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SECRETARY OF THE AIRFORCE**

**AIR FORCE INSTRUCTION 11-2E-3,
VOLUME 1**



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Flying Operations

E-3--AIRCREW TRAINING

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This volume implements AFD 11-4, *Aviation Service*; AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the E-3. It applies to all E-3 units including Air Force Reserve Command (AFRC) Units. This publication does not apply to the Air National Guard (ANG). Major Commands (MAJCOMs), Direct Reporting Units (DRU) and Field Operating Agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3O-AI, through ACC/A3TO, for approval prior to publication IAW AFI 11-200. Copies of approved and published supplements will be provided by the issuing office to ACC/A3TO, and the user MAJCOM/DRU/FOA offices of primary responsibility (OPR). Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA OPR for post publication review. **Note:** The above applies only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*, section 3F. See **paragraph 1.3** for guidance on submitting comments and suggesting improvements to this publication. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974. System of Records Notice F011 AF XO A, Aviation Resource Management system (ARMS) covers required information. The authority for maintenance of ARMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), and Executive Order 9397 as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. 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) located in Air Force

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SUMMARY OF CHANGES

This volume contains substantial changes that update and clarify training requirements. Of note, this revision updated and clarified: BMC crewmember training requirements, replaced PACAF/A3A with PACAF /A3O, references to Weapons Directors (WD) has been removed, Pilots may fly unsupervised while non-current for night landing and night air refueling on sorties planned not to include night operations or autopilot-off air refueling when AAR is not planned with SQ/DO approval. Initial Qualification Training proficiency advancement authority can now be delegated to SS/CC. Moved GS05: Instrument Refresher Training (IRC) into Category II (General Flying Related Ground Training). Added Category III training for Preventing and Resisting Aircraft Piracy. Clarified Criteria for training Events, Scenario Simulator by adding “To credit a Scenario Simulator event, both pilot positions and the FE position will be occupied.” Added: “Operations at other than the home airfield” to Pilot Proficiency Flight profile options. Removed notes referencing no PACAF Sim/DMO capability. Added provision for qualified IAWOS to instruct SD/ECO regaining controlled mission currency. The criteria for swapping controllers were revised. Revised AST EA/EP requirement to mirror ASO & SST requirements. Updated Alternate Procedure requirement to align with AS-11 RAP Tasking Message. Revised Instructor Upgrade policy by empowering 3 OG, 18 OG and 552 OG to oversee unit training programs. Updated Abbreviations, Acronyms, and Terms in **Attach 1**.

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Chapter 1

GENERAL INFORMATION

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

1.2. Responsibilities:

1.2.1. ACC/A3 is designated as the responsible agency for this volume IAW AFD 11-2. ACC will:

1.2.1.1. ACC/A3 will chair semi-annual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirements programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC active and reserve component representatives. MAJCOM/A3s with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. ACC/A3CA is Office of Primary Responsibility (OPR) and HQ ACC/A3T is Office of Collateral Responsibility (OCR) for this volume and processes all changes to this volume. Proposed changes to this volume are submitted IAW AFI 11-215, *Flight Manuals Program*. Changes to this volume require coordination between ACC, PACAF and AFRC OPRs and are approved by AF/A3/5. The procedures are IAW paragraph [1.3](#) of this volume.

1.2.1.3. ACC uses [Chapter 6](#) of this volume and supplements for unique requirements and restrictions for E-3 units and to establish individual unit tasking as required. Forward copies of any MAJCOM supplement to this volume to AF/A3O-AI and applicable MAJCOM/A3 for approval.

1.2.1.4. ACC/A3C sponsors periodic meetings to review ground and flying training requirements. Participants should include representatives from HQ ACC, HQ PACAF, HQ AFRC, 18 WG, 3 WG, 552 ACW, and 513 ACG.

1.2.1.5. IAW AFD 10-9, *Lead Operating Command Weapon Systems Management*, ACC is designated lead command for the E-3. Included among the many duties of a lead command are establishing standards, tasks, and formal training requirements. ACC/A3C is OPR for E-3 flight and mission crew syllabi and provides training materials to PACAF and AFRC.

1.2.1.6. ACC/A3C will publish the Ready Aircrew Program (RAP) tasking message. **Note:** The RAP tasking memorandum takes precedence over this volume, and may contain updated sortie requirements or missions/events.

1.2.2. PACAF:

1.2.2.1. PACAF uses [Chapter 6](#) of this volume and supplements for unique requirements and restrictions for PACAF E-3 units and to establish individual unit tasking as required. Any PACAF supplements to this volume will be routed through ACC/A3CA to AF/A3O-AI for approval.

1.2.2.2. PACAF/A3O will request E-3 training materials from HQ ACC/A3C as required.

1.2.2.3. PACAF/A3O is OPR and PACAF/A3T is OCR for training matters affecting PACAF E-3 units.

1.2.2.4. PACAF may produce a PACAF-specific RAP tasking message as a stand-alone document or to supplement the ACC RAP tasking message. PACAF's RAP Tasking Message will take precedence over this volume and, when annotated, ACC RAP Tasking Message (for PACAF units only).

1.2.3. AFRC Responsibilities:

1.2.3.1. AFRC uses **Chapter 6** of this volume and supplements for unique requirements and restrictions for AFRC E-3 units and to establish individual unit tasking as required. Any AFRC supplements to this volume will be sent to AF/A3O-AI and applicable MAJCOM/A3 for approval.

1.2.3.2. AFRC/A3T will request E-3 training materials from ACC/A3C as required.

1.2.3.3. AFRC/A3T is OPR for matters affecting AFRC E-3 units.

1.2.3.4. AFRC will produce an AFRC-specific RAP tasking message.

1.2.4. 552 ACW, 18 WG, 3 WG, 513 ACG:

1.2.4.1. 552 ACW is OPR for training materials referred to in this volume, including all E-3 Course Training Documents (CTD).

1.2.4.2. Attach API-6/8/C/D flyers to a flying squadron IAW AFI 11-401, *Aviation Management*, and any MAJCOM Supplement to AFI 11-401.

1.2.4.3. Review and/or designate the training level for all BMC and CMR aircrew members.

1.2.4.4. Review programs and manning position designations annually.

1.2.4.5. 552 ACW tasks 552 OG to provide E-3 training materials through electronic means for review and distribution to ACC/A3C, PACAF/A3O, AFRC/A3T, 18 WG, 3 WG, and 513 ACG.

1.2.4.6. 552 ACW, 18 WG, 3 WG, and 513 ACG assist subordinate units in the management of training programs, ensure programs meet unit needs, and provide necessary training staff support.

1.2.5. 552 OG, 18 OG, 3 OG, 513 ACG:

1.2.5.1. 552 OG will develop training programs for E-3 units to ensure that all aircrew members are prepared to perform E-3 roles and missions.

1.2.5.2. 552 OG will provide training programs and materials, in electronic format, to E-3 units.

1.2.5.3. 552 OG/CC, 513 ACG/CC, 18 OG/CC, and 3 OG/CC or equivalent will conduct periodic reviews of each subordinate squadron's RAP training and evaluate their respective group's overall RAP training to ensure training is well-balanced and equitably allocated.

1.2.5.4. 552 OG, 513 ACG, 18 OG, and 3 OG are OPRs for their respective Aircrew Intelligence Training (AIT) programs.

1.2.5.4.1. 552 OG (in coordination with 513 ACG), 3 OG, and 18 OG will develop AIT Master Question Files (MQF). Testing will be conducted annually at the squadron level. Minimum passing score is 85 percent.

1.2.5.5. 552 OG, 513 ACG, 18 OG, and 3 OG will supplement this volume with their own unique requirements and forward a copy through channels to ACC/A3C, PACAF/A3O, or AFRC/A3T as appropriate for approval.

1.2.6. Squadron Commanders:

1.2.6.1. Request waivers IAW paragraph **1.11.** of this volume.

1.2.6.2. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members.

1.2.6.3. Ensure adequate review of training and evaluation records of all aircrew members with emphasis on newly assigned aircrew members and those completing formal training, to determine the training required to achieve Combat Mission Ready (CMR)/Basic Mission Capable (BMC) and ensure provisions of this volume have been met.

1.2.6.4. Certify aircrew members as CMR/BMC when the appropriate training requirements have been completed.

1.2.6.5. Ensure training scenarios and RAP missions are oriented to developing and practicing basic combat and tactical employment skills.

1.2.6.6. Determine utilization of BMC aircrew.

1.2.6.7. Identify the levels of supervision required to accomplish required training.

1.2.6.8. Assist the wing and group in developing unit training programs.

1.2.6.9. **Periodic and End-of-Cycle Training Reports.**

1.2.6.9.1. **Periodic Reporting.** Squadron CC will submit a periodic training report through OG/CC to appropriate MAJCOM by the 15th of every 4th month of the training cycle (if the 15th falls on a weekend, then by the next business day).

1.2.6.9.1.1. Squadrons may submit an out of cycle report at anytime if Higher Headquarters (HHQ) assistance is required to prepare for DOC statement mission or deployment taskings.

1.2.6.9.1.2. Reports will consist of:

1.2.6.9.1.2.1. A SQ/CC's memo summarizing previous report results/issues, current training plan summary and significant shortfalls/limiting factors (LIMFACS) affecting training.

1.2.6.9.1.2.2. A completed squadron training health slide (revised) summarizing critical training issues.

1.2.6.9.1.3. Report guidance and templates can be found at ACC/A3CA Portal Page,

<https://www.my.af.mil/gcss-af/USAF/ep/browse.do?programId=tA4057E1F2B65571B012B7C587D2800D&channelPageId=s6925EC1344730FB5E044080020E329A9> or at your

MAJCOM-unique site.

1.2.6.9.2. **End-of-Cycle Reporting.** Squadrons will submit an End-of-Cycle Training Report NLT the 15th of October.

1.2.6.9.2.1. Report all deviations from the training requirements in this volume or the RTM, after proration at the end of the training cycle.

1.2.6.9.2.2. Squadrons deployed at the end of the training cycle are still required to submit an End-of-Cycle Report within the requirements of **paragraph 1.2.5.12.2** Squadrons will report the number of training months and waived number of deployed months.

1.2.6.9.2.3. End-of-cycle report guidance and templates can be found at ACC/A3CA Portal Page <https://www.my.af.mil/gcss-af/USAF/ep/browse.do?programId=tA4057E1F2B65571B012B7C587D2800D&channelPageId=s6925EC1344730FB5E044080020E329A9> or at your MAJCOM-unique site.

1.2.6.9.3. **Shortfall and LIMFAC reporting.** Report only significant shortfalls or LIMFACS that affect 20% or greater of assigned/attached aircrew and all events/sorties waived by the OG/CC.

1.2.6.9.3.1. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, personnel, etc. Example: A high percentage of inexperienced personnel requiring more training events than experienced personnel.

1.2.6.9.3.2. LIMFACS are factors, constraints, restrictions, etc. that degrade training effectiveness. **EXAMPLE:** an aircrew member is unable to accomplish live air-to-air missions due to shortage of live flying activity.

1.2.6.9.3.3. Include possible solutions or specific assistance required (if applicable). The MAJCOM will attempt to rectify or minimize noted shortfalls/LIMFACS while the training cycle is under way.

1.2.7. Flight Commanders:

1.2.7.1. Monitor and manage individual assigned and attached aircrew member currencies and requirements.

1.2.7.2. Ensure aircrew members participate only in sorties, events and tasks for which they are adequately prepared, trained and current.

1.2.8. Supervisors:

1.2.8.1. Identify areas where additional training is needed and direct training accordingly.

1.2.8.2. Ensure mission objectives are prebriefed, debriefed, and evaluated to determine successful accomplishments.

1.2.9. Individual aircrew will:

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

1.2.9.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume and applicable RAP tasking message.

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

1.3. Processing Changes:

1.3.1. Process changes using the AF Form 847, *Recommendation for Change of Publication*, IAW AFI 33-360 and AFI 11-215, *USAF Flight Manuals Program (FMP)*, through local and MAJCOM training channels to ACC/A3CA. ACC/A3CA will forward (coordinated) recommended changes to USAF/A3O-AT for approval.

1.4. Training. Aircrew training is designed to progress aircrew from Initial Qualification Training (IQT) (Basic Course or Re-Qualification Training (RQT)) to Mission Qualification Training (MQT) and finally to Continuation Training (CT).

1.4.1. IQT provides the training necessary to initially qualify aircrew in a basic crew position to perform flying duties without regard to the unit's mission. See [Chapter 2](#). Upon completion of IQT, aircrew attains Basic Aircraft Qualification (BAQ) status.

1.4.1.1. BAQ aircrew have completed a flight evaluation and are qualified to perform basic aircrew duties in the E-3. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew may fly unsupervised. BAQ aircrew will only perform those duties for which they have been trained and qualified. With appropriate supervision, BAQ aircrew may participate in composite force or other advanced scenarios.

1.4.1.2. BAQ is a prerequisite for MQT.

1.4.1.3. Except for General Officers, BAQ is not a long-term qualification status and waiver authority to remain BAQ resides with MAJCOM/A3.

1.4.2. MQT provides aircrew the advanced training necessary to qualify in an assigned aircrew position to perform the command or unit mission. See [Chapter 3](#). Aircrew will maintain BAQ status until completion of MQT. Completion of MQT is a prerequisite for CMR/BMC. See [Chapter 4](#).

1.4.3. CT provides aircrew with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level. RAP is the CT program designed to focus training toward needed skills. Specific RAP instructions are issued by each MAJCOM via a RAP tasking message. See [Chapter 4](#).

1.4.4. Aircrew will have received training in all basic missions of a specific unit upon completion of IQT and MQT. Aircrew will then be designated either CMR or BMC.

1.4.4.1. **CMR.** CMR aircrew will maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew will maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this

training or maintain these currencies results in regression to Non-CMR (N-CMR) status. These currencies and events are outlined in **Chapter 4** and applicable RAP Tasking memorandum.

1.4.4.2. **BMC.** BMC designated aircrew members have a primary job performing wing supervision or staff functions that directly support the flying mission. These aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. See **Chapter 4**.

1.4.4.2.1. BMC aircrew will maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. BMC aircrew must be able to attain CMR qualification in 30 days or less.

1.4.4.2.2. BMC aircrew will accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC.

1.4.4.2.3. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, aircrew will not perform combat training without supervision until re-certified.

1.4.4.3. **API-6/8/C/D** rated personnel flying authorizations, Career Enlisted Aviator (CEA) flying authorizations, nonrated MAJCOM Realistic Training Program aircrew, USAFWS assigned instructors, and test aircrew are managed IAW AFI 11-202V1, *Aircrew Training*, and MAJCOM guidance.

1.4.4.3.1. These aircrew members require a valid AF Form 8, *Certificate of Aircrew Qualification*, IAW AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2E3V2, *E-3 Aircrew Evaluation Criteria*.

1.4.4.3.2. These aircrew members will fly the BMC rate; however, they are not required to complete BMC specific ATD events nor maintain lookback requirements.

1.4.4.3.3. If these aircrew members are current, they may fly without an instructor with SQ/CC or DO concurrence.

1.4.4.3.4. These aircrew members are exempt from academic ground training, chemical warfare (CW) training, and special training programs (except when required in preparation for theater deployment). These personnel must complete Category I ground training events IAW paragraph **4.10.1**. These aircrew will also complete SS02, SS05, and CRM of Category II training. CAT III training is not required.

1.4.4.4. **Unqualified (UQ).** Unqualified aircrew members require a flight evaluation before progressing to a higher qualification level. UQ aircrew members fall under one or more of the following categories:

1.4.4.4.1. Enrolled in IQT.

1.4.4.4.2. Downgraded for being Non-Current greater than 6 months.

1.4.4.4.3. Downgraded for a demonstrated lack of ability.

1.4.4.4.4. Downgraded for failure to meet standards during a QUAL flight evaluation or at SQ/CC discretion following a Commander-directed downgrade IAW AFI 11-202 Vol 2

1.4.4.5. Returning personnel currently qualified in a non-USAF E-3 aircraft require difference training. See [paragraph 5.7](#)

1.4.4.6. Aircrew Experience Level. Aircrew Experience Levels tell unit commanders how much flying and Aircrew Training Device (ATD) training CMR and BMC aircrew members need to maintain RAP requirements. There are two Experience Levels for aircrew members who receive CMR/BMC qualification--" Inexperienced" and "Experienced."

1.4.4.6.1. Assigning Experience/Inexperience Levels. Aircrew training cycle requirements are based on the aircrew member's current "experienced" or "inexperienced" status. When an aircrew member changes experience levels, training requirements will be prorated from the date of experience certification.

1.4.4.7. Experience Level Progression. SQ/CCs may reclassify CMR/BMC aircrew members as "experienced" based on successfully completing a unit-developed "experienced" certification program and the progression guidelines in [paragraph 1.4.4.9](#). SQ/CCs may waive the progression guidelines based on demonstrated proficiency. Squadron DOT documents reclassification as "Combat Mission Ready/Experienced or Basic Mission Capable/Experienced" in Section II of the aircrew member's training record.

1.4.4.8. Normal Progression Guidelines for Combat Mission Ready Experienced (CMR/E).

1.4.4.8.1. Aircraft Commanders (AC) have 200 hours as a CMR/BMC E-3 AC,

1.4.4.8.2. Copilots (CP) have been CMR/BMC in the E-3 for 1 year and have 300 hours as a CMR/BMC E-3 CP.

1.4.4.8.3. Navigators (N) have been CMR/BMC in the E-3 for 1 year AND have either 500 CMR/BMC E-3 hours, OR 1000 hours total rated flying time with 200 CMR/BMC E-3 hours.

1.4.4.8.4. Flight Engineers (FE) have been CMR/BMC in the E-3 for 1 year AND have either 600 CMR/BMC E-3 hours, 1000 hours total flying time with 300 CMR/BMC E-3 hours, OR 2000 hours total flying time with 200 CMR/BMC E-3 hours.

1.4.4.8.5. Battle Director Technicians (BDT) have 200 E-3 flying hours as a CMR/BMC BDT or 50 E-3 flying hours as an CMR/BMC BDT with 4 years experience in a North American Aerospace Defense Command (NORAD) operations center, and have flown one live NORAD exercise or 2 Operation Noble Eagle Missions as a qualified BDT.

1.4.4.8.6. Computer Display Maintenance Technicians (CDMT) have 300 E-3 flying hours as a CMR/BMC CDMT.

1.4.4.8.7. Airborne Radar Technicians (ART) have 300 E-3 flying hours as a CMR/BMC ART.

1.4.4.8.8. Communications System Operators (CSO) have 300 E-3 flying hours as a CMR/BMC CSO and have been CMR for 1 year.

1.4.4.8.9. Communication Technicians (CT) have 300 E-3 flying hours as a CMR/BMC CT and have been CMR/BMC for 1 year.

1.4.4.8.10. Dual Qualified Airborne Communication Specialists (ACS) have 200 hours as a CMR dual qualified CSO/CT (i.e. a CT would need 200 CSO hours and vice versa), and have been CMR for 1 year in upgraded position.

1.4.4.8.11. Mission Crew commanders (MCC), Senior Directors (SD), Air Weapons Officers (AWO), Air Surveillance Officers (ASO), Electronic Combat Officers (ECO), Senior Surveillance Technicians (SST), Air Surveillance Technicians (AST), have 350 E-3 flying hours as a CMR crewmember in their current position and have been CMR for 1 Year.

1.4.5. Upgrade/Specialized Training. Upgrade/Specialized training is training in any special skills necessary to carry out the unit's assigned mission that is not required by every aircrew. See [Chapter 5](#). Upgrade/Specialized training is normally accomplished after an aircrew is assigned CMR/BMC status and is normally in addition to CMR/BMC requirements. Unless otherwise specified, CMR/BMC aircrew members may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.4.5.1. Instructor/Evaluator Qualified. Instructor/evaluator qualified aircrew members are trained and qualified to instruct and/or evaluate duties associated with their aircrew positions. Instructor/evaluator certified aircrew members will maintain CMR/BMC status. Instructors may perform instructor duties in-flight as long as they are CMR/BMC and current in the event they are instructing. Instructors who become N-CMR/N-BMC may be allowed to continue academic and/or ATD instructor duties with 552 OG/CC, 513 ACG/CC, 3 OG/CC, or 18 OG/CC or equivalent approval.

1.5. Training Concepts and Policies:

1.5.1. Training programs will be designed 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, aircrew capabilities, and safety. This volume provides training guidelines and policies to be used with operational procedures specified in applicable flying/operations publications.

1.5.2. HQ ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked.

1.5.3. Training missions will be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use procedures and actions applicable to combat scenarios (i.e. appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, intel briefing and debriefing).

1.5.4. In-flight Supervision:

1.5.4.1. The following personnel must be under the direct supervision of an instructor/evaluator when performing aircrew duties.

1.5.4.1.1. Unqualified aircrew members.

1.5.4.1.2. Aircrew members performing events in which they are noncurrent or unqualified. **Note:** Pilots may fly unsupervised while non-current for night landing and night air refueling on sorties planned not to include night operations or autopilot-off air refueling when **AAR** is not planned with SQ/DO approval. IPs may fly unsupervised while non-current for touch and go landings on sorties planned not to include this event with SQ/DO approval.

1.5.4.1.3. Aircrew members performing MQT sorties, except as permitted in **Chapter 3**.

1.5.4.1.4. Aircrew members downgraded to N-CMR/N-BMC.

1.5.4.1.5. Any senior officer who has not completed IQT requirements of **Chapter 2** including an appropriate flight evaluation.

1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. AWACS units are scheduled to Air Expeditionary Force (AEF) pairs however, their Low Supply/High Demand status drives one common 12-month RAP cycle for all units. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of CMR and BMC RAP sorties accomplished is the primary factor for maintaining an individual's qualification level. A review of the RAP sorties flown should also consider specific sortie and mission types. Variations may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

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

1.6.4. Progression from BMC to CMR requires:

1.6.4.1. A 1-month lookback at CMR sortie rate.

1.6.4.2. Qualification in all missions and any specialized mission training required for CMR.

1.6.4.3. Completion of mission-related ground training.

1.6.4.4. Squadron CC certification.

1.6.5. CMR aircrew members should fly the required monthly sortie rate to achieve lookback. See **Table 4.5**. Requirements for lookback are described in **paragraph 4.8.2**.

1.7. Training Program Development:

1.7.1. RAP Tasking memorandum sortie and event requirements apply to CMR and BMC aircrew as well as those carrying special capabilities or qualifications. The current RAP Tasking memorandum takes precedence over this volume and may contain updated requirements, sorties, missions, definitions, or events not yet incorporated into this volume.

The standard sortie requirements establish the minimum number of sorties per training cycle for each of the following levels of training:

1.7.1.1. BMC. The minimum training required for aircrew to be familiar in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

1.7.1.2. CMR. The minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.7.2. Collateral or “Cost of Business” sortie requirements will be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These sorties or requirements include but are not limited to ferry flights, incentive flights, deployments, and air shows.

1.7.3. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned, but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. It is essential that non-effective sorties are logged appropriately for HHQ to accurately allocate the number of attrition sorties each year.

1.8. Training Records and Reports. Units will maintain aircrew records for individual training and evaluations IAW AFI 11-202V1, AFI 11-202V2, AFI 11-401, AFI 33-360, and appropriate MAJCOM directives.

1.8.1. Units will document and maintain aircrew certification/upgrade training in individual training folders IAW AFI 33-360 using AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, and the 552 OG Form 52, *Aircrew Certification*, or PACAF/AFRC unit equivalents.

1.8.2. Units will prepare and forward training reports IAW MAJCOM directives and current RAP Tasking memorandum.

1.8.3. Units using ARMS will maintain flying and ground training records IAW AFI 11-401 and MAJCOM supplements. When documenting aircrew training in ARMS, use AF Form 1522, *ARMS Additional Training Accomplishment Input*, or a locally developed Mission Accomplishment Report (MAR) that adheres to AFI 11-421, *Aviation Resource Management*, and AFI 33-360 for guidance.

1.8.4. Track the following information for all aircrew (as applicable):

1.8.4.1. Ground training.

1.8.4.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.4.3. RAP sortie requirements and accomplishment using 1-month and 3-month running totals for look-back.

1.8.4.4. Currencies.

1.9. Aircrew Utilization Policy:

1.9.1. Commanders will ensure aircrew fill authorized positions IAW unit manning documents and aircrew status is properly designated. The overall objective is that aircrews perform combat-related duties.

1.9.2. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience.

1.9.3. For inexperienced aircrew, supervisors will limit the non-flying duties to those related to combat training activities.

1.9.4. Aircrew will not perform long-term duties that detract from their primary duties of training for, or performing, the unit flying mission.

1.10. Sortie Allocation Guidance:

1.10.1. Inexperienced aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.10.1.1. Formal Training Units. Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties.

1.10.1.2. Operational Units. CMR, MQT, then BMC.

1.10.1.3. API-6/8/C/D aircrew, USAFWS, nonrated MAJCOM Realistic Training program aircrew, test aircrew and API-5 aircrew physicians.

1.10.1.4. Consideration should also be given to requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions IAW this volume.

1.11. Waiver Authority:

1.11.1. With MAJCOM/A3 approval and unless specifically noted otherwise in the appropriate section, waiver authority for all requirements of the RAP tasking message and for all provisions in [Chapter 4](#), [Chapter 5](#), and [Chapter 6](#) of this volume is the OG/CC. Waiver authority for ground training is IAW the reference directive. Waivers are on a case-by-case basis considering the experience level of an individual aircrew. For all other specific aircrew training requirements in this instruction, and IAW AFI 11-202 Vol 1, the waiver authority is MAJCOM/A3, unless specifically noted otherwise.

1.11.2. Units subordinate to a NAF will forward requests directly to MAJCOM/A3 and provide their NAF/A3 with an information copy. Waivers from other than MAJCOM/A3 will include their appropriate MAJCOM/A3 as an information addressee. All waivers will include HQ ACC/A3CA as an information addressee. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.11.3. Duration of waivers to this volume will be at the discretion of the waiver authority, and IAW AFI 33-360.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General. This chapter outlines IQT of aircrew into unit aircraft.

2.1.1. Any aircrew member who has been unqualified longer than 96 months must accomplish IQT through the Programmed Flying Training (PFT) program. All E-3 crew positions are required to meet IQT syllabus standards.

2.2. Authority:

2.2.1. 552 OG/CC is responsible for conducting the training specified in all IQT syllabi.

2.2.2. 966 AACS, 552 TRS, Flight Crew Training Contractors, and Mission Crew Training Contractors administer IQT using ACC-approved syllabi.

2.2.3. 552 OG/CC is authorized to proficiency advance a student in any syllabus or phase of training when the student demonstrates performance to the syllabus standards. Proficiency advancement will not be used as a management tool for the purpose of graduating students by a specific date. All proficiency advancements will be documented in the student's grade book. Proficiency Advance authority may be delegated to the appropriate SQ/CC.

2.2.4. 513 ACG may utilize 513th sorties and IQT-certified instructors to conduct the flying phase of IQT training. Instructors are certified to instruct IQT IAW locally developed procedures. This certification will be documented and maintained in the individual's training folder.

2.2.5. PACAF may utilize PACAF sorties and IQT-certified instructors to conduct the flying phase of IQT training for ACS dual-qualified upgrades. Instructors are certified to instruct IQT IAW locally developed procedures. This certification will be documented and maintained in the individual's training folder.

2.3. Time Period to Qualify. Personnel start and complete training IAW AFI 11-202V1 and the appropriate syllabus. Failure to complete training within 60 days of ACC-mandated graduation date requires notification through chain of command channels to HQ ACC/A3C. For IQT students with follow-on assignments to a PACAF squadron, failure to complete training within 14 days of ACC mandated graduation date requires notification to gaining squadron commander and PACAF/A3T. Notification will include aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

2.4. Prerequisites. Prior to entering E-3 formal training, trainees must meet Air Force Education and Training Course Announcements (ETCA) selection prerequisites at site: <https://etca.randolph.af.mil/>.

2.4.1. The 552 TRS/CC and the 966 AACS/CC will review the training record and Flight Evaluation Folder (FEF) of newly assigned students. Experience and previous training are considered in determining the specific training individuals will receive and course track to be followed.

2.4.2. Students will complete Category I ground training prior to entering the flying phase of IQT.

2.5. First Pilot (FP) Program. Pilot candidates with a minimum of 1,200 total rated flying hours may be entered into the First Pilot Program at the discretion of the OG/CC or designated representative. Waiver authority for pilots is described in [paragraph 2.7](#) below.

2.5.1. FP candidates will complete a first pilot flight evaluation IAW AFI 11-2E-3V2, with initial air refueling qualification being deferred. FP candidates who successfully demonstrate proficiency in AAR may accomplish the initial air refueling qualification as part of their flight evaluation at the discretion of the 966 AACS/CC. When the initial air refueling qualification is deferred, FPs must successfully accomplish the initial air refueling qualification not later than their next instrument/qualification evaluation. Upon completion of their flight evaluation and CMR certification, trainees will retain first pilot status.

2.5.2. While in IQT, first pilot candidates may be downgraded to copilot status due to demonstrated lack of performance at the discretion of the OG/CC. Once downgraded, they will complete the remaining requirements of the IQT copilot syllabus and complete a copilot flight evaluation.

2.5.3. Squadron CCs may certify FPs as CMR/BMC aircraft commanders after completion of the following minimum requirements:

2.5.3.1. Successful completion of the operations group developed training program.

2.5.3.2. Demonstrated abilities to perform aircraft commander duties.

2.5.3.3. Successful completion of an air refueling evaluation IAW AFI 11-2E-3V2.

2.5.4. Certification documentation for upgrade to aircraft commander will be kept in the FP training folder.

2.6. Training Reports and Forms. Training reports and forms are completed and forwarded IAW ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*.

2.7. Waivers:

2.7.1. HQ ACC/A3 has delegated waiver authority for aircrew entry prerequisites to HQ ACC/A3CA. **Exception:** Waiver authority for pilot entry into the FP program is the OG/CC.

2.7.2. HQ ACC/A3CA is the waiver authority for PFT, and course syllabi. 552 ACW units forward waiver requests through channels to HQ ACC/A3CA. 513 ACG will forward waivers request through channels to HQ AFRC/A3T to be staffed to ACC/A3CA. PACAF units will forward waiver requests through channels to HQ PACAF/A3O to be staffed to ACC/A3CA.

2.7.3. The 552 OG/CC is the graduation waiver authority for PFT completion. The 552 OG/CC will coordinate with the gaining unit OG/CC on all graduation waivers. A copy of the waiver will be sent to HQ ACC/A3CA within 10 working days of 552 OG/CC approval. **Note:** The applicable OG/CC is the graduation waiver authority for ACS dual-qualified upgrades.

2.7.4. Waiver authority for ground training is IAW the reference directive.

2.7.5. Approval of additional training sorties and the number of training days is IAW the appropriate course syllabus.

2.8. Aircrew Training Requirements:

2.8.1. Ground Training Requirements. All academic and ATD training will be accomplished IAW appropriate syllabi.

2.8.2. Flying Training Requirements. All flying training will be accomplished IAW appropriate syllabi.

2.9. Faculty Training Course: The 966 AACS/CC will administer a formal training program designed to qualify E-3 instructors for faculty duties in the FTU.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. This chapter outlines MQT required to qualify personnel to perform aircrew duties during E-3 operational and training missions. MAJCOMs will ensure MQT academics and simulations are provided for all CAF AWACS aircrew members, additionally MAJCOMS will ensure MQT completion using approved Course Training Documents (CTD). OG/CC or equivalent will administer their respective MQT IAW detailed objectives and requirements found in the appropriate Course Control Document (CCD).

3.2. Time Period to Qualify. MQT is completed IAW the appropriate CTD.

3.3. Prerequisites. A crewmember must possess a valid E-3 qualification in order to be enrolled in MQT.

3.4. CMR/BMC Certification. Upon completion of MQT and local OG guidance (if applicable), the gaining squadron commander certifies aircrew members as CMR or BMC using AF Form 4324 and the 552 ACW Form 52 (or PACAF/AFRC unit equivalents). Certification documents are filed in the crewmember's training folder.

3.5. Waivers: Waiver authority for MQT events, completion and graduation is the applicable OG/CC. Waiver authority for ground training is IAW the reference directive.

3.6. Aircrew Training Requirements:

3.6.1. Ground Training Requirements. All training is conducted IAW the appropriate CTD prior to CMR/BMC certification. PACAF aircrew members will accomplish Theater Training.

3.6.2. Flying Training Requirements. Flying training is completed IAW the appropriate CTD. Difference training not covered during ground training may be completed during flying training.

3.6.3. Aircrew Training Device Requirements. All ATD training is completed IAW the appropriate CTD. An E-3 unit not collocated with an ATD is exempt from ATD requirements. Units will develop academic instructions to cover MQT ATD objectives.

3.6.4. Aircrew waived from mission evaluation IAW AFI 11-2E-3V2 will be instructed and trained on E-3 Self-Defense procedures IAW the appropriate CTD prior to CMR certification.

3.6.5. Aircraft commanders will be assessed by a pilot squadron supervisor (assistant operations officer or above) on final assessment flight.

3.6.6. Instructor Utilization. All flying and ATD training during MQT is conducted under the supervision of a qualified instructor/evaluator with the following exceptions:

3.6.6.1. ASO, AWO, ECO, SD, and MCC crewmembers who have completed Qualification and Mission evaluations may fly MQT sorties under the supervision of an instructor or squadron commander designated certifiers IAW locally developed procedures.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines ground and flight requirements for CT to maintain E-3 qualification, currency, and to requalify previously qualified aircrew members in the E-3.

4.2. Training Period. Every attempt should be made to balance training across the entire training cycle. Units should attempt to complete 50 percent of the training halfway through their prescribed RAP training cycle.

4.3. Prerequisites. Aircrew members will have CMR/BMC certification.

4.4. Waivers/Special Categories. 552 OG/CC, 513 ACG/CC, 3 OG/CC, and 18 OG/CC have waiver authority for the requirements in this chapter, unless specifically noted otherwise. Waiver authority for ground training is IAW the reference directive. OG/ACG/CCs have waiver authority for RAP requirements and may delegate this authority to unit commanders.

4.4.1. Squadron commanders will forward, to the appropriate waiver authority, a list of aircrew members requiring waivers and aircrew members downgraded for failure to meet continuation training requirements IAW [Attachment 4](#).

4.4.2. Waiver requests must be received by 552 OG/CC, 18 OG/CC, 3 OG/CC, or 513 ACG/CC no later than 15 days after the end of their RAP training cycle.

4.4.3. After final review and determination of waiver requests, 552 OG/CC, 18 OG/CC, 3 OG/CC or 513 ACG/CC (as appropriate) will notify subordinate units of the approval/disapproval of the waiver request. Info copy will be sent to applicable MAJCOM.

4.4.4. MAJCOM, NAF, USAFWS API-6/8/C/D, and test aircrew.

4.4.4.1. This paragraph is not applicable for AFRC. AFRC responsibilities for API-6/8/C/D/staff flyers are contained in AFI 11-401/AFRC Sup 1.

4.4.4.2. MAJCOM Division Chiefs, NAF/A3 and USAFWS/CCO Division CC are reviewing authorities for assigned personnel. They will:

4.4.4.2.1. Ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

4.4.4.2.2. Provide each flyer with written documentation specifying the sortie types and events the aircrew member is authorized to fly. API-6/8/C/D personnel who fly with only one unit may receive this from their attached unit commander.

4.4.4.3. Flying personnel identified in [paragraph 4.4.4](#) are to accomplish ground training items IAW [paragraph 1.4.4.3.4](#) of this volume.

4.4.4.4. Aircrew members will:

4.4.4.4.1. Review accomplishments and currencies for accuracy.

4.4.4.4.2. Submit qualification and authorization documentation to the supporting SQ/CC or DO prior to flying with that squadron.

4.4.4.5. Instructor-qualified crewmembers may perform instructor duties, if qualified and current for the applicable missions/events.

4.4.5. Flight deck crewmembers will start tracking currencies during the live flying portion of their IQT/RQT to include the flight phase of the evaluation. In order to establish/update currency in an event, that event must be graded to a level "2" or above as specified by ACCI 11-464. Currencies established/updated during the flight phase of the evaluation, must be graded "Q" or "Q-" with no additional training assigned as specified by AFI 11-202V2.

4.5. Theater (Deployment) Training.

4.5.1. IAW AFI 11-202V1, all CMR/BMC aircrew members will complete applicable theater training prior to assuming operational duties within that theater.

4.5.2. A certification brief will be given by the deploying crew to a squadron board. The squadron board should, at a minimum, consist of the CC/CD (or a designated representative) and representatives from squadron weapons and tactics (DOW).

4.5.3. Battle Director Technicians (BDTs) do not require NORAD Theater Training.

4.6. Logging of CT Requirements by Instructors/Evaluators.

4.6.1. Instructors/Evaluators will perform training events IAW the current RAP Tasking Message.

4.6.2. IPs will control the aircraft to credit a training event. **Note:** IPs may log a touch and go when supervising a touch and go from either pilot seat.

4.6.3. USAFWS instructors using NAWCS/TDF may credit all controlling events while performing instructor/evaluator duties.

4.6.4. SDs will not log controlled missions for solely supervising AWOs or WDs engaged in aircraft control. In order to log a controlled mission, SDs must meet the provisions of [paragraph 4.12.3.2.2.2](#) or perform instructor duties in the area of controlled mission under the provisions of [paragraph 4.12.3.2.2.3](#).

4.7. Proration of End-of-Cycle Requirements. At the end of the training cycle, the SQ/CC may prorate all training requirements when DNIFs, emergency leaves, non-flying TDY/exercises, combat/contingency deployments or operations, preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability.

4.7.1. Contingency Operations. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while supporting contingency operations can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time or with reduced assets. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program:

4.7.2. Normally all missions flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward total RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward total RAP requirements, but may be used to update currencies. Units may prorate RAP sorties/events for the period of time (cumulative) each individual was tasked for contingency operations. Proration must occur at the end of the training cycle. In

addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM.

4.7.3. Proration is based on cumulative days of non-availability in the training cycle. Use [Table 4.6](#) to determine the number of months to be prorated. The number of months an aircrew member is not available for flying or ATD duties is entered into the Aviation Resource Management System (ARMS) which determines the prorated requirements.

4.7.4. Mission aircrew members start continuation training the month following completion of MQT and receiving initial CMR/BMC certification. Training accomplished during IQT/MQT will not be counted toward continuation training requirements.

4.8. CMR/BMC Regression. N-CMR/N-BMC aircrew members are not authorized to perform aircrew duties unless under instructor/evaluator supervision, except as noted in [paragraph 1.5.4](#). Downgraded aircrew members must be recertified, in writing, by their squadron commander or designated representative.

4.8.1. Aircrew shall be regressed to N-CMR/N-BMC for one or more of the following reasons:

4.8.1.1. Failure to complete Category I and II ground training requirements. **Note:** If downgraded for failure to meet Category II ground training requirements (except GA06--Crew Resource Management (CRM), per AFI 11-202V1), the member will have the same status as a BAQ aircrew member as defined in [paragraph 1.4.1](#)

4.8.1.2. Failure to meet lookback IAW [paragraph 4.8.2](#). **Note:** CMR aircrew only.

4.8.1.3. Failure to complete recurring/RAP training cycle flying training requirements.

4.8.1.4. Failure to meet AFI 11-202V1 requirements not covered above.

4.8.1.5. Receiving an overall “Q3” grade on an INSTM, QUAL, or MSN evaluation IAW AFI 11-202V2.

4.8.1.6. At SQ/CC discretion.

4.8.2. **Lookback.** Both 1-month and 3-month sortie lookback periods will be calculated on the first duty day of each month. See [Figure 4.1](#) for lookback flow chart. Squadron commanders will determine the RAP level flown, see [Table 4.5](#), by first using the 1-month lookback period. If the 1-month lookback is not satisfied then the 3-month window will be examined. **Note:** Lookback does not apply to BMC or BAQ aircrew.

4.8.2.1. **Failure to Meet 1-Month Lookback.** If a CMR aircrew member does not meet their RAP 1-month lookback requirements, a review will be made of their RAP 3-month lookback requirements. If the 3-month lookback has been met, aircrew may, at SQ/CC discretion, remain in CMR status.

4.8.2.2. **Failure to Meet 3-Month Lookback.** If an aircrew member fails to meet the 3-month lookback requirement, SQ/CCs may:

4.8.2.2.1. Regress the aircrew member to N-CMR status; or,

4.8.2.2.2. Remove the aircrew member from a CMR manning position; or,

4.8.2.2.3. Initiate action to remove the aircrew member from active flying status; or

4.8.2.2.4. Place aircrew in probation status for 1 month (30 days). If SQ/CC chooses probation, the aircrew member will reestablish a 1-month lookback at the end of the probation period to remain CMR. Probation status will be documented in the individual's training folder.

4.8.2.3. Aircrew members that regress to N-CMR status for lookback for less than 180 days will complete a SQ/CC approved re-certification program to return the aircrew member to CMR status. **Note:** At a minimum, the SQ/CC training plan should consist of sorties equaling 1-month's RAP requirement.

4.8.2.3.1. Aircrew will complete an approved training plan prior to regaining CMR status (see [para 4.8.2.3](#)). Elapsed time between re-certification sorties shall be no greater than 30 days. In addition, 1-month lookback will start the first full month of CMR status. The sorties and events accomplished during their recertification program may be credited towards their total sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.8.2.3.2. Following recertification to CMR status, aircrew members will meet a 1-month lookback to maintain CMR until a 3-month lookback is established. SQ/CCs may apply probation rules, as described in [paragraph 4.8.2.2.4](#).

4.8.2.4. Lookback computations for new aircrew members begin following completion of MQT. In addition, 1-month lookback will start the first full month of CMR status. New aircrew members who have been CMR less than 3 months will meet 1-month lookback to remain CMR until a 3-month lookback is established. SQ/CCs may apply probation rules, as described in [paragraph 4.8.2.2.4](#), if a new CMR aircrew member fails to meet 1-month lookback while establishing 3-month lookback.

4.8.3. Aircrew members who fail to complete their RAP requirements for their prescribed RAP training cycle are downgraded to N-CMR/N-BMC. Unless waived IAW [paragraph 4.4](#), recurring training requirements require make-up during the next RAP training cycle. Accomplishment of any delinquent training is tracked manually and documented in the aircrew member's training records.

4.9. Dual Qualifications. For the purpose of this paragraph, dual qualification is qualification in two different crew positions in the same MDS. The purpose of dual qualifications is to provide commanders with flexibility in meeting local training requirements on a case-by-case basis.

4.9.1. Unit commanders may dual qualify aircrew members based upon an individual's experience, training history and availability of training opportunities.

4.9.2. In all instances, dual qualified individuals will maintain CMR status in their primary crew position, as determined by the unit commander.

4.9.3. These individuals may also maintain CMR in both qualifications as long as full RAP requirements are met for each qualification. Alternately, the individual may assume BMC status in their secondary crew position.

4.10. Ground Training. Ground training requirements are divided into three categories. Category I includes mission-essential ground training which must be completed in order to fly. Category II contains general flying-related ground training requirements that affect RAP status.

Category III includes other ground training applicable to aircrew members. Although Category III requirements may not affect a crewmember's RAP status, some events may be required prior to deployment to an operational theater. Aircrew members who fail to complete ground training requirements must comply with re-currency requirements in [paragraph 4.14](#) and the reference directive. See [Table 4.1](#) for a listing of Category I, II, and III ground training subjects and training periods. See [Attachment 3](#) for a listing of reference directives. **NOTE:** Where discrepancies exist, the reference directive takes precedence. Waiver authority for the ground training specified is IAW the reference directive.

4.10.1. **Category I (Mission Essential Ground Training).**

4.10.1.1. LL01--Aircrew Flight Equipment Familiarization. IAW AFI 11-301V1, *Aircrew Flight Equipment Program*. Training to familiarize aircrew members with local AFE items availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base."

4.10.1.2. LL03--Emergency Egress Training, Non-ejection. IAW AFI 11-301V1, *Aircrew Flight Equipment Program*. Training to familiarize aircrew members with emergency egress procedures for aircraft not equipped with ejection systems.

4.10.1.3. LL06-- Aircrew Flight Equipment (AFE) Training. IAW AFI 11-301V1, *Aircrew Flight Equipment Program*. Training in the uses of E-3 survival kit equipment and recommended personal survival equipment.

4.10.1.4. Flight Physical.

4.10.1.5. Physiological Training (Altitude Chamber). IAW AFI 11-403, *Aerospace Physiological Training Program*. Academic and ATD training designed to teach aircrew members how to recognize, correct, and survive physiological problems associated with flying duty.

4.10.1.6. SS01--Local Area Survival (LAS) Training. IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, and MAJCOM supplement. LAS is a one-time requirement prior to first flight at every assignment. Personnel who PCS and then return for subsequent assignments must accomplish this training during each reassignment.

4.10.2. **Category II (General Flying Related Ground Training).** Commanders may grant 30 day CMR/BMC status extensions for completion of category II ground training requirements on a case-by-case basis. Aircrew will be limited to training sorties until the ground training requirement is accomplished.

4.10.2.1. GA06--Crew Resource Management (CRM). Aircrew members will accomplish CRM training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and MAJCOM supplement. Training will be conducted by MAJCOM approved civilian contractors if available. Otherwise conduct training using instructor qualified aircrew covering items listed in AFI 11-290.

4.10.2.2. GS05--Instrument Refresher Course (IRC). Pilots and Navigators only. IAW AFMAN 11-210, *Instrument Refresher Program*, AFI 11-202V1/V2.

4.10.2.3. LL05--Egress Training with Aircrew Chemical Defense Ensemble (ACDE). IAW AFI 11-301V1, *Aircrew Flight Equipment Program*. Initial qualification only.

4.10.2.4. SS02--Combat Survival Training (CST). IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program* and MAJCOM supplement. CST is a hands-on academic and equipment event that provides aircrew members the opportunity to demonstrate their ability to operate ALSE and explain survival techniques and rescue procedures. CST must be completed prior to awarding CMR/BMC status.

4.10.2.5. SS05--Water Survival Training (WST). IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program* and MAJCOM supplement. Training in the procedures used to employ E-3 water survival equipment. WST must be completed prior to being awarded CMR/BMC status.

4.10.3. **Category III (Other-Related Ground Training).**

4.10.3.1. AT00/05/99--Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2E-3 Volume 1 is not the governing directive for completion of ancillary training events. IAW AFI 11-202 Volume 1 the source AFI provides training frequency for these events unless an approved waiver has been authorized. **Table 4.9**, **Table 4.10**, and **Table 4.11** of this volume list the Ancillary Training associated with each block. NOTE: Tier 2 Deployment Ready Expeditionary Skills Training will be IAW AFI 36-2201, Volume 1, Training Development, Delivery and Evaluation. Ancillary Training is organized into the following blocks of topics:

4.10.3.1.1. AT99--Block I--Ancillary Training, Flight Security and Safety.

4.10.3.1.2. AT00--Block II--OSI Brief.

4.10.3.1.3. AT05--Block III--Self Aid and Buddy Care.

4.10.3.2. RA25--Aircrew Chemical Warfare Defense Flight Training. Continuation CW flight training allows aircrew members to annually review performance limitations while operating in CW equipment. Each aircrew member performs flight duties once each annual period for a minimum of 15 minutes while wearing CW equipment. Aircrew members must wear the mask, hood, filter pack and gloves. Aircrew must correctly attach the CW70 mask to their aircrew headset and perform a communication check on the internal nets. This training may be accomplished on the E-3 or in a sim. See **Attachment 2** for guidance on chemical warfare flight restrictions.

4.10.3.3. GA18/13--Chemical Warfare Defense Training (Ground Ensemble). Academic training designed and conducted by base Disaster Preparedness to teach aircrew members how to survive and operate in a chemical warfare environment with the ground crew chemical warfare equipment ensemble.

4.10.3.4. GA61, 62, 63, 64--Weapons Systems Academic Training (WSAT). Quarterly academic training designed to provide aircrews with information on tactics, employment, training and evaluation trends, procedures, and changes to E-3 equipment and software. WSAT is developed and administered according to the guidelines in **Table 4.1**.

4.10.3.5. GS03--Situational Emergency Procedures Training (SEPT).

4.10.3.5.1. SEPT training will be accomplished each calendar month, and the currency will expire at the end of the following month. Failure to accomplish by the end of the following month will result in grounding until subsequently completed.

4.10.3.5.2. Formal course SEPTs may satisfy the monthly SEPT requirement for the instructor who administers this training.

4.10.3.5.3. Incorporate the following elements into squadron SEPT training programs:

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

4.10.3.5.3.2. Develop SEPT scenarios using E-3 mishaps/incidents as baseline cases.

4.10.3.5.3.3. Ensure each SEPT session discusses at least two (2) Emergency procedures scenarios. Training consists of an emergency procedures discussion of a realistic emergency situation and actions necessary to cope with the malfunction. Training starts with the initial indications of system malfunctions through checklist procedures to a logical conclusion. Discussion of affected system indications, effects on other systems, aircraft performance, mission degradation, and crew coordination is also included.

4.10.3.5.3.4. SEPTs should be accomplished in the best available simulator. If a simulator is not available, SEPTs should be accomplished one-on-one or in small flight-sized groups as long as all members participate fully and share equal time responding to emergency situations.

4.10.3.5.4. Emergency procedures training conducted in continuation training ATDs may be credited towards SEPT. Simulated crew coordination drills performed in flight are not credited towards SEPT unless they are accompanied by an in-depth prebrief and debrief which meets the SEPT training standards.

4.10.3.6. GA31--Prevention of Dangerous Military Activities. Academic training providing guidance on operations and communications procedures used when conducting activity in the vicinity of other military forces. When developing the academic training consideration will be given to former Soviet Union, Chinese, and North Korean military forces.

4.10.3.7. IE05--ISOPREP review.

4.10.3.8. IE00--AIT. Training programs and objectives are developed IAW this volume, and AFI 14-105, *Unit Intelligence Mission and Responsibilities*. Unit intelligence testing will be used to evaluate the effectiveness of the intelligence training program. Subjects for intelligence training include, but are not limited to:

4.10.3.8.1. Enemy military force structure.

4.10.3.8.2. Enemy EW/GCI/acquisition radars.

4.10.3.8.3. Electronic combat.

4.10.3.8.4. Enemy aircraft characteristics.

4.10.3.8.5. Surface-to-Air Missile (SAM) characteristics.

4.10.3.8.6. Escape and evasion, and code of conduct training.

- 4.10.3.8.7. AFTTP 3-1AWACSTactical Employment (Document classified SECRET).
- 4.10.3.8.8. E-3 Self-protection and Survivability Training.
- 4.10.3.9. LL04--Aircrew Chemical Defense Training (ACDT). IAW AFI 11-301. Academic training on procedures used with the aircrew chemical warfare ensemble.
- 4.10.3.10. SS03--Conduct After Capture (CAC). IAW AFI 16-1301 and MAJCOM supplement. Provides refresher training for wartime, governmental, and hostage detention situations. CAC must be completed prior to being awarded CMR/BMC status.
- 4.10.3.11. GA01--Small Arms Training. Familiarization with 9mm handgun. IAW AFI 31-207, *Arming and Use of Force by Air Force Personnel* and AFI 36-2226, *Combat Arms Program*. AFRC personnel will comply IAW AFI 36-2226_AFRCSUP1.
- 4.10.3.12. GA-03—Anti Theft/Anti-Hijacking. IAW AFI 13-207 *Preventing and Resisting Aircraft Piracy*, 30 Sep 1994. Academic training to prepare aircrew to identify and react to potential threats to life and property.
- 4.10.3.13. Theater Employment Training. Academic and flying training for forward deployed units/crews for operations in theater or specific Areas of Operation. PACAF has an ongoing requirement for this training. 552 ACW and 513 ACG will develop this on an “as needed” basis to prepare for deployment. Squadrons and Operations Groups are encouraged to develop other means to enhance aircrew member’s combat readiness to support squadron DOC statements.
- 4.10.4. If an aircrew member fails to maintain currency in any Category I ground training event, that crewmember is made N-CMR or N-BMC (i.e. will not perform airborne aircrew events) until currency is regained IAW **paragraph 4.14**.
- 4.10.5. If an aircrew member fails to maintain currency in any Category II or in designated squadron commander Category III ground training events, that crewmember is N-CMR or N-BMC until currency is regained IAW **paragraph 4.14**, unless extended IAW **paragraph 4.10.2**.

4.11. Flight Crew Training Requirements:

- 4.11.1. Basic Mission Capable Training (BMC). BMC flight crewmembers will complete 50% of the CMR/E training requirements for all flying training and/or ATD events, but not less than one where only one is required for CMR flight crewmembers.
- 4.11.1.1. BMC flight crewmembers maintain the same currencies as CMR flight crewmembers.
- 4.11.1.2. Lookback does not apply to BMC crewmembers.
- 4.11.1.3. BMC flight crewmembers will complete all Category I ground training events. BMC aircrew will also complete SS02, SS03, SS05 and CRM of Category II training. CAT III training is not required, however, BMC aircrew will not deploy until current in these events
- 4.11.2. CMR Training Requirements:

4.11.2.1. Ground Training Requirements. All CMR flight crewmembers must complete the applicable training events listed in **Table 4.1** in the specified time period.

4.11.2.2. Aircrew Training Device Requirements. Flight crew ATD events are designed to provide training that may not be available in-flight or prohibited by flight safety guidelines. Specific ATD requirements are identified in the applicable RAP tasking message.

4.11.2.3. Flying Training Requirements:

4.11.2.3.1. Aircrew Chemical Warfare Defense Flight Training (RA25). See **Attachment 2** for guidance on chemical warfare training flight restrictions.

4.11.2.3.2. Recurring Flying Training. Each flight crewmember completes recurring training events IAW the applicable RAP tasking message(s).

4.11.2.3.3. Currency Requirements. All flight crewmembers complete the applicable training events listed in **Table 4.2** and **Table 4.3** in the specified time period. **Note:** Pilots may fly unsupervised while non-current for night landing and night air refueling on sorties planned not to include night operations or autopilot-off air refueling when AAR is not planned with SQ/DO approval. IPs may fly unsupervised while non-current for touch and go landings on sorties planned not to include this event with SQ/DO approval.

4.11.2.3.3.1. Takeoff, Instrument Approach, Landing, Night Landing, Touch and Go Landing, Air Refueling, and Night Air Refueling event currencies may be updated or regained in the E-3 OFT with the following restrictions:

4.11.2.3.3.1.1. Events must be accomplished under the supervision of an USAF/CF/RAAF IP/SEFE or government contractor.

4.11.2.3.3.1.2. Multiple currency updates may be accomplished in the E-3 OFT within the previously established aircraft currency window. The last OFT currency update within the aircraft currency window is used to calculate the new currency date. For example, if a pilot logs a takeoff in the aircraft on 1 Apr, his or her aircraft currency would expire on 16 May. The pilot could fly multiple sims during this 45-day period. The pilot flies their last sim on 14 May (still within the original aircraft established currency) and subsequently updates his or her currency to 28 June. Prior to 28 June, the currency must be updated in the aircraft in order to avoid going non-current.

4.11.2.3.3.1.3. A lost currency may be regained in the OFT provided the time elapsed since the last time the event was performed in the aircraft is not more than two times the currency period and the event is conducted under the supervision of a USAF/CF/RAAF IP/SEFE or government contractor. When a lost currency is regained in the OFT, the subsequent update must be in the aircraft.

4.11.2.3.3.2. Nav Air Refueling Rendezvous currency may be updated or regained in the NPTT provided the time elapsed since the last time the event was performed in the aircraft is not more than two times the currency period and the event is conducted under the supervision of a USAF/IN/EN or government

contractor. When a lost currency is regained in the NPTT, the subsequent update must be in the aircraft.

4.11.3. Criteria for Training Events:

4.11.3.1. Aircrew Training Device. AC, CP, FP and FE. The flight crew ATD contractor training program is designed and administered IAW the FCT contract. Pilots and flight engineers will complete all ATD requirements by the end of the RAP period. There is no ATD requirement for navigators.

4.11.3.1.1. Scenario Simulator. Three-hour Simulation Scenarios include normal and emergency procedures IAW operational flight trainer CTD. An effective simulator sortie accomplishes a minimum of 75% of the training objectives. To credit a Scenario Simulator event, both pilot positions and the FE position will be occupied.

4.11.3.1.2. Pilot Proficiency Simulator. Three-hour Pilot Proficiency Simulators emphasize normal, instrument, and emergency procedures transition training and air refueling events IAW operational flight trainer Course Training Documents. The Pilot Proficiency Simulator must be accomplished in the E-3 OFT and under government Contractor or USAF/CF/RAAF IP supervision. An effective simulator is one that a minimum of 75 percent of training objectives was accomplished. To credit a Pilot Proficiency event, both pilot positions and the FE position will be occupied. **Note:** Either a FE or government contractor may occupy the FE position.

4.11.3.2. Flying Training. The requirements for effective training sorties for each crew position are as follows:

4.11.3.2.1. Pilot:

4.11.3.2.1.1. Pilot Proficiency Flight. A Pilot Proficiency Flight fulfills the requirement for Pilot Proficiency Event listed in **Table 4.2**. Pilots must fly as the pilot in control in an airfield traffic (IFR or VFR) pattern for approximately 35 minutes and during one crew duty day must accomplish a combination of at least six (6) of the traffic pattern/air refueling training items listed below (e.g.: six visual patterns count as six separate events):

4.11.3.2.1.1.1. Instrument Approach (precision, including Auto Pilot ILS approaches, and non-precision)

4.11.3.2.1.1.2. Missed Approach (normal or simulated 3-engine)

4.11.3.2.1.1.3. Circling Approach

4.11.3.2.1.1.4. Visual pattern (closed traffic pattern, visual approach, or initial)

4.11.3.2.1.1.5. Landing (normal / simulated 3-engine / 25-50 etc)

4.11.3.2.1.1.6. Landing Attitude Demo

4.11.3.2.1.1.7. Combat Departures / Arrivals

4.11.3.2.1.1.8. Published Instrument Approach Procedure (High Pen, Procedure Turn, etc.)

4.11.3.2.1.1.9. Operations at other than the home airfield

4.11.3.2.1.1.10. Air Refueling in the contact position for a minimum of 10 minutes (5 minutes for an IP/SEFE) behind the tanker (starts from pre-contact, and pilot in command may extend this time based on student experience level).

4.11.3.2.1.1.11. Auto-pilot off Air Refueling

4.11.3.2.1.1.12. Air Refueling limits demo

4.11.3.2.1.2. The criteria stated above are minimums. The lead instructor pilot on the sortie will determine if the activity was of sufficient training value for the individual to log a pilot proficiency event. Instructors should tailor each proficiency sortie to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations, and instrument procedures. IPs will have individuals repeat maneuvers until proficient before crediting.

4.11.3.2.2. Navigator:

4.11.3.2.2.1. Sortie. NAV serves as primary navigator IAW AFI 11-401.

4.11.3.2.2.2. Air Refueling Rendezvous. Navigator successfully completes the rendezvous to 1 NM in trail of the tanker.

4.11.3.2.3. Flight Engineer:

4.11.3.2.3.1. Sortie. FE occupies primary crew position for approximately 50% of any sortie and accomplishes normal operation.

4.12. Mission Crew Training Requirements:

4.12.1. Basic Mission Capable Training (BMC). BMC mission crewmembers must complete 50% of the CMR/E training requirements for all flying training and/or ATD events, but not less than one where only one is required for CMR crewmembers. Flying training and/or ATD requirements are identified in the applicable RAP tasking message.

4.12.1.1. BMC crewmembers maintain the same currencies as CMR crewmembers as listed in **Table 4.4** in the specified time period.

4.12.1.2. Lookback does not apply to BMC crewmembers.

4.12.1.3. BMC mission crewmembers will complete all Category I ground training events. BMC aircrew will also complete SS02, SS03, SS05 and CRM of Category II training. SS04 may substitute for SS02 but BMC aircrew will not deploy or conduct Combat Operations until SS02 is completed. CAT III training is not required.

4.12.2. Combat Mission Ready (CMR) Training Requirements:

4.12.2.1. Ground Training Requirements. All CMR mission crewmembers complete the applicable training events listed in **Table 4.1** in the specified time period.

4.12.2.2. Aircrew Training Device (ATD) Requirements. Mission Crew recurring ATD events are designed to provide specialized training to augment training not normally

available in flight. Specific ATD requirements are identified in the applicable RAP tasking message.

4.12.2.2.1. Excess live events, meeting ATD criteria, may be credited toward recurring ATD requirements per the reporting period established by the RTM.

4.12.2.3. Flying Training Requirements:

4.12.2.3.1. Recurring Flying Training. Each crewmember completes all of the events listed in the current RAP Tasking Message during the training period.

4.12.2.3.2. Currency Requirements. All crewmembers complete the applicable training events listed in **Table 4.4** in the specified time period.

4.12.2.3.3. Mission Simulator Live Intercept Training Environment (MSLITE). MSLITE allows AWACS SD/AWO crewmembers to control live fighters from Tinker AFB using Air Defense Sector's remote radar, Identification Friend or Foe (IFF) and communication feeds from coastal sensor sites

4.12.2.3.3.1. SD/AWO/ECO may log recurring flying requirements per the current RAP Tasking Message.

4.12.2.3.4. Nellis Air Weapons Control System (NAWCS)/ Tactical Display Framework (TDF). NAWCS/TDF allows AWACS SD/AWO/ECO crewmembers to control live fighters over the Nellis Ranges using multiple RADAR inputs, IFF, and Nellis Communications.

4.12.2.3.4.1. SD/AWO/ECO may log recurring flying requirements per the current RAP Tasking Message.

4.12.2.3.4.2. SDs will not log Event Operation using NAWCS/TDF.

4.12.2.3.4.3. USAFWS using the NAWCS/TDF may credit all controlled events toward their recurring flying requirements on a one-for-one basis. USAFWS may use BC3/TDF controlled missions to meet Table 4.4 mission crew controlled mission currency requirements.

4.12.2.3.5. DMO for Live Event Operation. DMO may be substituted for live event operation IAW the current RAP Tasking Message. Crew will mission plan, brief, and debrief the mission IAW AFI 11-2E3-V3 and applicable local supplements and instructions for live sorties. DMO must include weapons control of virtual/constructive aircraft. DMO for live will not credit sortie lookback requirements.

4.12.3. Criteria for Training Events:

4.12.3.1. Mission Training. The Aircrew Training Device (ATD), DMO, or a live mission can be used to fulfill the following requirements:

4.12.3.1.1. **MCC:**

4.12.3.1.1.1. Mission Scenario. MCCs mission plan, brief, conduct the mission scenario, and debrief with the entire crew to meet the scenario objectives.

4.12.3.1.1.2. NORAD Training. MCCs conduct NORAD training with an

applicable region or sector consisting of peacetime through wartime transitional actions.

4.12.3.1.1.3. Identification Scenario. Develop identification matrix utilizing applicable SPINS/ROE and execute identification process (if continuous tracking is not maintained the crew must re-accomplish identification process).

4.12.3.1.1.4. TST Scenario. MCCs mission plan, brief, and conduct a TST scenario. The MCC must coordinate with external agencies, and pass targeting information. A dedicated adversary is not required.

4.12.3.1.1.5. CSAR Scenario. MCCs mission plan, brief, and conduct a CSAR scenario to assist CSAR assets as required for recovery.

4.12.3.1.1.6. CAS Scenario. MCCs mission plan, brief, and conduct a CAS scenario. The MCC must coordinate with external agencies, and pass targeting information. A dedicated adversary is not required.

4.12.3.1.2. ASO, SST, and AST:

4.12.3.1.2.1. Mission Scenario. Crewmembers mission plan, brief, conduct the mission scenario, and debrief with the entire crew to meet the scenario objectives.

4.12.3.1.2.2. Electronic Attack/Electronic Protect (EA/EP). Surveillance crewmembers perform primary surveillance duties with the Radar/IFF systems degraded by jamming. EA/EP ATD can be logged when a live EA/EP event occurs.

4.12.3.1.2.3. Identification Scenario. Develop identification matrix utilizing applicable SPINS/ROE and execute identification process (if continuous tracking is not maintained the crew must re-accomplish identification process). Must be accomplished with MCC and ECO (if available).

4.12.3.1.2.4. Tactical Tracking Scenario. AST's will track at least two maneuvering targets (red or blue air) from check-in to handoff (if controlled) to include detection, pre-merge and post-merge while prosecuting all aircraft using a scenario-generated ID matrix.

4.12.3.1.3. BDT:

4.12.3.1.3.1. Mission Scenario. Crewmembers mission plan, brief, conduct the mission scenario, and debrief with the entire crew to meet the scenario objectives.

4.12.3.1.3.2. NORAD Format Training. BDTs conduct format training with an applicable NORAD agency (region, sector, Cornerstone) with peacetime through wartime transitional actions. NORAD Format Training will be accomplished IAW [paragraph 4.12.3.1](#) or during a table-top scenario.

4.12.3.1.4. SD/AWO:

4.12.3.1.4.1. Mission Scenario. Crewmembers mission plan, brief, conduct the mission scenario, and debrief with the entire crew to meet the scenario objectives.

4.12.3.1.4.2. Air-to-Air Mission. The SD or AWO provides a minimum of broadcast control to at least one flight conducting Offensive Counter Air (OCA)

or Defensive Counter Air (DCA). The SD or AWO may credit one mission for each element of fighters they control from check-in to hand-off.

4.12.3.1.4.3. Identification Scenario. Develop identification matrix utilizing applicable SPINS/ROE and execute identification process (if continuous tracking is not maintained the crew must re-accomplish identification process).

4.12.3.1.4.4. Air Refueling Mission. The SD supervises while the AWO provides a close control of the rendezvous for at least one tanker and two flights of receivers.

4.12.3.1.4.5. TST Mission. The controller directs aircraft conducting TST procedures. The controller must coordinate with external agencies, pass targeting information, and assist in the execution of the mission. A dedicated adversary is not required.

4.12.3.1.4.6. CSAR Mission. The controller directs aircraft conducting CSAR operations.

4.12.3.1.4.7. CAS Mission. The controller directs aircraft conducting CAS procedures. The controller must coordinate with external agencies, pass targeting information, and assist in the execution of the mission. A dedicated adversary is not required.

4.12.3.1.5. **ECO:**

4.12.3.1.5.1. Mission Scenario. ECO will mission plan, brief, conduct the mission scenario, and debrief with the entire crew to meet the scenario objectives.

4.12.3.1.5.2. Identification Scenario. The ECO will develop identification matrix utilizing applicable SPINS/ROE and execute identification process, if continuous tracking is not maintained the crew must re-accomplish the identification process. Must be accomplished with MCC and ASO.

4.12.3.1.5.3. TST Mission. The ECO will nominate targets based on ESM information and coordination with ISR assets by passing targeting information to AOC. The ECO will provide ITW to strike aircraft and provide ELINT information to any applicable reactive SEAD platform.

4.12.3.1.5.4. CSAR Mission. The ECO will provide ITW to all applicable CSAR assets. The ECO will provide threat and targeting information to reactive SEAD assets as well as coordinate with other ISR platforms.

4.12.3.1.5.5. SEAD Mission. The ECO provides information to aircraft conducting SEAD missions. The ECO must coordinate with external agencies, pass targeting/threat information, and assist in the safe execution of the mission. SEAD missions can be logged concurrently with other TST and CSAR Mission Scenarios or Controlled Mission events.

4.12.3.1.6. **ART:**

4.12.3.1.6.1. Surveillance Radar Training Set (SRTS) Mission Session. The ART operates a programmed mission scenario in the SRTS. These sessions will contain various NIT, ROP and TEST FAILURES as well as various other system

faults.

4.12.3.1.7. **CDMT:**

4.12.3.1.7.1. DPS/DMP. CDMT may operate DPS/DMP in the ATD if not able to perform in-flight.

4.12.3.2. **Flying Training.** Mission crewmembers receive credit for effective training sorties by logging System Checks, Radio Operations, Controlled Missions, or Event Operations along with crew position specific training events. For one deep positions, no more than 2 crewmembers may claim an event on a single sortie. The specific requirements for effective training sorties for each crew position are as follows.

4.12.3.2.1. **MCC:**

4.12.3.2.1.1. Event Operation. MCC conducts mission planning, supervises the mission crew, and the E-3 is declared ops normal or on-station. Performs duties as the primary MCC for approximately 50 percent of the mission.

4.12.3.2.2. **SD:**

4.12.3.2.2.1. Event Operation. SD conducts mission planning and supervises AWOs engaged in aircraft control. The SD establishes and manages communications with external agencies.

4.12.3.2.2.2. Controlled Mission. A controlled mission will include control of any of the following mission types: air-to-air employment, composite force training (CFT), time sensitive target (TST), close air support (CAS), combat search and rescue (CSAR), air refueling (AAR), check-in, or assist, from check-in to hand-off or, for AAR Missions only, until the criteria for swapping controllers is met.

4.12.3.2.2.3. Currently qualified ISDs can instruct and supervise a qualified or unqualified weapons crew position other than their own (e.g. AWO, IAWO).

4.12.3.2.3. **AWO:**

4.12.3.2.3.1. Controlled Mission. A controlled mission will include control of any of the following mission types: air-to-air employment, time sensitive target (TST), close air support (CAS), combat search and rescue (CSAR), air refueling (AAR), check-in, or assist, from check-in to hand-off or, for AAR Missions only, until the criteria for swapping controllers is met.

4.12.3.2.3.1.1. Air to Air Mission. Air to Air Mission. The SD supervises while the controller directs at least one flight of aircraft conducting offensive counter air (OCA), defensive counter air (DCA), or air interdiction against a dedicated adversary. The controller will control the flight from check-in to check-out.

4.12.3.2.3.1.2. Air Refueling Mission. The controller directs at least one tanker plus a minimum of either two tactical-control receivers or a single close-control receiver (i.e. AWO-directed rendezvous) from check-in until the controlled aircraft declares visual with the intended tanker. If the controlled aircraft pilot declares visual, the controller will continue to monitor the

intercept until the aircraft is in trail of the intended tanker. The controller provides tactical/close control to all receivers and is responsible for maintaining separation between all tankers and receivers. Swapping controller is allowed during Air Fueling Missions IAW **Para: 4.12.3.2.3.6.1.6.2.**

4.12.3.2.3.1.3. TST or CAS: The controller directs aircraft conducting TST or CAS procedures. The controller must coordinate with external agencies, pass targeting information, and assist the strikers as required.

4.12.3.2.3.1.4. CSAR: The controller assists CSAR assets as required to accomplish the recovery.

4.12.3.2.3.1.5. Check-in/Assist: The controller performs check-in or assist duties of sufficient complexity to provide adequate training. During the flight, the SD and MCC will determine whether the mission activity is of sufficient quality and duration to provide adequate training for check-in or assist (force accountability) credit.

4.12.3.2.3.1.6. Swapping controllers:

4.12.3.2.3.1.6.1. Swapping of controllers is prohibited during any Controlled Mission (except air fueling) accomplished in live flight or DMO.

4.12.3.2.3.1.6.2. For air refueling (AAR) missions/Directed rendezvous, each controller must meet the minimum AAR mission requirements in order to log a controlled mission. Controllers may hand off control responsibility to another controller only when approved by the MCC and directed by the SD. During the event, the SD and MCC will determine whether the mission activity is of sufficient quality and duration to provide adequate training for more than one controller.

4.12.3.2.3.1.7. Currently qualified IAWOs can instruct and supervise an SD/ECO regaining currency for a controlled mission.

4.12.3.2.4. **ASO:**

4.12.3.2.4.1. Event Operation. ASO performs radar and/or IFF system checks and declares one or the other operational. Ops normal or on-station must be declared as applicable. Performs duties as the primary ASO for approximately 50 percent of the mission.

4.12.3.2.4.2. EA/EP. ASO performs primary duties with the Radar or IFF systems degraded by jamming from an external source. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live/DMO EA/EP event occurs. PACAF may substitute 2 Sim EA/EP events for only 1 live event per RAP cycle.

4.12.3.2.4.3. TDL. (TADIL) ASO's and SST's earn credit for each functioning tactical data link interface (link 11 or link 16/IJMS) event performed in their CMR/BMC duty position. ASO's and SST's will ensure the surveillance link is entered/exited/maintained IAW the OPTASKLINK or as directed by the JICO, the link picture is accurate, filters are designed/implemented/monitored as necessary, and will coordinate with link participants. Supervision of SST does

not satisfy the requirement.

4.12.3.2.4.4. Tactical Tracking. The ASO provides tactical tracking guidance for the surveillance section. ASO ensure the surveillance section use appropriate tracking methods to accomplish tactical tracking taskings. The ASO will develop and execute an ID matrix for tactical tracking and monitor fighter frequencies. Coordination for development and execution will include the MCC, SD, ECO if applicable, and other relevant agencies.

4.12.3.2.4.5. Currently qualified IASOs can instruct and supervise qualified or unqualified surveillance crew positions other than their own (i.e. SSTs, ISSTs, IASTs, or ASTs).

4.12.3.2.5. **ECO:**

4.12.3.2.5.1. Event Operation. ECO performs passive detection system checks, declares it operational, and coordinates identification, link and tracking functions related to ESM. Ops normal or on-station must be declared as applicable. Performs duties as the primary ECO for approximately 50 percent of the mission.

4.12.3.2.5.2. SEAD: The ECO provides information to aircraft conducting SEAD missions. The ECO must coordinate with external agencies, pass targeting/threat information, and assist in the safe execution of the mission. SEAD may be accomplished in-flight or in the simulator/DMO.

4.12.3.2.5.3. Controlled Mission. ECOs will control during any live, virtual, or sim mission and meet CMR requirements either in flight or in the ATD/DMO. ECO control consists of an ECO coordinating and passing target or threat information on Signals of Interest (SOI) to aircraft and includes the ability to provide air battle management/threat awareness to aircraft under ECO control. Controlled Mission Events can be logged concurrently with other TST, CSAR Mission Scenarios, or SEAD.

4.12.3.2.6. **SST:**

4.12.3.2.6.1. Event Operation. SST performs primary duties with the radar and/or IFF declared operational and the E-3 declared ops normal or on-station. The SST establishes and/or manages data links and communications with external agencies, when required, while performing duties as a primary SST for approximately 50 percent of the mission.

4.12.3.2.6.2. EA/EP. SST performs primary duties with the Radar or IFF systems degraded by jamming from an external source. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live/DMO EA/EP event occurs. PACAF can substitute 2 sim EA/EP events for only 1 live event per RAP cycle.

4.12.3.2.6.3. TDL. (TADIL) ASOs and SSTs earn credit for each functioning tactical data link interface (link 11 or link 16/IJMS) event performed in their CMR/BMC duty position. ASOs and SSTs will ensure the surveillance link is entered/exited/maintained IAW the OPTASKLINK or as directed by the JICO, the link picture is accurate, filters are designed/implemented/monitored as

necessary, and will coordinate with link participants.

4.12.3.2.6.4. Tactical Tracking. The SST will ensure the surveillance section uses appropriate tracking methods to accomplish tactical tracking taskings. During tactical tracking, the SST will ensure ASTs correctly use ID matrix and assist as required. SST will monitor applicable fighter frequencies whenever possible.

4.12.3.2.6.5. Qualified ISSTs can instruct and supervise qualified or unqualified surveillance crew positions other than their own (i.e. IASTs, or ASTs).

4.12.3.2.7. AST:

4.12.3.2.7.1. Event operation. The AST performs assigned duties with the radar, IFF or ESM declared operational and the E-3 declared ops normal or on-station.

4.12.3.2.7.2. EA/EP. AST performs primary duties with the Radar or IFF systems degraded by jamming from an external source. Mutual interference from another E-3 is not considered an external EA source and does not constitute credit for EA/EP. EA/EP ATD can be logged when a live/DMO EA/EP event occurs. PACAF can substitute 2sim EA/EP events for only 1 live event per RAP cycle.

4.12.3.2.7.3. Tactical Tracking. ASTs will track at least two maneuvering targets (red or blue air) through detection, pre-merge and post-merge from check-in to handoff (if controlled). The surveillance section must generate an ID Matrix and prosecute all aircraft IAW this matrix to include coordination with the MCC, SD and other relevant agencies. As a minimum, ASTs must monitor applicable fighter frequencies, follow the tracking plan and execute the ID plan in coordination with the SST, ASO, ECO, and MCC as applicable.

4.12.3.2.7.3.1. Swapping Trackers. An AST may hand off tracking responsibility to another AST so that more than one individual may log a tactical tracking event for a single set of activity. During the flight, the SST and ASO will determine whether the mission activity is of sufficient quality and duration to provide adequate training for more than one tracker.

4.12.3.2.8. CDMT:

4.12.3.2.8.1. System Check. CDMT operates, maintains, or troubleshoots the computer and associated systems in-flight to support mission requirements. The E-3 does not need to declare ops normal or on-station to credit a System Check. Performs primary CDMT duties during approximately 50 percent of the mission.

4.12.3.2.8.2. DPS DMP. CDMT operates DPS DMP in-flight. This requirement may be accomplished in the ATD on a one for one basis.

4.12.3.2.8.3. CPS DMP. CDMT operates CPS DMP in-flight.

4.12.3.2.9. ART:

4.12.3.2.9.1. System Check. ART operates, maintains, or troubleshoots sensor systems in-flight to support mission requirements. The E-3 does not need to be declared on-station or ops normal to credit a System Check. Performs primary ART duties during approximately 50 percent of the mission.

4.12.3.2.10. **CT:**

4.12.3.2.10.1. Radio Ops. CT operates and maintains communications equipment to meet planned mission objectives. Performs primary duties as a CT during the mission however, instructor or evaluator CTs may log a radio ops when providing instruction.

4.12.3.2.10.2. Advanced Comm. CT plans and executes communications via HAVE QUICK and/or J-Voice.

4.12.3.2.11. **CSO:**

4.12.3.2.11.1. Radio Ops. CSO operates communications equipment to meet planned mission objectives. Performs primary duties as a CSO during the mission however, instructor or evaluator CSOs may log a radio ops when providing instruction.

4.12.3.2.11.2. Alternate Procedures. Alternate procedures training requirements include: UHF/ADF receiver INOP, DDI backup, CDP INOP and UHF Guard 1 INOP. All procedures will be reviewed/performed in order to claim credit.

4.12.3.2.12. **BDT:**

4.12.3.2.12.1. Event Operation. BDT establishes communication with a NORAD agency for task coordination. Performs primary duties (i.e. maintain connectivity with a NORAD agency, pass, receive, validate, log applicable NORAD messages/TABS, conduct format training scenario either internal or external) as a BDT during approximately 50 percent of the mission.

4.12.3.2.13. **ACS Dual Qualification (PACAF/AFRC only):**

4.12.3.2.13.1. Radio Ops. ACS operates and maintains communications equipment to meet planned mission objectives. Performs primary duties as primary CSO and CT for approximately 50 percent of the mission with qualified crewmember in the opposite seat. I/EACs may log system ops when providing instruction or evaluation to other CT or CSO (depending on the qualifications).

4.13. Flight Surgeons. IAW AFI 11-202V1, *Aircrew Training*, give assigned and attached flight surgeons every opportunity to fly in the unit's primary mission aircraft.

4.13.1. Flight surgeons will complete the following:

4.13.1.1. Flight physical IAW AFI 48-123, *Medical Examinations and Standards*.

4.13.1.2. Physiological training IAW AFI 11-403, *Aerospace Physiological Training Program*.

4.13.1.3. Life support and ground egress training IAW Table 4.1 of this volume. Note: MDS-specific guidance IAW AFI 11-301V1, *Aircrew Flight Equipment Program*.

4.13.1.4. Cockpit/Crew Resource Management (CRM/GA06/XGA06) is a 2-year requirement.

4.13.2. Flight surgeon sortie and currency requirements will be IAW AFI 11-202V1.

4.14. Currencies/Recurrency/Requalification.

4.14.1. **Currency.** See **Table 4.2**, **Table 4.3**, **Table 4.4**, and the RAP Tasking Message for currency requirements for all crew positions. If an aircrew member loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted. Instructors will be qualified and current in all events they are instructing.

4.14.2. **Recurrency.** Recurrency guidelines are IAW AFI 11-202V1.

4.14.2.1. Overdue training requirements will be accomplished before the aircrew member is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR/BMC status will require regression until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression, but may affect crewmember's deployment status. The duration of grounding and status of sortie lookback will determine the effect on CMR status. The currency will be regained under instructor/evaluator supervision. See **Table 4.7** and **Table 4.8**. **Note:** Flight surgeons may satisfy this requirement by successfully re-accomplishing the annual flight surgeon qualification examination.

4.14.2.2. Aircrew members regressed to N-CMR/N-BMC or grounded for expiration of ground training currencies will complete any delinquent ground training IAW reference directive as part of the SQ/CC directed training plan. See **Table 4.1** and **paragraph 4.10**.

4.14.2.3. Dual Qualified CSO/CT will perform delinquent training for the position in which recurrency is required.

4.14.3. **Requalification.** Follow guidance IAW AFI11-202V1, applicable MAJCOM supplement, and this instruction.

4.14.3.1. Requalification training is used to requalify former E-3 crewmembers returning to fly mission aircraft, to requalify crewmembers that have become unqualified due to loss of currency (exceeding 6 months), or due to a downgrade by the squadron commander for demonstrated lack of ability. An aircrew member is unqualified upon either loss of currency exceeding 6 months or expiration of their qualification check, whichever occurs first.

4.14.3.2. Aircrew members that regress to N-CMR/ status for lookback will follow guidance in **paragraph 4.8.2**. Aircrew members that regress to N-CMR/N-BMC for failure to meet their end of cycle RAP requirements will follow guidance in **paragraph 4.8.3**.

4.14.3.3. Requalification requirements listed in **Table 4.7** or **Table 4.8** will be completed when applicable. The date used to calculate whether or not a formal training course is required for re-qualification will be the date of the individual's last flight.

4.14.3.4. Dual Qualified CSO/CT will perform delinquent training for the position in which requalification is required.

4.14.3.5. Aircrew members downgraded to UQ for a demonstrated lack of ability must complete remedial training prescribed by the SQ/CC and fly at least once under Instructor/SEFE supervision.

4.14.3.6. Instructors who become unqualified must be nominated by their squadron commander prior to starting instructor requalification training.

4.14.3.7. Basic and instructor requalification may be conducted simultaneously. Reference AFI 11-202V2 and AFI 11-2E-3V2 for guidance on simultaneous instructor requalification and basic requalification evaluations.

4.14.3.8. Reserve AWACS aircrew members fall under the Tier 2 Expeditionary Skills (ES) Training Cycle and will meet those requirements prior to deployment.

Table 4.1. Aircrew Ground Training Requirements.

TRAINING EVENT	NOTES	REQUIREMENT	ARMS ID
Category I (Mission Essential Ground Training)	11		
Aircrew Flight Equipment Familiarization		Initial (One time, per assignment)	LL01
Emergency Egress Training, Non-Ejection	6	A/B/T	LL03
Aircrew Flight Equipment Training	6,7	A/B/T Based on CMR Date.	LL06
Flight Physical		Annual	
Physiological Training		5 years	
Local Area Survival Training		Initial (One time, per assignment)	SS01
Category II (General Flying Related Ground Training)	11		
Crew Resource Management (CRM)	7	MAJCOM specific	GA06
Instrument Refresher Course (IRC)	12	Annual	GS05
Egress Training with ACDE	8	Initial (One Time)	LL05
Combat Survival Training (CST)	4,10,11	3 years	SS02
Water Survival Training (WST)	2,5,9,10	3 years	SS05
Category III (Other Related Ground Training)	8, 11		
Ancillary Training Block I - Flight Security and Safety		Annual	AT99
Ancillary Training Block II - OSI Briefing		3 Years	AT00
Ancillary Training Block III - Self Aid Buddy Care	1	2 years	AT05

Aircrew Chemical Warfare Defense Flight Training		Annual	RA25
Conduct after Capture (CAC)	8,10	3 years	SS03
AIT	8	Annual	IE00
Chemical Warfare Defense Training (Ground Ensemble)		2 years	GA13
Chemical Warfare Defense Training (Ground Ensemble)		Initial (One Time)	GA18
WSAT		Quarterly	GA61, GA62, GA63, GA64
SEPT		Semi-annual	GS03
Prevention of Dangerous Military Activities		Annual	GA31
ISOPREP Review		Semi-Annual	IE05
Aircrew Chemical Defense Training	6,8	A/B/T	LL04
Small Arms	3	2 years	GA01
Force Protection (Anti-Terrorism/Anti-Hijacking)		Annual	GA03
Theater Employment Training	8	MAJCOM specific	

NOTES:

1. Completion of survival school will credit initial Self Aid Buddy Care.
2. Aircrew members who require SS05, when aquatic facilities are not available (due to weather, etc.), may complete just the classroom portion of SS05 and be considered current for SS05 until the date of the next SS05 class with aquatic facilities available.
3. For AFRC personnel, refer to AFI 36-2226_AFRCSUP1.
4. Or 36 months from completion of SS20
5. Or 36 months from completion of SS32
6. 18 months or less operational flying CMR – Annual (end of 12th month)
 >18 months thru 65 months operational flying CMR – Biennial (end of 24th month)
 > 65 months operational flying CMR – Triennial (end of 36th month)
 Years: 0 1 2 3 4 5 6 7 8 9 10 11
 Refresher: x x x x x x
 *A/B/T is short for Annual/Biennial/Triennial
7. Test Aircrew may substitute other MAJCOM equivalent training.
8. Not required for BMC, API-6/8/C/D, nonrated MAJCOM Realistic Training Program aircrew, USAFWS assigned instructors, and test aircrew conducting non-combat test and training sorties.
9. Required for contractors prior to operating aircraft over open water beyond the gliding distance to land IAW AFI 10-220 (I), *Contractor's Flight and Ground Operations*.
10. Must be completed prior to being awarded CMR/BMC status, IAW AFI 16-1301.
11. Where a discrepancy exists, the reference directive takes precedence.
12. Pilot and Navigators only.

Table 4.2. Pilot Currency Requirements.

TRAINING EVENT	NOTES	CURRENCY
Take Off	1, 6	1/45 days
Instrument Approach	6	1/45 days
Landing	6	1/45 days
Night Landing	3, 6	1/120 days
Touch and Go Landing	5, 6	1/45 days
Air Refueling	2, 6	1/45 days
Night Air Refueling	2, 3, 6	1/120 days
Autopilot-Off Air Refueling	2, 6	1/180 days
Sortie	4, 6	1/60 days
<ol style="list-style-type: none"> 1. Log a takeoff when controlling the aircraft on any takeoff to include Touch and GOs. 2. Log Air Refueling with Night Air Refueling and/or Autopilot Off Air Refueling when applicable. 3. Not applicable to 962 AACs. 4. Lookback for CMR aircrew. See paragraph 4.7.2 and Table 4.5. 5. IPs only. 6. Expiration of currency does not require CMR/BMC regression. 		

Table 4.3. Navigator/Flight Engineer Currency Requirements.

TRAINING EVENT	POSITION	CURRENCY
Sortie	Nav, FE	1/60 days
Air Refueling Rendezvous	Nav	1/90 days
In-Flight Alignment	Nav	1/180 days
NOTE: Expiration of sortie or rendezvous currency does not require CMR/BMC regression.		

Table 4.4. Mission Crew Currency Requirements.

TRAINING	CREW POSITION	FREQUENCY
Sortie	MCC, SD, AWO, ASO, ECO, SST, AST, BDT, ART, ACS, CDMT	1/60 days

Event Operation	MCC, SD, ASO, ECO, SST, AST, BDT	1/60 Days
Controlled Mission	AWO	1/45 60 Days
Controlled Mission	SD, ECO	1/90 Days
System Check	ART, CDMT	1/60 Days
Radio Ops	CSO, CT	1/60 Days
NOTES:		
1. Expiration of these currencies do not require CMR/BMC regression.		
2. Controlled mission currency will only be updated in flight or via DMO.		

Table 4.5. Lookback Requirements.

LOOKBACK PERIOD	CMR-E	CMR-I
One-Month	1	2
Three-Month	3	6

Table 4.6. Proration of Training Requirements.

Number of Consecutive Days Not Available for Normal Duty	Proration
0-15 days	None
16-45 days	1 month
46-75 days	2 months
76-105 days	3 months
106-135 days	4 months
136-165 days	5 months
166-195 days	6 months
196-225 days	7 months
226-255 days	8 months
256-285 days	9 months
286-315 days	10 months
316-345 days	11 months
346-12 months	no requirements

Table 4.7. Flight Crew Re-currency/Re-qualification Requirements.

Length of Time Since Currency was Lost	Consequence	Re-currency/Re-qualification Requirements
Up to 6 months: - Sortie - Takeoff - Air Refueling Rendezvous - Air Refueling - Night Air Refueling - Autopilot off Air Refueling - Instrument Approach - Landing - Landing Night - Touch and Go - In-Flight Alignment	Non-Current	1. Fly at least one sortie or simulator with an instructor and demonstrate proficiency in the required currency events. Note: Sortie and Autopilot-off Air Refueling currencies will be accomplished in-flight. All other currencies may be updated in the OFT.
Over 6 months - up to 39 Months at the end of a non-flying assignment <u>or</u> 48 months at the end of any active flying assignment. - Sortie - Takeoff - Air Refueling Rendezvous - Air Refueling - Night Air Refueling - Autopilot off Air Refueling - Instrument Approach - Landing - Landing Night - Touch and Go - In-Flight Alignment	Unqualified (UQ)	1. Fly a minimum of three sorties with an instructor. Training may be accomplished in an operational squadron or in the 552 TRS/966 AACS. IQT/MQT syllabus standards must be achieved. 2. Pilots and Copilots complete a minimum of two normal and two emergency procedures ATD scenarios with an instructor. Navs complete a minimum of 1 ATD and FEs complete a minimum of two ATD mission profiles with an instructor. IQT/MQT syllabus standards must be achieved. 3. Complete Stan/Eval written exams and AFI 11-202V2 ATD/Flight evaluation.
Unqualified 39 months at the end of a non-flying assignment <u>or</u> 48 months at	UQ	Complete appropriate track-formal flying training course for re-qualification training

the end of any active flying assignment to 8 Years.		IAW AFI 11-202V1. See note.
Over 8 years/(96 Months)	UQ	Complete appropriate initial qualification formal flying training course IAW AFI 11-202V1.
NOTE: E-3 AWACS does not maintain TX-2 or TX-3 formal courses. Utilize TX-1 formal flying training courses as listed on the ETCA website at https://etca.randolph.af.mil/ .		

Table 4.8. Mission Crew Re-currency/Re-qualification Requirements.

Length of Time Since Currency Was Lost	Consequence	Re-currency/Re-qualification Requirements
Up to 6 months: - Sortie - Event Operation - Controlled Mission - System Check - Radio Ops	Non-Current	<ol style="list-style-type: none"> 1. Review emergency procedures with an instructor of like crew position. 2. Fly at least one mission with an instructor and demonstrate proficiency in the required currency events.
Over 6 months - up to 39 Months at the end of a non-flying assignment <u>or</u> 48 months at the end of any active flying assignment. - Sortie - Event Operation - Controlled Mission - System Check - Radio Ops	Unqualified (UQ)	<ol style="list-style-type: none"> 1. Complete IQT knowledge assessment and an ATD proficiency determination scenario 2. Complete any academic and ATD proficiency training required. IQT/MQT standards must be achieved. 3. Review emergency procedures with an instructor of like crew position. 4. Fly a minimum of three missions with an instructor. Training may be accomplished in an operational squadron or in the 552 TRS/966 AACS. IQT/MQT syllabus standards must be achieved. 5. Complete Stan/Eval written exams and AFI 11-

		202V2 ATD/Flight evaluation.
Unqualified 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment to 8 Years.	UQ	Complete appropriate track-formal flying training course for re-qualification training IAW AFI 11-202V1. See note.
Over 8 years	UQ	Complete appropriate initial qualification formal flying training course IAW AFI 11-202V1.
NOTE: E-3 AWACS does not maintain TX-2 or TX-3 formal courses. Utilize TX-1 formal flying training courses as listed on the ETCA website at https://etca.randolph.af.mil/ .		

Table 4.9. Block I Ancillary Training--Flying Security And Safety.

PROGRAM	REFERENCE
Flight Line Driver Safety Refresher	AFI 13-213 AFI 24-301
FOD	AFI 21-101
Law of Armed Conflict	AFPD 51-4 AFI 51-401
Safety (AFOSH)	AFI 91-301

Table 4.10. Block II Ancillary Training.

PROGRAM	REFERENCE
OSI Briefing	AFI 71-101 Vol 4

Table 4.11. Block III Ancillary Training.

PROGRAM	REFERENCE
Self Aid Buddy Care	AFI 36-2238

Figure 4.1. Lookback Flow Chart.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter establishes the minimum eligibility criteria and the training requirements for upgrade and specialized training.

5.2. Requirements. Upgrade training requirements provide aircrew members with the academic, ATD, and/or flying training needed to attain a higher level of E-3 aircrew qualification.

5.3. Waivers/Extensions. 552 OG/CC, 513 ACG/CC, 3 OG/CC, and 18 OG/CC or designated representative has waiver authority for upgrade requirements/prerequisites. PACAF/AFRC squadron commanders may extend UGT course duration by up to 30 training days.

5.4. Instructor Upgrade. Instructor Aircrew Upgrade Training prepares aircrew members for qualification as an instructor in their present crew position.

5.4.1. OG/OST will maintain executive oversight of each squadron instructor program. Differences between squadron programs or discrepancies in squadron-level programs should be addressed and resolved at the lowest level possible, but OG/CDT retains final authority for program resolution and implementation.

5.4.1.1. Individual squadron and In-House Instructor Upgrade Programs should include, as a minimum, documentation for instructor recommendation (memorandum for record by Flight CC or instructor of like position; Forms 206 may be used as a substitute).

5.4.1.2. The candidate instructor should receive a mix of live fly and simulator flights with a qualified instructor. Squadron DOT offices and commanders should evaluate the candidate's proficiency and demonstrated performance and document a regimented training outline prior to initiating instructor upgrades. All academic, ATD, and flight training will be IAW ACC approved Course Control Documents.

5.4.2. Non-Waiverable Prerequisites. All crewmembers must be rated as experienced in their current aircrew position. Enlisted crewmembers must also hold a 5-Skill Level.

5.4.3. Prerequisites. The following additional prerequisites may be used by squadron commanders as a guide to nominate crewmembers for instructor upgrade.

5.4.3.1. IP candidates have 300 hours as a CMR/BMC E-3 Aircraft Commander.

5.4.3.2. IFE candidates have achieved the rank of at least E-4.

5.4.3.3. IBDT candidates have a minimum of 300 hours as a CMR/BMC BDT and have flown two live NORAD exercises.

5.4.3.4. USAFWS graduates may be recommended for Instructor MCC/SD/AWO/ASO/ECO upgrade after accumulating a minimum of 200 hours as a CMR/BMC crewmember and exhibiting necessary E-3 system and equipment knowledge.

5.4.3.5. ICSO, ICT, IART, and ICDMT candidates have a minimum of 500 E-3 flying hours while CMR/BMC in their crew position.

5.4.4. Final instructor evaluation will be conducted IAW applicable AFIs and Wing/OGV guidance.

5.4.5. Previously Qualified Instructors. At SQ/CC discretion previously qualified E-3 instructors are not required to attend FCIU/MCIU. Prior to receiving an Instructor evaluation in their new crew position, crewmembers are required to be experienced in their crew position and will receive a recommendation sortie from a qualified instructor of like crew position. All previously qualified E-3 instructors that have gone through positional upgrade or have cross trained into a new crew position must meet experienced crewmember requirements in their current crew position and complete an AFI 11-202V2 instructor evaluation prior to performing instructor duties in their new crew position.

5.5. Pilot Upgrade (Aircraft Commander):

5.5.1. Prerequisites. AC upgrade candidates have 1,500 hours total rated flying time with 300 hours E-3 time; or 1,200 hours total rated flying time with 600 hours E-3 time. First assignment copilots require 750 copilot E-3 hours. All AC upgrade candidates must complete a training program administered by the applicable operations group and an air refueling evaluation IAW AFI 11-2E-3V2 prior to nomination for upgrade.

5.5.2. All academic, ATD, and flight training will be IAW MAJCOM-approved syllabi.

5.6. Positional Upgrades. Some mission crew positions have upgrades to higher qualification levels.

5.6.1. Prerequisites. Enlisted aircrew members must hold a 5-skill level in their crew position prior to consideration for positional upgrade. All academic, ATD, and flight training will be IAW course training documents and MAJCOM-approved syllabi.

5.6.2. All E-3 units not collocated with mission simulators are exempt from UGT Mission ATD requirements

5.6.3. MCC candidates must have 350 flying hours as an E-3 SD, ASO, or ECO, or E-8 SD/MCC.

5.6.4. SD, ASO and ECO candidates must have 350 flying hours as a CMR/BMC E-3 or E-8 AWO/SMO.

5.6.5. SST candidates are experienced ASTs IAW [paragraph 1.4.4.7](#) and must hold the rank of E-4 or above, and have accumulated at least 350 E-3 flying hours as a CMR/BMC AST.

5.6.6. BDT candidates must have 350 hours as an E-3 AST or SST and hold CMR/BMC status or be prior qualified as a Mission Ready BDT in a comparable system under NORAD authority. ASTs, SSTs or must hold the rank of at least E-5, or possess a line number for E-5, prior to entering BDT upgrade training.

5.6.7. PACAF/AFRC only. Dual qualified CSO/CT candidates must be volunteers with 300 hours as an experienced CSO or CT IAW [paragraph 1.4.4.7.](#), or have been previously dual-qualified.

5.7. Difference Training. E-3 difference training will be required for returning aircrew members currently qualified in an E-3 aircraft with airframe and mission equipment configurations different from the USAF E-3 configuration, (e.g. NATO E-3A, RSAF E-3A, RAF E-3D, etc.)

- 5.7.1. Training requirements will be prescribed by SQ/CC based on current airframe and system knowledge.
- 5.7.2. Positional task listing standards for assigned position must be achieved.
- 5.7.3. All personnel will require difference training on added or modified E-3 configurations.

Chapter 6

MAJCOM SPECIFIC GUIDANCE

6.1. General. MAJCOMs may use separate chapter supplementation or publish a combined basic publication which includes supplemental guidance.

6.2. Supplements. Field units supplement the basic volume or MAJCOM-specific guidance using the chapter supplementation method. Field units must forward their supplements to MAJCOM/A3 for approval prior to publishing.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

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

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Abbreviations and Acronyms

AC—Aircraft Commander (used interchangeably with Pilot)

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ACS—Airborne Communication Specialists

AEF—Air Expeditionary Force

AFB—Air Force Base

AFRC—Air Force Reserve Command

AIT—Aircrew Intelligence Training

AFE—Aircrew Flight Equipment

ANG—Air National Guard
API—Aircrew Position Indicator
AAR—Air-to-Air Refueling
ARMS—Aircrew Resource Management System
ART—Airborne Radar Technician
ASO—Air Surveillance Officer
AST—Air Surveillance Technician
ATD—Aircrew Training Device
AWO—Air Weapons Officer
BAQ—Basic Aircraft Qualified
BMC—Basic Mission Capable
BDT—Battle Director Technician
CAC—Conduct After Capture
CAF/CIF—Calculate Adaptation Function/Convert Initialization Function
CAF—Combat Air Forces
CAS—Close Air Support
CDMT—Computer Display Maintenance Technician
CFT—Composite Force Training
CMR—Combat Mission Ready
CONUS—Continental United States
CRM—Crew/Cockpit Resource Management
CP—Copilot
CPS/DMP—Control Power Supply Diagnostic Maintenance Program
CSO—Communications Systems Operator
CST—Combat Survival Training
CT—Communications Technician or Continuation Training
CTD—Course Training Document
CW—Chemical Warfare
CWD—Chemical Warfare Defense
CWDT—Chemical Warfare Defense Training
DMP—Diagnostic Maintenance Program
DOC—Designed Operational Capability

DP/DMSS—Data Processor / Display Mission Support System
DPSDMP—Data Processing System Diagnostic Maintenance Program
EA/EP—Electronic Attack/Electronic Protect
ECO—Electronic Combat Officer
ESM—Electronic Support Measures
ETCA—Education and Training Course Announcements
EW—Early Warning
F—Fahrenheit
FCT—Flight Crew Training
FE—Flight Engineer
FEF—Flight Evaluation Folder
FTD—Flight Training Device
RAP—Ready Aircrew Program
GCI—Ground Control Intercept
HVAA—High Value Airborne Asset
IAW—In Accordance With
IFF—Identification Friend or Foe
ILS—Instrument Landing System
IP—Instructor Pilot (an "I" prefix designates an instructor in that crew position; e.g., IMCC)
ISD—Instructional System Development or Instructor Senior Director
IQT—Initial Qualification Training
JTIDS—Joint Tactical Information Distribution System
LAS—Local Area Survival
LVD—Low Velocity Detection
MAJCOM—Major Command
MAR—Mission Accomplishment Report
MCC—Mission Crew Commander
MOA—Memorandum of Agreement
MQF—Master Question File
MQT—Mission Qualification Training
NAEW—NATO Airborne Early Warning
NAF—Numbered Air Force

NATO—North Atlantic Treaty Organization

Nav—Navigator

NAWCS—Nellis Air Weapons Control System

N-CMR/N-BMC—Non-combat Mission Ready/Non-basic Mission Capable

NM—Nautical Mile

NORAD—North American Aerospace Defense Command

OFT—Operational Flight Trainer

OPR—Office of Primary Responsibility

ORE/I—Operational Readiness Evaluation/Inspection

PACAF—Pacific Air Forces

PDS—Passive Detection System

PFT—Programmed Flying Training

RDS—Records Disposition Schedule

SAM—Surface-to-Air Missile

SD—Senior Director

SOI—Signals of Interest

SST—Senior Surveillance Technician

SEFE—Standardization/Evaluation Flight Examiner

SEPT—Situational Emergency Procedures Training

TDY—Temporary Duty

UGT—Upgrade Training

UQ—Unqualified

USAFWS—United States Air Force Weapons School

VFR—Visual Flight Rules

WSAT—Weapons Systems Academic Training

WST—Water Survival Training

Terms

Aircrew—The complete complement of flight and mission crew personnel required to fly an operational mission.

Aircrew Duties—Duties which directly contribute to accomplishing E-3 mission objectives. Failure by any aircrew member to properly perform their assigned aircrew duties can result in an unsuccessful E-3 mission.

Basic Mission Capable (BMC)—A crewmember who requires further training prior to being certified to perform tactical duties in support of E-3 roles and missions defined in AFTTP 3-1V15. BMC crewmembers have completed MQT but do not maintain CMR status due to staff duty assignment or other reasons as determined by the appropriate authority.

Combat Mission Ready (CMR)—A crewmember who has been trained and certified to perform tactical duties in support of E-3 roles and missions defined in AFTTP 3-1 AWACS.

Composite Force Training (CFT)—Training that includes two or more aircraft types performing two or more mission roles (e.g., F-15s providing escort for F-16s performing air interdiction). CFT exercises vary in complexity and size from smaller ORE/ORIs to RED FLAG scenarios.

Continuation Training (CT)—Flying and ATD training designed to maintain proficiency and improve crewmember capabilities.

Difference Training—Training required for returning aircrew members currently qualified in an E-3 aircraft with airframe/mission equipment configurations different from the standard USAF E-3 configuration.

Flight Crew—The aircraft commander, co-pilot, navigator, and flight engineer.

Initial Qualification Training (IQT)—Prepares aircrew members to perform non-tactical duties in the aircraft. Training is conducted IAW approved syllabi. Graduates of IQT are awarded Basic Qualification (N-CMR/N-BMC) status after successful completion of an ACC/PACAF evaluation (AFI 11-2E3 V2).

Instructor—CMR/BMC qualified aircrew member who has been trained to provide instruction in their crew position.

Minimum Requirements—The minimum level to which a crewmember can be trained to maintain MR/BMC status.

Mission Crew—Those individuals responsible for the command, control, surveillance, and communications/electronic/management functions to include the control and monitoring of assigned aircraft, sensor management, internal and external communications management, and onboard systems management.

Mission Qualification Training (MQT)—Prepares aircrew members to perform tactical duties in support of unit tasking. Graduates of MQT are certified CMR/BMC by the squadron commander.

Non-Combat Mission Ready (N-CMR/N-BMC)—A crewmember who has completed IQT and passed initial ACC/PACAF evaluation (AFI 11-2E3 V2), but is not certified to perform tactical duties in support of E-3 roles and missions as defined in AFTTP 3-1 AWACS.

Non-Tactical Duties—Duties involving basic operation of the aircraft and aircraft systems. These operations do not include tactical applications of wartime or contingency skills (e.g., non-tactical duties for pilots would include takeoff and landing, but would not include knowledge or proficiency in AFTTP 3-1 threat neutralization tactics).

Operational Mission—E-3 mission with primary objectives supporting higher headquarters tasked surveillance and/or control.

Positional Aircrew Upgrade Training—Prepares crewmembers to perform duties in a higher level crew position.

Tactical Duties—Those duties that would be performed in a contingency or wartime operations. These duties vary by crew position, are trained during MQT, and may be performed for training purposes during peacetime CONUS or overseas sorties (e.g., performance of duties wearing CWD equipment or control of intercepts during air defense operations).

Training Mission—E-3 mission with primary objectives of completion of E-3 aircrew member training and/or support of other participating unit's training.

Unqualified (UQ)—Aircrew members who are not qualified to fly or operate E-3 systems and equipment unless they are under the supervision of a qualified instructor in the applicable crew position.

Weapons Systems Academic Training (WSAT)—Quarterly academic training designed to provide crewmembers with information on tactics, employment, training and evaluation trends, procedures, and changes to E-3 software and equipment.

Attachment 2

FLIGHT RESTRICTIONS FOR AIRCREW CHEMICAL WARFARE DEFENSE FLIGHT TRAINING

A2.1. Flight Frequency. Aircrew members fly only once on the days CWD is worn in flight.

A2.2. Long Underwear Restriction. When ambient air temperature exceeds 70 degrees F, the long underwear is not worn during continuation training flights.

A2.3. Pilot Wear of CWD Gear. Only one pilot at a time wears the CWD gear during flight. The squadron commander ensures a qualified pilot who is not wearing CWD gear has access to the flight controls during CWD pilot training. **Note:** Pilots will not wear CWD gear during critical phases of flight.

A2.4. Wear of CWD Gear When Mission Profiles Exceed 2 Hours. When mission profiles exceed 2 hours, equipment can be removed in flight. Equipment must be worn for a minimum of 15 minutes.

A2.5. Hot Weather Ramp Time. During hot weather (70 degrees F or higher), ramp time should be limited to no more than 45 minutes.

Attachment 3

CATEGORY I, II, AND III GROUND TRAINING

A3.1. Ground Training Requirements. This Table lists applicable guidance for ground training requirements. Where discrepancies exist, the reference directive takes precedence.

Table A3.1. Ground Training References.

ARMS ID/ SUBJECT	DIRECTIVE	OPR	ARMS ID
Intelligence, AIT	AFI 14-105	552 OSS/IN/OSK 961 AACS/IN/DOW 962 AACS/IN/DOW	IE00
Aircrew Flight Equipment Familiarization	AFI 11-301V1 ACCSUP 1	HQ ACC/A3TO Aircrew Flight Equipment	LL01
Emergency Egress Training, Non- Ejection Seat	AFI 11-301V1 ACCSUP 1 PACAFI 11-301	HQ ACC/A3TO Aircrew Flight Equipment	LL03
Aircrew Chemical Defense Training	AFI 11-301V1 ACC SUP 1 PACAFI 11-301 SUP 1	HQ ACC/A3TO Aircrew Flight Equipment	LL04
Egress Training with ACDE		HQ ACC/A3TO Aircrew Flight Equipment	LL05
Aircrew Flight Equipment Training	AFI 11-301 V1 ACCSUP 1 PACAFI 11-301 SUP 1	HQ ACC/A3TO Aircrew Flight Equipment	LL06
Local Area Survival	AFI 16-1301	HQ ACC/A3TO Survival, Evasion, Resistance, Escape	SS01
Combat Survival Training	AFI 16-1301	HQ ACC/A3TO Survival, Evasion, Resistance, Escape	SS20
Conduct After Capture	AFI 16-1301	HQ ACC/A3TO Survival, Evasion, Resistance, Escape	SS03
Water Survival Training	AFI 16-1301 PACAFI 11-301 SUP 1	HQ ACC/A3TO SERE: Survival, Evasion, Resistance, Escape Aircrew Flight Equipment	SS32

Situational Emergency Procedures Training	AFI 11-2E3 V3	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	GS54
(Quarterly) Weapons System Academic Training	AFI 11-2E3 V1	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	GA61, GA62, GA32, GA64
Physiological Training	AFI 11-403	HQ AFMOA/SGOO	
Prevention of Dangerous Military Activities	CJCSI 2311.01	552 OSS/OSTW 961 AACS/DOW 962 AACS/DOW	GA31
Supervisor of Flying Training	AFI 11-418	HQ ACC/A3T	Review AFI 11-418
Ancillary Training	AFPD 51-4 AFI 51-401	552 OSS/OST 961 AACS/DOT 962 AACS/DOT	AT99 or AT00
Small Arms Training	AFI 36-2226	552 OSS/OST Squadron Mobility Sections	GA01
Force Protection (Anti- Terrorism/Anti- Hijacking)	AFI 13-207 AFI 13-207, ACC Sup 1 TAFB Plan 13-207 TAFB Plan 13-207, 552 ACW Sup 1	552 OSS/OST	GA03

Attachment 4

SAMPLE SQ WAIVER REQUEST LETTER—RECURRING FLYING TRAINING REQUIREMENTS

MEMORANDUM FOR XXX OSS/OST

FROM: (SQ/CC)

SUBJECT: Recurring Training Waiver Request

1. The following aircrew member(s) failed to complete RAP flying training requirements for the period _____. Request waiver for the following deficiencies: (For each person requiring a waiver, list their full name, crew position, delinquent flying requirements, reasons for not accomplishing training requirements, and any actions taken to ensure proficiency.).

2. The following aircrew members have been downgraded to N-CMR/N-BMC for not completing RAP flying training requirements: (For each person downgraded to N-CMR/N-BMC, list their full name, crew position, and delinquent flying training requirements.).

3. The following aircrew members failed to complete RAP simulator training requirements: (For each person failing to meet recurring simulator training requirements, list their full name, crew position, and delinquent requirements.).

4. POC is (Who does OST contact to answer questions about the waiver request).

(SQ/CC signature block)