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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2CAP-USAF,  
VOLUME 1**



**25 MARCH 2015**

***Flying Operations***

**CAP-USAF AIRCREW TRAINING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 11-2, *Aircrew Operations*, AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum standards for training and qualifying active duty and civil service personnel performing aircrew duties in Civil Air Patrol-USAF (CAP-USAF) aircraft regardless of aircraft type. This instruction does not apply to CAP members, the Air National Guard or Air Force Reserve Command. File a copy of all approved waivers with this instruction.

Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this volume through Headquarters, Air Education and Training Command, Directorate of Intelligence, Operations, and Nuclear Integration, Flight Standards and Policy Branch (HQ AETC/A3VO) to HQ United States Air Force, Total Force Aviation Management Division (HQ USAF/A3OI), for approval prior to publication. Field units below MAJCOM level will coordinate their supplements with their parent MAJCOM prior to publication. See [paragraph 1.1](#) for guidance on submitting comments and suggesting improvements to this publication.

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 (IAW) with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). [Attachment 1](#) contains a glossary of references and supporting information used in this publication.

This publication requires the collection and maintenance of information protected by the Privacy Act (PA) of 1974. The Systems of Records Notice F011 AF XO A, Aviation Resource

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Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through standardization and evaluation (stan/eval) channels to CAP-USAF/XO. CAP-USAF/XO will forward approved recommendations to HQ AETC/A3VO. HQ USAF/A3 is the approval authority for changes or revisions to this instruction. HQ AF/A3O is the waiver authority for training requirements established by AFI 11-202, Volume 1, or as stated in the AFI. Except as specified elsewhere in this instruction the MAJCOM/A3 is the waiver authority for individual aircrew member requirements this instruction. LRs will submit waiver requests through the chain of command to the OPR.

**SUMMARY OF CHANGES**

This document has been substantially revised and must be completely reviewed. This revision updates the releasability paragraphs, references, and removes use of the AF Form 1381; adds the use of the AF Form 4348; removes conversion qualification for CAP-USAF; changed SEPT frequency to 12 months; added Mountain Familiarization Training (**Table 3.1**); added a minimum number of hours mission pilots must have prior to IP training; removes FAA CFI/CFII training; and adds new Terms (Technically Advanced Aircraft, Aircraft Model, and CAP-USAF IP).

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Responsibilities:

##### 1.1.1. HQ AETC/A3VO will: (T1)

1.1.1.1. Process all change requests.

1.1.1.2. Review subordinate unit supplements and training programs.

##### 1.1.2. CAP-USAF Director of Operations (CAP-USAF/XO) will:

1.1.2.1. Develop specific training objectives to meet the requirements of this instruction, review programs to ensure training objectives are met, assist liaison regions (LR) in management of training programs, and provide necessary staff support.

1.1.2.2. Perform the responsibilities of the LR commander identified in this instruction for aircrew assigned or attached to HQ CAP-USAF.

##### 1.1.3. LR commanders will: (T2)

1.1.3.1. Ensure members complete AF Form 63, *Officer and Airman Active Duty Service Commitment (ADSC) Acknowledgment Statement*, prior to beginning training according to AFI 36-2107, *Active Duty Service Commitments*.

1.1.3.2. Ensure adequate continuity and supervision of individual flying training needs and proficiency of assigned and attached aircrews.

1.1.3.3. Review flying training and evaluation records of newly assigned pilots.

1.1.3.4. Monitor assigned and attached pilot currency and requirements.

1.1.3.5. Ensure aircrews participate only in sorties, events, and tasks for which they are authorized, qualified, and current.

1.1.3.6. Identify training shortfalls through appropriate channels to CAP-USAF/XO.

1.1.3.7. Certify trained and qualified individuals to mission ready (MR) and instructor pilot (IP) status.

1.1.3.8. Ensure pilots complete additional certification training to meet valid mission requirements.

##### 1.1.4. Individual aircrews will:

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

1.1.4.2. Complete training requirements and currencies within the guidelines of this instruction.

1.1.4.3. Participate only in sorties, events, and tasks for which they are certified, qualified, current, and prepared.

#### 1.2. Training Phases:

1.2.1. **Qualification Training (QT).** This training is necessary to qualify aircrew for duties in CAP-USAF aircraft. Successful completion of QT results in mission qualification. See Chapter 2 for QT program requirements.

1.2.2. **Mission Qualification Training (MQT).** MQT is not required for mission qualification in CAP-USAF aircraft. Completion of QT satisfies all MQT requirements.

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their level of proficiency and currency. It provides minimum ground and flight training requirements. See **Chapter 3** for CT program requirements. See Attachment 2 for sorties and events.

1.2.4. **Specialized Training.** This training is necessary to carry out CAP-USAF assigned missions, but is not required of every crewmember. Individuals identified by the LR will accomplish appropriate formal course training in specialized areas or comply with CAP-USAF/XO training programs. See **Chapter 4** for specialized training program requirements.

### 1.3. Training Concepts and Policies:

1.3.1. LR commanders will ensure training programs are designed to achieve the highest degree of qualification consistent with flight safety and resource availability. (T2)

1.3.2. Units will train every assigned or attached pilot to MR status. (T2)

1.3.3. CAP-USAF/XO will approve instructor pilot (IP) upgrade training.

1.3.4. Pilot night vision device training is not authorized.

**1.4. Training Records and Reports.** LRs will maintain aircrew records for individual training and evaluations according to AFI 11-202, Volume 1, *Aircrew Training*; AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and the records disposition schedule (RDS). (T2)

1.4.1. Maintain QT and IP training records for all aircrew for the duration of assignment or attachment to CAP-USAF. Refer to the appropriate syllabus for training documentation procedures.

1.4.2. Track aircrew member CT in Aviation Resource Management System (ARMS), using the forms specified in AFI 11-202, Volume 1. Track the following information for all aircrew, as applicable:

1.4.2.1. Ground training dates accomplished and due.

1.4.2.2. Event requirements and accomplishments by cumulative total and amount remaining for the training cycle.

1.4.2.3. Sortie and event currencies and expiration dates.

1.4.3. Document additional certifications on an AF Form 4348, *USAF Aircrew Certifications*, IAW AFI 11-202, Volume 2.

**1.5. Aircrew Graduate Evaluation Program.** Aircrew Graduate Evaluation Program surveys are not required for any CAP-USAF courses.

**1.6. Progress Review (PR).** Refer to the appropriate course syllabus for PR procedures.

**1.7. Letter of Xs.** The LR commander will certify aircrew training and qualification in items appropriate for the unit's missions on a Letter of Xs according to AFI 11-202, Volume 1, as

supplemented. Validation for each certification must be documented in the individual's training folder. (T2)

## Chapter 2

### QUALIFICATION TRAINING (QT)

#### 2.1. General:

2.1.1. This chapter outlines the QT requirements for all CAP-USAF aircrew. Aircrew will be qualified as mission pilots (MP) upon completion of this training, in accordance with AFI 11-202, Volume 2 and AFI 11-2CAP-USAF, Volume 2, *CAP-USAF Aircrew Evaluation Criteria*. **Note:** The mission evaluation is waived according to AFI 11-202, Volume 2.

2.1.2. The primary method of completing QT is to attend and complete the CAP-USAF/XO approved formal course initial qualification or requalification training course at Maxwell AFB. CAP-USAF/XO may approve in-unit (LR) QT on a case-by-case basis.

2.1.3. Except in unusual circumstances, aircrew members undergoing QT will receive ground and flight instruction with a minimum of interruption. The first training flight will normally begin within 45 days of reporting for duty. QT must be completed no later than 60 days after the first sortie. CAP-USAF/XO is the waiver authority for training time extensions.

2.1.4. Training is considered complete after successful completion of an instrument and qualification evaluation. At the completion of QT and any local area training, the LR commander (CAP-USAF/XO for HQ CAP-USAF personnel) will assign the aircrew member to mission ready (MR) training status IAW AFI 11-202, Volume 1.

**2.2. Prerequisites.** Before entering QT, aircrew members must comply with the syllabus prerequisites. Before flying, all aircrew will meet the physical examination and physiological training requirements in AFI 11-202, Volume 1. Military aircrew members will meet the survival, evasion, resistance, and escape (SERE) training requirements in AFI 11-202, Volume 1.

**2.3. Ground Training.** Ground training will follow the appropriate QT syllabus. Before flying in CAP-USAF aircraft, aircrew will complete all ground training listed as “yes” under “grounding” in **Table 3.1**.

**2.4. Flying Training.** Aircrew in QT will fly under IP supervision until completing the qualification evaluation. QT syllabus mission objectives and tasks are minimum requirements. Additional training due to student non-progression is available only within the constraints of the QT syllabus. Pilots may satisfy specialized training requirements during QT if the appropriate IP is available and the syllabus allows. (T2)

**2.5. Senior Officer Qualification.** Accomplish senior officer QT according to AFI 11-401; AFI 11-202, Volume 1; this instruction; and the appropriate QT syllabus.

**2.6. Flight Surgeon (FS) Training.** According to AFI 11-202, Volume 1, flight surgeon training will consist of the following training requirements: (T2)

##### 2.6.1. Ground Training:

2.6.1.1. Aircraft systems and emergency procedures review with an IP.

2.6.1.2. Cockpit/crew resource management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

2.6.1.3. Aircrew flight equipment and procedures training according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*.

2.6.1.4. Egress training (nonejection seat) according to AFI 11-301, Volume 1.

2.6.1.5. Completion of an FS qualification examination according to AFI 11-202, Volume 2.

2.6.2. **Flying Training.** Upon completion of ground training, an FS may occupy any seat. An FS will not operate the controls unless an IP is at another set of controls and will not fly during critical phases of flight. (T2)

**2.7. Requalification Training.** An aircrew member is unqualified upon any of the following conditions:

2.7.1. At the direction of a commander IAW AFI 11-202, Volume 2.

2.7.2. Expiration of qualification evaluation.

2.7.3. Loss of currency exceeding 6 months according to **paragraph 3.7**. See requalification guidance in **paragraph 3.8** and AFI 11-202, Volume 1.

**2.8. Conversion/Difference Qualification:**

2.8.1. Conversion qualification is not applicable to CAP-USAF (see **paragraph 4.2** for additional aircraft equipment certification). CAP-USAF/ Commander may identify additional aircraft (manufacturer and model) included in the CAP-USAF aircraft qualification and identify additional certifications required for CAP-USAF pilots to fly them.

2.8.2. Difference qualification is not authorized. See **paragraph 4.2** for additional aircraft equipment certification training.

**2.9. Multiple Qualification:**

2.9.1. For the purposes of this instruction, all CAP-USAF aircraft are a single USAF mission design series (MDS) equivalent. Additional aircraft certifications may be required according to **Chapter 4**.

2.9.2. Aircrew qualified in any other aircraft who complete a multiple qualification in CAP-USAF aircraft will comply with requirements in this chapter. (T2)

**2.10. Orientation and Indoctrination Flyer Training.** Units will document orientation and indoctrination flyer training on a unit-developed checklist. Orientation and indoctrination flyers will accomplish the following training: (T2)

2.10.1. Aircraft systems and emergency procedures review with an IP.

2.10.2. Egress training (nonejection seat) according to AFI 11-301, Volume 1.

### Chapter 3

#### CONTINUATION TRAINING (CT)

**3.1. General.** This chapter outlines the minimum training and currencies required for CAP-USAF aircrew following QT. (Refer to education and training course announcement for ancillary training.)

**3.2. Training Cycle.** There are two semiannual training cycles: 1 January to 30 June, and 1 July to 31 December.

**3.3. Local Area Orientation (LAO).** All pilots must complete LAO prior to performing pilot in command (PIC) duties in the assigned LR. LAO is not required for pilots assigned or attached to HQ CAP-USAF who complete QT locally, or pilots who complete QT in the assigned LR. Pilots will reaccomplish LAO if assigned to a new region or to HQ CAP-USAF. (T2)

3.3.1. **Ground Training.** Complete LR-specific local area survival training according to the Pilot Ground Training Requirements listed in **Table 3.1**.

3.3.2. **Flying Training.** Complete a local area orientation sortie supervised by an LR-assigned CAP-USAF pilot. This sortie will emphasize local area hazards, airfields, and procedures. (T2)

**3.4. Ground Training Requirements.** **Table 3.1** summarizes CAP-USAF pilot ground training requirements. For ground training prescribed by other instructions, units must refer to those instructions for the latest requirement. Initial ground training accomplished during QT may be credited toward CT requirements for the training cycle in which it was accomplished.

**Table 3.1. Pilot Ground Training Requirements.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
	<b>Subject</b>	<b>Frequency</b>	<b>Prescribing Instruction</b>	<b>Grounding</b>
<b>1</b>	Aircrew flight equipment familiarization training	Once per base	AFI 11-301, Volume 1, as supplemented	Yes
<b>2</b>	Aircrew flight equipment training	Every 12 months		
<b>3</b>	Emergency egress training (nonejection seat)	Every 12 months		
<b>4</b>	<b>BOLDFACE</b> Examination (Note 1)	Prior to first flight of each month	AFI 11-202 Volume 2	
<b>5</b>	Situational emergency procedures training (SEPT) (Note 2)	Every 12 months	AFI 11-2CAP-USAF, Volume 1	

6	Local area survival training	Once per base	AFI 16-1301, as supplemented	No
7	Noncombat survival training	Every 36 months		
8	Water survival training	Every 36 months		
9	CRM Training	Every 24 months	AFI 11-290, as supplemented	
10	Antihijacking training	Every 2 years	AFI 13-207	
11	Mountain Familiarization Training	Every 24 months	AFI 11-2CAP-USAF Volume 1	

**Notes:**

1. At a minimum, review each CAP-USAF Critical Action Procedure (CAP) as outlined in the aircraft flight manual with a qualified IP.
2. Preferably accomplish SEPT one-on-one. However, small groups are allowed so all members can participate to the fullest extent and share equal time responding to EP situations. Leading a SEPT group session satisfies annual SEPT requirement for the IP administering the training. SEPT may also be accomplished in-flight, in a static aircraft, or in a cockpit trainer.

**3.5. Flying Training Requirements.** All pilots will accomplish the applicable requirements in **Table 3.2**. Refer to **Attachment 2** for guidance on logging sorties and events.

**Table 3.2. Pilot Sortie and Event Requirements.**

I T E M	A	B	C
	Requirement	Semiannual	Notes
<b>Sorties</b>			
1	Pilot proficiency sorties (PPS)	1	1
2	G-1000 PPS	1	2
<b>Events</b>			
3	Total landings	12	3
4	Normal landings		3
5	Short field landings	2	3
6	Soft field landings	2	3
7	Total precision approaches	3	3
8	Precision approaches		3
9	G-1000 precision approaches	1	2, 3

I T E M	A	B	C
	Requirement	Semiannual	Notes
10	Total nonprecision approaches	3	3
11	Non-precision approaches		3
12	G-1000 nonprecision approaches	1	2, 3
13	Simulated forced landing (SFL) patterns	3	
14	Short field takeoffs	2	
15	Soft field takeoffs	2	
<p><b>Notes:</b> 1. Pilots certified in retractable gear (RG) aircraft will accomplish their PPS in an RG aircraft.</p> <p>2. Applies only to certified pilots.</p> <p>3. Credit sortie or event toward the applicable total sortie or event requirement.</p>			

**3.6. Failure to Complete Requirements.** Aircrew members who fail to accomplish any CT requirement listed in [Table 3.2](#) will not fly in the new training cycle until a review is completed to determine the cause of the deficiency. The LR commander (CAP-USAF commander for HQ CAP-USAF pilots) will accomplish the following:

3.6.1. Review the deficiency, determine if the aircrew member requires additional training in the new training cycle, and document the reason the crewmember did not accomplish the required training.

3.6.1.1. Document the results of the review in a memo filed in the pilot's training records. The minimum additional training must include each delinquent sortie and event, flown under the supervision of an IP.

3.6.1.2. Refer to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, for guidance on aviation service suspension when a rated officer's failure to complete requirements is within that officer's control.

3.6.2. See [paragraph 3.13](#) for guidance on prorating requirements.

**3.7. Flying Training Currencies.** [Table 3.3](#) defines pilot flying training currency requirements. Refer to [Attachment 2](#) for guidance on logging sorties and events for currency and re-currency.

3.7.1. Any pilot not meeting currency requirements (recency or lookback) will not perform the sortie or event except under the supervision of an IP. **Exception:** See [paragraphs 3.7.5](#) and [A2.16](#). (T2)

3.7.2. Any IP not meeting currency requirements (recency or lookback) in an event or sortie that does not affect basic aircraft qualification (BAQ), will not instruct in that event or sortie

until the required currency is regained under the supervision of another current and appropriately certified IP. (T2)

3.7.3. Loss of landing currency affects BAQ and requires the following actions to regain currency or qualification: (**Note:** Timing starts from date of last landing.)

3.7.3.1. For 91 through 135 days, regain landing currency by accomplishing three successful landings, including one each at no-flap and full-flap settings, under the supervision of a current IP.

3.7.3.2. For 135 through 225 days, perform the same action as in **paragraph 3.7.3.1**, plus an instructor-supervised normal and emergency procedures review session.

3.7.3.3. For 226 through 270 days, perform the same action as in **paragraphs 3.7.3.2**, plus an sortie, qualification written examinations, and emergency procedures evaluation. AF Form 8 documentation is not required.

3.7.3.4. For more than 270 days, complete requalification training according to **paragraph 3.8**, and AFI 11-202, Volume 1.

3.7.4. Loss of instrument approach currency affects BAQ and requires the following actions to regain currency or qualification: **Note:** Timing starts from date of last instrument approach.

3.7.4.1. For 91 through 225 days, regain instrument approach currency by accomplishing one nonprecision and one precision approach under the supervision of a current IP.

3.7.4.2. For 226 through 270 days, regain instrument approach currency by accomplishing one nonprecision approach, one precision approach, holding, and a circling approach under the supervision of a current IP.

3.7.4.3. For more than 270 days, complete requalification training IAW AFI 11-202, Volume 1, and **paragraph 3.8** of this instruction.

3.7.5. G-1000 certified pilots who do not maintain non-G-1000 sortie currency will not perform PIC duties in instrument meteorological conditions (IMC) in a non-G-1000 aircraft. **Note:** This restriction does not preclude a G-1000 certified pilot who is not sortie current in non-G-1000 aircraft from serving as an additional crewmember in a non-G-1000 aircraft in IMC or from performing PIC duties in a non-G-1000 aircraft in visual meteorological conditions. (T2)

**Table 3.3. Pilot Currencies (Recency and Lookback).**

I T E M	A	B	C	D
	Currency Item	Recency	90-Day Lookback	Affects BAQ
1	Landing	90 days	3	Yes
2	Night landing (Note 1)	90 days	3	No
3	Instrument approach	90 days		Yes
4	Non-G-1000 sortie (Note 2)	90 days		No
5	G-1000 sortie (Note 2)	90 days		No
<b>Notes:</b> 1. Credits landing currency. 2. Applies to G-1000 certified pilots only.				

**3.8. Requalification Training.** See AFI 11-202, Volume 1, for requalification requirements for all aircrew personnel except flight surgeons. A flight evaluation is required to complete the requalification process according to AFI 11-2CAP-USAF, Volume 2.

3.8.1. **Table 3.3** lists currency items affecting basic aircraft qualification (BAQ).

3.8.2. Pilots may complete a locally generated requalification training program when authorized by AFI 11-202, Volume 1. The LR commander will propose an individual program (based on the pilot's previous experience and currency) through CAP-USAF/XO to the CAP-USAF Commander for approval.

**3.9. Loss of IP Qualification and IP Requalification.** An IP is unqualified in the following circumstances:

3.9.1. When commander-directed for cause. See AFI 11-202, Volume 2, for procedures.

3.9.2. For failing a flight evaluation. To regain IP qualification, the IP must successfully complete a flight evaluation according to AFI 11-2CAP-USAF, Volume 2.

3.9.3. For failing a qualification written examination. To regain IP status, the IP must successfully reaccomplish the written examination.

**3.10. Multiple Qualification Requirements.** Pilots multiple qualified in other than CAP-USAF aircraft will accomplish all of the requirements and maintain all of the currencies required by this chapter. (T2)

**3.11. Flight Surgeon Requirements.** Accomplish FS CT in accordance with AFI 11-202, Volume 1.

**3.12. Indoctrination Flier Requirements.** Every 12 months, indoctrination fliers will complete a ground training program to include review of aircraft systems, emergency procedures, and

gress training according to AFI 11-301, Volume 1. Indoctrination fliers are exempt from other annual flying requirements. (T2)

**3.13. Prorating Requirements.** According to AFI 11-202, Volume 1, the LR commander may prorate training requirements at the end of the training cycle if an aircrew member was unavailable for flying duties. The LR may consider as nonavailability the member's involvement in a formal training program, extended periods of adverse weather, or periods when aircraft were unavailable for normal use, if the period of nonavailability is more than 15 consecutive days.

## Chapter 4

### SPECIALIZED TRAINING

**4.1. General.** The training programs in this chapter provide training which allows CAP-USAF pilots to familiarize themselves with CAP flying operations and programs.

4.1.1. LR/CC must approve entry into all training programs in this chapter. LR commanders will forward training requests through CAP-USAF/XOV to CAP-USAF/XO; the approval letter will be maintained in the individual pilot's training folder until training is complete.

4.1.2. II certification training will be conducted by an appropriately certified CAP-USAF IP. (T2)

4.1.3. Certifications remain valid for pilots completing requalification within 18 months of losing CAP-USAF MDS qualification. Pilots requiring recertification(s) will complete a minimum of one PPS with a CAP-USAF IP. (T2)

4.1.3.1. LR/CCs may conduct additional LR-specific training events to address unique operational environments. Accomplishment of these events will be documented in the individual's training folder.

**4.2. Additional Aircraft Equipment Certification Training.** The CAP-USAF/CC will certify pilots to operate additional aircraft if it is a different aircraft manufacturer or model than any current qualification/certification held by the pilot. For example, a pilot qualified/certified in the Cessna C-182 would require CAP-USAF/CC certification if he/she wanted to operate a Gippsland GA-8 or Cessna C-206. (T2)

4.2.1. Additional aircraft equipment certification training may be completed during QT or IP training.

4.2.2. Certification training will consist of a minimum of two PPS per the guidance in [Attachment 2](#) with emphasis on aircraft systems, normal operations, and emergency procedures. (T2)

**4.3. IP Training.** IP training qualifies pilots to perform instructor duties in CAP-USAF aircraft. Pilots must have a minimum of 25 hours as a mission pilot in CAP-USAF aircraft prior to IP training. The primary method of completing IP training is to attend and complete the CAP-USAF/XO approved IP training course at Maxwell AFB. CAP-USAF/XO may approve in-unit (LR) IP training on a case-by-case basis using the CAP-USAF/XO-approved syllabus. A CAP-USAF IP will conduct all IP training. IP training is considered complete after successful completion of an initial or requalification instructor evaluation according to AFI 11-2CAP-USAF, Volume 2. Pilots who complete IP training may instruct any specialized training programs for which they are certified. (T2)

**4.4. Glass Cockpit (G-1000) Certification Training.** LR commanders will certify CAP-USAF pilots to operate G-1000-equipped aircraft. G-1000 training certifies pilots to perform instrument flight rules (IFR) area navigation (RNAV) enroute procedures, and RNAV global positioning system (GPS) terminal procedures. Pilots may be certified to the lowest GPS approach minimums compatible with the aircraft equipment. CAP-USAF may use the G-1000 training course provided by the CAP. (T2)

**4.5. Technically Advanced Aircraft (TAA) Certification Training (non G-1000 aircraft).** LR commanders will certify CAP-USAF pilots to operate TAA. TAA training certifies pilots to perform area navigation (RNAV) enroute procedures and RNAV GPS terminal procedures. Pilots may be certified to the lowest GPS approach minimums compatible with the aircraft equipment. TAA training fulfills the requirement for GPS/RNAV equipment training. CAP-USAF may use the applicable TAA training course provided by the CAP. (T2)

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DCS, Operations

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

- AFPD 11-2, *Aircrew Operations*, 19 January 2012
- AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012
- AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010
- AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
- AFI 11-202, Volume 3, *General Flight Rules*, 22 October 2010
- AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 February 2005
- AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011
- AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 Oct 2012
- AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009
- AFI 11-401, *Aviation Management*, 10 December 2010
- AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, 13 December 2010
- AFI 11-403, *Aerospace Physiological Training Program*, 30 November 2012
- AFI 11-2CAP-USAF, Volume 2, *Aircrew Standardization/Evaluation Program*, 25 December 2009
- AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 June 2010
- AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 September 2006
- AFMAN 33-363, *Management of Records*, 1 March 2008
- AFI 36-2107, *Active Duty Service Commitments*, 30 April 2012
- Code of Federal Regulations, Title 14, Part 95, Subpart B

***Adopted Forms***

- AF Form 8, *Certification of Aircrew Qualification*
- AF Form 63, *Officer and Airman Active Duty Service Commitment (ADSC) Acknowledgment Statement*
- AF Form 847, *Recommendation for Change of Publication*
- AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*
- AF Form 4348, *USAF Aircrew Certifications*

***Abbreviations and Acronyms***

**ADSC**—active duty service commitment

**AFE**—aircrew flight equipment  
**ARMS**—aviation resource management system  
**AFPD**—Air Force policy directive  
**BAQ**—basic aircraft qualification  
**CAP**—Civil Air Patrol  
**CAP-USAF**—Civil Air Patrol-U.S. Air Force  
**CFI**—certificated flight instructor  
**CFII**—certificated flight instrument instructor  
**CRM**—cockpit/crew resource management  
**CT**—continuation training  
**EP**—evaluator pilot  
**ETCA**—electronic training course announcement  
**FAA**—Federal Aviation Administration  
**FE**—flight examiner  
**FOUO**—for official use only  
**FP**—first pilot  
**GLS**—global navigation satellite system landing system  
**GPS**—global positioning system  
**GS**—general schedule  
**HARM**—host aviation resource management  
**HQ**—headquarters  
**IFR**—instrument flight rules  
**IMC**—instrument meteorological conditions  
**IP**—instructor pilot  
**IRC**—instrument refresher course  
**IRP**—instrument refresher program  
**LR**—liaison region  
**LNAV**—lateral navigation  
**MAJCOM**—major command  
**MDS**—mission design series  
**MP**—mission pilot  
**MQT**—mission qualification training

**MR**—mission ready  
**OPR**—office of primary responsibility  
**PIC**—pilot in command  
**PPS**—pilot proficiency sortie  
**RDS**—records disposition schedule  
**RG**—retractable gear  
**RNAV**—area navigation  
**SEPT**—situational emergency procedures training  
**SERE**—survival, evasion, resistance, and escape  
**SFL**—simulated forced landing  
**stan/eval**—standardization/evaluation  
**TO**—technical order  
**VMC**—visual meteorological conditions  
**VNAV**—vertical navigation

### *Terms*

**Air Force aircraft**—U.S. Government aircraft under U.S. Air Force jurisdiction (per AFI 11-401).

**Aircraft Model**—an aircraft manufacturer’s designation for an aircraft grouping with similar design or style of structure. The aircraft model is listed in the aircraft type certificate and distinguishes a particular aircraft.

**CAP-USAF aircraft**—Air Force aircraft operated by HQ CAP-USAF or one of its LRs.

**CAP-USAF IP**—qualified IP assigned or attached to CAP-USAF. With CAP-USAF/CC approval, a contracted FAA CFI or CFII may perform CAP-USAF IP duties to accomplish CAP-USAF training requirements. Refer to AFI 11-401. **Note:** The CAP Cooperative Agreement and Statement of Work enable CAP-USAF to use appropriately certified CAP members to perform CFI/CFII duties.

**Certificated Flight Instructor**—pilot certified by the FAA to perform basic flight instruction.

**Certificated Flight Instructor Instrument**—pilot certified by the FAA to perform advanced instrument instruction.

**G-1000**—aircraft operated by CAP-USAF that has the glass cockpit configuration. The certification following G-1000 training.

**Government aircraft**—aircraft owned, operated, or leased by the U.S. Government (per AFI 11-401).

**Lookback**—look back at the rate of flying experience over a specified period of time. Lookback computations start after the first full lookback period following completion of qualification training.

**Public aircraft**—aircraft used only for the U.S. Government.

**Technically Advanced Aircraft**—defined by the Federal Aviation Administration (FAA) as general aviation aircraft that contain an IFR-approved GPS navigator with a moving map display, plus any additional systems such as an integrated autopilot.

## Attachment 2

## TRAINING SORTIES AND EVENTS

**A2.1. Pilot Proficiency Sorties.** Accomplish the minimum events in [Figure A2.1](#) on a dedicated sortie flown with a CAP-USAF IP. **Exceptions:** IPs may accumulate events from multiple sorties toward completion of a PPS. IPs may fly PPS solo on other than G-1000 PPS.

**Figure A2.1. Minimum Event Requirements (PPS or G-1000 PPS).**

Minimum Event Requirements	
Holding	Full flap landing
Precision approach	Touch and go landing
Nonprecision approach	Go around
Circling approach	Steep turns
Simulated forced landing	Power off stall
Zero flap landing	Power on stall
Partial flap landing	

**A2.2. Normal Landing.** Accomplish a landing using the aircraft-specific normal landing procedures. Consider all flap setting as normal.

**A2.3. Short Field Landing.** Accomplish a landing using the aircraft-specific short field landing procedures.

**A2.4. Soft Field Landing.** Accomplish a landing using the aircraft-specific soft field landing procedures.

**A2.5. Precision Approach.** Accomplish a published precision approach during simulated instrument flight.

**A2.6. G-1000 Precision Approach.** Accomplish a published precision approach in a G-1000-equipped aircraft during simulated instrument flight.

**A2.7. Nonprecision Approach.** Accomplish a published nonprecision approach during simulated instrument flight.

**A2.8. G-1000 Nonprecision Approach.** Accomplish a published nonprecision approach in a G-1000-equipped aircraft during simulated instrument flight.

**A2.9. Simulated Forced Landing Pattern.** Accomplish aircraft-specific forced landing procedures to a low approach or landing. An SFL accomplished in any CAP-USAF aircraft satisfies the SFL event requirement.

**A2.10. Short Field Takeoff.** Accomplish a takeoff using the aircraft-specific short field takeoff procedures.

**A2.11. Soft Field Takeoff.** Accomplish a takeoff using the aircraft-specific soft field takeoff procedures.

**A2.12. Landing.** Accomplish any landing from any pattern or approach with any authorized flap setting. Regain currency according to [paragraph 3.7.3](#).

**A2.13. Night Landing.** Accomplish any landing during the period after evening civil twilight and before morning civil twilight. Regain night landing currency by accomplishing a night landing under the supervision of a night landing current IP.

**A2.14. Instrument Approach.** Accomplish any published precision or nonprecision approach in any aircraft. Regain instrument approach currency according to **paragraph 3.7.4**.

**A2.15. G-1000 Sortie.** Accomplish a sortie in a G-1000 aircraft. Regain G-1000 currency by accomplishing a G-1000 sortie under the supervision of a G-1000 certified IP.

**A2.16. Non-G-1000 Sortie.** Accomplish a sortie in other than a G-1000 aircraft. Regain currency by accomplishing a sortie in other than a G-1000 aircraft under the supervision of another instructor pilot.

Attachment 3

SAMPLE LETTER OF XS

Rank	Name	LAO	Mission Ready	Fixed Pitch Propeller	Variable Pitch Propellers	RG	Turbocharged IP	FAA CFI	FAA CFII	Mountain Flying	G-1000 Aircraft	GPS Approaches	LNAV Minimums	LNAV/VNAV Minimums	GLS Minimums	Flight Examiner	Initials

Approved on           (date)          

*(signature)*  
 NAME, Rank, USAF  
 Commander