing.

A5.1.1.11. Stan/eval briefing.

A5.1.1.12. Check section briefing.

A5.1.1.13. Check flight ground evaluation monitoring.

A5.1.1.14. Runway supervisory unit (RSU) briefing (optional). (N/A to UCT)

A5.1.1.15. RSU tour of duty monitoring (optional). (N/A to UCT)

A5.1.1.16. EP and CRM simulator mission with a CSI.

A5.1.1.17. Aircrew Graduate Evaluation Program briefing. (N/A to UCT)

A5.1.1.18. Open-book syllabus test (locally generated). (N/A to UCT)

A5.1.1.19. Open-book course training standards test (locally generated). (N/A to UCT)

A5.1.1.20. Open book CSO-modified technical order test (locally generated). (UCT only)

A5.1.2. Flying Training. Flying training consists of BIP sorties and sponsor sorties: (T-2).

A5.1.2.1. BIP Sorties:

A5.1.2.1.1. BIP sorties are those flown by the BIP with the IP. All BIP sorties are flown with the assigned BIP, flight unit stan/eval monitors (USEM), or supervisors (assistant flight commander or above) in the IP's chain of command. These flights further develop the IP's flying proficiency and instructional techniques. ID sortie requirements may be logged during BIP sorties.

A5.1.2.1.2. During the sortie, BIPs will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and pitfalls the new IP should avoid. Document these sorties in the IP's BIP record.

A5.1.2.1.3. Multiple mission requirements may be flown on one BIP sortie. A minimum of one BIP mission is flown in each of the following categories of training:

A5.1.2.1.3.1. Transition.

A5.1.2.1.3.2. Navigation out and back (may include low level).

A5.1.2.1.3.3. AR. (N/A to UCT)

A5.1.2.1.3.4. AD. (N/A to UCT)

A5.1.2.1.3.5. Air Operations (UCT only). This sortie is flown with an ICSO in the copilot seat and BIP in the jump seat. Attempt to fly this sortie after the IP has accomplished at least three student (undergraduate or CSO-upgrade) air operations missions.

A5.1.2.1.3.6. AI (UCT only). This sortie is flown with ICSOs in the copilot and BIP in the jump seat. Attempt to fly this sortie after the IP has accomplished at least two student (undergraduate or upgrade) AI missions.

A5.1.2.2. Sponsor Sorties (N/A to UCT): (T-2).

A5.1.2.2.1. BIPs, USEMs, or supervisors (assistant flight commander or above) in the IP's chain of command fly sponsor sorties with the IP's students to ensure effective technique and instruction. BIPs actively fly with the IP's students or observe the IP from the jump seat.

A5.1.2.2.2. IPs will fly a series of three student sorties in each category with the same student or students, after which the BIP will fly with that student. BIPs will provide feedback to the IP (within 2 workdays) on instructional techniques and grading practices. Document all sponsor sorties and debriefings in the new IP's BIP training record. The categories are as follows:

A5.1.2.2.2.1. Transition.

A5.1.2.2.2.2. Navigation (including one low level).

A5.1.2.2.2.3. Air Mobility Fundamentals (one formation, one AR, and one AD).

A5.2. BIP Short Program (N/A to UCT). This program lasts approximately 1 to 3 months and is designed for IPs who have previous instructor or extensive MWS experience. Prior to accomplishing any student sorties, the squadron commander will brief the new pilot of his or her instructor responsibilities. (T-2). The squadron DO may accomplish the briefing if the commander is not available.

A5.2.1. **Ground Training.** Ground training requirements are those listed in the BIP long program.

A5.2.2. **Flying Training.** Flying training consists of BIP sorties and sponsor sorties.

A5.2.2.1. **BIP Sorties.** BIP sorties are those flown by the BIP with the new IP. All BIP sorties are flown with the assigned BIP, flight USEMs, or supervisors (assistant flight commander or above) in the new IP's chain of command. These flights further develop the new IP's flying proficiency and instructional techniques. A minimum of one BIP sortie is flown in any category of training (transition, navigation, AR, AD, or formation). During the sortie, BIPs will discuss instructional techniques, planning profiles, student progress, grading practices, pitfalls to avoid, local flying policies, and common student errors. Document all sorties and debriefings in the new IP's BIP record.

A5.2.2.2. **Sponsor Sorties.** BIPs, flight USEMs, or any supervisor (assistant flight commander or above) in the IP's chain of command will fly sponsor sorties with the IP's students to ensure effective technique and instruction. (T-2).

A5.2.2.2.1. A minimum of one sponsor sortie is flown (in any category of training) after the students have had sufficient exposure and influence to the new IP's techniques. BIPs may actively fly with the new IP's students or observe the new IP from the jump seat.

A5.2.2.2.2. Document all sorties and debriefings in the new IP's BIP record. (T-2).

A5.3. BIP Program Completion. After completion of all ground and flying training requirements, squadron commanders will certify program completion. Place BIP training records in the IP's training folder. (T-2).

Attachment 6

PILOT INSTRUCTOR TRAINING RE-BLUE PROGRAM

A6.1. Re-Blue Program. The purpose of the Re-Blue Program is to increase the quality of PIT instruction. This is accomplished by giving PIT IPs the opportunity to interact and fly with undergraduate flying training (UFT) student pilots in all categories of flying and ground training instruction. IP re-bluing should be accomplished at the discretion of the squadron commander after considering manning, PFT, and other constraints. PIT IPs who have not flown with a T-1A UFT student within 2 years prior to their IP letter should spend a week flying with UFT students between 6 months to 1 year of receiving their IP certification at PIT. Additionally, all PIT IPs should spend a week flying with UFT students after instructing at PIT for 3 years.

A6.2. PIT IP Responsibilities. PIT IPs:

A6.2.1. Contact the host squadron point of contact to determine additional requirements or documentation.

A6.2.2. Are current in all requirements and training events prior to traveling to the UFT host squadron.

A6.2.3. Report to the host squadron DO.

A6.2.4. Sample as many different categories of flying and ground training as possible while at the host squadron.

A6.2.5. Bring back AFTO Form 781 extracts and documentation required for logging CT training at home station.

A6.3. Host Squadron Responsibilities. Host squadrons: (T-2).

A6.3.1. Utilize the PIT IP to the maximum extent possible after consulting with the PIT IP. The PIT IP should be treated and scheduled like any other "line IP." Schedule the PIT IP for student sorties over CT sorties to maximize training objectives.

A6.3.2. Schedule at least one local familiarization sortie to acquaint the PIT IP with local procedures and pattern or area references.

A6.3.3. Attempt to fly the IP with students in all categories and varying proficiency levels so he or she can get an accurate picture of the UFT environment.

Attachment 7**BREAK-IN-TRAINING PROGRAM**

A7.1. Recent UFT T-1A Graduates. UFT T-1A graduates who will exceed 30 days between class graduation and follow-on flying training (FTU, PIT) are authorized to fly additional T-1A aircraft training sorties after graduation. The purpose of these sorties is to maintain proficiency, not experience new maneuvers or complete upgrades.

A7.2. FTU/PIT-Bound Graduates. At their discretion, FTU/PIT-bound graduates may participate on a noninterference basis (sorties will not be generated solely for BIT purposes). Graduates may fly with an IP or CSIP approximately once a week in a variety of categories, with special emphasis on instrument training and CRM. Makeup sorties are not required due to unavailability. Unlimited aircrew training device sorties are authorized on a space available basis.

A7.3. Graduate Pilots. Graduate pilots may occupy any seat and should attempt to accomplish one landing per sortie. Graduate CSOs may occupy the jump or S-2 seat. To ensure a safe level of proficiency is maintained, graduates must complete life support/aircrew flight equipment training and boldface testing according to Table 4.2 and local directives. MQF testing is not required.

A7.4. Logging Training. Log all training according to AFI 11-401 and AFI 11-202, Volume 1. Instructors may log events according to this instruction.

A7.5. Orientation Sorties. Wing commanders may authorize orientation sorties for any graduate in any wing or group aircraft according to AFI 11-401 and AFI 11-401/AETC Sup (for example, a T-1A graduate awaiting T-6 PIT may be authorized orientation sorties in the T-6).