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SECRETARY OF THE AIR FORCE**

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Flying Operations

C-145A AIRCREW TRAINING

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This instruction complements AFPD 11-4, *Aviation Service*, and AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure* and AFI 11-202, Vol 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the C-145A aircraft. This publication applies to the Air Force Reserve Command (AFRC). See **Chapter 1** of this instruction for guidance on submitting comments and suggesting improvements or supplements to this publication. This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. The authorities to collect and or maintain the records prescribed in this publication are Title 37 United States Code, Section 301a, and Executive Order 9397 as amended by Executive Order 13478. Forms affected by the PA have an appropriate PA statement. The applicable Privacy Act System Notice, F011 AF XO A, Aviation Resource Management System (ARMS), is available online at: <http://www.defenselink.mil/privacy/notices/usaf>. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) maintained in the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. Recommendations for improvement to this instruction are encouraged. Send recommendations to AFSOC/A3T through command channels, on an AF Form 847, *Recommendation for Change of Publication*. AF/A3 is the approval authority for changes or revisions to this instruction. Because of the dynamic requirements for Combatant Commanders, training requirements and currencies may be altered regularly. These training requirement and currency adjustments may

be made via RTM. AFSOC/A3 will be an info addressee on all changes. MAJCOMs/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3OI, through AFSOC/A3TA, for approval prior to publication IAW AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to AFSOC/A3TA, and the user MAJCOM/DRU/FOA. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **Note:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to Headquarters Air Force (HAF). Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*.

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Chapter 1

POLICY

1.1. General. This instruction implements AFI 11-202, Vol 1, and provides for training management of C-145A aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The objective of training should be the progressive development of aircrew combat readiness.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, non-tactical aircrew duties.

1.1.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members in an assigned aircrew position for a specific aircraft, to perform the command or unit tactical aircrew duties.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct Air Force Task List (AFTL), United States Special Operations Command (USSOCOM) Joint Mission Essential Task List (JMETL), and Major Command (MAJCOM) Mission Essential Task List (METL) based, combat-oriented aircrew training.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) upgrades an aircrew member to aircraft commander (AC), instructor, or flight examiner in their respective crew position. It also provides selected aircrew members training leading to special mission event qualification or certification.

1.2. Training Objective. The overall objective of the aircrew training program is to develop and maintain a high state of aircrew readiness to facilitate immediate and effective employment in nonstandard aviation missions, exercises, contingencies, limited war, and general war operations.

1.2.1. The training program must train aircrew in the skills, knowledge, and attitudes (SKA) required in accomplishing assigned missions. Regulatory, directive, and authoritative sources of required information include but may not be limited to AFI 11-202, Vol 3, *General Flight Rules*, MAJCOM guidance, C-145A specific instructions (AFI 11-2C-145A, Volume 1, 2, 3), Federal Aviation Regulations (FARs), International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs), Flight Information Publications (FLIP), Foreign Clearance Guide (FCG), Notice to Airmen (NOTAM), Technical Orders (TOs), and Air Traffic Control (ATC) instructions. This document is the primary source of combat aircraft fundamentals and Formal Training Unit (FTU) mission qualification courseware and instruction. (T-1)

1.2.2. Air Force Special Operations Command (AFSOC) and AFRC, in coordination with USSOCOM, will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction. AFRC will subscribe to this instruction.

1.3. Roles and Responsibilities.

1.3.1. The AFSOC Commander is responsible for the overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and USSOCOM. AFSOC is designated as the lead command for C-145A operated aircraft.

1.3.1.1. AFSOC/A3 is the focal point for formal aircrew training management and is responsible for formal school training matters such as curriculum, standardization of training programs, and flying hour management. AFSOC/A3 may issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Memorandum (RTM) as necessary to group commanders for implementation.

1.3.1.2. AFSOC/A1/A4/A5/FM will coordinate their activities with AFSOC/A3 to ensure adequate resources supporting aircrew training programs are available.

1.3.1.3. AFSOC/A3T is responsible for the oversight of C-145A formal school training programs.

1.3.2. Formal Training Unit Responsibilities.

1.3.2.1. Overall operation, logistics, and administration of C-145A formal training courses, including the development and execution of the formal school training syllabi. (T-1)

1.3.2.2. Conduct and monitor C-145A formal training to meet course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as programmed flight training (PFT) quantity to produce crew members qualified to perform the mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes. (T-1)

1.3.2.3. Administer end-of-course critiques and graduate field evaluations. Forward a summary of critiques and evaluations to AFSOC/A3T for review. Coordinate with AFSOC/A3T to ensure formal school graduates meet unit requirements. (T-2)

1.3.2.4. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per syllabus of instruction (SOI). Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system (PDS) course code. (T-2)

1.3.2.5. Prepare, review, and forward syllabi to AFSOC/A3T for coordination. Include a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). (T-2)

1.3.2.6. Recommend required changes to Education and Training Course Announcements (ETCA) through appropriate channels to AFSOC/A3T. (T-3)

1.3.2.7. Notify AFSOC/A3T and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled, or if students will graduate without completing syllabus-training requirements. (T-3)

1.3.2.8. Prepare quarterly report of student training status and forward through appropriate channels to AFSOC/A3T. (T-2)

1.3.2.9. Conduct syllabus reviews every three years in collaboration with AFSOC/A3T and operational units. (T-2)

1.4. Aircrew Training Policy.

1.4.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, crewmember capabilities, and safety. This instruction/volume provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications. (T-1)

1.4.2. Training missions will be designed to achieve combat capability in squadron-tasked roles, maintain proficiency, and enhance mission accomplishment and safety. Training missions will emphasize basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities.

1.4.3. Sortie Allocation Guidance. (T-1)

1.4.3.1. In general, inexperienced crew members should receive sortie allocation priority over experienced crew members. Priorities for sortie allocation are as follows:

1.4.3.1.1. Squadron-assigned Mission Ready (MR).

1.4.3.1.2. FTU MR.

1.4.3.1.3. FTU Mission Qualified Training (MQT).

1.4.3.1.4. Wing-assigned MR.

1.4.3.1.5. Wing-assigned MQT.

1.4.4. The primary training method for C-145A initial qualification, requalification, or upgrade training is attendance at a formal school. United States Air Force (USAF) policy dictates the use of formal schools unless attendance is impractical. The secondary method is in-unit training using applicable formal school courseware. If no formal school exists, primary method is via MAJCOM approved in unit training. Secondary method training (SMT) requires a waiver be submitted through appropriate channels per AFI 11-202, Vol 1, *Aircrew Training*, AFSOC Supplement.

1.5. In-Flight Supervision.

1.5.1. All squadron instructors will be MR; exceptions will be approved by the squadron commander. (T-3)

1.5.2. For unqualified, noncurrent, or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight, or when an individual is regaining currency or qualification in specific events. (T-1)

1.6. Waivers. MAJCOM/A3 is the waiver authority for AFI 11-2C-145A, Vol 1, *Aircrew Training*, requirements unless otherwise noted in this Air Force Instruction (AFI). Some ground and ancillary training items (e.g., small arms training, etc.) are prescribed by other instructions. Reference the prescribing instruction to determine the waiver authority in these cases.

1.6.1. Group commanders are the waiver authority for individual, case-by-case flying hour requirements and for ground and flying training requirements as outlined below.

1.6.2. Operations group commander or equivalent (e.g., Joint Special Operations Air Component (JSOAC) commander) may:

1.6.2.1. When allowed per applicable RTM, extend ground training requirement due dates up to 2 months for certain noted training items. (**Exception:** Items referenced in **Paragraph 1.6** levied by other AFIs may not be waived by the Operations Group Commander (OG/CC) unless specifically authorized to do so in the source AFI). When allowed per RTM, these events may count towards the next periodic requirements (units will note on waiver when events were accomplished and the Aviation Resource Management System (ARMS) due date will be updated). (T-3)

1.6.2.2. Extend due dates for the duration of an exercise, contingency, or operational mission for events, in accordance with (IAW) applicable RTM, on an individual basis only if a crewmember goes overdue while away from home station and the training is not available at the deployed location. (**Exception:** Items referenced in **Paragraph 1.6** levied by other AFIs may not be waived by the OG/CC unless specifically authorized to do so in the source AFI).

1.6.2.3. Waive flying training requirements IAW applicable RTM on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify MAJCOM/A3T when waivers are issued. (T-1)

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
Any unit (for items required by AFI 11-202, Vol 1)	See AFI 11-202, Vol 1	Group/OST (OGV for AFRC) to NAF/A3 (if applicable) to MAJCOM/A3T to MAJCOM/A3	Group/OST (Group/OGV for AFRC)	See below
AFSOC unit	HQ AFSOC/A3T	Group/OST to AFSOC/A3T	Group/OST	Requesting unit
AFRC unit	HQ AFRC/A3T	Group/OGV to 10 AFOST to AFRC/A3T	Group/OGV	10 AF/OST HQ AFSOC/A3T Requesting Unit

1.6.3. Squadron commanders may carry new crew members as MR for up to 6 months if an aircrew member arrives at the unit after a Permanent Change of Station (PCS) or formal school and is not MR in all core mission events. Units completing formal training will include restrictions on AF Form 8, *Certificate of Aircrew Qualification*, or AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*, for a core item not trained, regardless if the method of qualification is by evaluation or instructor certification. Under no circumstance will aircrew perform events in which they are not qualified unless under the direct supervision of an instructor. This policy does not apply to basic aircraft qualification events. If training is not complete in 6 months, the aircrew member becomes mission unqualified (and non-mission ready (NMR)). Squadrons will have 6 months from the time a

new core mission event is added, and MAJCOM guidance issued, to train and qualify aircrew in the new event. (T-1)

1.6.4. Tier requirements refer to waiver authority based on level of risk.

1.6.4.1. “Tier 0” (T-0) requirements are reserved for requirements that non-compliance is determined and waived by respective non-Air Force authority.

1.6.4.2. “Tier 1” (T-1) requirements are reserved for requirements that non-compliance may put airman, mission, or program strongly at risk, and may only be waived by the MAJCOM/CC or delegate with concurrence of publication approver. When multiple MAJCOMs are affected, then T-1 is appropriate.

1.6.4.3. “Tier 2” (T-2) requirements are reserved for requirements that potentially put the mission at risk or potentially degrade the mission or program, and may only be waived by the MAJCOM/CC or delegate.

1.6.4.4. “Tier 3” (T-3) requirements are reserved for requirements that non-compliance has a remote risk of mission failure, and may be waived by the Wing/CC but no lower than the OG/CC.

1.7. Intra-Command and Inter-Command Transfer of Aircrews. The gaining organization will honor validated training completed by newly assigned crew members prior to the transfer. Aircrew members qualified in the same mission design series (MDS) are considered qualified in that equipment throughout the force when used for the same mission. (T-2)

1.7.1. PCS Screening. Losing units will screen individual flight and ground training records during unit out-processing. Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. See AFI 11-401, *Aviation Management*, for additional guidance. (T-3)

1.8. Unit Aircrew Capability. Squadrons will maintain mission ready status on primary aircrew members. Commanders will train aircrews to meet capabilities specified in unit Designed Operational Capability (DOC) statements. Supervisory aircrew and staff members assigned above squadron level, which are in excess of the unit’s mission requirements, will maintain mission ready, basic mission capable, or basic aircraft qualification status, as required. (T-1)

1.8.1. Commanders should not assign additional duties to first assignment “pipeline” (directly out of formal MDS training) crew members (officer and enlisted) for their first 6 months in the unit. This policy allows pipeline students to learn the weapon system without distraction of an additional duty; however, first assignment senior personnel (more than one previous flying assignment) may be assigned additional duties.

1.8.2. Aircrew members will not perform long term duties which detract from the primary duties of training for, or performing the unit flying mission. (T-3)

1.9. Career Enlisted Aviator (CEA). CEA qualifications are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight

examiner qualifications are also separate and distinct from On-The-Job Training (OJT) trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner).

1.10. Deviations. This instruction does not authorize deviations from the flight manual or any other Air Force Instruction. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction. (T-1)

1.11. Publication Administration. This instruction is distributed to AFSOC, AFSOC-gained units, and AFSOC-related schools based on requirements established through the Publications Distribution Office (PDO). All aircrew members are authorized this instruction.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the means by which the minimum requirements for Basic Aircraft Qualification (BAQ) training may be completed via initial qualification, requalification, differences, or transition training. BAQ provides the training necessary to initially qualify crew members in a basic crew position and flying duties without regard to the unit's mission. Duties not directly related to qualification or requalification training should be minimized.

2.2. General Requirements. The primary method of initial qualification and requalification training is the appropriate formal training course listed in the ETCA. If no requalification course exists, conduct requalification using the initial qualification course.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202, Vol 1, and this instruction. The formal school SOI designates the course prerequisite approval authority.

2.4. Ground Training Requirements. Complete ground training requirements IAW AFI 11202, Vol 1, and the formal course syllabus. In addition, all crew members must complete ground training requirements, prior to the first flight, IAW the RTM. (T-1)

2.4.1. Written Examination. Written examinations must satisfy the requirements of AFI 11202, Vol 2, AFSOC Supplement 1, *Aircrew Evaluation Criteria*, and AFI 11-2C-145A, Vol 2, *Aircrew Standardization/Evaluation Program*. When qualification training is completed by SMT, the student will complete the appropriate group stan/eval or equivalent examination IAW AFI 11-202, Vol 2, AFSOC Supplement 1. (T-1)

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and AFI 11-201, Vol 1. (T-1)

2.6. Basic Aircraft Qualification Transition Training. Transition training is authorized for the C-145A. When approved, transition courses will be located in the C-145A SOI. If no transition courses exist, use the initial qualification training course (proficiency advance is encouraged). (T-2)

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification and requalification training. Upon completion of mission qualification or requalification training, the crewmember will be assigned a MR status. (T-3)

3.2. General Requirements. The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. If no requalification course exists, conduct requalification using the initial mission qualification course. When attendance is not practical or quotas are not available, units may request waivers to conduct SMT for mission qualification IAW AFI 11-202, Vol 1, as supplemented.

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, AFI 11-202, Vol 1, AFSOC Supplement 1, and this instruction. The SOI designates the course prerequisite approval authority.

3.3.1. This does not preclude simultaneous basic qualification and mission qualification training. Simultaneous or concurrent multiple aircraft qualification upgrades will not be accomplished. (T-1)

3.3.2. If there is not a separate mission requalification course, aircrew members requalifying in the unit's mission will comply with the initial mission qualification course prerequisites. (T-1)

3.4. Ground Training Requirements. Complete all ground training IAW AFI 11-202, Vol 1, and applicable RTMs as part of mission qualification training or prior to certifying individuals as MR. Completion of training will establish due dates for recurring ground training required in **Chapter 4**. Credit any training accomplished at a formal school. MR crew members transferred from other units require only unit-specific mission ready training events or events which are due/overdue. (T-3)

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware.

3.4.2. Written Examination. Crew members must complete a written examination IAW AFI 112C145A, Vol 2. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. (T-1)

3.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and the guidance below: (T-1)

3.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the squadron Director of Operations (DO).

3.5.2. There should be minimum time lapse between training missions, and every effort should be made to complete MQT requirements within the prescribed time period.

3.5.3. Crewmember requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position.

3.6. Mission Qualification Transition Training. Transition training is authorized for the C145A. When approved, transition courses will be located in the C145A SOI. If no transition courses exist, use the initial qualification training course (proficiency advance is encouraged).
(T-2)

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training to maintain currency and the assigned training status. Individual proficiency may require a greater number of events.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction and the RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified. (T-1)

4.1.4. Training events accomplished on a successful evaluation or an instructor certification (in certain events) will be credited toward the individual's continuation training requirements in ARMS. (T-3)

4.2. Training Levels (TL). The use of experienced-based Flying Training Levels (FTLs) and Ground Training Levels (GTLs) allows the squadron commander to prioritize training resources. Aircrew members must meet the minimum criteria established in **Paragraph 4.2.1**, and **Table 4.1**, before assignment to the respective training level. (**Exception:** Air Reserve Component (ARC) squadron commanders may assign TLs to individuals not meeting these minimum requirements with MAJCOM/A3T approval). When these minima are met, awarding a training level is at the sole discretion of the squadron commander. (T-2)

4.2.1. FTLs are based on minimum primary aircraft assigned (PAA) time and total time. These hours may include all simulator time.

4.2.1.1. FTL "A"-Highly experienced BAQ and/or MR aircrew members.

4.2.1.2. FTL "B"-Experienced BAQ and/or MR aircrew members.

4.2.1.3. FTL "C"-Inexperienced BAQ and/or MR aircrew members; all Copilots.

Table 4.1. Minimum FTL Hour Requirements.

Crew Position	FTL "A" PAA / Total Hours	FTL "B" PAA / Total Hours
Pilot	500/1,000	250/500
Loadmaster	250/500	100/300

4.2.2. Change of FTL. Once a semiannual period begins, personnel will not be moved to a level requiring fewer events until the next semiannual period. (T-2)

4.2.3. GTLs are based upon operational flying experience.

4.2.3.1. GTL "1" – Aircrew members with 5 years or greater of operational flying.

4.2.3.2. GTL “2” – Aircrew members with less than 5 years of operational flying.

4.3. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this instruction. An aircrew member will not perform events unsupervised until training has been accomplished. (T-1)

4.3.1. Loss of Currency. Failure to accomplish events as outlined in the RTM results in a loss of currency for that event. Crew members are noncurrent the day after event currency expires.

4.3.1.1. Loss of currency in any event as noted in the RTM results in supervised status until recurrent.

4.3.1.2. Loss of currency exceeding 6 months. Non-currency in designated BAQ events in excess of 6 months results in loss of BAQ. Non-currency in designated mission events IAW the RTM in excess of 6 months results in loss of mission qualification status.

4.3.2. Regaining Currency.

4.3.2.1. Only Note 1 designated events in the RTM, “Semiannual Flying Currency Requirements by FTL” table require an evaluation if loss of currency exceeds 6 months IAW AFI 11-202, Vol 1. Other events require showing proficiency to an instructor in the aircraft or Aircrew Training Device (ATD) (if applicable) IAW AFI 11-202, Vol 1, to regain currency. If loss of currency exceeds 24 months in non-Note 1 events, a training folder will be opened and additional ground and flight training, as directed by the squadron commander, will be completed. (T-1)

4.3.2.2. Aircrew noncurrent in special mission events which only require an instructor certification may regain currency by showing proficiency in that event to an instructor.

4.3.3. Requalification Training. Crew members requiring requalification will accomplish training IAW AFI 11-202, Vol 1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this instruction, and the RTM. (T-1)

4.4. Ground Training Guidelines. AFI 11-202, Vol 1, and the RTM, designate ground training requirements for all aircrew members. Crew members will complete aircrew ground training within the time periods listed for their FTL/GTL IAW the referenced publications and event descriptions in the RTM. (T-2)

4.4.1. Failure to Complete Ground Training Events. Accomplish make-up training at the earliest opportunity. The following apply when crew members exceed due dates for applicable RTM events:

4.4.1.1. Grounding items. Crew members will not perform flight duties until the grounding item is satisfied. (T-1)

4.4.1.2. Training status items. Crew members will not fly without instructor supervision. (T-1)

4.4.1.3. MR items. Failure to accomplish MR events in applicable RTM results in non-mission ready status. The individual will not deploy as a crewmember. (T-1)

4.5. Ancillary Training. Ancillary training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series.

Some ancillary training does not impact mission ready status or mobility status. AFI 112C145A, Vol 1, is not the governing directive for completion of ancillary training events. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable instructions. In accordance with AFI 11-202, Vol 1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment and/or Training Manager to ensure compliance with additional non-aircrew specific training requirements.

4.6. Flying Training.

- 4.6.1. All aircrew members who maintain BAQ or MR status must accomplish all applicable flying training requirements IAW event descriptions in the RTM, based on assigned FTL. (T-1)
- 4.6.2. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations. **Exception:** With squadron commander approval, formal school instructors may log 50% of volume requirements and update currency with events accomplished by students under their direct supervision.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

5.2. Aircraft Commander Certification. Pilots will not fly as a pilot-in-command until certified as an aircraft commander. Commanders will consider experience, knowledge, and judgment when identifying candidates. Nominees must have an in-depth knowledge of systems, procedures, and instructions prior to entry into the upgrade training program. (T-1)

5.2.1. AC Certification Prerequisites. Prior to certifying as an AC, an individual must complete the in-unit upgrade training program and meet the hour's requirement in **Table 5.1**. (T-1)

5.2.1.1. Previously qualified aircraft commanders evaluated according to AC standards during MQT may be certified as an AC after meeting the minimum hours listed in **Table 5.1**.

Table 5.1. Minimum Hours Required to Certify for Aircraft Commander.

TOTAL HOURS	PAA HOURS
1,500	50 ^{1,2}
500	100 ^{1,2}
Note 1: PAA hours should include no more than 10% other time.	
Note 2: Include time logged in an AFSOC/A3T approved simulator	

5.2.2. Commanders may select pilots to be trained/certified as BAQ-only ACs.

5.3. Instructor Upgrade. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

5.3.1. Squadron commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. Flying hours alone cannot be accepted as criteria for selection to instructor. (T-1)

5.3.2. Instructor Candidates. Instructor pilot candidates must meet **Table 5.2** requirements. (T2)

5.3.2.1. Initial instructor upgrade candidates must be MR for a minimum of 6 months. (T-2)

Table 5.2. Minimum Hours Required to Upgrade to Instructor.

	TOTAL HOURS	PAA HOURS
PILOT	800	200 ^{1,2}
	1,500	100 ^{1,2}
LM	500	200 ^{1,2}
	1,500	100 ^{1,2}
Note 1: Airframe specific PAA hours should be no more than 10% other time.		
Note 2: Include time logged in an AFSOC/A3T approved simulator.		

5.3.3. Ground and Flight Training Requirements. Before being designated an instructor, candidates will demonstrate to a flight evaluator their ability to instruct and perform selected maneuvers and items according to applicable directives. Training prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202, Vol 1, and this instruction. (T-1)

5.3.4. Instructor Requalification. Requalification students who were previously qualified as a C145A instructor may requalify directly to instructor status.

5.3.5. Previous Instructor Experience. Instructor candidates who have previously completed a USAF formal instructor training program may be upgraded in unit with OG/CC approval. No secondary method waiver is required to conduct this training. Unit commanders may require previously qualified instructors to attend formal training at their discretion.

5.4. Evaluator Upgrade. Evaluators are selected from the most qualified and competent instructors. Before being designated as an evaluator, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. Conduct initial training IAW MAJCOM-approved AF Form 4111, *SOF/CSAR Training Record*. Certification will be annotated on AF Form 4348, *USAF Aircrew Certification*, or MAJCOM-approved substitute. (T-1)

5.5. Special Mission Qualifications and Certifications. The squadron commander will select aircrew members qualified in the unit's mission to maintain additional special qualifications. A flight evaluation is required for special mission qualifications. Aircrew members are not required to maintain currency in special mission events to maintain MR status. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations IAW AFI 11-2C145A, Vol 2. Upon completion of training and qualification, maintain currency IAW the RTM. (T-1)

5.6. Instructor Certified Events. **Table 5.3** lists the events which require instructor certification on the AF Form 4348. These events may be taught at the formal school as part of mission qualification training. Formal school instructors will make AF Form 4348 entries for all **Table 5.3** training completed during mission qualification. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW MAJCOM-approved unit developed training program. Aircrew will maintain currency IAW this publication and applicable RTM. (T-1)

Table 5.3. Instructor Certified Events.

EVENTS	Crew Position
High Altitude Personnel Airdrop	P, LM
Static Line Personnel Airdrop	P, LM
P – Pilot, LM - Loadmaster	

5.6.1. High-Altitude Personnel Airdrop. Certifies aircrew to perform military free fall (MFF) airdrop operations. Training may be conducted in-unit, without a waiver, using the MAJCOM-approved SOI.

5.6.2. Static Line Personnel Airdrop. Certifies aircrew to perform military free fall (MFF) airdrop operations. Training may be conducted in-unit, without a waiver, using the MAJCOM-approved SOI.

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

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

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

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

AFI 11-202, Vol 1, AFSOC Supplement, *Aircrew Training*, 11 March 2013

AFI 11-202, Vol 2, AFSOC Supplement 1, *Aircrew Evaluation Criteria*, 13 September 2012

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

AFI 11-2C-145A, Vol 2, *Aircrew Standardization/Evaluation Program*, TBD

AFI 11-2C-145A, Vol 3, *Operations Procedures*, TBD

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

AFI 33-360, *Publications and Forms Management*, 7 February 2013

AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, 14 June 2010

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

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

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

AF Form 847, *Recommendation for Change of Publication*

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

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certification*

Abbreviations and Acronyms

AC—Aircraft Commander

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFSC—Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AFSOF—Air Force Special Operations Forces

AFTL—Air Force Task List
ARC—Air Reserve Component
ARMS—Aviation Resource Management System
ATC—Air Traffic Control
ATD—Aircrew Training Device
BAI—Backup Aircraft Inventory
BAQ—Basic Aircraft Qualification
CEA—Career Enlisted Aviator
CJSOAC—Combined Joint Special Operations Air Component
CSAR—Combat Search and Rescue
DO—Director of Operations
DOC—Designed Operational Capability
DRU—Direct Reporting Unit
ETCA—Education and Training Course Announcements
FAR—Federal Aviation Regulations
FCG—Foreign Clearance Guide
FLIP—Flight Information Publications
FOA—Field Operating Agency
FTL—Flying Training Level
FTU—Formal Training Unit
GTL—Ground Training Level
HAF—Headquarters Air Force
IAW—In Accordance With
ICAO—International Civil Aviation Organization
JMETL—Joint Mission Essential Task List
MAJCOM—Major Command
MDS—Mission Design Series
METL—Mission Essential Task List
MFF—Military Free Fall
MQT—Mission Qualification Training
MR—Mission Ready
NMR—Non-Mission Ready

NOTAM—Notice to Airmen
OG/CC—Operations Group Commander
OJT—On-The-Job Training
PAA—Primary Aircraft Assigned
PCS—Permanent Change of Station
PDO—Publications Distribution Office
PDS—Personnel Data System
PFT—Programed Flight Training
PMAI—Primary Mission Aircraft Inventory
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RTM—RAP Tasking Memorandum
SARP—Standards and Recommended Practices
SKA—Skills, Knowledge, and Attitudes
SMT—Secondary Method Training
SOF—Special Operations Forces
SOI—Syllabus of Instruction
TL—Training Level
TO—Technical Order
USAF—United States Air Force
USSOCOM—United States Special Operations Command

Terms

Backup Aircraft Inventory (BAI)—Aircraft assigned to a unit to assist in maintaining readiness. Aircraft designated as BAI assets do not receive funding or manning consideration for the unit.

Basic Aircraft Qualification (BAQ) Aircrew—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction.

Core Mission Events—A crewmember must be qualified in all core mission events to be considered MR. Loss of qualification (noncurrent greater than 6 months) in any core mission event results in loss of overall mission qualification.

Cross Flow—An aircrew member with previous US military pilot experience.

Currency—For the purposes of this instruction, currency will refer to frequency volume as used by ARMS. This is used for events that are required with a specified number of days instead of a monthly, quarterly, or semiannual period.

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

Dual Qualified—A crewmember who is qualified in more than one crew position in the same MDS.

Event—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes student study guides, workbooks, computer-based training lessons, instructor guides, and AF Form 4111 related to the specific course.

Instructor Certified Events—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111. Instructor certified events are documented in AF Form 4348.

Mission Design Series (MDS) for Aircraft—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task List (METL)—Combat-oriented training requirements. All AFSOC aircrew training requirements will be in support of unit METLs.

Mission Events—The squadron DOC Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

Mission Ready (MR) Aircrew—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in this instruction and the RTM.

Night—Timeframe between the end of evening civil twilight and the beginning of morning civil twilight

Primary Aircraft Authorization (PAA) time—This term implies, for the purposes of this instruction AFI 11-2C-145A, Vol 1, to the particular MDS aircraft assigned to an individual's flying unit. PAA time refers to hours flown in unit assigned MDS aircraft (e.g., C-145A). PAA hours are used to establish minimum flying hour requirements for upgrade.

Primary Mission Aircraft Inventory (PMAI)—Aircraft assigned to a unit for performance of its wartime mission. PMAI forms the basis for the allocation of operating resources to include manpower, support equipment, and funding of flying hours.

Special Mission Qualification Training—Training given in a specific mission area/task that requires a flight evaluation in that mission area or task. This training is not required to be mission.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (e.g., pilot or loadmaster).

Training Status—A deficient status in which a crewmember must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crewmember is removed from training status.

Volume—For the purposes of this instruction, volume refers to the number of events an aircrew member must accomplish in a given period of time (e.g., quarterly or semiannually).