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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

UH-1N HELICOPTER AIRCREW TRAINING

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This publication implements Air Force policy directive (AFPD) 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*, and AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. Along with Air Force instruction (AFI) 11-202V1, *Aircrew Training*, and AFI 11-401, *Aviation Management*, this instruction establishes Air Force standards for basic qualification, mission qualification, and continuation training for all personnel performing aircrew duties in UH-1N aircraft. This publication applies to the Air National Guard (ANG) and their units. This publication does not apply to the Air Force Reserve Command (AFRC) and their units. Major commands (MAJCOMs) may supplement this instruction IAW AFI 11-200. MAJCOMs will forward one copy of their supplement to headquarters (HQ) Air Force Global Strike Command (AFGSC)/A3TO after publication. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. 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).

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed. Major changes include the requirement for each user MAJCOM to establish a ready aircrew program (RAP), added applicability to Air National Guard units, added clarified Special Missions

Aviation (SMA) and aircrew position, added responsibilities in **Chapter 1**, defined minimum basic aircraft qualification (BAQ)/basic mission capable (BMC) training requirements, added experience definitions, aligned requalification and transition training requirements with AFI 11-202V1, changed semi-annual training cycle to a fiscal flying hour program, added individual qualification event training requirements, separated ground training events from certification training requirements, added graduate training integration management system (GTIMS) grading system, clarified general remedial/progress review (PR) procedures, and changed the disposition schedule from 90 days to one year.

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Chapter 1

GENERAL GUIDANCE

1.1. General. This instruction implements AFI 11-202V1, *Aircrew Training*, and provides for training management of UH-1N aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency. This instruction does not authorize deviations from the flight manual or other 11-series instructions. Flight safety will be given prime consideration, and must take precedence over the requirements and guidance of this publication.

1.1.1. IAW HQ AF A3O guidance, the flight engineer (FE) and aerial gunner (AG) career fields have been combined into one Air Force Specialty Code (AFSC) identified as special missions aviation (SMA). However, the aircrew position will be FE for UH-1Ns. Therefore, the aviation resource management system (ARMS) will use the term FE to build training profiles.

1.1.2. Qualification Training (**Chapter 2**). Includes Initial Qualification Training (IQT), Requalification Training (RQ), Transition Training (TX), Difference Training, Multiple Qualification, and Specialty Training.

1.1.3. Mission Qualification Training (**Chapter 3**). Qualifies aircrew members in an assigned aircrew position for a specific aircraft to perform the command or unit mission. Additional Local Mission Training (LMT) may be required following Mission Qualification Training (MQT).

1.1.4. Continuation Training (**Chapter 4**). Provides the capability to reinforce and build upon previous training, and to conduct Universal Joint Task List (UJTL), Air Force Universal Task List (AFUTL), and Major Command Mission Essential Task List (METL) based combat-oriented aircrew training.

1.1.5. Upgrade and Specialized Training (**Chapter 5**). Provides aircrew members the training required for upgrade and special mission event qualification or certification.

1.1.6. Aircrew Training Records (**Chapter 6**). Contains instructions for creating and maintaining aircrew training records, and the disposition of these records.

1.2. Training Objectives. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, which facilitates immediate and effective employment during exercises, contingencies, limited war, as well as general war operations.

1.2.1. Training Program. The training program must train aircrew in the skills, knowledge, and attitudes (SKA) required to accomplish assigned missions. Regulatory/directive and authoritative sources of required information include, but may not be limited to: Mission design series (MDS) specific AFI 11-2 series instructions, Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1/2/3 MDS volumes, Federal Aviation Regulations (FAR), International Civil Aviation Organization (ICAO) Standard and Recommended Practices (SARP), Flight Information Publications (FLIP), Foreign Clearance Guide (FCG), Notices to

Airmen (NOTAMS), Technical Orders (T.O.), Air Traffic Control (ATC) instructions, Department of Defense (DoD) guidance, and MAJCOM guidance.

1.3. Responsibilities. Throughout this document references are made to MAJCOM and Numbered Air Force (NAF) levels of responsibility. Due to the diverse nature and structure of UH-1N MAJCOMs, all reference to MAJCOM A3 training and standardization/evaluation (stan/eval) division chief or MAJCOM A3 training branch chief are intended to mean that office or equivalent. Ready aircrew program training memorandums (RTM) or MAJCOM supplements to this instruction will indicate if there is a different office of responsibility. For purposes of this instruction, a Direct Reporting Unit (DRU) is the equivalent of both the MAJCOM and NAF; and squadron refers to a flight, detachment, or squadron.

1.3.1. HQ AFGSC. HQ AFGSC is designated as the lead command for UH-1N helicopters IAW AFPD 10-9, *Lead Command Designation and Responsibilities for Weapons Systems*. HQ AFGSC/A3 delegates the OPR for this instruction to HQ AFGSC/A3TO.

1.3.2. HQ Air Education and Training Command (AETC). HQ AETC is responsible for the oversight of the UH-1N formal training unit (FTU) training programs, including the development and execution of the FTU syllabi and program flight training (PFT) IAW the HQ United States Air Force (USAF)/A3O-AT Flying Training CONOPS.

1.3.2.1. Manages the Aircrew Training and Rehearsal Support (ATARS) training contract for UH-1N aircrew training devices and courseware.

1.3.2.2. Approves changes in FTU curricula in coordination with the lead command, user commands, and the aircrew training system (ATS) contractor.

1.3.2.3. Provides HQ AFGSC MAJCOM A3 training branch chief a quarterly UH-1N PFT status of training report by crew position and sponsoring MAJCOM, for both initial qualification and upgrade programs. The report will provide student data for: Number in training, training completions, and actual versus planned total training days for each student.

1.3.3. MAJCOMs.

1.3.3.1. MAJCOM/A3s act as the focal point for all aircrew training management and are responsible for formal school training matters, standardization of training programs, and flying-hour management.

1.3.3.2. Establish a ready aircrew program (RAP) via an RTM.

1.3.3.3. Determine additional training requirements to meet MAJCOM specific day-to-day, contingency, and wartime operations.

1.3.3.4. Develop and approve LMT programs. MAJCOMs may delegate these responsibilities no lower than the operations group (OG).

1.3.3.5. Determine aircrew position identifier (API)-1/A, 6/B, 8/D MAJCOM specific combat mission ready (CMR) continuation training requirements via RTM.

1.3.3.6. Monitor quality of training for UH-1N students.

1.3.3.7. Determine student training quotas required to ensure adequate UH-1N crew force levels.

- 1.3.3.8. Monitor and allocate student quotas for aircrew training courses in support of UH-1N squadrons.
 - 1.3.3.9. Coordinate on syllabi and course lesson maps (CLM) for UH-1N formal aircrew training courses.
 - 1.3.3.10. Review and recommend changes to Education Training Course Announcements (ETCA) for UH-1N formal aircrew training courses.
 - 1.3.3.11. Provide annual PFT requirements to HQ AFGSC/A3TA in response to HAF/A3O-AT Data Calls, coordinate PFT issues, and monitor publication of PFT documents to include subsequent revisions. Reference AFI 11-412, *Aircrew Management*, for PFT data call procedures.
 - 1.3.3.12. Validate Flying-Hour Program required for UH-1N aircrew training.
 - 1.3.3.13. Monitor resources required to meet UH-1N aircrew training requirements, and identify deficiencies in manpower, personnel, facilities, or training equipment.
 - 1.3.3.14. Designate appropriate level, for both review and approval of syllabi and training plans, for any UH-1N squadron developed aircrew training course.
 - 1.3.3.15. Submit waiver requests IAW this instruction.
- 1.3.4. Flying Training Unit (FTU).
- 1.3.4.1. Responsible for the overall operation, logistics, and administration of UH-1N formal training courses.
 - 1.3.4.2. Conduct and monitor UH-1N formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus of instruction (SOI) content and quality, as well as PFT quantity to produce aircrew members qualified to perform the UH-1N mission. The annual training review, SOI review, and PFT conferences are the primary conduits for significant changes.
 - 1.3.4.3. Administer end-of-course critiques and graduate field evaluations. Forward a summary of all critiques and evaluations to the respective MAJCOM A3 training branch chief for review. Coordinate with MAJCOM A3 training branch chief to ensure formal school graduates meet squadron requirements.
 - 1.3.4.4. Maintain a class roster of student entries and graduates for each formal course. Per ETCA, award graduates an AF Form 1256, *Certificate of Training (LRA)*. Maintain a record of certificates issued to include the graduate's name, rank, course name, course number, dates of course entry and completion, and automated personnel data system (PDS) course code.
 - 1.3.4.5. Prepare, review, and forward all SOIs to HQ AFGSC/A3TO for coordination. SOIs will contain a brief summary of revised, deleted, or added material, and a resource impact statement (e.g., flying-hours, manpower, facilities).
 - 1.3.4.6. Review ETCA and determine if changes to the course announcements are required. If required, coordinate appropriate changes with HQ AETC/A3Z (Graduate Flying Training).

1.3.4.7. Notify both the gaining MAJCOM A3 training branch chief and squadron in writing when student graduation dates are extended 30 days past scheduled graduation date, or if the student will graduate without completing all SOI-training requirements.

1.3.4.8. Forward individual training records to the student's sponsoring MAJCOM A3 training branch chief within 30 days of graduation.

1.3.4.9. Forward open training records to the squadron completing the flying training and the student's sponsoring MAJCOM A3 training branch chief within one week of departing the FTU.

1.3.4.10. Submit waiver requests IAW this instruction.

1.3.5. Wing (WG)/Group (GP)/Operations Support Squadron (OSS).

1.3.5.1. Develop programs to meet training objectives. Provide necessary staff support, and assist subordinate units in the management of training programs to meet squadron needs.

1.3.5.2. Attach API-6/8/B/D flyers to a squadron.

1.3.5.3. Determine annual formal aircrew training quota requirements, submit those quota requests to the MAJCOM A3 training branch chief, and manage the quotas allocated.

1.3.5.4. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance.

1.3.5.5. Submit waiver requests IAW this instruction.

1.3.6. Squadron Commander/Operations Officer.

1.3.6.1. Develop a plan to meet MAJCOM directed RAP training requirements and procedures. Provide support and management of all squadron training programs as necessary to meet the requirements of this instruction.

1.3.6.2. Develop and execute in/out-processing procedures for aircrew members.

1.3.6.3. Ensure aircrew members complete unit-specific ground, mission, and continuation training programs.

1.3.6.4. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Assign additional training requirements based on individual aircrew member experience and proficiency as necessary.

1.3.6.5. Assign Flight Training Levels (FTL) to assigned/attached aircrew members based on experience and aircraft proficiency.

1.3.7. Squadron Training Office.

1.3.7.1. Inform squadron operations officer of factors adversely affecting aircrew training and currency requirements.

1.3.7.2. Coordinate with safety and stan/eval offices to improve training and correct deficiencies.

1.3.7.3. Identify areas requiring training and coordinate training accordingly.

1.3.7.4. Review the training and evaluation records of newly assigned, attached, or upgrading aircrew members to determine their status as basic mission capable (BMC) or CMR, and the additional training required to complete/certify the individual in the squadron mission.

1.3.7.5. Administer training plan. Any flying training that doesn't support MAJCOM METLs, squadron METLs, the requirements of this instruction, or formal school training should be eliminated. Conduct quarterly training review boards to monitor training, correct deficiencies, and identify aircrew members for upgrade.

1.3.7.6. Schedule and conduct required or directed training to ensure all aircrew members receive applicable ground training during eligibility periods.

1.3.7.7. Submit all squadron-developed SOI to the appropriate approval authority for review and approval.

1.3.7.8. Squadrons will develop local guidance detailing training office management.

1.3.7.9. Initiate, track, review, and close-out aircrew training folders IAW [Chapter 6](#).

1.3.7.10. Track continuation training and notify the squadron operations officer and commander on issues affecting readiness.

1.3.7.11. Maintain training material and equipment for recurring ground training events. Ensure ground training materials, tests, and computer based training (CBT) materials are current (Not required when maintained by the WG/GP/OSS).

1.3.7.12. Ensure active duty service commitments are enforced for both training conducted at the FTU and via secondary method of training (SMT) IAW AFI 11-202V1, and AFI 36-2107, *Active Duty Service Commitments (ADSC)*. A copy of the signed AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledge Statement*, will be placed in the appropriate section of the individual's training folder. This action will occur prior to the individual's entry into the training course.

1.3.7.13. Submit training reports IAW this instruction.

1.3.7.14. Submit all waiver requests to include FTU course overages, FTU syllabus waivers, and FTU ETCA requirement waivers IAW this instruction.

1.3.8. Aircrew Instructor.

1.3.8.1. Be thoroughly familiar with the courseware and contents of the applicable qualification, upgrade, and/or specialized training being administered.

1.3.8.2. Review the student's training records prior to performing each flight or training session in order to focus training on weak areas, or those topics not covered during previous training sessions.

1.3.8.3. Conduct thorough preflight briefings and postflight critiques.

1.3.8.4. Ensure all required upgrade training items are completed and documented only after the student demonstrates the required level of knowledge and proficiency, and prior to recommending the student for an evaluation or certifying the student in a maneuver or procedure.

1.3.8.5. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of that aircrew position, the instructor will immediately assume those duties. The instructor should then explain and demonstrate the proper method of executing those duties. Instructors must be highly knowledgeable in both H-1 AFTTPs and governing AFIs in order to provide immediate instruction to any aircrew position concerning weapon system employment and its regulatory and non-regulatory guidance.

1.3.8.6. Instructor pilots (IP) are responsible at all times for the conduct of the flight and safety of the aircraft. Instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. In addition, instructors will place high emphasis on, and thoroughly brief the procedures for, positive exchange of aircraft control.

1.3.8.7. Any aircrew member who demonstrates instructional deficiencies in their ability to instruct may be used in their primary aircrew position provided the deficiency does not involve primary aircrew duties. Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW AF or MAJCOM directives.

1.3.8.8. Individuals designated for instructor duty are authorized to instruct all levels of qualification, and are authorized to teach any event in which they are qualified and current unless specifically restricted.

1.3.9. Individual Aircrew Member.

1.3.9.1. Except during upgrade or recurrency training, will only participate in ground and flying activities for which qualified, current, and adequately prepared.

1.3.9.2. Aircrew members must complete training requirements and currencies within the guidelines of this instruction.

1.3.9.3. Aircrew members will follow **ETCA** required guidance when attending a formal school course. The ETCA website is located at the following link: <https://etca.randolph.af.mil>.

1.4. Aircrew Training Policy.

1.4.1. Formal Training. The primary method of formal training completion is at the FTU [58th Special Operations Wing (SOW), Kirtland AFB, NM].

1.4.1.1. Squadrons will utilize AETC Form 6, *Waiver Request*, to request FTU course overages, FTU SOI waivers, FTU ETCA requirement waivers, or senior officer/key staff course (KSC) requests. Route FTU waiver requests per MAJCOM guidance to the MAJCOM A3 training branch chief. MAJCOM A3 training branch chiefs will submit the waiver request IAW HQ AETC/A3Z guidance. All waiver requests must be approved before the aircrew member departs for the FTU, or begins training via SMT. File a copy of all approved waivers in the trainee's Aircrew Training Folder. Students will hand-carry a hard copy of any approved waiver to the FTU course.

1.4.1.2. When formal course attendance is not practical, or quotas are not available, squadrons will submit SMT waiver requests. **EXCEPTION:** Any aircrew member who has been previously removed from a formal qualification course for substandard performance is ineligible for an SMT waiver.

1.4.2. Secondary Method Training (SMT). SMT is training conducted by the squadron in lieu of the FTU using FTU SOI and courseware. The SMT waiver authority is the MAJCOM A3 training and stan/eval division chief. Submit SMT waiver requests to the MAJCOM A3 training and stan/eval division chief, or as directed via MAJCOM supplement or RTM. Any changes to formal course requirements due to local conditions or limitations must be identified in the request, and approved by the MAJCOM A3 training and stan/eval division chief. Waiver authority to change the formal requirements and syllabus requisites of training conducted via SMT is IAW the appropriate SOI. All squadrons performing SMT will utilize the general waiver format in **paragraph 1.8.3**, and include the following additional information in the request:

1.4.2.1. Summary of individual's flying history report.

1.4.2.2. Other MDS specific time (including instructor and evaluator time, if applicable).

1.4.2.3. FTU quota availability.

1.4.2.4. Requested exceptions to the FTU SOI (include rationale and mitigations).

1.4.2.5. AETC Form 6 when required.

1.4.3. In-unit Training Procedures.

1.4.3.1. Utilize FTU or MAJCOM approved courseware. Squadrons are not required to use courseware material and examinations requiring resources available only at the FTU, or material unique to the FTU flying area. MAJCOMs may approve an alternate syllabus flow to compensate for the lack of simulators.

1.4.3.1.1. The MAJCOM A3 training branch chief will coordinate for and ensure availability of appropriate courseware. Courseware includes, but is not limited to the course SOI, briefings, CBT modules, student and instructor guides, training guides, as well as grade sheets for the student's training folder. The squadron training office will verify courseware is current.

1.4.3.1.1.1. Portable document format (PDF) copies of FTU syllabi can be found on the "AETC Flying Training Special Publications" web site: <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>.

1.4.3.1.2. Squadrons may conduct MQT in-unit utilizing approved courseware tailored to the squadron's specific mission requirements. Courseware should be developed, standardized, and parallel FTU courseware in format and content.

1.4.3.1.3. When suitable course training products are not available, squadrons will submit locally-developed training materials to their MAJCOM A3 training and stan/eval division chief for approval.

1.4.3.1.4. Complete all academic, ground, and flight training outlined in courseware with minimum interruption, and in the prescribed sequence. When FTU courseware

is adapted for local use, modification will only be applied if the training is incompatible with local training conditions.

1.4.3.2. Ensure successful completion of the ground and flying training requirements prescribed. Training sequence and prerequisites will follow the syllabus flow chart unless waived by the operations group commander (OG/CC) (or as directed by MAJCOM guidance). If waived, accomplish a sequence of training waiver (SOTW) IAW this instruction or MAJCOM guidance.

1.4.3.3. Fly the syllabus flying time as closely as possible. This does not preclude a student from receiving less total syllabus time due to proficiency advancement (PA). Time allotted per sortie in FTU courseware is designed for the average student to achieve the required proficiency level (RPL) for each maneuver during that sortie. RPLs need to be met within allotted time as defined by the syllabus. If RPLs are not met during the allotted time, the student will be graded IAW syllabus guidelines. Once RPLs are met, if additional time is available, other training may be accomplished beyond that programmed for the sortie. The intent is to ensure sufficient time is allotted for the performance of a sufficient number of maneuvers or event accomplishments during the individual sortie to make certain the student has a chance for normal progression.

1.4.3.4. Attempt to complete training via SMT within 240 days of the first ground training session, or within 150 days of the first training flight, whichever occurs first. Squadrons will notify their MAJCOM A3 training branch chief with a description of the difficulty and expected completion date when training exceeds 150 days. An extension past 240 days requires MAJCOM A3 training and stan/eval division chief approval.

1.4.4. Inflight Supervision.

1.4.4.1. Aircrew members that are noncurrent, unqualified, or in any training program (upgrade, certification, corrective action, etc.) must fly under the supervision of an instructor in their crew position who is current and qualified/certified in those events. An IP must be at a set of controls while instructing other pilots flying in the front seat.

1.4.4.2. Any instructor-qualified aircrew member may instruct flight surgeons (FS) and operational support flyers (OSF). However, the preferred method of instruction is by an instructor-qualified FE one-on-one in the crew cabin.

1.4.5. Aircrew Flight Equipment (AFE) Training. Unless otherwise required [e.g., AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*], ground training events may be taught by any instructor qualified/certified and current in that event to any other aircrew position.

1.5. Experience, Aircrew Member Utilization, and Sortie Allocation.

1.5.1. Experience. HQ AF A3O-AI maintains approved MAJCOM experience level requirements for the purpose of maintaining appropriate squadron experience mix. Each MAJCOM provides HQ AF A3O-AI their experience requirements. See AFI 11-412 as supplemented, for guidance. For the purposes of this instruction, squadrons will use FTLs specified in [Table 4.6](#) as minimum experience requirements for assigning currency tables.

1.5.2. Aircrew Member Utilization.

1.5.2.1. All API-1/A aircrew members up to squadron authorizations [not applicable (N/A) for AETC] will maintain CMR. Squadron commanders will train aircrew

members to meet capabilities specified in the squadron's designed operational capability (DOC) statement.

1.5.2.2. To the maximum extent possible, squadron commanders will avoid giving first operational assignment aircrew members additional duties until CMR status is attained. These aircrew members will use this time to focus purely on honing flying skills, and to train unit-specific weapons and tactics. The intent is to provide aircrew members an opportunity to gain experience in their primary AFSC before being tasked for other squadron duties.

1.5.2.2.1. Supervisors may assign first assignment aircrew members to valid, short-term tasks (e.g., escort officer, Flying Evaluation Board (FEB)/mishap board member), but must continually weigh the factors involved such as level of aircrew member tasking, flying proficiency, currency, and experience.

1.5.2.2.2. API-1/A aircrew members should not be attached or assigned to any WG staff position unless total WG API-1/A manning is over 100 percent (N/A for AETC). Commanders will ensure that WG/GP tactical aircrew members are properly designated, and only fill authorized positions IAW unit manning documents.

1.5.2.2.2.1. WG API-6/B authorizations are allocated IAW manpower documents. Commanders will ensure WG staff API-6/B aircrew members perform duties justified in MAJCOM manpower standards as documented in the squadron's unit manpower document (UMD). WGs converting to a new primary aircraft inventory (PAI) are authorized one unit equivalent of additional API-6/Bs during the conversion period. However, total WG staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.5.2.2.2.1.1. Supervisory aircrew and staff members (API-6/B) assigned above the squadron level, which are in excess of the squadron's mission requirements, will maintain CMR, BMC, or basic aircraft qualification (BAQ) status as directed by the MAJCOM. **Note:** To change from BMC to CMR status, aircrew will begin maintaining full CMR flying continuation training requirements. The squadron commander may assign additional training as desired. WG API-6/B continuation training requirements will be documented in the RTM, and may be less restrictive than FTL A or B continuation training requirements.

1.5.2.2.2.1.2. Flight Training Unit (FTU) Wings. All API-6/B aircrew members will maintain instructor status (optional for WG/GP commander, WG vice commander (CV), GP deputy commander (CD), and functional check flight (FCF) aircrew members). These WGs will fly API-1/6 pilots as required by the PFT.

1.5.2.2.2.2. API-8/D (above WG level) rated personnel flying authorizations will be allocated IAW AFI 11-401 and MAJCOM guidance. API-8/D aircrew members will fly currency rates determined by the MAJCOM A3 training and stan/eval division chief. MAJCOM API-8/D continuation training requirements will be documented in the RTM, and may be less restrictive than FTL A or B continuation training requirements.

1.5.3. Sortie Allocation.

1.5.3.1. Inexperienced API-1/A aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.5.3.1.1. Operational Squadrons. CMR API-1/A, MQT API-1/A, CMR API-6/B, MQT API-6/B, BMC (all API positions), API-5 pilot physicians.

1.5.3.1.2. Formal Training Unit. Formal syllabus training, instructor upgrades, instructor continuation training, authorized staff personnel not performing instructor duties to include non-instructor API-5 pilot physicians.

1.5.3.2. Squadrons should provide assigned API-6/8/B/D aircrew members adequate resources to maintain minimum training requirements. API-6/8/B/D flyer support will not come at the expense of the squadron's primary mission. If squadrons cannot meet attached flyer requirements, they must request relief IAW AFI 11-401 as supplemented. Squadrons requiring flying-hour adjustments for attached API-8/D and applicable API-6/B flyers must request program changes IAW MAJCOM directives.

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

1.6.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew conversion. Converting squadrons send proposed initial cadre list by name, rank, current aircrew position and MDS, total flying time, and requested aircrew qualification level through appropriate channels to the MAJCOM/A3 for approval.

1.6.2. Initial cadre will not be designated in an aircrew position higher than that most recently held (i.e., aircraft commander to flight examiner). Enter appropriate comments in the remarks section of the AF Form 8, *Certificate of Aircrew Qualification*, AF Form 1381, *USAF Certification of Aircrew Training*, or AF Form 4348, *USAF Aircrew Certifications* explaining the aircrew member's status as an initial cadre instructor or flight examiner.

1.6.3. Following final approval, each converting squadron will publish a memorandum for record (MFR) identifying initial cadre instructors and flight examiners by MDS and aircrew qualification level. A copy of this MFR will be kept on file in each individual's Flight Evaluation Folder (FEF).

1.6.4. Initial cadre aircrew are not required for minor aircraft modifications when required training for that modification is provided by a contractor, and/or can easily be accomplished in-unit. Conduct differences training for the new equipment, and log training on the letter of qualification/certification or MFR. Aircrew members will not operate new equipment until trained.

1.7. Aircrew Training While DNIF. Aircrew members whose status is "duty not involving flying" (DNIF) may complete ground training events and log simulator flight-training time if the member's physical condition allows it. Consult the FS initiating the AF Form 1042 action

(prescribed by AFI 48-123, *Medical Examinations and Standards*) to determine if the DNIF status includes ground training limitations.

1.8. Waivers.

1.8.1. IAW AFI 11-202 V1, The MAJCOM/A3 is the waiver authority for MDS-specific Volume 1 aircrew training requirements unless otherwise noted throughout this instruction, or specifically delegated in supplemental guidance. Unless otherwise noted, waiver authority will not be delegated lower than the OG/CC.

1.8.2. With MAJCOM/A3 approval, the OG/CC (or equivalent) may, on a case-by-case basis, waive training requirements of the RTM to accommodate for variations in aircrew member experience and performance. **EXCEPTION:** Event training requirements levied by other AFIs may not be waived by the OG/CC unless specifically authorized in the source AFI.

1.8.2.1. A maximum of 10% of both the total and primary assigned aircraft (PAA) flight-hours required for upgrade in all aircrew positions can be waived on an individual basis. A copy of the waiver must be filed in the individual's training record. Students attending the FTU will bring the waiver letter for insertion into their formal school training record.

1.8.3. General Waiver Format. Units will include the following information when requesting waivers. MAJCOMs may use their own template as long as the minimum requirements below are met:

1.8.3.1. Name and grade of individual receiving training.

1.8.3.2. Flying organization (assigned or attached).

1.8.3.3. Present crew qualification (including special mission qualifications/certifications and restrictions).

1.8.3.4. Total flying time and PAA time (including instructor and evaluator time, if applicable).

1.8.3.5. Specific nature of waiver (paragraph reference) and justification.

1.8.3.6. Crew qualification to which aircrew member is qualifying or upgrading.

1.8.3.7. Date training will begin and expected upgrade or qualification date.

1.8.3.8. Date last event was accomplished.

1.8.3.9. Remarks and requesting unit point of contact (include name, rank, duty position, duty address, and telephone number).

1.8.4. Route all waivers through applicable training channels to the MAJCOM A3 training and stan/eval division chief for further coordination or notification. MAJCOM A3 training and standardization division chiefs will forward a courtesy copy of any SMT waivers to the HQ AFGSC A3 training branch chief. Request off-station training quotas, SMT waivers, syllabus waivers, and ETCA requirement waivers through appropriate channels early enough to ensure approval at least 30 days prior to course start date. At a minimum, waivers will be tracked for one year, and will include the following information:

1.8.4.1. Waiver type.

- 1.8.4.2. Approval authority.
- 1.8.4.3. Approval date.
- 1.8.4.4. Waiver expiration date (if applicable).
- 1.8.4.5. Copy of signed waiver.

1.9. Publication Administration. MAJCOMs may supplement this instruction IAW AFI 33-360, *Publications and Forms Management*. MAJCOMs will coordinate proposed supplements to this instruction through HQ AFGSC/A3T and HQ USAF/A3O-AI prior to publication. Squadrons will coordinate proposed squadron level supplements with their MAJCOM A3 training branch chief prior to publication. Waiver authority for supplemental guidance will be as specified in the supplement.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the requirements and policies for initial qualification, requalification, transition, difference, multiple qualification, and specialty training.

2.1.1. Basic Aircraft Qualification. BAQ training (contact and instrument procedure qualification) provides the training necessary to initially qualify aircrew members in a basic aircrew position and flying duty without regard to the squadron's mission, and is a prerequisite for MQT.

2.1.2. Specialty Aircrew Training. Specialty aircrew member training is training necessary for FSs, UH-1N KSC attendees, Indoctrination (INDOC) flyers, and senior officers/supervisory aircrew.

2.2. General Requirements.

2.2.1. The primary method of accomplishing initial BAQ training for pilots is to attend the UH-1N Mission Pilot Initial Qualification (UH1N-MP-IQ) course. The primary method of accomplishing BAQ training for FEs is to attend the UH-1N Mission Flight Engineer Initial Qualification (UH1N-MF-IQ) course.

2.2.2. The primary method of transition/requalification (TX/RQ) BAQ training is the appropriate formal training TX course listed in the ETCA. **Note:** FSs and OSFs are universally qualified and do not require UH-1N specific qualification, transition, or requalification.

2.2.3. The gaining MAJCOM/CC is the approval authority to conduct colonel-selectee and above BAQ training at the unit to which the officer is assigned. For all aircrew members below the rank of Colonel, the gaining MAJCOM/A3 is the approval authority for in-unit BAQ training. The MAJCOM/A3 will forward an information copy of the approved waiver to HQ AFGSC/A3T and HQ AETC/A3Z. If BAQ training is conducted in-unit, squadrons may supplement formal courseware to meet local requirements. The gaining MAJCOM/A3 is the approval authority for changes to the BAQ portion of a formal course syllabus. Coordinate all syllabus changes through HQ AFGSC/A3T. Requests to conduct BAQ in-unit will include the following:

2.2.3.1. Justification for in-unit training in lieu of FTU training.

2.2.3.2. Summary of an individual's flying experience.

2.2.3.3. Date training will begin, and expected completion date.

2.2.3.4. Requested exceptions to the formal course syllabus, to include rationale.

2.2.4. Duties not directly related to qualification training should be minimized.

2.2.5. Failure to complete training within the specified time limit IAW [paragraph 1.4.3](#) requires notification through command channels to the MAJCOM A3 training branch chief with the individual's name, rank, reason for delay, planned actions, and estimated completion date. For students attending the FTU, AETC will notify the gaining MAJCOM A3 training branch chief of any training delays.

2.2.6. Aircrew members classified as BAQ must complete BAQ continuation training requirements prescribed in this instruction.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate FTU SOI listed in the ETCA and AFI 11-202V1. The FTU SOI designates the course prerequisite waiver authority.

2.4. Ground Training Requirements. As a minimum, aircrew members must complete the ground training events listed in [Table 2.1](#) prior to their first flight. Code of Conduct Training (CoCT) requirements as discussed in [Table 2.2](#) must be completed IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*.

Table 2.1. Basic Aircraft Qualification Ground Training Requirements.

Requirement	Event ID	Reference
Aerospace Physiological Training	ARMS	AFI 11-403, <i>Aerospace Physiological Training Programs</i>
Aircrew Flight Equipment (AFE) Familiarization Training	LL01	AFI 11-301V1, <i>Aircrew Flight Equipment (AFE) Program</i>
Crew Resource Management (CRM)	AC05	AFI 11-202V1, <i>Aircrew Training</i>
Emergency Egress Training, Non-Ejection	LL03	AFI 11-301V1, <i>Aircrew Flight Equipment (AFE) Program</i>
Fire Extinguisher Training	T001	AFOSHSTD 91-501, <i>Air Force Consolidated Occupational Safety Standards</i>
Flight Physical	ARMS	AFI 48-123, <i>Medical Examinations and Standards</i>
Marshalling Exam	T003	AFI 11-218, <i>Aircraft Operation and Movement on the Ground</i>
Mast Bump Training	T004	UH-1N FTU courseware

Table 2.2. CoCT Training Requirements.

Course Description	Event	ID	P	FE	FS	
Code of Conduct Training (CoCT)			X	X	X	
	Required CoCT courses will be identified in the MAJCOM RTM and conducted IAW AFI 16-1301. MAJCOMs will use ARMS identifiers listed in AFI 11-202V1 and AFI 16-1301.					

2.5. Written Examinations. Reference AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2UH-1NV2, *UH-1N Aircrew Evaluation Criteria* for written examination requirements.

2.6. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved SMT qualification training must be accomplished IAW applicable FTU courseware and AFI 11-202V1.

2.7. Requalification Training. Requalification training qualifies aircrew members in both BAQ and MQT in the UH-1N. Length of time unqualified determines which requalification method to use. The primary method of accomplishing requalification training is to attend the

appropriate TX-1, TX-2, or TX-3 course at the FTU if a quota is available. **Note:** In-unit TX-3 requalification training does not require an SMT waiver. Squadrons may conduct TX-1 and TX-2 requalification via SMT; however, a waiver is required.

2.7.1. An aircrew member unqualified more than 12 months must complete the TX-3 course. An aircrew member unqualified up to 12 months will complete training requirements as directed by the squadron commander. Commander directed RQs are not permitted for aircrew members qualified in another MDS. Refer to AFI 11-202V1 for RQ guidance based on TX-1, TX-2, or TX-3 timeline requirements. Waiver authority for the TX-3 requirement is the MAJCOM training and stan/eval division chief.

2.7.2. Course Entry Prerequisites. Entry requirements are IAW AFI 11-202V1:

2.7.2.1. TX-1. Previously qualified UH-1N aircrew member that is unqualified in the UH-1N over 8 years.

2.7.2.2. TX-2. Meet one of the following experience criteria:

2.7.2.2.1. Unqualified 39 or more months, but less than 8 years at the end of a non-flying assignment.

2.7.2.2.2. Unqualified 51 or more months, but less than 8 years at the end of an active flying assignment.

2.7.2.3. TX-3. Meet one of the following experience criteria:

2.7.2.3.1. Unqualified up to 39 months at the end of a non-flying assignment.

2.7.2.3.2. Unqualified up to 51 months at the end of an active flying assignment.

2.7.3. All requalification ground/flight requisites in the appropriate SOI, this instruction, and AFI 11-2UH-1NV2 will be completed before the requalification flight evaluation. Waiver authority is IAW the SOI.

2.7.4. At the discretion of the squadron commander, previously qualified instructors may requalify directly to instructor status in those areas previously instructor qualified provided their training and evaluations include instructor duties, procedures, and techniques.

2.8. Transition Training. Transition training qualifies any USAF helicopter aircrew member in the UH-1N. The primary method of accomplishing transition training is to attend the TX-1 course at the FTU if a quota is available. Squadrons may conduct transition via SMT; however, a waiver is required.

2.8.1. Course Entry Prerequisites. Entry requirements for transitioning aircrew members are listed below. Those personnel who do not meet the listed entry requirements will accomplish the appropriate initial qualification course.

2.8.1.1. Current within 48 months before course entry with 300 mission pilot (MP)/IP/mission flight engineer (MF)/instructor flight engineer (IF) hours in any USAF rotary wing aircraft.

2.8.1.2. Current within 5 years before course entry with 500 MP/IP/MF/IF hours in any USAF rotary wing aircraft.

2.8.1.3. Current within 8 years before course entry with 1,000 MP/IP/MF/IF hours in any USAF rotary wing aircraft.

2.8.2. All transition ground/flight requisites in the appropriate SOI, this instruction, and AFI 11-2UH-1NV2 will be completed before the transition flight evaluation. Waiver authority is IAW the SOI.

2.8.3. Upon MAJCOM/A3 approval, aircrew members previously instructor-qualified in another USAF helicopter may be qualified to the instructor level.

2.9. Difference Training.

2.9.1. Difference Qualification Training (DQT). Training designed for H-1 series qualified aircrew members transitioning into another H-1 series aircraft.

2.9.1.1. DQT Methods. Qualified H-1 aircrew members may obtain difference qualification between H-1 series aircraft using the BAQ section of the appropriate TX (i.e., TX-1, TX-2, or TX-3) syllabus with appropriate ground training. Aircrew members should attend the applicable TX course conducted at the FTU if a quota is available. Units may conduct DQT via SMT if authorized by an SMT waiver.

2.9.1.2. Training Requirements. Training will highlight differences between the H-1 series aircraft. Ground training will include as a minimum: Hands-on egress training; a full discussion of the flight manual with emphasis on emergency procedures (EP), limitations, and aircraft systems; and series-specific instrument procedures.

2.9.1.3. Mission Requirements. Upon successful completion of the qualification (QUAL)/instrument (INSTM) flight evaluations, existing mission qualifications and certifications (except FCF certification) transfer between H-1 series aircraft.

2.9.2. Difference Certification Training (DCT). Training designed to allow aircrew maintaining UH-1N series qualification to maintain certification in other H-1 series aircraft. See [paragraph 5.6](#) for a description of authorized DCT.

2.10. Multiple Qualification. Multiple qualification will be IAW AFI 11-202V1 and MAJCOM guidance.

2.11. Specialty Training:

2.11.1. Flight Surgeons. Flight surgeons will comply with AFI 11-202V1, AFI 11-202V2, AFI 16-1301, AFI 11-401, this instruction, and continuation training requirements identified via MAJCOM RTM. All ground training must be completed before the first LMT flight.

2.11.2. UH-1N Key Staff Course. The UH-1N KSC is for approved senior officers/commanders who supervise/oversee flying operations of the UH-1N. If a senior officer does not maintain BAQ, BMC, or CMR status, then completion of a UH-1N KSC is required before being authorized to perform pilot duties (including INDOC flight program), unless previously UH-1N BMC qualified. During the UH-1N KSC, only rated pilots are allowed access to the flight controls of the actual aircraft.

2.11.2.1. Non-rated personnel will receive UH-1N KSC training, which may include access to the flight controls of the simulator, and when able flight in the aircraft as a passenger only.

2.11.2.2. The primary method of course completion is at the FTU. If no FTU quota is available an SMT waiver must be requested. Squadrons should attempt to schedule FTU UH-1N KSC attendance prior to assumption of duties. Request the UH-1N KSC using an AETC Form 6.

2.11.2.3. Completion of the UH-1N KSC does not assign a qualification or continuation training requirement; however, it allows senior officers to fly as often as necessary to gain familiarity with UH-1N operations and capabilities. Graduates of the UH-1N KSC will fly with an IP at a set of controls, shall not control the aircraft with passengers on board, and will not be designated aircraft commander.

2.11.3. INDOC Flyers. Follow provisions of AFI 11-401. No recurring training is required for INDOC flyers. If an INDOC flyer will be at a set of controls, the following applies: INDOC flyers who have previously maintained a minimum of BMC in the UH-1N do not need to complete the UH-1N KSC. For those who have not previously maintained a minimum of BMC, attendance in the UH-1N KSC is required.

2.11.4. Senior Officer/Supervisory Aircrew.

2.11.4.1. Colonels and Above. IAW AFI 11-202V1 and AFI 11-401, senior officers in authorized supervisory flying positions may be qualified in squadron aircraft if they were previously AF helicopter qualified, and have attended the appropriate formal training course.

2.11.4.2. Lt Col and Below at the MAJCOM Level. Incumbents to API-8/D positions must comply with AFI 11-202V1, AFI 11-401, and MAJCOM guidance. Individuals in the INDOC-flying program have no qualification or continuation training requirements, but must comply with AFI 11-401 requirements and this instruction.

2.11.4.3. Lt Col and Below, Below the MAJCOM Level. Individuals must complete the appropriate ground and flying requirements outlined in this instruction, and maintain either BAQ, BMC, or CMR status. UH-1N qualified squadron commanders and operations officers will maintain CMR status. The NAF functional manager for UH-1N operations will determine the qualification for aircrew members assigned at the NAF level. Aircrew members must meet or exceed all initial and recurring training requirements IAW the MAJCOM RTM for the squadron to which the individual is assigned.

2.11.4.4. Career Enlisted Aviator (CEA). CEAs in supervisory flying positions will either complete the appropriate formal training course and maintain BAQ, BMC, or CMR in a squadron aircraft, or will complete the UH-1N KSC and fly in observer status.

2.11.5. Operational Support and Passenger/Incentive Flyers.

2.11.5.1. Operational Support Flyer. OSFs are those individuals performing operational support duty and placed on aeronautical orders as defined by AFI 11-401 and AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*. Examples may include, but are not limited to: Medical technicians (MT), tactical response force (TRF), and convoy response force (CRF) personnel. There is no formal training course for OSFs. OSFs will complete appropriate local familiarization training (LFT) utilizing approved syllabi and courseware.

2.11.5.2. Passenger and Incentive Flyer. See AFI 11-301V1 for passenger and incentive flyer training instructions.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. Overview. This chapter establishes the minimum training requirements for completing initial mission qualification and requalification training. MQT is that training necessary to qualify an aircrew member in a specific crew position to perform the command or squadron operational mission. Specific certification training requirements are discussed in [Chapter 5](#).

3.2. General Requirements.

3.2.1. MQT requirements are normally identified in the applicable FTU syllabus, and are typically accomplished at the FTU. Upon completion of MQT, additional LMT may be necessary to train aircrew members on unit specific tasks.

3.2.2. Aircrew arriving from the FTU following BAQ/MQT or TX/RQ training with MQT, or having conducted a permanent change of station (PCS) directly from a different MAJCOM, will maintain BMC status. Once complete with LMT, API-1/A aircrew members will be designated CMR. Intra-command PCSing aircrew members who are CMR/BMC will remain CMR/BMC upon arrival at their new duty station. For these aircrew, LMT will be used to train members in unit specific tasks, but will not affect CMR/BMC status unless the intent is to make a BMC aircrew member CMR.

3.2.3. The primary method of accomplishing MQT for BMC is to complete the appropriate training course listed in the **ETCA**. If MQT is conducted in-unit, see the flying training requirements section of this chapter and [paragraph 1.4.3](#) for guidance.

3.2.3.1. There is no formal MQT course for FSs and OSFs. FSs and OSFs will complete appropriate LMT utilizing approved syllabi and courseware.

3.3. MQT Prerequisites. Course prerequisites are IAW the appropriate FTU syllabus listed in the **ETCA** and AFI 11-202V1. Prospective students must meet requirements and qualifications listed in the syllabus and **ETCA**, or comply with syllabus directed waiver procedures. This does not preclude conducting MQT and LMT simultaneously.

3.3.1. If there is not a separate mission requalification course, BAQ qualified aircrew members requalifying in the squadron's mission will comply with formal MQT course prerequisites.

3.3.2. Simultaneous/concurrent multiple-MDS qualification upgrades will not be accomplished.

3.4. Ground Training Requirements. Aircrew members must complete all ground training requirements in [Table 3.1](#) prior to BMC status. Completion of training will establish due dates for recurring ground training required in [Table 4.3](#) Credit any training accomplished at a formal school.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware following the syllabus flow.

3.4.2. Written Examinations. Reference AFI 11-202V2 and AFI 11-2UH-1NV2 for written examination requirements.

Table 3.1. Mission Qualification Ground Training Requirements.

REQUIREMENT	Event ID	Reference
AFE Familiarization Training	LL01	AFI 11-301V1
LFT	T002	Table 4.3.
Night Vision Goggle (NVG) Training	VV01	AFI 11-202V1

3.5. Flying Training Requirements.

3.5.1. Formal Training. Satisfactorily completing an appropriate ETCA formal course qualifies aircrew members as BMC. **Table 4.5** identifies the minimum events required to certify members to BMC status. Approved training via SMT must be accomplished IAW applicable FTU courseware, AFI 11-202V1, **paragraph 1.4.2** SMT guidance, and the following:

3.5.1.1. Training conducted during operational missions must be conducted IAW AFI 11-202V1 and AFI 11-2-UH-1NV3.

3.5.1.2. After successful completion of the appropriate ETCA formal course, MAJCOMs will determine continuation training requirements IAW **Chapter 4**.

3.5.2. Unit-Specific LMT. Unit-specific LMT will be conducted IAW **paragraph 1.4.3** aircrew training policy guidance. LMT includes MQT conducted in-unit, and may be accomplished simultaneously with in-unit MQT if approved by the MAJCOM IAW **Chapter 1**.

3.5.2.1. In-unit MQT is mission training taught at each squadron to complete the mission portion of FTU syllabi, complete mission training not provided at the FTU (e.g., NVG formation, aerial gunnery, etc.), complete mission training not required by a PCSing aircrew member's previous MAJCOM, or complete mission training established as part of a larger FTU syllabus (e.g., hoist and NVG qualification). MAJCOMs direct all in-unit MQT programs via RTM and provide courseflow guidance. An SMT waiver is not required if the aircrew member is previously BAQ qualified prior to entering training upon arrival at the squadron.

3.5.2.2. Training on operational missions must be conducted IAW AFI 11-202V1 and AFI 11-2-UH-1NV3.

3.6. Requalification Requirements. Follow requalification guidance in **paragraph 2.7** When BAQ training is not required, mission requalification training may be conducted via in-unit training without an SMT waiver request. Follow in-unit training requirements.

3.7. Local Mission Training Requirements.

3.7.1. Mission Training Scenarios. Squadrons should develop mission scenarios that emphasize procedures and operations based on the squadron's mission. When developed, scenarios will be designed to achieve mission capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety; as well as emphasize CMR basic skills that reflect procedures and operations based on location, current intelligence, opposition capabilities, and employment plans. Use of procedures and actions applicable to the squadron's mission are desired (e.g., appropriate use of code words, authentication

procedures, combat tactics, safe recovery procedures, tactical deception, threat reactions, and intelligence briefing/debriefing).

3.7.2. Local Mission Training. LMT is designed to familiarize aircrew with the local operating area (LFT), top off any training not completed during BAQ/MQT (includes in-unit MQT and certifications), and certify them on the unique aspects of that squadron's mission [Local Mission Certification (LMC)]. LMT is required for all aircrew members upon PCS.

3.7.2.1. Complete LMT within the time specified by the MAJCOM, but no-later-than (NLT) 180 calendar days after the aircrew member begins training at the gaining operational squadron. Unit-specific training will begin no later than 45 days after reporting to a new duty station or squadron, unless waived by the MAJCOM. Training is complete once the squadron commander certifies the aircrew member CMR. Failure to complete LMT within the specified time interval IAW [paragraph 1.4.3](#) requires MAJCOM A3 training branch chief notification of the aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

3.7.2.2. An instructor of the same aircrew position will conduct all LMT instruction unless otherwise noted. Conduct training IAW an approved LMT syllabi. The squadron may give credit for equivalent training completed during a previous assignment, or during BAQ/MQT. Squadrons are authorized to tailor portions of this program based on each individual's qualification, experience, documented performance, and amount of formal training. The squadron operations officer will make an annotation in the aircrew member's training folder detailing any modifications to the LMT program, and the justification for these changes. Complete flying training lessons in the sequence prescribed within the approved syllabus unless waived by the squadron operations officer. Syllabus flights may be combined as appropriate. Squadrons may add additional ground and flight training as desired.

3.7.2.3. LMT Qualifications. [Table 3.2](#) defines LMT training requirements for qualifications authorized in AFI 11-2UH-1NV2 for all aircrew members. Training will be conducted by an IP or IF as appropriate. Squadrons will qualify aircrew members in the minimum flight events IAW the MAJCOM RTM. Table notes define training code status (i.e., non-grounding or other restrictions). If an aircrew member is unqualified or was not previously qualified in a MAJCOM required mission event, and qualification is specified via MAJCOM RTM, follow the guidance within [Table 3.2](#)

Table 3.2. LMT Qualification Training Requirements.

Course Description	Event	ID	P	FE	FS	
Aerial Gunnery Qualification Training	Day	G730		X		For both day and NVG aerial gunnery qualification training, follow in-unit training guidance within Chapter 1 . If aerial gunnery is not part of the FTU SOI, follow MAJCOM guidance.
	NVG	G731		X		
Course Description	Event	ID	P	FE	FS	
Alternate Insertion Extraction (AIE)	Day	H060		X		
	NVG	H066		X		

Qualification Training	For both day and NVG AIE qualification training, follow in-unit training guidance within Chapter 1 . FEs will need to conduct either hoist qualification or AIE certification training using another device to receive this qualification.					
Course Description	Event	ID	P	FE	FS	
Formation Qualification Training	Day	T140	X	X		
	NVG	T141	X	X		
	Formation qualification training includes both formation lead and flight lead upgrade (FLUG) training. For both day and NVG formation qualification training, follow in-unit training guidance within Chapter 1 . If NVG formation is not part of the FTU SOI, follow MAJCOM guidance.					
Course Description	Event	ID	P	FE	FS	
Hoist Qualification Training		H061		X		
	For hoist qualification, follow the in-unit training guidance within Chapter 1 .					
Course Description	Event	ID	P	FE	FS	
NVG Qualification	NVG	S610	X	X		
	For NVG qualification, follow the in-unit training guidance within Chapter 1 .					
Course Description	Event	ID	P	FE	FS	
Remote Qualification Training	Day	T100	X	X		
	NVG	S620	X	X		
	For both day and NVG remote qualification, follow the in-unit training guidance within Chapter 1 .					
Course Description	Event	ID	P	FE	FS	
Tactical Flight Qualification	Day	T050	X	X		
	NVG	T051	X	X		
	For both day and NVG tactical flight qualification, follow the in-unit training guidance within Chapter 1 . If NVG tactical flight is not part of the FTU SOI, follow MAJCOM guidance.					

3.7.2.4. Local Familiarization Training (LFT). This training will consist of both Local Area Orientation/Theater INDOC and Local Flying Familiarization, which includes as a minimum one ground training session and one day flight in the local area. See **Chapter 4** for a description of LFT training requirements. Except when conducted IAW the intra/intercommand temporary duty (TDY) policy, aircrew will not fly unsupervised sorties in the local area without LFT complete.

3.7.2.5. LMT Certifications. This is tactical top-off training for aircrew members arriving direct from the FTU or a different MAJCOM, which is designed to complete instruction on unit-specific tactical flying events either not adequately addressed at the FTU, or mission sets not required by previous MAJCOM. This training includes LMC, as well as other certifications. See **Chapter 5** for certification requirements.

3.8. Intra/Intercommand TDY Aircrew Requirements. Aircrew members may perform flying, to include flight instruction/qualification duties at UH-1 squadrons inside or outside their

assigned command (with MAJCOM/A3 approval, OSFs may perform duties at other squadrons within their same command). Request intercommand training through appropriate channels to the MAJCOM 4-letter who will coordinate approval with the requested MAJCOM. At a minimum, LFT must be conducted. Unless with an instructor, the visiting aircrew member's qualifications must be equivalent to the qualification requirements for the planned mission at the TDY location in order to perform aircrew duties on operational/training missions. Squadron commanders or operations officers may identify additional requirements before TDY aircrew members act as primary aircrew members on operational or training missions. This provision allows instructors to perform aircrew training, or students to receive flying training at squadrons inside or outside their assigned MAJCOM. **EXCEPTION:** HHQ supervisory flyers, HHQ stan/eval personnel, aircrew performing FCFs at depot-level maintenance (MX) locations, and aircrew performing search and rescue (SAR) operations do not require local area orientation/theater indoctrination, nor the orientation flight. This exemption does not relieve these TDY aircrew members from the responsibility of familiarizing themselves, as much as practical, with the local environment.

Chapter 4

CONTINUATION TRAINING

4.1. Overview. The requirements in this chapter satisfy minimum flying and related ground requirements established by HQ USAF to maintain continuation training requirements upon completion of qualification, requalification, or certification training. Individual proficiency may require a greater number of events to be completed. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency.

4.2. General Requirements. Squadron operations officers must ensure flight training programs consider local conditions and individual capabilities to maximize training continuity. Effective training is founded on the aircrew member's confidence in basic skills such as navigation, systems operation, NVGs, formation, instruments, and low-level. Training programs must include regular and recurring exposure to the fundamentals of the squadron mission. Lessons learned from recent MDS-like mishaps should be integrated into training plans and programs where feasible.

4.3. Ready Aircrew Program (RAP). RAP is a continuation training program designed to focus training on capabilities needed to accomplish a squadron's core-tasked missions. The UH-1N RAP program emphasizes both quality of training over quantity of events (e.g., full instrument approach procedure rather than vectors to final), and practicing tactical employment which simulates conditions anticipated. Each MAJCOM will develop an RTM to direct and monitor a RAP program.

4.3.1. Developing the RTM. Except where specifically noted, the MAJCOM A3 training and stan/eval division chief may make changes, additions, or deletions to the required certifications and continuation training specified in this instruction to focus training on capabilities required to accomplish a squadron's tasked missions. MAJCOMs will identify required training, clarify training requirements directed in other instructions, identify training cycles, and delineate reporting instructions.

4.3.1.1. This instruction identifies the majority of UH-1N aircrew member training requirements; however, some listed training doesn't apply to every user MAJCOM. This instruction does not direct MAJCOM specific LMT courses/events, nor CMR required events established by other instructions (e.g., AFI 16-1301). Flying continuation training requirements identified in **Table 4.5** are the minimum required for all user MAJCOM aircrew members.

4.3.1.2. Squadrons will submit training reports as directed by RTM. When directed, reports should summarize squadron training status/unresolved issues, consist of significant shortfalls/limiting factors (LIMFAC) affecting training, and suggest possible solutions or specific assistance required.

4.4. In-Processing and Out-Processing. Squadrons will develop procedures to ensure flight and training records screening is accomplished during squadron in-processing and out-processing. This screening should be accomplished in sufficient time to ensure discrepancies are corrected prior to an aircrew member's first flight at their new duty station, or their PCS.

4.4.1. Losing Squadron Procedures. Losing squadrons will ensure aircrew members are current in [Table 4.3](#) and [Table 4.4](#) for a period of at least two months following PCS to another UH-1N flying assignment. In addition, losing squadrons will ensure aircrew members are current in aerospace physiological training, brown-out/white-out training, CRM, simulator refresher, and all qualification evaluations for a period of at least six months following PCS. If unable to comply, the commander must coordinate with the gaining squadron. All personnel departing to short tour areas, to include indeterminate TDYs (ITDY), will be scheduled by the losing organization for simulator refresher, physiological training, and other training as appropriate to ensure they do not go non-current during short-tour assignments.

4.4.2. Intra/Inter-Command Transfer. Intra-command and inter-command transferring aircrew member qualifications/certifications may be accepted at the discretion of the gaining squadron commander. The gaining squadron commander will determine what training, if any, is required for newly assigned personnel. At a minimum, LFT will be completed before the aircrew member is certified to perform aircrew duties.

4.4.3. ARMS Tracking Procedures. Squadrons will develop local tracking procedures IAW AFI 11-202V1 to ensure aircrew ground and flying training listed on the MAJCOM RTM is properly documented and updated in ARMS. Each squadron will provide a printed copy of current ground and flying summaries to each individual prior to PCS. ARMS identifiers are annotated in this chapter for reference only.

4.4.3.1. The squadron commander will review all incoming/upgrading UH-1N assigned API-1/A, 6/B, and 8/D flyer training records, and code them as experienced or inexperienced in ARMS. Accurate ARMS database experience levels will ensure all levels of the rated management tiers of the Air Force have the most accurate data on which to base decisions affecting the UH-1N crew force.

4.4.4. Inbound Aircrew Members. User MAJCOMs must address [Table 4.1](#) training requirements within their RTM for all non-flying to flying permanent change of assignment (PCA) and PCS inbound aircrew members. Mast Bump Training and LFT are required for each inbound PCA/PCS aircrew member prior to their first flight. Fire Extinguisher Training and the Marshalling Exam will be IAW the parent publication referenced in [Table 4.1](#). FSS will accomplish all required ground training listed in [Table 4.3](#) and [Table 4.4](#) prior to their first LMT flight. Other non-grounding LFT events may be accomplished during upgrade training, but must be completed prior to the corresponding training flight. Document training in the aircrew member's LFT training folder.

Table 4.1. Local Familiarization Ground Training Requirements.

REQUIREMENT	Event ID	Reference
Fire Extinguisher Training	T001	AFOSHSTD 91-501
LFT	T002	Table 4.3.
Marshalling Exam	T003	AFI 11-218
Mast Bump Training	T004	UH-1N FTU courseware

4.4.5. Removal From Active Flying. Refer to AFI 11-202V1 for recurring training requirements prior to removing an aircrew member from active flying status.

4.5. Proration of End-of-Cycle Flying Requirements. At the end of the training cycle, the squadron commander may prorate training requirements when DNIF, emergency leaves, and non-flying TDY/exercises or combat/contingency deployments preclude training for a portion of the training period. Ordinary leave will not be considered as non-availability. Extended bad weather (WX), which precludes the unit from flying for more than 15 consecutive days, may be considered as non-availability. Follow proration procedures in AFI 11-202V1 and guidance discussed below:

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

4.5.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 4.2](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.5.2.1. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.5.3. Example of a proration method: Capt Jones was granted 17 days of emergency leave during January, and attended squadron officer school (SOS) in residence from March through April totaling 56 consecutive calendar days. Adding the 17 days for emergency leave and 56 days for SOS, Capt Jones' squadron commander was able to authorize 73 total days, or two months of proration to Capt Jones' training cycle.

4.5.4. Newly assigned/converted aircrew members and aircrew members achieving BMC/CMR after the 15th of the month are considered to be in continuation training on the first day of the following month for proration purposes. The prorated share of RAP sorties must be completed during continuation training.

Table 4.2. Conversion Table for Training Proration.

Cumulative Days of Non-flying	Months of Proration Allowed	Cumulative Days of Non-flying	Months of Proration Allowed
0 - 15	0	196 - 225	7
16 - 45	1	226 - 255	8
46 - 75	2	256 - 285	9
76 - 105	3	286 - 315	10
106 - 135	4	316 - 345	11
136 - 165	5	Over 346	12
166 - 195	6		

4.6. Ground Training.

4.6.1. General Information. [Table 4.3](#) and [Table 4.4](#) define recurring ground training requirements for all aircrew members if qualified/certified in the event. Some events may include a flight portion in order to complete the ground training event [i.e., instrument evaluation (AA11), LFT (T002), mission evaluation (AB00), pyrotechnics initial/refresher (AC09), and qualification evaluation (AA01)]. Squadrons will complete training requirements as identified via MAJCOM RTM. Table notes define training code status (i.e., grounding, non-grounding, or other restrictions). Squadron Commanders may add additional training to meet unit-specific mission requirements.

4.6.1.1. Minimum OSF required ground training includes the following events IAW the event description in **Table 4.3**: LL04, AC04, LL03, T001, and T002. MT's will receive additional training in LL01, LL06, and AC05.

4.6.2. Loss of Currency. Unless posted differently in the training event's parent document, do not exceed the end-of-month due date for all ground training events. If the end-of-month due date is exceeded, the new end-of-month due date will be established based off the date the event was completed. For training events that are grounding, aircrew members are not authorized to fly until the training event is completed, or a waiver is obtained from the appropriate approval authority. Events are considered current until the end of the month in which they are due.

4.6.3. Block Training. When practical, block training (mass scheduling of personnel for a particular date and time) is the most efficient and preferred method of satisfying annual ground training requirements for both assigned and attached aircrew members.

4.6.4. Ancillary Training. Aircrew will accomplish ancillary training as required by AFI 11-202V1, this instruction, MAJCOM guidance, and the squadron commander. Although this instruction does not include non-MDS specific ancillary training, this type training will be tracked per squadron commander guidance. Where discrepancies exist, the reference directive takes precedence.

Table 4.3. Ground Training Requirements⁽¹⁾.

Course Description	ID	Code	P	FE	FS	Phase Period
Aerospace Physiological Training	ARMS	G	X	X	X	IAW AFI 11-403
	Reference AFI 11-403 and MAJCOM guidance.					
Course Description	ID	Code	P	FE	FS	Phase Period
Aircrew Chemical Defense Training (ACDT)	LL04	N	X	X		PCS
	Reference AFI 11-301V1, this instruction, and MAJCOM guidance. Aircrew members and OSFs in a flying position required to wear first or second generation aircrew chemical defense ensemble (ACDE), or aircrew eye/respiratory protection (AERP) equipment, will receive ACDT prior to their first flight with ACDE at each assigned base.					
Course Description	ID	Code	P	FE	FS	Phase Period
Aircrew Flight Equipment (AFE) Familiarization Training	LL01	G	X	X	X	PCS
	Reference AFI 11-301V1, this instruction, and MAJCOM guidance. This is a one-time event at each assigned base conducted prior to the first flight. This training can be combined with LL06 if all objectives are met.					
Course Description	ID	Code	P	FE	FS	Phase Period
Aircrew Flight Equipment (AFE) Training	LL06	N	X	X	X	24 Months
	Reference AFI 11-301V1, this instruction, and MAJCOM guidance.					
Course Description	ID	Code	P	FE	FS	Phase Period
Anti-hijacking	AC04	N	X	X		IAW AFI 13-207
	Reference AFI 13-207, <i>Preventing and Resisting Aircraft Piracy</i>					

	<i>(Hijacking)</i> , this instruction, and MAJCOM guidance. All aircrew members will receive this training. It is a one-time requirement for OSFs unless directed more frequently by the squadron commander. This training is called "Air Operations Security" training, and can be accomplished via FTU courseware.					
Course Description	ID	Code	P	FE	FS	Phase Period
Brown-Out/White-Out Training	AC20	N	X	X		24 Months
	Reference AFI 11-2UH-1NV3, <i>UH-1N Helicopter Operations Procedures</i> , T.O. 1H-1(U)N-1, <i>USAF Series UH-1N Helicopter</i> , this instruction, and MAJCOM guidance. All aircrew members will receive initial and biennial refresher training using FTU developed courseware. Training will consist of an academic lecture/discussion period, as well as practice in the FTU weapon system trainer (WST) or other certified simulator. Initial training is conducted in conjunction with BAQ or requalification training. Recurring training is conducted in conjunction with biennial simulator refresher training. Initial training completion date is the course graduation date from BAQ or requalification training. When brown-out/white-out training is accomplished in conjunction with an FTU upgrade or simulator refresher training, the completion date is the course graduation date. If BAQ, transition, or requalification date is used, and AC20 was not completed at the FTU or other certified simulator, AC20 must be accomplished within six months of course completion. Recurring training completion date is the course graduation date from the simulator refresher course.					
Course Description	ID	Code	P	FE	FS	Phase Period
Crew Resource Management (CRM)	AC05	G	X	X		24 Months
	Reference AFI 11-290, <i>Cockpit/Crew Resource Management Training Program</i> , this instruction, and MAJCOM guidance. Use FTU courseware to complete the CRM training requirements. The preferred method is to obtain CRM training in conjunction with simulator refresher training at the FTU. When CRM refresher training is accomplished in conjunction with an FTU upgrade or simulator refresher training, the completion date is the course graduation date. If BAQ, transition, or requalification date is used, and AC05 was not completed by a CRM certified instructor, AC05 must be accomplished within six months of course completion. The "CRM for Instructors" ground training block in the FTU instructor upgrade does not fulfill this requirement. CRM training is a one-time requirement (in primary aircraft) for MTs unless directed on a more frequent basis by squadron commanders. A squadron instructor can teach CRM to MTs using FTU courseware.					
Course Description	ID	Code	P	FE	FS	Phase Period
Egress Training with Aircrew Chemical Defense Ensemble	LL05	O	X	X		PCS
	Reference AFI 11-301V1, this instruction, and MAJCOM guidance. Any LL05 trained UH-1N instructor that meets the requirements of					

(ACDE)	AFI 11-301V1, Chapter 5, can provide this training for their respective crew position. Training will be conducted using lesson plans developed according to the guidance contained in AFI 11-301V1, Chapter 5. Training will emphasize primary and secondary exits, and include a discussion of procedures in the event of an unusual landing attitude, fire, injury, or water landing while wearing the approved ACDE. Except for squadrons not flying with ACDE, this training will be conducted prior to their first flight with ACDE at each assigned base.					
Course Description	ID	Code	P	FE	FS	Phase Period
Emergency Egress Training, Non-Ejection Seat	LL03	G	X	X	X	24 Months
	Reference AFI 11-301V1, this instruction, and MAJCOM guidance. Any UH-1N instructor that meets the requirements of AFI 11-301V1, Chapter 5, can provide this training for any aircrew position. Training will be conducted using lesson plans developed according to guidance contained in AFI 11-301V1, Chapter 5. Training will emphasize primary and secondary exits, and include a discussion of procedures in the event the aircrew has an unusual landing attitude, fire, injury, or water landing. Initial egress training will be accomplished prior to the first flight. Initial and recurring ground egress training will involve training at the aircraft, which will include instruction on opening all doors/windows and the location/use of fire extinguishers and first-aid kits.					
Course Description	ID	Code	P	FE	FS	Phase Period
FARP/Hot Refueling Refresher Training	HR02	O	X	X		IAW AFI 11-235 and MAJCOM Directives
	Reference AFI 11-235, <i>Forward Area Refueling Point (FARP) Operations</i> , T.O. 1H-1(U)N-1, this instruction, and MAJCOM guidance. Aircrew members certified in this event will accomplish FARP/hot refueling refresher training IAW AFI 11-235 and MAJCOM Directives.					
Course Description	ID	Code	P	FE	FS	Phase Period
Fire Extinguisher Training	T001	G	X	X	X	IAW AFOSHSTD 91-501
	Refer to AFOSHSTD 91-501. Fire extinguisher training is located on UH-1N FTU courseware. Training should include hands-on flight line and aircraft fire extinguishers. In addition to Air Force operational safety and health (AFOSH) fire extinguisher training, aircrew members should be trained on the use of aircraft fire extinguishers in flight. This training must be accomplished at each assigned base.					
Course Description	ID	Code	P	FE	FS	Phase Period
Flight Surgeon (FS) Exam	AC06	G			X	IAW MAJCOM Directives
	Reference AFI 11-202V2 for evaluation requirements.					
Course Description	ID	Code	P	FE	FS	Phase Period
Functional Check Flight (FCF) Exam	AC15	O	X	X		17 Months
	Reference this instruction and MAJCOM guidance.					

Course Description	ID	Code	P	FE	FS	Phase Period
Gun Control Act/Lautenberg Amendment Briefing	G285	O	X	X		IAW AFI 31-207 and MAJCOM directives
	Reference AFI 31-207, <i>Arming and Use of Force by Air Force Personnel</i> , this instruction, and MAJCOM guidance. Aircrew members must be current in G285 before being issued a firearm.					
Course Description	ID	Code	P	FE	FS	Phase Period
Instrument Evaluation	AA11	G	X			IAW AFI 11-202V2
	Reference AFI 11-202V2 for evaluation requirements. Use this identifier for all instrument evaluations regardless if evaluation is combined with another evaluation on the same sortie(s), conducted in the FTU WST, or conducted in another certified simulator.					
Course Description	ID	Code	P	FE	FS	Phase Period
Instrument Refresher Course (IRC)	A022	G	X			IAW AFMAN 11-210
	Reference AFMAN 11-210, <i>Instrument Refresher Program (IRP)</i> , this instruction, and MAJCOM guidance for courseware, training, and continuation training requirements.					
Course Description	ID	Code	P	FE	FS	Phase Period
Local Familiarization Training (LFT)	T002	G	X	X	X	PCS
	<p>Reference this instruction and MAJCOM guidance. LFT consists of: "Local Area Orientation/Theater INDOC" and "Local Flying Familiarization." At a minimum the following will be completed prior to performing operational missions at each assigned base:</p> <p>Local Area Orientation/Theater INDOC ground training requirements: Local hazards, WX conditions, no fly areas, airports, navigation aids, arrival and departure procedures, traffic patterns, reporting procedures, and helicopter training and landing sites. Training should emphasize applicable squadron operating instructions (OI), local base instructions, OG OIs, and local base supplements to AFIs.</p> <p>Local Flying Familiarization requirements: As a minimum, training will include at least one sortie consisting of an EP sortie, instrument approach (pilots only), and a local area familiarization. Local Area Orientation/Theater INDOC ground training is a prerequisite. Training can be conducted in conjunction with upgrade/certification and requalification flights.</p>					
Course Description	ID	Code	P	FE	FS	Phase Period
Marshalling Examination	T003	G	X	X		IAW AFI 11-218
	Refer to AFI 11-218 for testing requirements. Marshalling training/testing is located on UH-1N FTU courseware. Initial training must be accomplished at each assigned base, and refresher training maintained IAW AFI 11-218.					
Course Description	ID	Code	P	FE	FS	Phase Period
Mast Bumping	T004	G	X	X		PCS
	This training is located on UH-1N FTU courseware. This training must					

	be accomplished prior to the aircrew member's first flight at each assigned base.					
Course Description	ID	Code	P	FE	FS	Phase Period
Mission Evaluation	AB00	O	X	X		IAW AFI 11-202V2
	Reference AFI 11-202V2 for evaluation requirements. Aircrew members non-current for their mission evaluation are restricted from performing mission events unless under the instruction of an instructor or being evaluated.					
Course Description	ID	Code	P	FE	FS	Phase Period
Night Vision Goggle (NVG) Training Initial/Refresher	VV01	O	X	X		IAW MAJCOM Directives
	Reference AFI 11-202V1, this instruction, and MAJCOM guidance. Aircrew members non-current in this event are restricted from NVG operations.					
	Initial: The ground training will only be accomplished at the FTU. Use the date of the first successful NVG flight evaluation as the initial completion date. Refresher: User MAJCOMs will direct continuation training requirements IAW AFI 11-202V1. User MAJCOMs may direct the use of NVG ground training sources such as UH-1N FTU or other approved courseware.					
Course Description	ID	Code	P	FE	FS	Phase Period
Pyrotechnics Initial/Refresher	AC09	O	X	X		PCS Each New Type of Pyrotechnic IAW AFI 91-202
	Reference AFI 91-202, <i>The US Air Force Mishap Prevention Program</i> , this instruction, and MAJCOM guidance. Training will be accomplished prior to an aircrew member's first flight using pyrotechnics at each assigned base, and prior to using new types of squadron acquired pyrotechnics thereafter. This training will be conducted by a squadron certified pyrotechnic instructor IAW a locally developed syllabus. The ground training portion may be supported by related FTU courseware. This training must be completed before handling squadron pyrotechnics. Document initial pyrotechnic training in the aircrew member's LFT flight training folder. Document initial pyrotechnic familiarization training for each squadron specific pyrotechnic munition by a locally developed procedure.					
	Ground Training: All aircrew members will receive initial pyrotechnic familiarization ground training covering the types of pyrotechnics carried aboard squadron equipped aircraft, specific pyrotechnics required for given mission types, and the loading characteristics IAW T.O.'s 11A10-24-7, 11A10-25-7, and 11A10-26-7. FEs will receive additional unit-specific ground training covering ground and aircraft storage procedures; vehicle loading when applicable; and aircraft loading and launch procedures, restrictions, and safety requirements.					

	Squadrons using pyrotechnics must conduct ground training before flight training. Aircrew members shall not deploy pyrotechnics from aircraft until receiving the flight portion of training.					
	Flight Training: Instruction on deploying squadron authorized pyrotechnics. This training will be conducted IAW approved SOIs.					
Course Description	ID	Code	P	FE	FS	Phase Period
Qualification Evaluation	AA01	G	X	X		IAW AFI 11-202V2
	Reference AFI 11-202V2 for evaluation requirements. Use this identifier for all Qualification evaluations regardless if evaluation is combined with another evaluation on the same sortie(s).					
Course Description	ID	Code	P	FE	FS	Phase Period
Refuel Supervisor	AC13	O	X	X		IAW MAJCOM Directives
	Reference this instruction and MAJCOM guidance. This is unit-specific training. Training allows aircrew members to participate in hands-on refueling operations.					
Course Description	ID	Code	P	FE	FS	Phase Period
Rules of Engagement	G284	O	X	X		IAW AFI 31-207 and MAJCOM directives
	Reference AFI 31-207, this instruction, and MAJCOM guidance. Aircrew members must be current in G284 before being issued a firearm.					
Course Description	ID	Code	P	FE	FS	Phase Period
Simulator Refresher	AC10	G	X	X		24 Months
	Reference this instruction and MAJCOM guidance. Training will emphasize recognition/reaction to EPs and CRM. Instructor upgrade training does not fulfill the biennial training requirements for simulator refresher training. For aircrew to attend simulator refresher, they must have at least completed BAQ training. Log the completion date for BAQ, transition, or requalification training (to include commander directed requalification as defined in AFI 11-202V1) as the simulator refresher date. If BAQ, transition, or requalification date is used, and the simulator sorties were not performed, AC10 must be accomplished at the FTU within six months. Upon graduation of the simulator refresher course, aircrew members may credit the following requirements if performed: Brown-out/white-out training, CRM, and continuation training events identified in Table 4.8 . The aircrew complement must be IAW AFI 11-2UH-1NV3 and this instruction in order to log continuation training events. Civilian ATS instructors meet the aircrew complement requirement if previously qualified in the same helicopter aircrew position (e.g., IP, IF).					
Course Description	ID	Code	P	FE	FS	Phase Period
Small Arms Qualification Training (M-9 Series)	AC02	O	X	X		IAW AFI 36-2226 and MAJCOM directives
	Continuation training requirements may differ based upon arming category, reason for arming, and deployment status. The squadron					

	commander may determine additional weapons qualifications for aircrew members.					
Course Description	ID	Code	P	FE	FS	Phase Period
Small Arms Qualification Training (M-16 Series)	AC03	O	X	X		IAW AFI 36-2226 and MAJCOM Directives
	Continuation training requirements may differ based upon arming category, reason for arming, and deployment status. The squadron commander may determine additional weapons qualifications for aircrew members.					
Course Description	ID	Code	P	FE	FS	Phase Period
Tow Team Member/ Supervisor	AC12	O	X	X		IAW MAJCOM Directives
	Reference this instruction, AFI 11-218, and MAJCOM guidance. This is unit-specific training. Training allows aircrew members to participate in UH-1N towing operations.					
Course Description	ID	Code	P	FE	FS	Phase Period
Use of Force	G283	O	X	X		IAW AFI 31-207 and MAJCOM Directives
	Reference AFI 31-207, this instruction, and MAJCOM guidance. Continuation training requirements may differ based upon arming category, reason for arming, and deployment status. Aircrew members must be current in G283 before being issued a firearm.					
NOTES:						
1. Training Codes:						
G = Grounding--unless otherwise referenced in this instruction, the aircrew member may not perform flight duties with the event not completed unless flight duties are required in order to regain currency or qualification in the specific event, and under the supervision of an instructor or evaluator.						
N = Non-grounding--the aircrew member may perform flight duties with the event not completed, and may maintain CMR or BMC status depending on MAJCOM guidance.						
O = Other restrictions--the aircrew member may perform flight duties with the event not completed or overdue under the condition the mission profile does not include the specific event.						

Table 4.4. Code of Conduct Continuation Training (CoCCT).

CoCCT will be conducted IAW AFI 16-1301, and MAJCOM directives. Courses required and their associated frequency will be IAW AFI 16-1301. MAJCOMs will use ARMS identifiers listed in AFI 11-202V1 and AFI 16-1301 for those courses required. Fax or email signed copies of AF Form 1522, <i>ARMS Additional Training Accomplishment Report</i> , to assigned ARMS office for recording of deployment required CoCCT courses.

4.7. Flying Training.

4.7.1. General Information. The minimum BAQ and BMC continuation training events required by all user MAJCOMs are listed in [Table 4.5](#) [Table 4.7](#) through [Table 4.9](#) define flight related continuation training flying requirements for all aircrew members. User MAJCOMs will define other specific training events not listed in this instruction. Squadrons

will complete training requirements as identified via MAJCOM RTM and this instruction. Squadron commanders may add additional training to meet specific squadron requirements.

Table 4.5. Minimum BAQ and BMC Continuation Training Events.

Pilot Required Events ¹				FE Required Events ¹			
Event	Event ID	BAQ	BMC	Event	Event ID	BAQ	BMC
Basic Sortie	B010	X	X	Basic Sortie	B010	X	X
Night Sortie	B410	X	X	Night Sortie	B410	X	X
Day Transition Sortie	B450	X	X	EP Sortie	B440	X	X
Night Transition Sortie	B490	X	X	NVG Sortie	S610		X
EP Sortie	B440	X	X	NVG Remote Operations	S620		X
Instrument Approach	B070	X	X	NVG Aerial Gunnery	G731		X ²
Precision Approach	B080	X	X	NVG Tactical Sortie	T051		X ²
Non-Precision Approach	B100	X	X	NVG Formation Sortie	T141		X ²
NVG Sortie	S610		X	NOTES: 1. Due to the diverse mission sets flown by UH-1N units, additional BMC, as well as all CMR events will be defined in the MAJCOM RTM. 2. Minimum BMC event for those aircrew members attending an FTU full course. User MAJCOMs will direct qualification and continuation training requirements via RTM when event is required to conduct the squadron's operational mission.			
NVG Transition Sortie	S630		X				
NVG Remote Operations	S620		X				
NVG Tactical Sortie	T051		X ²				
NVG Formation Sortie	T141		X ²				

4.7.2. Flying Training Cycle. The flying training cycle is normally 12 months long from 1 October to 30 September to coincide with the fiscal year. Squadrons will complete training requirements during this training cycle unless specifically noted otherwise via MAJCOM RTM. The flying training cycle will not exceed one year.

4.7.3. Flight Training Levels (FTL).

4.7.3.1. Aircrew members require a minimum number of flight-hours to be considered experienced in the UH-1N IAW AFI 11-412. Inexperienced aircrew must train at a higher rate to maintain currency/proficiency levels. Training tables in the MAJCOM RTM define requirements for each FTL.

4.7.3.2. The use of experienced based FTLs allows the squadron commander the ability to prioritize training resources. Aircrew members must meet the minimum criteria established in [Table 4.6](#) before assignment to the respective FTL. When these minima

are met, awarding an FTL is at the sole discretion of the squadron commander or designated representative for both assigned and attached aircrew members. End-of-cycle training requirements will be based on the aircrew member's assigned FTL on the last day of the current training cycle. Assigning an aircrew member to an FTL does not preclude the squadron commander from scheduling an aircrew member for additional flying training.

4.7.3.3. FTLs are based on both minimum PAA time and total rotary wing time IAW [Table 4.6](#)

Table 4.6. Flight Training Levels.

Aircrew Position	FTL Assignment Criteria	
	FTL-A (Experienced)	FTL-B (Inexperienced)
Pilot	Instructor Qualified, or Certified Aircraft Commander with: - 900 total rotary wing flight-hours with 50 UH-1N primary flight-hours; or - 450 total primary mission assigned inventory (PMAI) flight-hours and 150 flight-hours after achieving aircraft commander certification	Does not meet FTL-A criteria
	FTL-A (Experienced)	FTL-B (Inexperienced)
FE	- Instructor Qualified, or - 800 total helicopter flight-hours with a minimum of 50 UH-1N primary flight-hours, or - 300 total PMAI flight-hours for first assignment flyers, and 1 year at his/her first flying assignment.	Does not meet FTL-A criteria
NOTE: Regardless of experience level, continuation training requirements for aircrew assigned to API-6/8/B/D BMC positions will be directed via MAJCOM RTM.		

4.7.4. Crediting Continuation Training Events. Aircrew members qualified/certified may credit continuation training if they perform the required events/sub-events identified in MAJCOM RTMs required for that item/sortie. Flight currency may be credited in the following manner:

4.7.4.1. Training requirements may be completed on any sortie if the requirements of this instruction are met. Two or more flying continuation training profiles and compatible events may be credited on a single flight. When more than one continuation training event is required, a proportionate share should be completed during the training period rather than finishing the total requirement on one sortie. Operations officers should ensure flying training accomplishments are spread evenly over the training period to ensure maximum aircrew proficiency.

4.7.4.2. If circumstances beyond the control of the aircrew prevent completion of all profile items or events on a single sortie, those items or events not completed may be accomplished on a subsequent sortie and logged for currency, provided the training is completed within 10 duty days. Squadrons must establish local tracking procedures.

4.7.4.3. Aircrew members in an upgrade who are current and qualified in a specific event may credit events/sorties accomplished in the upgrade towards continuation training at the discretion of the instructor. Events completed on a satisfactory evaluation, or certification training completion, may be credited toward continuation training at the discretion of the evaluator.

4.7.4.4. Pilots who are non-current for instrument events remain BAQ, but will fly under the supervision of an instructor until recurrent in instruments. Aircrew members who are non-current for night events remain BAQ, but cannot perform the specified event(s) until current. These aircrew members can still fly day events without an instructor. Aircrew members who are non-current/unqualified for NVG events remain mission qualified, but cannot perform the specified event(s) until current/qualified.

4.7.4.5. Precision or non-precision approach dual credits an instrument approach. Night continuation training events dual credits similar day events (i.e., night transition sortie credits day transition sortie requirements). NVG continuation training events credit similar day and unaided currency events (i.e., NVG sortie credits both night sortie and basic sortie requirements).

4.7.4.6. Aircrew members are authorized to log all events flown in the FTU WST IAW **Note 1** of **Table 4.7**. The aircrew complement must be IAW AFI 11-2UH-1NV3. Civilian ATS instructors meet the aircrew complement requirement if previously qualified in the required helicopter aircrew position (e.g., IP, IF). For all other simulators, aircrew members are authorized to log only those events for which the simulator has been certified by HQ AFGSC. EP sorties, to include recurrency sorties, require an IP (active duty or qualified ATS instructor) either at a set of controls or running the instructor operator station. When logging continuation training in a simulator while non-current, aircrews are required to complete a full aircraft/systems run-up and a full aircraft/systems shutdown under the supervision of an instructor. **Note:** Logging more than one of the same currency event in the same day is not permitted in a simulator.

4.7.4.7. FSs will accomplish specified training items IAW AFI 11-202V1, this instruction, and the MAJCOM RTM.

4.7.4.8. MTs, and TRF/CRF personnel are not designated aircrew per AFI 11-402. However, due to their frequent exposure to the risks associated with military flying, they may be designated OSFs and have recurring training requirements. See **paragraph 4.6.1.1** and **Table 4.3** for a description of recurring training requirements. Documentation will be maintained at the squadron to which they are attached for flying.

4.7.5. Loss of Currency. Aircrew members delinquent in continuation training requirements must conduct training as directed by the squadron commander.

4.7.5.1. Non-Current. Continuation training currency expires at the end of the Zulu time period in which the event was not accomplished. Events are delinquent on the first day

after the allotted time period (e.g., 45 and 60-day requirements are non-current at 0000 Zulu on the 46th and 61st days following the last accomplished event, respectively).

4.7.5.1.1. Loss of BAQ Currency. Except for night sortie (B410) and night transition sortie (B490), non-currency status in any BAQ event prohibits unsupervised flight in all areas.

4.7.5.1.2. Loss of BMC/CMR Currency. Non-currency status in any BMC or CMR event prohibits unsupervised flight for the specific mission event.

4.7.5.1.3. Non-Current up to Six Months. Aircrew members non-current in any event for up to six months must fly under the supervision of an instructor who is current and qualified/certified in those events. In order to demonstrate proficiency, aircrew must perform a sufficient number of repetitions in each delinquent item. These events may be credited toward annual continuation training requirements. The six month non-current date is calculated by identifying the next day, then adding six months. FSs follow continuation training requirements established in AFI 11-202V1, and may fly with any aircrew instructor to regain currency.

4.7.5.1.4. Non-Current Greater than Six Months for Qualification Events. Aircrew members non-current in any qualification event greater than six months are considered unqualified in that event. FSs follow requirements established in AFI 11-202V1.

4.7.5.1.5. Non-Current Greater than Six Months for Instructor Certified Events. Aircrew members non-current in any instructor certified event greater than six months must demonstrate proficiency with an instructor in all delinquent items.

4.7.6. Requalification/Recertification Training. Comply with requalification requirements in [paragraph 2.7](#) and [paragraph 3.6](#), and recertification requirements in [paragraph 5.9](#)

4.7.7. Multiple Qualification Continuation Training Requirements. Aircrew members authorized by their MAJCOM to maintain qualification in multiple aircraft must perform an equitable distribution of events in each aircraft. As a minimum, at least one EP sortie should be flown in their primary aircraft each quarter. MAJCOMs will determine continuation training requirements for additional aircraft.

4.7.8. Consolidated Flying Continuation Training Requirements. [Table 4.7](#) is a consolidated list of annual currency, proficiency, and experience requirements for aircrew flying training events. MAJCOMs may establish additional continuation training requirements via MAJCOM RTM.

Table 4.7. Consolidated Flying Continuation Training Requirements.

Event	Event ID	45 Day	60 Day	90 Day	180 Day	365 Day	Required Events	FTL		Notes
PILOT										
BAQ		FTL Currency					BAQ	A	B	
Basic Sortie	B010	A/B					X	24	48	1
Night Sortie	B410			A/B			X			1
Day Transition	B450		B	A			X			1

Event	Event ID	45 Day	60 Day	90 Day	180 Day	365 Day	Required Events		FTL		Notes
Sortie											
Night Transition Sortie	B490			A/B			X				1
EP Sortie	B440		B	A			X	4	8		1
Night EP Sortie	B441										1
Instrument Approach	B070	B	A				X				1
Precision Approach	B080				A/B		X	6	12		1
Non-Precision Approach	B100				A/B		X	6	12		1
MISSION		FTL Currency					B M C	C M R	A	B	
NVG Sortie	S610		A/B				X	X	6	8	1
NVG Transition Sortie	S630			A/B			X	X			1
Day Remote Operations	T100			A/B							1
Night Unaided Remote Operations	T120			A/B							1
NVG Remote Operations	S620			A/B			X	X			1
Day Tactical Sortie	T050			B	A						1
NVG Tactical Sortie	T051			A/B							1
Day Formation Sortie	T140			B	A						
NVG Formation Sortie	T141			A/B							
Defensive Suppressive Fire	G720				A/B						
AIE	H060			A/B							
NVG AIE	H066			A/B							
Hoist	H061				A/B						
Cargo Sling	S370				A/B						
Fire Bucket	S380				A/B						
Day Water Sortie	H080				A/B						
Day ACDE Sortie	LL07					A/B					
NVG ACDE Sortie	LL08					A/B					

Event	Event ID	45 Day	60 Day	90 Day	180 Day	365 Day	Required Events	FTL		Notes	
FE											
BAQ		FTL Currency					BAQ	A	B		
Basic Sortie	B010		A/B				X	18	36	1	
Night Sortie	B410			A/B			X			1	
EP Sortie	B440		B	A			X	4	8	1	
Night EP Sortie	B441									1	
MISSION		FTL Currency					B M C	C M R	A	B	
NVG Sortie	S610		A/B				X	X	6	8	
Day Remote Operations	T100			A/B							
Night Unaided Remote Operations	T120			A/B							
NVG Remote Operations	S620			A/B			X	X			
Day Tactical Sortie	T050			B	A						
NVG Tactical Sortie	T051			A/B							
Day Formation Sortie	T140			B	A						
NVG Formation Sortie	T141			A/B							
Day Aerial Gunnery	G730				A/B						
NVG Aerial Gunnery	G731				A/B						
Defensive Suppressive Fire	G720			B	A						
AIE	H060			A/B							
NVG AIE	H066			A/B							
Hoist	H061				A/B						
Rope Ladder	H062				A/B						
Rappel	H063				A/B						
Fast Rope	H064				A/B						
Cargo Sling	S370				A/B						
Fire Bucket	S380				A/B						
Day Water Sortie	H080				A/B						
Day ACDE Sortie	LL07					A/B					
NVG ACDE Sortie	LL08					A/B					

NOTES:

1. Event may be credited toward continuation training requirements in the FTU WST. Owing MAJCOM of other UH-1N simulators will document acceptable currency events via

Event	Event ID	45 Day	60 Day	90 Day	180 Day	365 Day	Required Events	FTL	Notes
MAJCOM RTM after review of the simulator certification final report.									

4.7.9. BAQ Continuation Training Event Definitions.

Table 4. 8 provides definitions of required simulator and flying training events to maintain basic qualification in the UH-1N.

Table 4.8. BAQ Flying Training Event Definitions and Accrediting Criteria.

Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
Basic Sortie (P)	1,4	B010	A/B			24/48		
Night Sortie (P)	1-4	B410			A/B			
Basic Sortie (FE)	4	B010		A/B		18/36		
Night Sortie (FE)	2-4	B410			A/B			
	Sub-Events						P	FE
Required:	Mission planning						X	X
	Performance data						X	X
	Crew and/or passenger briefing						X	X
	Crew coordination						X	X
	Flight clearance						X	
	Taxi/hover						X	
	Takeoff procedures						X	X
	Approach (instrument or visual)						X	X
	Landing							X
	Fuel management						X	X
	Night:	Consists of a basic sortie, and requires 1 hour of night time, of which ½ hour must be primary time.					X	X
NOTES:								
1. Each pilot must perform pilot flying and pilot not flying duties to credit a basic sortie.								
2. When performing instructor duties, ½ hour primary time is not required.								
3. Non-currency in this event restricts unsupervised flight in night events.								
4. Aircrew members completing engine running crew changes need only complete the applicable portions of the sortie (i.e., run-up or shut-down procedures).								
Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
Day Transition Sortie (P)	1	B450		B	A			
Night Transition Sortie (P)	1,2	B490			A/B			
	Sub-Events						P	FE
Required:	Basic sortie						X	
	Maximum performance takeoff						X	
	Marginal power takeoff						X	
	Normal approach and landing						X	

Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
	Steep approach						X	
Desired:	Slide takeoff						X	
NOTES:								
1. Sortie should be accomplished on a single flight.								
2. Non-currency in this event restricts unsupervised flight in night events.								
Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
EP Sortie (P)	1,2	B440		B	A	4/8		
Night EP Sortie (P)	2-5	B441						
EP Sortie (FE)	2	B440		B	A	4/8		
Night EP Sortie (FE)	2-5	B441						
Sub-Events							P	FE
Required:	Basic sortie						X	X
	Review of boldface procedures						X	X
	Autorotation - straight-ahead (day only)						X	X
	Autorotation - 90° or 180° (day only)						X	X
	Single hydraulics failure approach and landing						X	X
	Simulated fuel control failure approach and landing						X	X
	Simulated single-engine approach and landing						X	X
Desired:	Autorotation - 90° and 180° (day only)						X	X
NOTES:								
1. Pilots and FEs qualified in more than one aircraft must log one EP sortie in their primary aircraft each quarter; MAJCOMs will determine continuation training requirements for secondary aircraft.								
2. Sortie should be accomplished on a single flight.								
3. Autorotations are prohibited.								
4. May be conducted aided or unaided.								
5. Only required if event/program directed via MAJCOM RTM.								
Event	Notes	Event ID	45 Day	60 Day	180 Day	Annual A/B	Crew Position	
Instrument Approach	1,2	B070	B	A				
Precision Approach	1,2	B080			A/B	6/12		
Non-Precision Approach	1,2	B100			A/B	6/12		
Sub-Events							P	FE
Required:	Approach briefing						X	
	Approach						X	
	Landing, climb-out, or missed approach						X	
Desired:	Full instrument procedure						X	
	IMC						X	
NOTES:								
1. Pilots must brief and fly the approach for credit.								
2. Instrument approaches flown in the simulator will be flown to published minimums.								

4.7.10. Mission Flying Training Event Definitions. **Table 4.9** lists the definitions and maneuvers required to log currency in mission events for the UH-1N.

Table 4.9. Mission Flying Training Event Definitions and Accrediting Criteria.

Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
NVG Sortie	1,2	S610		A/B		6/8		
Sub-Events							P	FE
Required:	Basic sortie						X	X
NOTES:								
1. An NVG sortie consists of a basic sortie and requires one hour of NVG time of which ½ hour must be primary. When performing instructor duties, ½ hour primary time is not required.								
2. NVG qualified pilots will only log NVG sorties while at a set of controls.								
Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
NVG Transition Sortie		S630			A/B			
Sub-Events							P	FE
Required:	Basic sortie						X	
	Maximum performance takeoff						X	
	Marginal power takeoff						X	
	Normal approach to land/hover						X	
	Steep approach to land/hover						X	
Desired:	Slide takeoff						X	
NOTES:								
Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
Day Remote		T100			A/B			
Night Unaided Remote	1	T120			A/B			
NVG Remote		S620			A/B			
Sub-Events							P	FE
Required:	Mission planning						X	X
	Navigation						X	
	Remote approach and takeoff						X	X
	Inflight/terminal operations power considerations						X	X
Desired:	Pinnacle/ridgeline landing						X	X
	Simulated maximum power						X	
	AIE (if applicable)						X	X
	Slope landing						X	X
	Use of pyrotechnics							X
	Search pattern						X	X
NOTES:								
1. Squadrons will not practice unaided night search patterns.								

Event	Notes	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Day Tactical Sortie	1	T050		B	A			
NVG Tactical Sortie	1	T051		A/B				
Sub-Events							P	FE
Required:	Mission planning						X	X
	Low-level navigation						X	
	Threat analysis/evasive maneuvers						X	X
	Tactical approach						X	X
Desired:	Low-level formation						X	
	Authentication						X	X
	Time on/over target (TOT) procedures						X	
	Aerial gunnery							X
NOTES:								
1. Only required if event/program directed via MAJCOM RTM.								
Event	Notes	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Day Formation Sortie	1	T140		B	A			
NVG Formation Sortie	1,2	T141		A/B				
Sub-Events							P	FE
Required:	Formation takeoff						X	
	Formation approach						X	
	Formation landing						X	
	Enroute formation procedures						X	
	Lost visual procedures						X	
	Join-up						X	
Desired:	Low-level						X	
NOTES:								
1. Each pilot must fly each required sub-event as both lead and wing to log a formation sortie.								
2. Only required if event/program directed via MAJCOM RTM.								
Event	Notes	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Day Aerial Gunnery	1-4	G730			A/B			
NVG Aerial Gunnery	1-4	G731			A/B			
Sub-Events							P	FE
Required:	Equipment preparation							X
	Equipment inspection							X
	Verbal directions							X
	Gun system employment (live/blank ammo)							X
	Gun system malfunctions							X
NOTES:								
1. NVG aerial gunnery events dual credit day aerial gunnery requirements unless otherwise noted.								
2. G730 and G731 will be accomplished on each weapon system aircrew member is qualified.								
3. One live ammunition Aerial Gunnery sortie, Day or NVG, must be completed every 180								

Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
days.								
4. Only required if event/program directed via MAJCOM RTM.								
Event	Notes	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Defensive Suppressive Fire (P)	1,2	G720			A/B			
Defensive Suppressive Fire (FE)	1,2	G720		B	A			
Sub-Events							P	FE
Required:	Mission planning						X	X
	Threat analysis						X	X
	Evasive maneuvers						X	X
	Tactical patterns						X	X
	Verbal directions						X	X
	Gun system employment (live/blank ammo)							X
Desired:	Multi-ship pattern						X	X
	Air coordination						X	
	Ground coordination						X	
NOTE:								
1. Aircrew members who are non-current/uncertified, remain mission qualified, but cannot perform the specified event(s) until current/qualified.								
2. Only required if event/program directed via MAJCOM RTM.								
Event	Notes	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
AIE	1,2	H060		A/B				
NVG AIE	1,2	H066		A/B				
Sub-Events							P	FE
Required:	Mission planning						X	X
	Equipment preparation							X
	Equipment inspection							X
	Use of actual AIE device						X	X
	Pattern						X	X
	Approach to a hover (tactical or normal)						X	X
	Verbal direction							X
	Departure/takeoff procedures						X	X
Desired:	Live AIE insertion/extraction						X	X
NOTES:								
1. AIE devices are defined as: Hoist, rope ladder, rappel, and fast rope. Any method meets continuation training requirement H060 or H066, as appropriate.								
2. One complete iteration must be performed with an actual hoist, fast rope, rope ladder, or rappel. Control of the device must be maintained until it contacts the surface (land, water, etc.) and is returned to the cabin or released.								

Event	Notes	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Hoist	1-5	H061			A/B			
Rope Ladder	3-5	H062			A/B			
Rappel	3-5	H063			A/B			
Fast Rope	3-5	H064			A/B			
Sub-Events							P	FE
Required:	Mission planning						X	X
	Equipment preparation							X
	Equipment inspection							X
	Use of actual AIE device						X	X
	Pattern						X	X
	Approach to a hover (tactical or normal)						X	X
	Verbal direction							X
	Departure/takeoff procedures						X	X
	AIE EP review (completed during crew brief)						X	X
Desired:	Live AIE insertion/extraction						X	X
NOTES:								
1. Hoist includes: Forest penetrator, stokes litter, rescue basket, or rescue strop.								
2. A current and qualified IF on the orders is required if a simulated hoist EP is accomplished on the aircraft.								
3. Simulated EPs will not be accomplished when actual personnel are being inserted/extracted.								
4. Only required if event/program directed via MAJCOM RTM.								
5. Meets the requirement for AIE H060 or NVG AIE H066 when accomplished under NVGs.								
Event	Note	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Cargo Sling	1	S370			A/B			
Sub-Events								
Required:	Mission planning						X	X
	Cargo hook functional check							X
	Pattern						X	X
	Verbal direction						X	X
	Hookup							X
	Load release						X	X
NOTE:								
1. Only required if event/program directed via MAJCOM RTM.								
Event	Note	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Fire Bucket	1	S380			A/B			
Sub-Events								
Required:	Mission planning						X	X
	Fire bucket functional check							X
	Pattern						X	X
	Verbal direction							X

Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position	
	Hookup							X
	Water release						X	X
NOTE:								
1. Only required if event/program directed via MAJCOM RTM.								
Event	Note	Event ID	60 Day	90 Day	180 Day	Annual A/B	Crew Position	
Day Water Sortie	1	H080			A/B			
Sub-Events							P	FE
Required:	Mission planning						X	X
	Pattern						X	X
	AIE to hover over water						X	X
	Verbal direction							X
Desired:	Use of pyrotechnics/sea dye marker							X
	Open ocean hover						X	X
	Swimmer deployment						X	X
NOTE:								
1. Only required if event/program directed via MAJCOM RTM.								
Event	Notes	Event ID	90 Day	180 Day	365 Day	Annual A/B	Crew Position	
Day ACDE Sortie	1-7	LL07			A/B			
NVG ACDE Sortie	1-7	LL08			A/B			
Sub-Events							P	FE
Required:	Basic sortie						X	X
Desired:	Transition sortie						X	
	Operational site evaluation						X	X
	NVG operational site evaluation						X	X
	Night remote						X	X
	NVG remote						X	X
	AIE						X	X
	Day tactical sortie						X	X
NOTES:								
1. MAJCOMs requiring event certification will define additional requirements via MAJCOM RTM.								
2. All ACDE flights are required to be flown within autorotational distance of land.								
3. The entire ACDE need not be worn. Normally wear only the mask, helmet, and NOMEX gloves. The protective hood is not required. The 77 AESG/CC has recommended the M-45 Chemical-Biological Mask as safe-to-fly. User MAJCOMs will assume Operational Safety, Suitability, and Effectiveness responsibility per AFI 63-1201, <i>Life Cycle Systems Engineering</i> .								
4. Aircrew members will perform primary crew duty tasks while wearing the ACDE. The required components must be worn for a minimum of one hour; 30 minutes of which must be while flying. The remaining portion may be comprised of ground tasks (e.g., preflight, engine start/shutdown, taxi, etc.). At least one take-off and one landing will be performed. The remainder of the time should be devoted to a cross-section of normal flight tasks.								

Event	Notes	Event ID	45 Day	60 Day	90 Day	Annual A/B	Crew Position
<p>5. Observers must closely monitor aircrew member actions during the ACDE Sortie. If an aircrew member experiences difficulty, such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or aircrew member believe it is unsafe to continue, training should be terminated and the ACDE removed.</p> <p>6. Only required if event/program directed via MAJCOM RTM.</p> <p>7. A certified aircraft commander (observer) not wearing ACDE must be at a set of controls.</p>							

Chapter 5

UPGRADE AND SPECIALIZED TRAINING

5.1. General. This section outlines the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events. This training includes all certifications associated with specialized equipment, tactics, or events which are unit specific. AFI 11-2UH-1NV2 identifies authorized UH-1N difference certification/instructor certified events; and this chapter identifies the training requirements. Certifications do not require evaluations, but may be evaluated as part of a SPOT, no-notice, or recurring evaluation. MAJCOMs direct all certification training requirements via RTM.

5.2. Aircraft Commander Certification. This certification assesses the pilot's ability to perform pilot-in-command duties and responsibilities. Once certified, the pilot may be assigned the pilot-in-command code on the flight authorization as outlined in AFI 11-401. Prerequisite flying time levels for aircraft commander certification are based upon pilots gaining the knowledge and judgment required to effectively accomplish the squadron mission. Commanders will ensure continuation training programs emphasize these core principles for their pilots.

5.2.1. Mission Aircraft Commander Certification. This certification entitles pilots that have completed the formal MQT course, LMT, and have met the requisite hours in **Table 5.1** to conduct aircraft commander duties for all squadron flying missions.

Table 5.1. Mission Aircraft Commander Certification Flying Time Requirements^(1,2).

Flight-Hours	MP	Cross Flow ⁽⁴⁾
Total Flight Time⁽³⁾	300	800
UH-1N Primary	200	50
NOTES:		
1. Total time requirements must be achieved prior to certification.		
2. For certification purposes, any type H-1 PAA time counts.		
3. Total Flying Time is a combination of "Total Time" + "Student Time" from the ARMS flying history report.		
4. Cross flow indicates an aircraft commander from another airframe who has transitioned to the UH-1N.		

5.3. Mission Commander (MCC) Certification Program. MCC certification programs will ensure an aircraft commander's ability to conduct command and control of complex missions that may involve multiple aircraft and forces/agencies. User MAJCOMs will determine when a MAJCOM specific MCC certification program is required, and if applicable, are responsible for developing and implementing a MAJCOM specific MCC certification program. MAJCOM Training and Stan/Eval Division Chief will approve NAF/squadron developed training programs.

5.4. Aircrew Instructor Program. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any crew

position. Individuals designated for instructor duty will be trained to instruct all levels of their qualification.

5.4.1. Instructor Upgrade Prerequisites. Squadrons will select instructors from aircrew members who are thoroughly qualified and skilled in the duties of their respective crew positions. All candidates must follow waiver guidance in the SOI if they don't meet **ETCA** and MAJCOM (if applicable) listed pre-requisites. First time instructor candidates will attend the applicable upgrade course conducted at the FTU if a quota is available. If no quota is available, follow SMT waiver requirements. Squadron Commanders will personally review each instructor candidate's qualifications for the following minimum prerequisites:

5.4.1.1. Instructional Ability. All prospective instructors must qualify under the principles of instruction as outlined in AFMAN 36-2236, *Guidebook for Air Force Instructors*.

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

5.4.1.3. Personal Qualities. The candidate must have patience, tact, understanding, and a desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student.

5.4.1.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, as well as the prohibited maneuvers and aircraft performance limitations under all conditions of flight. Additionally, all instructors will be thoroughly familiar with the applicable portions of AFMAN 36-2236, AFI 11-202V2, AFI 11-202V3, *General Flight Rules*, this instruction, and all associated supplements.

5.4.1.5. Flying Proficiency. Unless approved to conduct the instructor upgrade in conjunction with a formal course, individuals selected must be current, qualified, and proficient.

5.4.1.6. Flying Experience. Candidates must possess a reasonable background of flying experience in order to have developed the desired standards of knowledge, judgment, and proficiency. Normally, flying hours and flying experience qualities progress together; however, flying hours alone cannot be accepted as criteria for any one or all of the qualities required.

5.4.1.7. Previous Instructor Experience. Instructor candidates who have previously completed a USAF formal flight instructor training program may be upgraded in-unit with OG/CC approval. No SMT waiver is required to conduct this training. However, squadron commanders may request an FTU course overage for previously qualified instructors at their discretion.

5.4.1.8. Instructor Flying-Hour Requirements. See [Table 5.2](#)

5.4.1.8.1. Aircraft Commander Flight-Time Documentation. Squadron training offices should track and document an IP candidate's UH-1N specific flight-hours after aircraft commander certification to ensure they have obtained the minimum 50 UH-1N specific flight-hours.

Table 5.2. Instructor Upgrade Flying Time Requirements⁽¹⁾.

Flight-Hours	Initial IP Candidate⁽²⁾	Initial IF Candidate⁽²⁾
UH-1N Total as AC	100	
UH-1N Primary as AC	50	
UH-1N Total as FE		300 & 1-year Flying Experience
NOTES:		
1. Total time requirements must be achieved prior to qualification.		
2. Instructor aircrew transitioning from another airframe may upgrade directly to the instructor level during qualification training with MAJCOM/A3 approval.		

5.5. Aircrew Evaluator Program. Flight examiner certifications will be accomplished IAW AFI 11-202V2 as supplemented.

5.6. Difference Certification Training (DCT). Training designed to allow aircrew maintaining UH-1N series qualification to maintain certification in other H-1 series aircraft.

5.6.1. Authorized Certifications.

5.6.1.1. TH-1H Certification. Qualified UH-1N aircrew members required to fly the TH-1H will be certified and maintain TH-1H continuation training requirements IAW AFI 11-2TH-1HV1, *TH-1H Helicopter Aircrew Training*, and AFI 11-2TH-1HV2, *TH-1H Helicopter Aircrew Evaluation Criteria*.

5.6.2. Training Methods. Qualified UH-1N aircrew members may obtain difference certification between H-1 series aircraft using the appropriate approved differences training syllabi. The primary method of training will be conducted in-unit.

5.6.3. Training Requirements. Training will highlight differences between the series or variant. Ground training will include as a minimum: Hands-on egress training; a full discussion of the flight manual with emphasis on EPs, limitations, aircraft systems; and series-specific instrument procedures.

5.6.4. Mission Requirements. Upon successful completion of the certification, existing mission qualifications and certifications (except FCF certification) transfer between H-1 series aircraft.

5.7. Unit-Specific Certifications. This is tactical top-off certification training for aircrew members arriving direct from the FTU or a different MAJCOM, which is designed to complete instruction on squadron-specific tactical flying events either not adequately addressed at the FTU, or mission sets not required by previous MAJCOM. This training includes LMC, as well as other certifications listed in [Table 5.3](#) that may or may not be required by the member's new flying unit to maintain CMR status.

5.8. Instructor Certified Event Training Requirements. [Table 5.3](#) defines requirements for certifications authorized in AFI 11-2UH-1NV2 (not including aircraft commander, evaluator, and DCT) for all aircrew members. Training will be conducted by an IP or IF as appropriate. Squadrons will certify aircrew members in the minimum flight events IAW the MAJCOM RTM. Table notes define training code status (i.e., non-grounding or other restrictions).

5.8.1. When NVG ACDE Flight Certification (LL08) is required for a user MAJCOM OSF, follow guidance under the appropriate course description within [Table 5.3](#) Day ACDE

(LL07) training requirements are a sub-set of the overall NVG ACDE Flight Certification program. LL07 and LL08 training requirements do not apply to FSs.

Table 5.3. Certification Training Requirements⁽¹⁾.

Course Description	ID	Code	P	FE	FS	
Alternate Insertion/Extraction (AIE) Certification	H060	O	X			
	Reference this instruction and MAJCOM guidance. Use FTU or MAJCOM approved courseware. Initial training should include at least one "live personnel" event, if possible. Squadrons will ensure initial training is completed prior to operational and continuation training flights. AIE certification training certifies the pilot to fly with any AIE device.					
Course Description	ID	Code	P	FE	FS	
Cargo Sling Certification	S370	O	X	X		
	Reference this instruction and MAJCOM guidance. Pilots and FEs must complete MAJCOM approved training before acting as primary aircrew members for cargo sling operations.					
Course Description	ID	Code	P	FE	FS	
Control Burn Certification	T015	O	X	X		
	Reference this instruction and MAJCOM guidance. Pilots and FEs must complete approved training before acting as primary aircrew members during control burn operations.					
Course Description	ID	Code	P	FE	FS	
Day Water Operations Certification	H080	O	X	X		
	Reference this instruction and MAJCOM guidance. Applicable aircrew must complete certification training before acting as primary aircrew members on day water operations.					
Course Description	ID	Code	P	FE	FS	
Defensive Suppressive Fire (DSF) Certification	G720	O	X	X		
	Reference this instruction and MAJCOM guidance. Aircrew must complete an FTU or MAJCOM approved DSF training certification (NVG Tactical Formation desired) before being certified.					
Course Description	ID	Code	P	FE	FS	
Fast Rope Certification	H064	O		X		
	Reference this instruction and MAJCOM guidance. Use FTU or MAJCOM approved courseware. It is desired initial training include at least one "live personnel" event. Squadrons will ensure initial training is completed prior to operational and continuation training flights.					
Course Description	ID	Code	P	FE	FS	
Fire Bucket Certification	S380	O	X	X		
	Reference this instruction and MAJCOM guidance. Pilots and FEs must complete approved training before acting as primary aircrew members for fire bucket operations. Individuals must be cargo sling certified before becoming certified in fire bucket operations.					
Course Description	ID	Code	P	FE	FS	

Forward Air Refueling Point (FARP)/Hot Refueling Certification	HR01	N	X	X		
	Reference AFI 11-235, T.O. 1H-1(U)N-1, this instruction, and MAJCOM guidance. Training for all aircrew members will include hook-up and hot refueling supervisor duties. Training for pilots will include aircraft operation. Actual fuel transfer is required to log continuation training.					
Course Description	ID	Code	P	FE	FS	
Functional Check Flight (FCF) Certification (Aircraft Commander)	T003	O	X			
	Reference T.O. 1-1-300, <i>Acceptance/Functional Checkflight and Maintenance Operational Checks</i> , T.O. 1H-1(U)N-6CF-1, <i>Acceptance and Functional Checkflight Procedures</i> , and this instruction. Trainees must complete an approved FCF certification program before acting as a primary aircrew member on FCFs. Certification may be conducted in either the FTU WST or another simulator certified for FCF training. A pilot must already be certified as an aircraft commander to obtain this certification. This does not preclude doing T003 in-conjunction with an aircraft commander certification program. Unless under the instruction of an IP to obtain certification, T003 is the certification required to both act as pilot-in-command on the FCF flight authorization and to physically perform the FCF maneuvers.					
Course Description	ID	Code	P	FE	FS	
Functional Check Flight (FCF) Certification (P/FE)	T013	O	X	X		
	Reference T.O. 1-1-300, T.O. 1H-1(U)N-6CF-1, and this instruction. Trainees must complete an approved FCF certification program before acting as a primary aircrew member on FCFs. Certification may be conducted in the FTU WST, or another simulator certified for FCF training. Any FCF certified instructor may instruct any aircrew member in this event. T013 is the certification for additional primary aircrew members required to be on-board to meet minimum aircrew requirements. The T013 aircrew member's primary function is to read checklists, record data, and assist the T003 certified pilot. It does not authorize the aircrew member to be in control of the aircraft while it is on FCF status.					
Course Description	ID	Code	P	FE	FS	
Local mission (MSN) Certification (LMC)	T007	O	X	X		
	Reference this instruction and MAJCOM guidance. This is a MAJCOM specific certification available for use to designate certification in MAJCOM specific missions required to maintain CMR. Emphasis shall be placed on execution of the squadron's primary mission sets. It is not required for use by MAJCOMs. MAJCOMs will dictate training and currency requirements. If used, MAJCOMs will detail aircrew member restrictions when non-current.					
Course Description	ID	Code	P	FE	FS	
Night Emergency	B441	N	X	X		

Procedure (EP) Certification	Reference this instruction and MAJCOM guidance. The MAJCOM/A3 may authorize night EP certification via MAJCOM RTM. The MAJCOM A3 training and stan/eval division chief will establish IP/MF/scanner knowledge, experience, and capability requirements, as well as, dictate aircrew continuation training requirements. Use approved courseware for night EP certification. Authorized night EP certification may be conducted unaided or aided, and will include manual fuel, simulated single engine, and simulated single hydraulic failure conducted to day EP standards; however, a night EP sortie (B441) will not update the day EP sortie requirement (B440). In the absence of AFI 11-2UH-1NV3 guidance, the minimum required crew is IP, MP, and an MF or scanner. Note: Autorotations are prohibited during night EPs.				
Course Description	ID	Code	P	FE	FS
Night Vision Goggle (NVG) Aircrew Chemical Defense Ensemble (ACDE) Flight Certification	LL08	O	X	X	
	Reference this instruction and MAJCOM guidance. For squadrons that train to fly wearing ACDE, aircrew members must complete LL04 and LL05 prior to the first ACDE flight, and OSFs must complete LL04. Additionally, aircrew members must complete an approved ACDE flight certification program before acting as primary aircrew members on ACDE flights. The first day and first night MP ACDE flight requires an IP to occupy a seat with a set of controls. For other aircrew members, a current and qualified ACDE certified instructor not wearing the ACDE will supervise training. Follow LL07 and LL08 continuation training requirements under the Notes listed in Table 4.10 . Mission profiles will include as a minimum, operational site evaluation, remote, an approach to a landing for pilots, as well as a representative cross-section of mission requirements for other aircrew members.				
Course Description	ID	Code	P	FE	FS
Parachute Drop Certification	T004	O	X	X	
	Reference this instruction and MAJCOM guidance. Pilots and FEs must complete approved training before acting as primary aircrew members for parachute drops (static-line or free-fall).				
Course Description	ID	Code	P	FE	FS
Rappel Certification	H063	O		X	
	Reference this instruction and MAJCOM guidance. Use FTU or MAJCOM approved courseware. It is desired initial training include at least one "live personnel" event. Squadrons will ensure initial training is completed prior to operational and continuation training flights.				
Course Description	ID	Code	P	FE	FS
Rope Ladder Certification	H062	O		X	
	Reference this instruction and MAJCOM guidance. Use FTU or MAJCOM approved courseware. It is desired initial training include at least one "live personnel" event. Squadrons will ensure initial training is completed prior to operational and continuation training flights.				

Course Description	ID	Code	P	FE	FS	
Shipboard Operations Certification	T016	O	X	X		
	Reference this instruction and MAJCOM guidance. Pilots and FEs must complete approved training before acting as primary aircrew members during shipboard operations.					
NOTE:						
1. Training Codes:						
N = Non-grounding--the aircrew member may perform flight duties with the event not completed, and may maintain CMR or BMC status depending on MAJCOM guidance.						
O = Other restrictions--the aircrew member may perform flight duties with the event not completed or overdue under the condition the mission profile does not include the specific event.						

5.8.2. The MAJCOM A3 training and stan/eval division chief is the SOI approval authority for certification training; SOI approval authority may be delegated no lower than the OG/CC. If delegated, the OG/CC will develop courseware for certifications IAW a MAJCOM standardized SOI format. The OG/CC will ensure the MAJCOM A3 training branch chief coordinates on all unit-specific certification syllabi prior to publication. Once finalized, the OG/CC will forward a courtesy copy of the specific certification courseware to the MAJCOM A3 training branch chief.

5.8.3. Document certifications IAW MAJCOM guidance.

5.9. Recertification Requirements.

5.9.1. Recertification training is required when an aircrew member is decertified IAW AFI 11-202V2.

5.9.2. For discretionary decertification, provided documentation is available (i.e., AF Form 8, AF Form 1381, or AF Form 4348) and squadron commander approval is obtained, certification may be regained by demonstrating proficiency under the supervision of an instructor.

5.10. Failed Flight Evaluation. For loss of certification due to a failed flight evaluation, the squadron commander has authority to recertify the individual after the flight evaluation is successfully completed.

Chapter 6

AIRCREW TRAINING RECORDS AND REMEDIAL/PROGRESS REVIEW (PR) PROCEDURES

6.1. General. Establish and maintain aircrew member training records IAW AFI 11-202 volumes, this instruction, AFI 11-401, and appropriate MAJCOM directives. This chapter provides guidelines on documenting student training, and maintaining training records. MAJCOMs are authorized to use PEX, graduate training integration management system (GTIMS), or any other locally developed hard-copy/electronic training folder; however, guidance (to include grading methods) that differ from those described within this chapter must be provided. The UH-1N FTU is exempt from procedures within this Chapter.

6.2. Entry Into Upgrade. Initiate a training folder for ETCA formal training courses in whole or in part (FTU or in-unit), LMT, difference training, specialty training, certification/recertification training, and all corrective action or additional training. Each formal training program must have documentation of entry into upgrade by squadron leadership. This will normally consist of an entry on the first AETC Form 73, *Aircrew Training Narrative*, in the trainee's record. Squadrons may substitute an MFR in place of the AETC Form 73 entry. This document will be signed by the squadron operations officer, or designated representative.

6.2.1. Active Training Folder Storage. Active training folders must be maintained in a location readily accessible to instructors, trainers, supervisory personnel, and the individuals in training. This location will be at the squadron to which the student is assigned/attached for flying.

6.3. Training Folders.

6.3.1. Training Folder Binder. When an electronic training folder is not used, a hard-sided binder will be used as the training folder. The binder cover sheet will be locally designed and placed on the front outside portion of the binder. The cover sheet should reflect the following minimum information: Name, Rank, Aircrew Position, Type of Training, Training Start Date, and Required Training Completion Date. If a waiver to the required training completion date has been granted, cross-out previous date and right in the new approved date.

6.3.1.1. Binder Spine. The spine will reflect the following minimum information: The Rank and Last Name of the individual in training, and the type/name of training enrolled in. **Note:** If one binder is used for multiple personnel, the spine will reflect the category of personnel (i.e., TRF) and type/name of training.

6.3.2. Training Folder Sections. The training folder will be composed of the following sections:

6.3.2.1. Section 1--Checklist(s). This section contains locally developed checklists (e.g., in-processing, upgrade, and requalification checklists).

6.3.2.2. Section 2--Administrative. This section will contain general administrative type form(s) or letter(s). The administrative section should be organized in the following sequence: FTU upgrade course flow sheets (or locally developed course flow sheets derived from FTU upgrade course flow sheets), prerequisite worksheets (if applicable),

ARMS ground training input worksheet (if applicable), mission scenarios (if applicable), completed ADSC form, MFRs, and other memorandums of significance.

6.3.2.3. Section 3--AETC Form 75, *Aircrew Training Record – Ground/Flying Training Summary*. For circumstances in which a student has started his/her upgrade at the FTU, but was unable to complete it there, squadrons are authorized to continue the electronic format, use AETC Form 75 (applicable to specific upgrade), or use another MAJCOM approved method to track the individual's training.

6.3.2.4. Section 4--AETC Form 74, *Aircrew Training Sortie Maneuver Grades*, and AETC Form 73. This section contains all materials required by an individual to complete their specific LMT or upgrade. For circumstances in which a student has started his/her upgrade at the FTU, but was unable to complete it there, squadrons are authorized to continue the electronic format, use AETC Form 74 and AETC Form 73, or use another MAJCOM approved method for training documentation.

6.3.2.4.1. If there is more than one training event, certification, or upgrade being accomplished during the individual's training, then each upgrade/certification will be separated by divider(s).

6.3.2.5. Section 5--SOIs. This section contains either an FTU, MAJCOM-approved, or unit developed SOI.

6.3.3. AETC Form 75, *Aircrew Training Record – Ground/Flying Training Summary*. Page one of the AETC Form 75 provides a chronological record of ground training events. Entries are required for academic ground training, locally-developed/unit-specific ground training, remedial ground training (e.g., GT-3/R-1), and cockpit procedural training. All of these ground training events require an AETC Form 75 entry. Comply with the following instructions when documenting aircrew member training on the AETC Form 75, page one.

6.3.3.1. NAME. Enter student's rank and last name.

6.3.3.2. DATE YR____. Self-explanatory.

6.3.3.3. TNG. Enter the ground/academic training period identifier from either the course flow or prerequisite sheets in the "TNG" block. For remedial ground training, enter the respective designator (e.g., GT-3/R-1, 11/SYS-9/R-1, 11/MSN-10/A/R-1).

6.3.3.4. GRADE. Instructors will annotate an overall grade for each ground/academic training period IAW the respective SOI grading criteria. When using **Table 6.1**, use a grade of "3" for ground training events which don't require an actual grade to indicate training is complete.

6.3.3.5. INSTRUCTOR NAME. Enter the last name of the instructor or evaluator who accomplished the training.

6.3.3.6. TIME. Self-explanatory. Do not include time normally associated with prebriefing and debriefing training missions.

6.3.4. AETC Form 75, *Aircrew Training Record – Ground/Flying Training Summary*. Page two of AETC Form 75 provides a chronological record of flying training events. Record flight training events on training sorties and operational missions. All events scheduled will be logged, even if canceled by external factors (e.g., WX, MX). Entries on the AETC Form

75 will also have an accompanying entry on the AETC Form 73. Comply with the following instructions when documenting aircrew member training on the AETC Form 75, pages two and three:

6.3.4.1. DATE YR____. Self-explanatory.

6.3.4.2. TNG. Enter the numbered flight training period designators (e.g., AC-2, AI-3, EV-1). When squadrons use FTU courseware, enter the lesson designators. Flights accomplished simultaneously will not be entered together on one line, but will be entered on two separate lines with the training times divided appropriately.

6.3.4.3. GRADE. Instructors or evaluators will compute an overall grade for each ride (instructional or evaluation). **Table 6.1** lists overall lesson grades. **Table 6.2** lists overall status and incomplete descriptions when using GTIMS. Flight evaluation results will be annotated as Q-1, Q-2, or Q-3.

Table 6.1. Overall Lesson Grades.

Overall Lesson Grade		Description
0	Non-progressive (Unsatisfactory)	<p>Student: Fails to meet the listed RPL for any task, and no training remains in that job element (the failed item) before an evaluation/phase completion.</p> <p style="text-align: center;">or</p> <p>Fails to meet the listed RPL for any task and the same task was graded below the RPL on the last flight on which it was graded.</p> <p style="text-align: center;">or</p> <p>Demonstrates dangerous tendencies.</p> <p>Regression: Failure to achieve or maintain syllabus RPL is considered regression. If the student has sorties/lessons remaining within that category/phase of training, the student may continue to the next sortie/lesson, but must be brought back to RPL through remedial instruction. Document the remedial instruction in the narrative section of the student's training folder to clear the regression.</p>
1	Regressive (Subpar)	<p>Student fails to meet the listed RPL for any task, and training remains in that job element (the failed item) before an evaluation/phase completion.</p> <p>See Regression under Nonprogressive.</p>
2	Low Satisfactory	Student achieved the minimum RPLs listed for the training mission, however requires minor improvement.
3	Satisfactory	Student meets all RPLs listed for the training mission.
4	Exceptional	<p>Student exceeds the RPLs in an exceptional manner.</p> <p style="text-align: center;">or</p> <p>Student exceeds the RPLs for at least 10 percent of the total events required to complete a lesson, and no event is graded below a</p>

Overall Lesson Grade		Description
		required RPL for the sortie.
NG	No Grade (Remedial)	<p>Student Nonprogression (SNP)/X Sorties – An X sortie/lesson (or student nonprogression) is used to document additional sorties/lessons beyond syllabus requirements in order to provide remedial training to bring student performance up to RPL.</p> <p>X sorties are used under the following circumstances:</p> <ul style="list-style-type: none"> - Any sortie/lesson with a training task graded “D” or an overall grade of “0.” - Failure to meet RPL for a recommendation ride. - Back-to-back regression for the same maneuver item file (MIF). <p>Procedures:</p> <ul style="list-style-type: none"> - SNP, or any additional sortie/lesson flown to correct deficient training task(s), will be indicated as an X sortie/lesson denoted by an X# suffix after the sortie designation (e.g., NT-2-X1, NT-2-X2). - If additional ground instruction or device training is necessary to correct deficiencies before the X sortie/lesson is flown, document that training on the X sortie/lesson in the student training folder. - If two X rides are authorized in the PR process, and the student performs satisfactorily in previously identified deficiencies on the first lesson, a second remedial lesson is not required. - If a second remedial lesson is required, the overall grade for the first lesson would be “NG” (student remains in training status), and the second lesson will be graded using normal grading procedures. - The first of multiple remedial lessons will be graded “0” only if the student’s performance compromises safety, and further flights are not recommended. - If on the final authorized remedial lesson recommended by the PR process, the student does not advance to the next lesson, the student will be graded “0.”
NG	No Grade (Extra)	<p>Extra Sorties (Add Sorties) – Non-graded, direct support sorties generated under unique circumstances. Add sorties include break-in-training (BIT) and direct support sorties.</p> <p>Procedures:</p> <ul style="list-style-type: none"> - BIT – If a student experiences an extended period without flying (greater than 10 duty days), the student’s squadron operations officer or designated representative may approve up to two ADD-# sorties, and the squadron commander up to two more. All other sorties require OG/CC approval. The

Overall Lesson Grade		Description
		<p>student will accomplish syllabus course training standards (CTS) required to regain proficiency as of the last completed lesson. If a BIT sortie is required after a recommendation for evaluation, the sortie will be graded and include all recommended criteria according to the syllabus, and another operations review will be accomplished before the flight evaluation. Include BIT sortie time in student total training time.</p> <ul style="list-style-type: none"> - Direct Support – Direct support sorties are authorized to support either operational missions or another student’s syllabus-directed training requirement via single-ship or formation. When flown under instructor supervision, students may perform direct support aircrew stick shaker duties in events or missions they have not been trained for, which would otherwise require another qualified aircrew member. When not under direct instructor supervision, students may fly operational missions (e.g., ferry flights) in which they have already been qualified in (e.g., BAQ). As these sorties are not dedicated to training the supporting student to meet syllabus CTS, do not include the direct support time in the supporting student’s training folder. Enter 0.0 hours. - Identify BIT and direct support sorties as ADD-1, ADD-2, ADD-3, etc., in the student’s training folder. All ADD-# sorties require a write-up to describe the mission in the narrative record, and are numbered sequentially within the course. For direct support sorties, include the student’s primary, secondary, and total flight time in the narrative. ADD-# sorties may never be used to augment a student’s training after the student is entered into the commander’s review (CR) process.
I	Incomplete	<p>The overall grade will be an “I” if the student is not graded on all lesson job elements, and any of the following conditions are met:</p> <ul style="list-style-type: none"> - The student has not previously attained the RPL of the missed job element(s), and the RPL changes to a higher level on the next training period. - The student was graded “I” on the previous training period, and the missed job element(s) could not be accomplished during the current training period. <p>Procedures:</p> <ul style="list-style-type: none"> - If the incomplete event/sortie is a prerequisite for the subsequent ground/flight period, the incomplete job element(s) must be completed prior to starting the subsequent ground/flight period. - To clear an incomplete sortie, the missing job elements will

Overall Lesson Grade		Description
		<p>be made up on subsequent ground/flight periods when possible; otherwise, the lesson will be taught/reflown covering the item(s) not previously graded.</p> <ul style="list-style-type: none"> - The training period remains incomplete until accomplishment of the job element(s) on a subsequent ground/flight period. - The event/sortie may be graded complete if the RPL was previously achieved, or if the RPL can be achieved on a subsequent ground trainer/sortie where the RPL has not increased. - The missed job element must be accomplished prior to its RPL increase. - If "I" is used, it will be followed by the reason: <ul style="list-style-type: none"> o "I-MX" for a maintenance abort or delay. o "I-OPS" for an operations abort or delay. o "I-WX" for a weather abort or delay. o "I-SYM" for a sympathetic abort or delay. o "I-IN" for student requirements being incompatible with the sortie being flown. o "I-OTH" for other reasons that the instructor will explain in his narrative. - All incomplete entries will be fully explained on the AETC Form 73.
PA	Proficiency Advancement	<p>Students may advance past a single sortie/lesson to the next sortie/lesson or evaluation in a training category provided all RPLs are met or exceeded for the advanced (skipped) sortie/lesson. The squadron commander or operations officer is the PA approval authority.</p> <p>Document PA as follows:</p> <ul style="list-style-type: none"> - Instructor: Make a narrative recommendation on the AETC Form 73. - Concurring official: <ul style="list-style-type: none"> o Enter a narrative with a lesson grade "PA." o Line through the lesson on the course flow sheet. o Enter "PA" in the "GRADE" block of the actual training profile column, and in the "GRADE" block of the AETC Form 75. o Draw a vertical line through the appropriate lesson on the AETC Form 74. - Student: Initial above concurring official's signature on the AETC Form 73 to indicate acknowledgment of PA. - Concurring official: Notify squadron scheduler of PA. <p>PA may be used more than once in a phase, as applicable. Minimum</p>

Overall Lesson Grade	Description
	events may not be reduced for a lesson/phase with a “PA” grade.

Table 6.2. Overall Status and Definition.

Overall Status	Definition
Effective	Sortie/lesson is effective if the student completes all required sortie/lesson training task(s), and preprinted RPL performance objectives.
Effective/Incomplete	A sortie/lesson is effective/incomplete if the student does not accomplish all sortie/lesson training tasks, and additional sorties remain available in the mission/phase to accomplish the missed training tasks (e.g., early termination of the sortie due to WX or MX).
Effective/Regression	Sortie/lesson is effective/regression if the student accomplishes all training tasks, but fails to maintain preprinted RPLs.
Noneffective (NE)/SNP	Sortie/lesson is NE/SNP if the student fails to clear regression status, does not achieve required training task CTSs on the last sortie/lesson in a phase, or any training task RPL is graded “D.”
NE/Other	Sortie/lesson is NE/Other if the student does not accomplish required training tasks due to external factors (e.g., failure to launch due to WX or MX), and the sortie/lesson is rescheduled.

6.3.4.4. **INSTRUCTOR NAME.** Enter the last name of the instructor or evaluator who accomplished the training.

6.3.4.5. **TNG TIME.** Enter the actual training profile flight time from the AETC Form 74 in the left half of the “TNG TIME” block. Enter the student’s cumulative training profile flight time in the right half of the “TNG TIME” block.

6.3.4.6. **MSN TIME.** Enter the total mission (sortie) flight time for that training profile in the left half of the “MSN TIME” block. Enter cumulative mission (sortie) flight time in the right half of the “MSN TIME” block.

6.3.4.7. **WRITTEN EVALUATIONS.** Record both AFI 11-202V2 written evaluations and other written evaluations required by the SOI. Do not enter emergency procedure evaluation (EPE) or **BOLDFACE** evaluations that were completed during the upgrade training. Comply with the following instructions when documenting written evaluations:

6.3.4.7.1. **DATE.** Enter the date the written evaluation was completed.

6.3.4.7.2. **NAME OF WRITTEN EVALUATION.** Enter AFI 11-202V2 description, or other appropriate identifier.

6.3.4.7.3. **GRADE.** Make entries IAW AFI 11-202V2 (e.g., 98%).

6.3.4.8. **FLYING/PERFORMANCE EVALUATIONS.** Include only flying evaluations. Record data on required evaluations [e.g., qualification (QUAL), initial (INIT) mission (MSN), INIT instructor (INSTR)], including final evaluation and reevaluation (if applicable). Comply with the following instructions when documenting flying/performance evaluation:

6.3.4.8.1. RECOMMEND. Enter date recommended for a performance evaluation (e.g., QUAL, INIT MSN, INIT INSTR). Combined evaluations (e.g., QUAL/INSTM) require only one recommendation.

6.3.4.8.2. TYPE EVALUATION. Enter AFI 11-202V2 evaluation description, or other appropriate identifier.

6.3.4.8.3. INSTRUCTOR. Enter the last name of the instructor or trainer who recommended the individual for the evaluation.

6.3.4.8.4. OPS REVIEW. This review is required after the recommendation for a flight evaluation. It must be conducted prior to the flight evaluation. The operations officer, or his designated representative, will review the applicable phase of training to ensure that all flight and ground training requisites have been accomplished to the appropriate RPL. The reviewer initials in the "OPS REVIEW" block to denote completion. The reviewer will also make an entry of "OPS Review" in the "SORTIE ID" block of the AETC Form 73, along with an accompanying narrative in the "PROFILE / STRENGTHS / WEAKNESSES / RECOMMENDATIONS" block.

6.3.4.8.5. EVAL DATE. Enter the date the evaluation was completed.

6.3.4.8.6. EVALUATOR. Enter the last name of the evaluator.

6.3.4.8.7. GRADE. Flight evaluation results will be annotated as Q-1, Q-2, or Q-3.

6.3.5. AETC Form 74, *Aircrew Training Sortie Maneuver Grades*. This form provides training profiles, task listings, scheduled training, and Maneuver Task Performance Standards/RPLs for each ground/flight-training task IAW the respective SOI. This form reflects RPLs required for training sortie completion, and is also used to document the student's demonstrated task/sub-task performance and knowledge levels. An end of task RPL is annotated on the right side. This RPL must be maintained prior to the respective flight evaluation. Maintain AETC Form 74 in Section 4 of the training folder. Comply with the following instructions when documenting aircrew training sortie maneuver grades:

6.3.5.1. TRAINEE NAME. Enter the student's rank and last name.

6.3.5.2. COURSE/PHASE. If not previously entered, enter course identifier (e.g., UH1N-MP-IQ).

6.3.5.3. CREW POSITION (*upgrading to*). For upgrades, enter the aircrew position being upgraded to. For all other training, enter the current aircrew position.

6.3.5.4. PROGRAMMED SORTIE NAME. The programmed sortie name provides the programmed training sequence including flight training mission, and identifies the type of training mission and number (e.g., AC-1, AI-2, EV-3).

6.3.5.4.1. For ETCA courses, this section will reflect the course summary documents. When additional columns are required, enter the next training mission and number in the first blank column, and grade the applicable tasks in the "P" column. If a training flight is continued on another sortie due to an incomplete lesson, indicate the same lesson number at the top of the first available unnumbered column, and enter the grades of the maneuvers flown on that sortie in the appropriate

“P” column boxes. The grades entered on reflight flights need not be slashed (/) through to indicate completion.

6.3.5.5. PROGRAMMED HOURS. Annotate actual training time of the sortie (e.g., 1.2, 1.9, 2.5). For FTU upgrades accomplished via SMT, training flight duration should be as close as possible to the FTU course profile flight time. The intent is to ensure sufficient time is allotted for the performance of a sufficient number of maneuvers or event accomplishment during the individual sortie to ensure the student has a chance for normal progression.

6.3.5.6. DATE (*DD MMM*). Annotate day and month (e.g., 06 Mar, 29 Sep) training was accomplished.

6.3.5.7. GRADE. Instructors or evaluators will compute an overall lesson grade for each ride (instructional or evaluation).

6.3.5.8. TASK/TOPIC LISTING. Use the far left column to identify a general area (e.g., Flight Preparation, Normal Operations, EPs). The FTU or MAJCOM will develop these listings from the appropriate master training task list (MTTL).

6.3.5.9. MIN EVN. This column reflects the minimum number of times a student must perform, or be exposed to an event/task on any given mission, series of missions, or phase of training. These events cannot be PA'd, and are minimum requirements.

6.3.5.10. Maneuver Task Performance Standards/RPLs. See [Table 6.3](#) Instructors assign grades based on the student's characteristic performance without regard to the student's type and amount of training. Comply with the following instructions when assigning grades:

Table 6.3. Task Performance Standards.

Event Grade		Definition
0		Performance indicates a lack of ability or knowledge.
1		Can do tasks, but only understands topics after being introduced, told, or shown. Can only identify basic facts and state nomenclature/terms, and/or perform basic procedures involved in an activity with significant assistance from an instructor.
2		Can do tasks and understand topics, but not to the desired levels of speed, accuracy, and safety. Can only state/discuss facts and nomenclature/terms, and/or perform procedures and basic techniques involved in an activity with some assistance from an instructor.
3		Can do tasks and understand topics at the acceptable levels of speed, accuracy, and safety. Can analyze/state/describe facts/principles and nomenclature/terms, and/or perform procedures and techniques involved in an activity with no assistance from an instructor.
4		Can do all tasks and understand all topics at the highest levels of speed, accuracy, and safety. Can evaluate/explain/describe facts/principles and nomenclature/terms, and/or perform procedures and create new concepts/techniques involved in an activity.
D	Dangerous	Performance was unsafe; showed dangerous tendencies. One element

Event Grade		Definition
		marked "Dangerous" will require an overall grade of "0."
U	Unknown	Performance was not observed; element was not performed.
I	See Note	Introduction or familiarization training was conducted, but the individual was not held responsible for task performance or knowledge.
R	See Note	Previously evaluated material was reviewed to ensure a desired level of proficiency was maintained.
NOTE: "I" and "R" grading scales should be kept to a minimum, and are intended for key staff, senior officer, WST/simulator, and system refresher courses.		

6.3.5.10.1. When using the AETC Form 74, disregard the "K" (knowledge) column. A single grade will be used for both performance and knowledge and will be placed in the "P" (performance) column.

6.3.5.10.2. If a situation arises where an upgrade does not use all aspects of the SOI [e.g., MP requalification upgrade (contact portion not applicable, or hoist operations not applicable)], line through the unused portions of the RPL columns on the AETC Form 74. Squadrons are not authorized to change RPLs on SOIs directed by a higher authority (e.g., MAJCOM RTM).

6.3.5.10.3. For AETC Form 74s with preprinted RPL grades, make a diagonal (/) slash through the grade if the student meets the RPL. If a higher or lower RPL is met, write the new grade over the preprinted one. If the job element contains an RPL of "R" (review), and the student satisfactorily completes the reviewed item, then slash (/) through the "R". An RPL of "I" indicates a requirement for introduction of the maneuver. An instructor will demonstrate the task and place an "I" for introduction in the block. If there are no indicated RPLs for a particular event, the student need not demonstrate proficiency or knowledge; however, instructors may grade those events when time, student needs, and abilities permit during training sorties. Instructors may also use these blocks to allow exceptional students to PA, or tailor lessons to the needs of the student. If there is a situation where the AETC Form 74 doesn't have preprinted RPL grades, the instructor will indicate the grade attained by the student on each accomplished job element by writing the grade in the appropriate "P" column and row.

6.3.5.11. End of Phase RPL Level. The "P" column indicates the end of phase/task performance standard required for each task and sub-task. Students will not be evaluated until required task performance standards are attained.

6.3.6. AETC Form 73, *Aircrew Training Narratives*. This form is used to document narrative descriptions of training events, monthly director of training (DOT) reviews, operations officer reviews, and training PRs. Maintain AETC Form 73s in Section 4 of the training folder.

6.3.6.1. In the absence of user MAJCOM specific guidance, the squadron commander, operations officer, or squadron training officer/non-commissioned officer in charge (NCOIC) will make an entry for a BIT of 10 duty days or more, and an explanation as to why the training was stopped (e.g., DNIF, emergency leave, TDY). Include the dates on

which the training was stopped and restarted. Other remarks may be made as appropriate.

6.3.6.1.1. Any change to the training sequence requires an SOTW IAW this instruction. Accomplish an SOTW to document waiver approval. An SOTW is defined as any change in the sequence of scheduled training to better match squadron scheduling, MX, operational, and WX needs. An SOTW does not allow training after the flight evaluation. Training altered by the SOTW will be accomplished prior to the evaluation for that phase. SOTWs will be annotated on the AETC Form 73, and will include as a minimum: Affected training, rationale/justification for changing the training sequence, and a consideration of the effects on RPLs due to out of sequence training as a result of the change.

6.3.6.1.2. Notify the MAJCOM A3 training branch chief through appropriate channels of all upgrades that are placed on “Hold”, and MAJCOM/A3 for upgrades placed on “Termination” due to student performance. Possible reasons for placing an individual on “Hold” might be due to DNIFs, TDYs, personal problems, etc., while a cause for “Termination” would be due to medical disqualification or flying/academic deficiencies.

6.3.6.1.3. Upon conclusion of training, a final DOT review will be accomplished to ensure all training has been completed. This entry also serves to close out the training folder.

6.3.6.2. Instructors or flight examiners will write a narrative for all training and evaluation flights (see AF Form 8 for details for evaluation flights). The following are considered major topic areas of the narrative description, and will be annotated for every entry. Entries may be hand-written or typed. Comply with the following instructions for each narrative:

6.3.6.2.1. TRAINEE NAME. Enter the student’s rank and last name.

6.3.6.2.2. AIRCRAFT TYPE. UH-1N.

6.3.6.2.3. CREW POSITION (*upgrading to*). For upgrades, enter the aircrew position being upgraded to (e.g., IP, MT). For all other training, enter the current aircrew position.

6.3.6.2.4. YEAR____ DATE (*DD MMM*). Self-explanatory.

6.3.6.2.5. SORTIE ID. Enter the appropriate training period designator numbered sequentially (e.g., DT-1, DT-2, R-3, NR-4).

6.3.6.2.6. PROFILE / STRENGTHS / WEAKNESSES / RECOMENDATIONS. Describe the mission scenario/profile to accurately document each event (e.g., NVG, type/number of approaches, sites/LZs flown to). Narratives in this section should include an entry pertaining to general WX conditions (i.e., sky condition, visibility, winds, temperature), as well as other pertinent WX information. Narratives should also elaborate on a student’s strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Ensure weaknesses, applicable restrictions, and additional training required to clear the weaknesses/restrictions are clearly annotated and explained. Generalized narratives such as: “Student made

several minor errors on preflight that were corrected by the instructor” are not acceptable. Specific errors must be documented. A narrative will be entered whenever the achieved performance level was below the printed RPL. Enter the authorization of recommended progression on PAs. For evaluations completed Q-1, enter: “Profile: See AF Form 8 for details.” For evaluations graded Q-2 or Q-3, evaluators will make an entry using the “PROFILE / STRENGTHS / WEAKNESSES / RECOMMENDATIONS” format. Make one entry for each training profile accomplished. The format for narratives is:

6.3.6.2.6.1. **PROFILE:** The first entry after Profile will be: Complete. or Incomplete. This will be followed by the grade earned, or why the sortie was incomplete. If the sortie was not completed, list what items need to be accomplished. A brief description of weather and other related factors [i.e., equivalent moon illumination (EMI) levels for an NVG sortie or sea state for a water operations (ops) sortie] should be the next item. The rest of the section should be a brief summary of training completed, to include specific events and the number of iterations when relevant. The description should be written so the next instructor has no doubt where to pick-up the training. Detailed comments will be entered whenever the performance level attained is below the printed RPL.

6.3.6.2.6.2. **STRENGTHS:** This section should be a brief summary of the student’s strengths. Make every effort to identify usable and relevant strengths to further build a picture of student progression for the next instructor. There should always be some strength or strengths to emphasize; however, if the sortie does not lend itself to identifying any strengths, or no strengths are honestly noted, state: “None Noted”. When no strengths are noted, strong consideration should be given to awarding the student an unsatisfactory grade for the training period.

6.3.6.2.6.3. **WEAKNESSES:** This section should be a brief summary of the student’s weaknesses. It should also contribute to the next instructor’s ability to understand the proficiency level the student has attained, and provide areas at which the student needs to strive for improvement. An honest assessment is critical; on the other hand, avoid being overly harsh or judgmental. There should always be some weakness or weaknesses to emphasize; however, if the sortie does not lend itself to identifying any weaknesses, or no weaknesses are honestly noted, state: “None Noted”. When no weaknesses are noted, strong consideration should be given to awarding the student the highest grade authorized for the training period.

6.3.6.2.6.4. **RECOMMENDATIONS:** This section is written primarily for the next instructor, but should also include recommendations for the student when applicable. List items the next instructor should emphasize, or other suggestions which will maximize the student’s next training event. Enter the next recommended step for the student (i.e., continue with training, proceed to evaluation, PA, etc.).

6.3.6.2.6.5. Evaluators, instructors, and instructor candidates will sign below entered narratives and print their Name, Rank, Branch of Service, and duty title below their signature.

John T. Doe

JOHN T. DOE, Capt, USAF

Chief of Training

6.3.6.2.6.6. Student Review. Students will initial all entries. They will initial each training period's narrative prior to their next training period indicating awareness of training status. The student's initials will be placed just above the instructor's signature. The student does not have to agree with the narrative before initialing the form.

6.3.6.2.7. Monthly/Quarterly Reviews. The monthly review is not required during the month in which the quarterly review is accomplished. Reviews will be documented on the AETC Form 73. The reviewer will insert "DOT Review" for monthly reviews in the "SORTIE ID" block. Squadron operations officers are required to review training folders on a quarterly basis. The operations officer will insert "DO Review" for the quarterly reviews, SOTW entries, and other entries as applicable in the "SORTIE ID" block. Narratives concerning the student's progress, status, and recommendations will be written in the "PROFILE / STRENGTHS / WEAKNESSES / RECOMMENDATIONS" block. The reviewer will sign below their narrative in the same format discussed after Recommendations.

6.3.6.2.8. Operations Reviews. This review is required after the recommendation for a flight evaluation. It must be conducted prior to the flight evaluation. The operations officer, or his designated representative, will review the applicable phase of training to ensure that all flight and ground training requisites have been accomplished to the appropriate RPL. The reviewer initials in the "OPS REVIEW" block of the AETC Form 75 to denote completion. The reviewer will also make an entry of "OPS Review" in the "SORTIE ID" block of the AETC Form 73 with accompanying narrative in the "PROFILE / STRENGTHS / WEAKNESSES / RECOMMENDATIONS" block. The "OPS Review" entry will only be used for flight evaluation recommendation entries.

6.4. Training Folder Disposition. Training folders (hardcopy or electronic) will remain active until an aircrew member has officially completed an upgrade, certification, etc., and the training folder is closed. Closed folders will be maintained in an inactive status by the squadron's training office. Inactive training folders require annual reviews to ensure the disposition schedule is followed. File and dispose of training folders IAW guidance found in the Air Force Records Disposition Schedule, <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>, Table 36-44, Rule 5. A copy of the training folder may be obtained by the aircrew member upon request.

6.5. Instructions for Documenting Aircrew Qualifications/Certifications. Squadrons must accurately track all qualifications and certifications for each aircrew member. This is best accomplished through a combination of the AF Form 1381 or AF Form 4348, and a locally generated letter of qualifications/certifications (or equivalent).

6.5.1. IAW the career field education and training plan (CFETP), personnel in AFSC 1AXXX are exempt from maintaining on-the-job training (OJT) Training Folders (AF Form 623).

6.5.2. AF Form 1381 or AF Form 4348. The AF Form 1381 or 4348 will be used to document instructor certified ground/flying training events. If used, the AF Form 4348 will be maintained in the aircrew member's FEF IAW AFI 11-202V2.

6.5.3. AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*. This form is the source document used to update aircrew certification, assign training profiles, and update formal flying training dates in ARMS. The squadron stan/eval or training office will complete this form and submit it to the SARM personnel to assign training profiles when a new aircrew member in-processes the squadron. Complete a new form when training profiles are added, aircrew certification codes change, and when formal school courses are completed.

6.5.4. Letter of Qualifications/Certifications. A letter of qualification/certification (normally referred to as a Letter of Xs) is a commander's tool to track individual aircrew member certifications and qualifications. Guidance for maintaining a letter of qualification/certification should be provided in stan/eval instructions. In the absence of such guidance, it is recommended squadrons maintain the following information: Aircrew member name, highest qualification, and specialized training or certifications currently held. Include those mission events aircrew members are qualified/certified in. Other information may be included at the discretion of the squadron commander. Squadrons will forward a current copy of the letter of qualification/certification to the MAJCOM A3 training branch chief monthly.

BURTON M. FIELD, Lt Gen, USAF
DCS, Operations, Plans and Requirements

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

- AFI 11-2UH-1N Volume 2, *UH-1N Aircrew Evaluation Criteria*, 11 February 2008
- AFI 11-2UH-1N Volume 3, *UH-1N Helicopter Operations Procedures*, 19 April 2012
- AFI 11-2TH-1H Volume 1, *TH-1H Helicopter Aircrew Training*, 23 July 2009
- AFI 11-2TH-1H Volume 2, *TH-1H Helicopter Aircrew Evaluation Criteria*, 23 July 2009
- 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
- AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011
- AFI 11-235, *Forward Area Refueling Point (FARP) Operations*, 15 December 2000
- AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 October 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 11-403, *Aerospace Physiological Training Program*, 30 November 2012
- AFI 11-412, *Aircrew Management*, 10 December 2009
- AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 21 June 2010
- AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*, 1 December 2009
- AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 September 2006
- AFI 31-207, *Arming and Use of Force by Air Force Personnel*, 29 June 2012
- AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 30 April 2012
- AFI 36-2226, *Combat Arms Program*, 24 February 2009
- AFI 48-123, *Medical Examination and Standards*, 24 September 2009
- AFI 63-1201, *Life Cycle Systems Engineering*, 23 July 2007
- AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011
- AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 February 2005
- AFMAN 11-217 Volume 1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 36-2236, *Guidebook for Air Force Instructors*, 12 November 2003

AFOSHSTD 91-501, *Air Force Consolidated Occupational Safety Standard*, 7 July 2004

AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, 8 March 2007

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

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

T.O. 1-1-300, *Acceptance/Functional Checkflight and Maintenance Operational Checks*, 14 November 2007

T.O. 1H-1(U)N-6CF-1, *Acceptance and Functional Checkflight Procedures*, 3 December 2010

T.O. 1H-1(U)N-1, *USAF Series UH-1N Helicopter*, 3 December 2010

T.O. 11A10-24-7, *Storage and Maint Procedures-ACFT Parachute Flares M8A1--PN9217950 OMILF20363--LUU-2/B PN 7U41975-01--LUU-2A/B--PN 728921--LUU-2B/B--8240946-10--LUU-4/B--PN 747548*, 26 January 2011

T.O. 11A10-25-7, *Specialized storage and Maint Procedures Pyrotechnic Markers, MK-1MOD 3/B11690 MK2/344505 MK25 MOD 3/LD615141 or 1332145 M59/78-0-68*, 21 September 2005

T.O. 11A10-26-7, *Specialized Storage and Maint Procedures Pyrotechnic Signals*, 26 June 2002

Adopted Forms

AETC Form 6, *Waiver Request*

AETC Form 73, *Aircrew Training Narrative*

AETC Form 74, *Aircrew Training Sortie Maneuver Grades*

AETC Form 75, *Aircrew Training Record - Ground/Flying Training Summary*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledge Statement*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1256, *Certificate of Training (LRA)*

AF Form 1381, *USAF Certification of Aircrew Training*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, *Aircrew Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

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

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AC—Aircraft Commander
ACDE—Aircrew Chemical Defense Ensemble
ACDT—Aircrew Chemical Defense Training
ADSC—Active Duty Service Commitment
AERP—Aircrew Eye/Respiratory Protection
AETC—Air Education and Training Command
AFE—Aircrew Flight Equipment
AFGSC—Air Force Global Strike Command
AFI—Air Force Instruction
AFMAN—Air Force Manual
AFOSH—Air Force Occupational Safety and Health
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFSC—Air Force Specialty Code
AFTTP—Air Force Tactics, Techniques, and Procedures
AFUTL—Air Force Universal Task List
AG—Aerial Gunner
AIE—Alternate Insertion/Extraction Methods
AMC—Air Mission Commander
ANG—Air National Guard
API—Aircrew Position Identifier
ARMS—Aviation Resource Management System
ATARS—Aircrew Training and Rehearsal Support
ATC—Air Traffic Control
ATD—Aircrew Training Device
ATS—Aircrew Training System
BAQ—Basic Aircraft Qualification
BIT—Break-In-Training
BMC—Basic Mission Capable
CBT—Computer Based Training
CC—Commander

CD—Deputy Commander
CEA—Career Enlisted Aviator
CFETP—Career Field Education and Training Plan
CLM—Course Lesson Map
CMR—Combat Mission Ready
CoCT—Code of Conduct Training
CoCCT—Code of Conduct Continuation Training
CPT—Cockpit Procedure Trainer
CR—Commander’s Review
CRF—Convoy Response Force
CRM—Cockpit/Crew Resource Management
CTS—Course Training Standard
CV—Vice Commander
DCT—Difference Certification Training
DNIF—Duty Not Involving Flying
DO—Director of Operations
DOC—Designed Operational Capability
DoD—Department of Defense
DOT—Director of Training
DQT—Difference Qualification Training
DRU—Direct Reporting Unit
DSF—Defensive Suppressive Fire
EMI—Equivalent Moon Illumination
EP—Emergency Procedure
EPE—Emergency Procedure Evaluation
ETCA—Education and Training Course Announcements
FAR—Federal Aviation Regulation
FARP—Forward Area Refueling Point
FCF—Functional Check Flight
FCG—Foreign Clearance Guide
FE—Flight Engineer
FEB—Flight Evaluation Board

FEF—Flight Evaluation Folder
FLIP—Flight Information Publication
FLIR—Forward Looking Infrared Radar
FLUG—Flight Lead Upgrade
FS—Flight Surgeon
FTL—Flight Training Level
FTU—Formal Training Unit
GP—Group
GT—Ground Training
GTIMS—Graduate Training Integration Management System
HQ—Headquarters
IAW—In Accordance With
ICAO—International Civil Aviation Organization
IF—Instructor Flight Engineer
INDOC—Indoctrination
INIT—Initial
INST—Instructor
INSTM—Instrument
IP—Instructor Pilot
IQ—Initial Qualification
IQT—Initial Qualification Training
ITDY—Indeterminate Temporary Duty
KSC—Key Staff Course
LFT—Local Familiarization Training
LIMFAC—Limiting Factor
LMC—Local Mission Certification
LMT—Local Mission Training
MAJCOM—Major Command
MCC—Mission Commander
MDS—Mission Design Series
METL—Mission Essential Task List
MF—Mission Flight Engineer

MFR—Memorandum for Record
MIF—Maneuver Item File
MP—Mission Pilot
MQT—Mission Qualification Training
MSN—Mission
MT—Medical Technician
MTTL—Master Training Task List
MX—Maintenance
N/A—Not Applicable
NAF—Numbered Air Force
NCOIC—Non-Commissioned Officer In Charge
NE—Noneffective
NOTAM—Notices To Airmen
NVG—Night Vision Goggle(s)
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OI—Operating Instruction
OJT—On-the-Job Training
OPR—Office of Primary Responsibility
OPS—Operations
OSF—Operational Support Flyer
OSS—Operations Support Squadron
PA—Proficiency Advancement
PAA—Primary Assigned Aircraft
PAI—Primary Aircraft Inventory
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PDF—Portable Document Format
PDS—Personnel Data System
PFT—Programmed Flight Training
PMAI—Primary Mission Assigned Inventory

PR—Progress Review
PTAI—Primary Training Assigned Inventory
PTT—Part Task Trainer
QUAL—Qualification
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RPL—Required Proficiency Level
RQ—Requalification Training
RTM—RAP Tasking Memorandum
SAR—Search and Rescue
SARP—Standard and Recommended Practice
SERE—Survival, Evasion, Resistance, and Escape
SKA—Skills, Knowledge, and Attitudes
SMA—Special Missions Aviation
SMT—Secondary Method of Training
SNP—Student Nonprogression
SOI—Syllabus of Instruction
SOS—Squadron Officer School
SOTW—Sequence of Training Waiver
SOW—Special Operations Wing
Stan/Eval—Standardization and Evaluation
TDY—Temporary Duty
T.O.—Technical Order
TOT—Time On/Over Target
TRF—Tactical Response Force
TX—Transition Training
TX/RQ—Transition/Requalification
UJTL—Universal Joint Task List
UMD—Unit Manpower Document
USAF—United States Air Force
USAFWS—United States Air Force Weapons School
WG—Wing

WST—Weapon System Trainer

WX—Weather

Terms

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

Actual Airdrop— Aerial delivery of personnel, supplies, or equipment from an aircraft while in flight.

Aircraft Commander (AC)— A pilot who has been certified to perform duties in command.

Aircrew Training Device (ATD)— Hands on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), WST, operational flight trainer (OFT), or simulators.

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

Basic Aircraft Qualification (BAQ)— Status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly squadron aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until the completion of MQT. Except for General Officers above the WG level, and any other aircrew members specifically authorized by the MAJCOM/A3, BAQ is not a permanent qualification.

Basic Mission Capable (BMC)— The status of an aircrew member who has satisfactorily completed the FTU MQT, is qualified to perform the basic squadron operational missions, but does not maintain CMR. Aircrew member accomplishes training required to remain familiarized in all primary missions of their weapon system and squadron missions, but may only be qualified/certified and proficient in some. These aircrew members may also maintain special capabilities.

Certification— The process of certifying an aircrew member in tactical employment and special weapons capabilities, procedures, and rules.

Combat Mission Ready (CMR)— The status of an aircrew member who has satisfactorily completed MQT and LMT, is fully qualified to perform the squadron's operational mission(s), and maintains qualification/certification/proficiency in these missions.

Continuation Training— Training to maintain proficiency and improve aircrew capabilities while performing squadron missions and aircrew proficiency sorties not flown in formal syllabi missions, tests, or evaluations. This training is applicable to BAQ, BMC, and CMR aircrew members.

Crew Resource Management (CRM)— Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination IAW AFI 11-290.

Currency— The minimum frequency required to perform an event or sortie safely.

Direct Supervision— An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots, the IP must occupy one of the pilot seats. For other aircrew positions, the instructor must be readily available to assume the primary duties if required.

Emergency Procedures Evaluation (EPE)— An evaluation of aircrew knowledge and responsiveness to critical/non-critical EPs conducted by an evaluator. A simulator, WST, or other ATD may be used to administer an EPE. If none of these aids are available, the EPE is administered verbally.

Event— The accomplishment of specific training elements, functions, or tasks (i.e., formation, NVG, water operations, remote operations, etc.).

Flight Lead— As designated on the flight orders, the individual responsible for the overall conduct of the mission from preflight preparation/briefing to postflight debriefing regardless of actual position within the formation.

Formal Training Unit (FTU) Courseware— All material administered or distributed by the 58th SOW, 58th Training Squadron, or 512th Rescue Squadron are considered FTU courseware, and appropriate for aircrew training.

Formation— Two or more aircraft under the command of a designated Mission Commander (MC) or flight lead operating in close proximity with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others' flying in the same formation.

Functional Check Flight (FCF)— A flight or flights performed to determine whether an aircraft, and/or its various components, are functioning according to predetermined specifications while subjected to the flight environment. FCFs are conducted when it is not feasible to determine safe or required operation (aerodynamic reaction, air loading, signal propagation, etc.) by means of ground or shop tests. Conditions requiring FCFs are specified in the -6 T.O. for each type of aircraft. FCF checks or maneuvers can only be accomplished by current and qualified aircrew members.

In-unit MQT— Mission training taught at each squadron to complete training not provided at the FTU (e.g., NVG formation, aerial gunnery, etc.) or training not required by a PCSing aircrew member's previous MAJCOM. Includes training taught at each squadron to complete upgrades established as part of a larger FTU syllabus (e.g., hoist and NVG qualification).

Low-Level Operations Training— For helicopters, this is flight training conducted below 300 feet AGL.

Mission Commander (MCC)— The AMC is responsible for planning, coordinating, and executing the operation, and through the appropriate command and control system, directs mission support forces as required within the limits of the designating commander's authority. The AMC is delegated command authority to exercise operational control over assigned operational and mission support forces in order to attain specified mission objectives during operations and exercises. The AMC is the designating commander's representative, and is responsible for taking care of the details and the people involved in the mission.

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

Night Sortie— For helicopters to credit a night or NVG sortie, aircrew must log a minimum of one hour of night time, of which ½ hour for pilots must be primary. When performing instructor duties, ½ hour primary time is not required.

Night Time— Night time is defined as that portion of flight time between the end of evening civil twilight and the beginning of morning civil twilight as published in the American Air Almanac.

Operational Mission— Any mission not designated as a unilateral training mission.

Operational Support Flyer (OSF)— An individual whose primary full-time duty does not require flying, but may be required by the Air Force to fly on an infrequent or irregular basis in order to perform a specific, essential inflight duty which a regularly assigned primary or mission aircrew member cannot perform. Helicopter OSFs may include, but are not limited to MT and security force personnel.

Primary Aircraft Assigned (PAA)— Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required to meet their assigned missions (See AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*). PAA includes PMAI and primary training assigned inventory (PTAI).

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

Profile— A combination of training events that are flown together to receive credit, and are logged under one ARMS identifier.

Qualification— Aircrew member has demonstrated the capability to operate the aircraft and/or equipment safely and effectively during all phases of the mission.

RAP Tasking Memorandum (RTM)— A method used to implement the RAP program.

Ready Aircrew Program (RAP)— A continuation training program designed to focus training on capabilities needed to accomplish a squadron's core-task missions. MAJCOMs provide appropriate guidance for the purpose of receiving feedback, which allows the MAJCOM to effectively organize, train, and equip each squadron.

Required Proficiency Level (RPL)— The level at which a student must perform at a particular phase of training using grading standards and definitions for task performance and task knowledge as defined in the FTU Syllabi.

Special Missions Aviation (SMA)— A CEA AFSC responsible for the following activities: Performing aircraft visual inspections and in-flight duties; operating and monitoring engine and aircraft systems controls, panels, indicators, and devices; supervising cargo/passenger loading and offloading activities; determining cargo placement and restraint requirements, as well as directing and checking the placement of restraint equipment; computing aircraft weight and

balance, as well as performing functions which include airdrop of personnel and equipment/cargo; inspecting, operating, and securing armament systems and subsystems; operating airborne weapons systems; and employing combat procedures and tactics.

Specialized Training— Training in specialized tactics, weapon systems, or flight responsibilities such as flight lead, instructor, NVG water ops, etc. This training may be conducted during MQT, LMT, or during continuation training as required.

Student Non-Progression (SNP)/X Sorties—An X sortie/lesson (or student non-progression) is used to document additional sorties/lessons beyond syllabus requirements in order to provide remedial training to bring student performance up to RPL.

Syllabus of Instruction (SOI)— Formal guidance which details procedures to complete an aircrew training program. Also called a syllabus.

Tactical Mission— A mission designed to penetrate and operate within a combat or threat environment.

Techniques— Procedures that are options to the primary procedure. The reason for employment of techniques should be based on circumstances or situation, not personal preference.

Total Flying Time— Total time, to include student time, for all aircraft flown during military service. Total flying time accumulated for upgrade purposes must be in the aircrew member's current crew position (i.e., pilot or FE).

Training Cycle— The period of time for which aircrew continuation training requirements are tracked and maintained. The aircrew training cycle is normally 12 months, and runs from 1 Oct to 30 Sep.

Training Status— A status in which all of an aircrew member's flying training is completed under the supervision of an instructor in the aircrew member's respective crew position.

Volume— A method of tracking currency based on the total number of events/sorties completed within a specified period of time.

Weapons System Trainer (WST)— A six-degrees of freedom full-motion simulator, which replicates functionality, and allows training of all significant tasks of the design aircraft, including limited low-level NVG training with integrated forward looking infrared radar (FLIR) and radar presentations.