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SECRETARY OF THE AIR FORCE**

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Flying Operations

RC/OC/WC/TC-135—AIRCREW TRAINING

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This volume implements AAFP 11-4, *Aviation Service*; AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202 Volume 1, *Aircrew Training*. This instruction applies to all Air Combat Command (ACC), Air National Guard (ANG) and Air Force Reserve Command (AFRC) aircrew operating the RC/OC/WC/TC-135 and establishes the minimum Air Force standards for training and qualifying personnel performing duties in the RC/OC/WC/TC-135. MAJCOMs/DRUs/FOA are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to ACC/A3C for approval prior to publication IAW AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to ACC/A3C, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **Note:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Contact supporting records managers as required. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route forms from the field through the appropriate functional's chain of command.

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Field activities must send implementing publications to the MAJCOM functional OPR for review and coordination before publishing. The OPR determines if waivers may be granted for any part of this publication.

SUMMARY OF CHANGES

This interim change revises AFI 11-2RC-135V1 by (1) clarifying the active duty service commitment (ADSC) requirement, (2) changing the waiver authority for CMR status of API-1/2/A/Z positions from SQ/CC to OG/CC, (3) allowing formal training to be conducted in operational squadrons with OG/CC approval, and (4) updating the notes section of **Table 4.2**, Aircraft Commander Upgrade Flying Time Prerequisites. A margin bar (|) indicates changes.

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Chapter 1

GENERAL GUIDANCE

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

1.2. Responsibilities.

1.2.1. ACC/A3 is the agency responsible for this instruction IAW AFD 10-9 *Lead Command Designation and Responsibilities for Weapons Systems*. ACC/A3 will:

1.2.1.1. Chair 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 representatives. Major Command (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. Process all change requests.

1.2.1.3. Provide ACC/A3TV, and all applicable MAJCOM/A3s a copy of approved supplements to this instruction.

1.2.1.4. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.1.5. Standardize aircrew flying training requirements.

1.2.1.6. Determine training requirements to meet expected unit tasking.

1.2.1.7. Determine the number of training quotas needed to meet operational requirements. The 338 CTS determines the formal school capacity.

1.2.1.8. Provide policy and guidance in order for units to develop their respective training programs.

1.2.1.9. Review subordinate unit training programs annually.

1.2.1.10. Approve all Formal Training Unit (FTU) courses and syllabi and act as the approval authority for any changes.

1.2.1.11. Review instructional texts biannually.

1.2.2. Wings/groups will:

1.2.2.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs and provide necessary staff support.

1.2.2.2. The OG/CC will ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties.

1.2.2.3. The OG/CC will determine missions/events in which individual Basic Mission Capable (BMC) aircrew will maintain qualification versus familiarization.

1.2.2.4. The OG/CC will identify levels of supervision needed to accomplish required training.

1.2.2.5. Establish procedures with the servicing Military Personnel Flight (MPF) for individual counseling and personnel system updates for active duty service commitments (ADSC) incurred. Training conducted according to this AFI that is intended to result in initial mission qualification or requalification in a crew position may result in an ADSC per AFI 36-2107, *Active Duty Service Commitments (ADSC)* and the Education and Training Course Announcement (ETCA).

1.2.2.6. Review programs and manning position designations annually.

1.2.2.7. Attach each API-6/B, to a flying squadron and designate an appropriate training level. Designate the training level to which each API-6/B flyer will train. Upon request, provide HQ ACC/A3CR and NGB/A3C with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions no later than (NLT) the beginning of each training cycle.

1.2.2.8. Forward supplemental instructions and supplemental training programs to HQ ACC/A3CR. Review supplements annually.

1.2.2.9. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification training is considered unsatisfactory by the 338 CTS.

1.2.2.9.1. The applicable OG level commander will determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board (FEB) for rated officers or Aeronautical Review Board (ARB) for CEA/non-rated flyers on receiving documentation and recommendations from the 338 CTS and the gaining unit.

1.2.2.9.2. Notify ACC/A3C (ANG: NGB/A3C) when an FEB/ARB is recommended.

1.2.3. SQ/CCs will:

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

1.2.3.2. Ensure review of training and evaluation records of newly-assigned aircrew and those completing formal training to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.3.3. Determine utilization of BMC aircrew.

1.2.3.4. Determine how many and which BMC and CMR aircrew will carry special qualifications (e.g. low altitude operations or hull run) or special certifications (e.g. specific Quick Reaction Capability (QRC)).

1.2.3.5. Assist the wing/group in developing training programs.

1.2.3.6. Monitor individual assigned/attached aircrew currencies and requirements.

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

1.2.3.8. Review qualifications and training requirements of squadron-assigned flight surgeons (FS) and determine appropriate flight restrictions.

1.2.3.9. Check quality of training accomplished, identify deficiencies, and advise wing/group of additional training needs.

1.2.3.10. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification/certification training is considered unsatisfactory by the SQ/CC.

1.2.3.11. Submit a training report during the training cycle as directed.

1.2.3.11.1. Transmit a Training Health Report every fourth month of the training cycle (mid-month Feb, Jun and Oct) via email to ACC/A3CR at acc.a3crairborne@langley.af.mil. Squadrons will report RAP health, summarizing critical training issues IAW the guidance and examples available on the ACC/A3T CoP.

<https://afkm.wpafb.af.mil/ASPs/docman/DOCMain.asp?Tab=0&FolderID=AC-OP-02-66-4-2&Filter=AC-OP-02-66>. Reports will be submitted through the OG/CC and then sent to ACC/A3CR. Attach a current squadron-training health slide to summarize critical training issues.

1.2.3.11.2. Report only significant shortfalls or LIMFACs of events/sorties that affect 15 percent or greater of the squadron's aircrew force. Include planned corrective action or specific assistance required as appropriate. ACC/A3CR will coordinate to rectify or minimize noted shortfalls or LIMFACs while the training cycle is underway.

1.2.3.11.2.1. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, etc. Example: unable to accomplish training sorties due to aircraft availability.

1.2.3.11.2.2. LIMFACS are factors, constraints, restrictions, etc., that degrade training effectiveness. Example: unable to accomplish training sorties due to aerospace issues.

1.2.3.11.3. Report training requirement deviations, following proration, to ACC/A3CR IAW Attachment 3 of this AFI. This report will include training requirements waived by the OG/CC. E-mail training reports to ACC/A3CR RAP manager at acc.a3crairborne@langley.af.mil.

1.2.4. Supervisors will:

1.2.4.1. Monitor individual assigned/attached aircrew currencies and requirements.

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

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

1.2.4.4. Ensure mission objectives are pre-briefed, debriefed, and evaluated to determine successful accomplishment.

1.2.5. Individual aircrew members will:

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

1.2.5.2. Be responsible for completion of training requirements and currencies within the guidelines of this AFI.

1.2.5.3. Correctly log training events per AF, ACC, and local directives for submission to the squadron aviation resource management (SARM) section for input into ARMS.

1.2.5.4. Participate only in ground and flying activities in which they are current and qualified unless under the direct supervision of an instructor/evaluator possessing like-qualification(s).

1.2.6. The SARM section will ensure all training and qualifications status are correctly documented and tracked in ARMS.

1.2.7. Formal school aircrew training system (ATS) contractor will develop, update, and maintain courseware, and perform task and media analysis consistent with the applicable ATS contract as managed by ACC/TRSS.

1.3. Processing Changes.

1.3.1. Refer recommended changes to this instruction to MAJCOM/A3 via an AF Form 847, *Recommendation for Change of Publication*.

1.3.2. MAJCOMs will forward approved recommendations to ACC/A3 and NGB/A3C.

1.3.3. ACC/A3 will:

1.3.3.1. Coordinate all changes to the basic instruction with all applicable MAJCOM/A3s.

1.3.3.2. Address time sensitive changes by immediate action message.

1.3.3.3. Forward recommended changes to AF/A3O-AI for AF/A3/5 approval, IAW AFI 11-200.

1.3.3.4. Determine training requirements for the subordinate units. This includes making changes, additions, or deletions to this instruction at any time.

1.4. Aircrew Status. As defined in AFI 11-202, Volume 1, *Aircrew Training*, all aircrew will be assigned to CMR, BMC, or BAQ status.

1.4.1. Combat Mission Ready (CMR). A CMR crewmember is proficient in their qualification(s) and certification(s) in all of the primary missions tasked to their unit or weapon system. Failure to complete training or maintain currency events, as defined in ground and flying continuation training tables, results in regression to Non-CMR (N-CMR) status.

1.4.1.1. CMR Positions. All API-1/2/A/Z positions, FEs, flying SQ/CC, and SQ/DO positions will be designated as CMR positions. Chief of Weapons and Chief of Safety will maintain CMR unless OG/CC deems it is unfeasible. Other staff crewmembers at the 82 RS and the 95 RS (including 95 RS, Det. 1) will normally be designated API-6/B and maintain BMC rates. The SQ/CC or the OG/CC may increase training currency requirements for any crewmembers above the CMR/BMC rate to meet training

requirements for any mission tasking. The OG/CC may designate other API-6/B positions within the wing as CMR. Exception: If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) APIs-1/2/A/Z to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers with at least 50%, if available, designated CMR. Reserve/ANG Drill Status FTU graduates will train at a minimum of BMC status. (T-3).

1.4.1.2. FTU students normally graduate CMR eligible. However, they may be N-CMR upon completion if they fail to meet SQ/CC certification requirements (ground and/or flight) for the unit's mission. They will train at the CMR-Inexperienced (CMR/N) requirement level to establish lookback requirements and will complete the SQ/CC certification requirements. Graduates may fly unsupervised provided they are current and qualified for the events or sorties to be flown.

1.4.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain or has not achieved CMR status. The aircrew member must be able to attain full qualification to meet operational tasking within 30 days, or as otherwise specified in this volume. A BMC crewmember is qualified and familiar in all core missions of the MDS to which they are assigned or attached. They may also maintain proficiency and qualification in some of the unit's other core missions. For those missions for which, they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew may deploy and may participate in any mission for which, they are proficient and qualified, without additional training. The SQ/CC will determine if additional training is required for BMC crewmembers prior to each deployment. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status.

1.4.2.1. BMC Positions: All other wing aircrew positions not identified in **paragraph 1.4.1.1**.

1.4.2.2. FTU instructors are designated BMC positions. BMC designations are assigned to aircrew that have a primary job performing FTU duties, wing/NAF supervision or staff functions that directly support the flying operation. However, these aircrew members are required to provide additional sortie generation capability, either in lieu of, or in addition to, the personnel assigned to the flying squadrons. Reserve/Drill Status ANG members (API-1/2/A positions and FEs) will maintain a minimum of BMC status.

1.4.3. Basic Qualification (BAQ). An aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation, but has accomplished no mission qualification events in an assigned aircraft. BAQ personnel must accomplish mission qualification training prior to designation as BMC or CMR.

1.4.4. N-CMR/N-BMC. Aircrew members that regress to N-CMR/N-BMC status will comply with Chapters 2 and 3.

1.5. Training. RC/OC/WC/TC-135 aircrew training is designed to progress aircrew from initial/mission qualification training (I/MQT), difference qualification training (DQT) or requalification training (RQT) to continuation training (CT). Training limitation times are listed in **Table 1.1**. Training scenarios are based on employment plans, location, current intelligence,

and threat capabilities. A balanced mixture of flight, simulator, and academic training in each phase prepares aircrew members for the next phase of qualification.

Table 1.1. Training Time Limitations (Calendar Days).

TRAINING	Pilot	Navigator	EWO	ASE	CMC	IIO
Initial Qualification	140	150	180	190	130	140
Difference Qualification	60	65	120	120	120	
Requalification	120	130	130	160	100	90
Instructor Upgrade	60	60	60	60	60	60
Position Upgrade AC/TC/AMS/AA/DLO	140		150		130	

1.5.1. All formal training combines both IQT and MQT. IQT and MQT progress concurrently and provide the training necessary to initially qualify or requalify a crewmember in a specific aircrew position and flying duties to perform the mission assigned to a specific unit or aircraft model. Completion of I/MQT is a pre-requisite for BMC and CMR. I/MQT, apart from CMC students, is accomplished by the 338 CTS in conjunction with formal training course attendance.

1.5.2. Senior staff officers transitioning to the RC-135 will be trained to a Basic Aircrew Qualification (BAQ) level. BAQ aircrew members have completed a flight evaluation and are qualified to perform basic aircrew duties. Squadron CC/DOs will carefully choose those missions on which BAQ aircrew members may fly unsupervised. Without an instructor/evaluator, BAQ aircrew members will only fly local training sorties performing those duties for which they have been trained and qualified. BAQ aircrew will not participate on operational missions or other advanced exercises without an instructor. Except for General Officers or General Officer selects at or above the wing level, BAQ is not a long term qualification status. Waiver authority for any crewmember, other than General Officers, to remain BAQ for longer than 6 months is the MAJCOM A3.

1.5.3. Mission Certification Training (MCT). MCT is additional training directed by the SQ/CC to attain unit specific mission certification(s) in order to be considered CMR for that unit and its mission(s). Completion of MCT will be documented via AF Form 1381, *USAF Certification of Aircrew Training*, or equivalent and placed in the member's training folder.

1.5.4. Continuation Training (CT). There are two aspects of CT. The first is basic proficiency training required to ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.5.5. Specialized Training. This is additional training that may be identified to meet unforeseen tasking that would require specialized training (e.g. low altitude operations qualification) or a specific QRC. It may not be required for every aircrew member. Specialized training may consist of some continuation training events. Specialized training is accomplished after an aircrew is assigned CMR/BMC status, and is in addition to CMR/BMC requirements. Aircrew in CMR or BMC positions may hold special capabilities and qualifications as long as additional training requirements are accomplished.

1.6. Training Concepts and Policies.

1.6.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flight publications.

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

1.6.3. ACC Training Support Squadron (ACC/TRSS) will develop and validate training programs when/where tasked by the ACC/A3. Other MAJCOMs may submit requests for training program support to the ACC/A3. If validated, these requests will be prioritized and tasked to ACC/TRSS. These syllabi will be coordinated through the OG/CC and submitted to ACC/TRSS for coordination and ACC approval. (See ACCI 36-2250.)

1.6.4. The SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. Use flight evaluators and instructors for any phase of training to capitalize on their expertise and experience.

1.6.4.1. Instructors will comply with the requirements of this instruction. All squadron level instructors should be CMR with the exception of instructors at forward operating locations, staff instructors assigned to the OSS/ISS and FTU instructors.

1.6.4.2. The following personnel will be supervised by an instructor possessing like qualification(s) when performing aircrew duties:

1.6.4.2.1. All non-current aircrew members.

1.6.4.2.2. All aircrew members in initial, difference, upgrade, or requalification flying training.

1.6.4.2.3. Unqualified crewmembers and senior officers as defined in AFI 11-202 Volume 1 and any other staff personnel the WG, OG, or SQ/CCs designate as required to fly with an instructor.

1.6.4.2.4. For unqualified, non-current, or senior officer pilots, the instructor pilot must be at a set of controls during critical phases of flight.

1.6.4.3. Every attempt should be made to ensure instructor continuity for crewmembers in initial mission qualification, requalification, difference training, and upgrade training. If the number of instructors exceeds three (flight deck) or five (EWO/IIO/ASE/CMC) document the fact with a memo for record in the individual's training folder. **Note:** Squadron commanders, operations officers and CTS Specialty Chiefs will not be included in this limitation.

1.6.5. The aircrew training cycle is 12 months coincident with the fiscal year. Units will complete training requirements during the appropriate training cycle. Training shortfalls during this period will be reported IAW [paragraph 1.2.4.11.2](#)

1.6.6. The use of simulators is required to enhance flight training. The Operational Flight Trainer (OFT), RIVET JOINT Mission Trainer (RJMT), Mission Crew Training System (MCTS), PACER CRAG Tabletop Trainer and operational aircraft with ground power are simulators authorized for aircrew training. Aircrew may credit events for currency and training cycle requirements in these simulators per OG/CC guidance.

1.7. Ready Aircrew Program (RAP)

1.7.1. RAP is the continuation training (CT) program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. RAP tasking is executed IAW the RC/OC/WC/TC-135 RAP Tasking Memo. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types and associated events as determined by the MAJCOM and unit commanders. Aircrew members will receive training in all MDS aircraft they are qualified in and will be assigned to either a CMR or a BMC position in the unit. The standard sortie requirements in [Table 1.2](#) establish the minimum number of RAP sorties per training cycle for BMC and CMR levels of training.

Table 1.2. 12-Month RAP Sortie Requirements.

Training Period	BMC N-Exp	BMC Exp	CMR N-Exp	CMR Exp
12-Month RAP Total	24	12	36	24
3-Month Look-back	5	3	8	5
1-Month Look-back	2	1	3	2

1.7.2. Progression from Non-experienced (N) to Experienced (E). The fourth letter in each crew position designates experience levels. The minimum progression criteria for advancement from non-experienced to experienced is listed in [Table 1.3](#). Squadron commanders may progress crewmembers at their discretion once crewmembers have met these minimum requirements or have acquired sufficient simulator sorties that would approximate these requirements.

Table 1.3. Non-experienced (N) to Experienced (E) Progression.

Crew Position	Minimum Qual Time	Total Flt Hours	RC/OC/WC/TC-135 Hours
Aircraft Commander	6 months	1500	300
Pilot	6 months	-	300
Navigator	6 months	1500	200
		1000	300
		-	500
EWO	6 months ¹	1500	200
		1000	300
		-	500

RC-135 ASE ²	6 months ¹	1500 1000 -	200 300 500
OC-135 ASE ²	6 months ¹	1000 -	150 250
IIO/CMC ³	6 months ⁴	1000 ⁵ -	300 500
SEO	1 year	-	300 ⁶

Notes:

1. Qualified in a C2ISR/EA M/S with like mission and equipment
2. Multi-qualified ASEs may be designated experienced based on their primary assigned aircraft.
3. Must be certified as CMR/BMC in primary position(s) and assigned for minimum of 6 months, e.g. an AMS may have been qualified for 2 years as a DLO but is not experienced in their new position as AMS until qualified 6 months as an AMS.
4. Qualified in an ISR M/S with like mission and equipment
5. Up to 500 hours of total flying time can be gained from the use of ATDs
6. Must have at least 1 operational sortie as an SEO. Commander, AFTAC, Detachment 1 has the final authority for designating experience level.

1.8. Multiple MDS Qualification.

1.8.1. Qualification in more than one RC/OC/WC/TC-135 aircraft does not require MAJCOM/A3 authorization. All -135s are considered the same mission design series (MDS) for basic qualification purposes. However, crewmembers flying multiple models (i.e. RC-135 V/W, RC-135S, and RC-135U) may need to obtain qualification or certifications in the various models depending on the requirements listed in this AFI and AFI 11-2RC-135 Volume 2, *RC/OC/WC/TC-135—Aircrew Evaluation Criteria*.

1.8.2. Due to the unique duties of Cryptologic Mission Crewmembers (CMCs), Airborne Systems Engineers (ASEs) and Information Integration Officers (IIOs) and the various service requirements/taskings, CMCs/ASEs/IIOs may be required to augment non-RC-135 MDS. The OG/CC will forward multiple qualification requests to ACC/A3CR for approval IAW AFI 11-202 Volume 1 and AFI 11-401, *Aviation Management*, to allow retention of RC-135 qualification while augmenting the additional MDS. The owning squadron of the individual requiring a Multiple-MDS waiver will be responsible for generating and staffing the waiver through their Group Stan/Eval. All Multiple-MDS waivers will be placed in the individual's flight evaluation folder and will be reviewed annually. Individuals are required to complete, at a minimum, all egress, emergency procedures, aircrew flight equipment and qualification training for the additional MDS they will qualify in.

1.8.3. Crew members qualified on multiple models and/or multiple MDS' will maintain the SQ/CC required proficiency level (BMC/CMR) for each aircraft they maintain qualifications on. Crew members are only required to update events that are different in order to maintain required proficiency level.

1.9. Training Records and Reports.

1.9.1. Units will maintain crewmember records for individual training and evaluations IAW:

1.9.1.1. AFI 11-202 Volume 1

1.9.1.2. AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*

1.9.1.3. AFI 11-401

1.9.1.4. ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*

1.9.1.5. Appropriate MAJCOM directives.

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

1.9.2.1. Ground training.

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

1.9.2.3. Total RAP sorties for 1-month and 3-month lookback.

1.9.2.4. Currencies.

1.9.3. Training Folder Requirements. A training folder will be initiated for all qualification, upgrade, and additional training directed by the squadron commander or a flight examiner. The training folder will include approved Air Force forms for all training reports and other applicable records used in the formal training program. The training documents will be placed in reverse chronological order with the most recent on top.

1.9.3.1. FTU will ensure formal school records will be incorporated into the individual's training folder and delivered to the gaining unit for review within 20 duty days of completion of the formal course.

1.9.3.2. Crewmembers who PCS or PCA will hand-carry any active training folders to the gaining unit. Any incomplete training will be clearly identified on appropriate forms. Classified portions will be couriered to gaining unit within 20 duty days.

1.9.3.3. Units will maintain training folders on each aircrew member. Units may keep electronic or paper copies of the training history. Training records will be kept by the aircrew member's flying unit for as long as the member flies with the 55 WG.

1.10. Aircrew Utilization Policy.

1.10.1. Commanders will ensure that wing/group aircrew members (API-1/2/6/A/B/Z) fill authorized positions IAW unit manning documents and that crewmember status is properly designated. The overall objective is that aircrew members perform combat-related duties. 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.

1.10.2. Commanders will ensure wing/group staff crewmembers (API-6/Bs) perform duties justified in HQ ACC manpower standards documents and authorized UMDs.

1.10.3. Students assigned to the 338 CTS will not be assigned additional duties upon entry into syllabus training.

1.10.4. Aircrew members whose status is "duty not including flying" (DNIF) may log ground training events, including simulator, if the member's physical condition allows it. The

flight surgeon should be consulted if the crewmember's ability to complete training is in question. Aircrew members that are on long term DNIF status, or have been suspended from flying operations, may perform non-flying related duties regardless of their experience level.

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

1.11. Sortie Allocation Guidance.

1.11.1. Use the following guidance to determine sortie allocation priorities for scheduling.

1.11.1.1. CMR/API-1/2/A/Z. Currency events required for deploying aircrew members to be fully mission capable to perform their duties on operational sorties. Inexperienced API-1/2/A/Z aircrew members should receive sortie allocation priority over experienced aircrew members.

1.11.1.2. Syllabus sorties.

1.11.1.3. CMR/API-1/2/A/Z Proficiency and continuation training events. Non-experienced API-1/2/A/Z aircrew members should receive sortie allocation priority over experienced aircrew members.

1.11.1.4. CMR API-6/B.

1.11.1.5. BMC.

1.11.2. API-8 (above wing level) personnel flying authorizations will be IAW AFI 11-401 and HQ ACC guidance. They will fly the BMC rate; however they are not required to complete BMC specific missions/events. Units should provide assigned API-6/8/B/D flyers adequate resources to maintain minimum training requirements. However, API-6/8/B/D flyer support will not come at the expense of the flying squadron's primary mission. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401. Units requiring flying hour adjustments for attached API-8/D and applicable API-6 flyers must request program changes IAW AFI 11-102 ACC_SUP, *Flying Hours Program Management*.

1.12. Waiver Authority.

1.12.1. Waiver authority for all requirements of the RAP tasking memo is the OG/CC. Additional guidance may be provided in the memo. For all other provisions of this volume and IAW AFI 11-202 Volume 1, the waiver authority is MAJCOM/A3. All waivers or issues involving ANG personnel will be coordinated with the 170 GP/CC (NEANG).

1.12.1.1. Submit waivers to the requirements of this AFI via message, memo, fax or email through the group training office to the OG/CC, and then to the MAJCOM/A3 for approval, unless otherwise specified. All waivers will include ACC/A3CR as an information addressee. Group commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below. Groups will keep an accurate record of all waivers granted and notify ACC/A3CR and NGB/A3C by message, memo, fax or email when waivers are issued.

1.12.1.2. Copies of all waivers will be filed in the student's aircrew training folder.

1.12.1.3. All waivers will be valid until the end of the annual RAP training cycle or as noted in the waiver.

1.12.2. Some ground training items (e.g. small arms, aircrew flight equipment, etc.) are tasked by other agencies. Reference the source instruction to determine the waiver authority in these cases.

1.12.3. Syllabus waiver requests will be in electronic form and will include the rationale for the waiver to ACC/A3C. Approved waivers will be maintained in the individual's active training folder.

1.12.4. Waiver requests will be IAW [Attachment 4](#).

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines formal training of aircrew members into RC/OC/WC/TC-135 aircraft. Formal training, to include initial qualification training (IQT), mission qualification training (MQT), requalification training (RQT), central flight instructor course (CFIC), faculty training course (FTC), and senior staff qualification training (SSQT), will normally be conducted by the 338 CTS. Difference qualification training (DQT) will normally be accomplished by operational squadrons. Formal training may be conducted or completed in-unit with ACC/A3C approval. Evaluations for conversion training may be conducted by 645 AESS personnel with ACC/A3C and unit approval.

2.1.1. The primary method of qualification training is to attend and complete the appropriate formal training course listed in the Education and Training Course Announcement (ETCA). Completing the appropriate formal course satisfies all qualification training requirements.

2.1.2. Formal training may be conducted in operational squadrons IAW provisions of this chapter and with the approval of OG/CC. The in-unit formal training will be conducted using appropriate USAF training syllabus, flow programs, and requirements. Unit training flights (DOT) will contact 338 CTS for an approved training program. (T-3).

2.1.3. Mission training is integrated with qualification training. However, some aircrew mission specific training events can be accomplished separately to allow for security clearance issues, aircraft model and/or squadron transitions, etc.

2.2. Prerequisites. Each aircrew member must comply with the appropriate formal training course prerequisites prescribed in the ETCA and the requisite ACC approved syllabus before entering qualification training. Prior to flight training, aircrew members will meet the following requirements:

2.2.1. Egress training.

2.2.2. Aircrew flight equipment training.

2.2.3. Flight records review.

2.2.4. Local area survival training (Initial only). (Not required for TDY personnel.)

2.3. Ground Training.

2.3.1. 55 OSS will develop and instruct the following ground training:

2.3.1.1. Aircrew life support equipment training

2.3.1.2. Survival, Evasion, Resistance, and Escape (SERE) Training

2.3.1.3. OPLAN 8010 Procedures

2.3.1.3.1. Each crewmember, IAW RC-135 RAP Tasking Memo, will demonstrate satisfactory knowledge of the unit's assigned mission during the OPLAN 8010 certification and/or the operational certification to a formal board. Board members will be determined by the WG/CC or the OG/CC. The WG/CC will approve, in

writing, who is authorized as a certifying official. These certifications may be completed prior to graduation from I/MQT, DQT, or RQT course.

2.3.1.3.2. The mission training events listed in paragraph 2.7.2. will be completed prior to OPLAN 8010 certification.

2.3.1.4. Flash blindness protection

2.3.2. Squadrons will develop and instruct the following ground training:

2.3.2.1. Mission Certification Training (MCT) (as applicable)

2.3.2.2. Special qualifications (as applicable)

2.3.3. Initial egress training will be accomplished using the aircraft, aircraft diagrams and pre-positioned aircrew flight equipment as training aids. For continuation training, see LL03 in [Attachment 2](#). (See ACCI 11-301 for more information.)

2.3.4. Ground training accomplished during I/MQT, DQT, or RQT establishes due dates for subsequent continuation training.

2.4. Flying Training. The unit(s) must prepare a training program designed to maintain mission qualification and prevent regression of proficiency. Squadron-developed training programs should use profiles typical of squadron missions.

2.4.1. Approved in-unit training must be accomplished according to applicable formal training or approved school courseware if available.

2.4.2. All academic training required for qualification will be completed prior to flight evaluation and certification in the unit operational mission. All exceptions will be noted and justified in the student's training records prior to in-flight evaluation.

2.4.3. BMC or CMR individuals transferring between units will complete mission certification training (MCT) or difference training as determined by the gaining unit's SQ/CC. This training should be based on experience, proficiency, currency, and previous formal training of the transferring individual. BMC or CMR individuals transferring between units must, as a minimum, complete the unit mission briefing (UMB). Use the multiple qualification section in Chapter 1 to help determine when an evaluation is required.

2.4.4. Initial/mission, difference, requalification, upgrade, or special qualification training conducted during operational missions will be in accordance with AFI 11-220, Reconnaissance Flight Rules and Procedures (a classified document), AFI 11-2RC-135 series instructions and specific theater OPORDs and directives. An instructor of like specialty will supervise students on these sorties (like specialty for CMC is based on position qualification not target specialty). SQ/CC will ensure the training will not impact mission effectiveness nor expose crewmembers to unnecessary risks.

2.4.5. All ground and flight training requirements in ACC approved syllabi will be completed prior to the flight evaluation except as annotated in the respective syllabi. All CMR ground training requirements must be completed for aircrew to be eligible to be certified as CMR by the respective operational squadron commander. CMCs will have 120 days after completion of qualification training to complete the cryptologic skills proficiency test (CSPT) and become eligible to be certified as CMR. Aircrew who will be certified as

BMC need only accomplish those ground and flight training events necessary to maintain BMC status.

2.4.6. Flight training events accomplished during I/MQT/RQT/SSQT are not creditable for continuation training requirements. Crewmembers undergoing RQT for loss of qualification less than one year will have their CT requirements pro-rated IAW **Table 3.1**. Events accomplished IAW 11-202V2 are creditable for continuation training and establish currency. DQT, Pre-CFIC, and CFIC instructor upgrade flight training events are creditable for continuation training requirements. Pilots enrolled in Pre-PUP training may continue to log flight training events flown in the right seat towards continuation training requirements.

2.4.7. SQ/CC may recommend early upgrade based on time logged in ATDs.

2.5. CMR/BMC Certification. The gaining squadron commander certifies aircrew members as CMR or BMC when training is complete.

2.5.1. Qualification documents are filed in the crewmember's FEF. Certifications will be annotated on the AF Form 1381 or equivalent in the crewmember's training folder.

2.5.2. A tailored training program will be used to re-qualify aircrew that have regressed from BMC or CMR for any reason. This training will specifically address deficiencies which caused regression to re-qualify regressed aircrew.

2.6. Initial Qualification Training (IQT). IQT is used for qualifying newly assigned crewmembers or re-qualifying crewmembers that have been unqualified for more than 8 years.

2.6.1. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies all qualification training requirements.

2.6.2. All initial qualification training will be conducted at the 338 CTS and/or IAW approved ACC syllabus. Document all initial qualification training in the individual's training folder.

2.6.3. 55 WG units will forward the names of candidates to the 338 CTS/CCR to fill allocated training quotas no later than 30 days prior to class start date.

2.6.4. Upon completion of a formal training program (syllabus complete and passed flight evaluation), crew members are considered mission qualified.

2.6.4.1. The FTU will complete required CMR IQT/MQT training events before releasing the student to the gaining squadron, unless waived by the gaining SQ/CC. When CMR events are not completed during IQT/MQT, the FTU will document those items still required on the individual's AF Form 1381 or equivalent and forward to the gaining squadron DOT.

2.6.4.2. ACLs are not considered CMR after completion of IQT/MQT at the FTU. Part of the ACL requirement for CMR is completion of the CSP. Once the individual completes the CSP at the gaining unit, they can be considered CMR by the squadron commander.

2.6.4.3. When the crewmember's training is complete, the unit DOT will accomplish an AF Form 4324, IAW AFI11-401 and AFI11-401_ACCSUP, and route through the unit Stan/Eval. Stan/Eval will use this to document CMR certification and update the letter of

certification (letter of X's). The crewmember is not considered mission qualified (CMR) until all IQT/MQT training is complete and the unit commander signs the letter of certification.

2.7. Mission Qualification Training. Most mission qualification training events are integrated into the aircrew qualification syllabus and are accomplished in conjunction with aircrew qualification. A separate mission qualification evaluation is not required for RC/OC/WC/TC-135 aircrew; aircrew will be certified in their respective missions by their gaining SQ/CC.

2.7.1. CMR crewmembers will be required to perform nuclear, conventional SRO, and conventional contingency missions based on their respective aircraft mission. BMC crewmembers normally qualify/certify on all missions performed by their assigned primary aircraft but train to maintain familiarization rather than currency. BMC crewmembers must be capable of attaining currency/proficiency in all their assigned primary aircraft's missions within 30 days. The flying SQ/CC determines assigned/attached BMC aircrew utilization.

2.7.2. The following mission training events are required for OPLAN 8010 Certification: OPLAN 8010 Command and Control Procedures (G030), OPLAN 8010 Study (G040), OPLAN 8010 Certification Brief (Q006), Aircrew Life Support Equipment (LL06), Initial PLZT Goggle Training, if helmet is modified (Pilot/Nav Only) and Alert Start Procedures (Pilot Only).

2.7.3. The following mission training events are required for SRO/Contingency operations: US/Russia Prevention of Dangerous Military Activities, Tactics, Aircrew Intelligence, Unit Mission Brief, ISOPREP, Operational Certification, Special Survival Training (SERE 220).

2.7.4. The Cryptologic Skills Program (CSP) is required for 1A8X1 personnel IAW AFI 14-125, *Cryptologic Skills Program*.

2.7.5. The SQ/CC is the approving authority for mission qualifying/certifying crew members on more than one mission aircraft. (ANG: Coordinate through the 170 GP/CC, respective ANG SQ/CC and attached active flying SQ/CC.) For example: 45 RS Flight deck personnel may qualify and certify on both the COBRA BALL and COMBAT SENT, or both the OPEN SKIES and CONSTANT PHOENIX at the discretion of the 45 RS/CC.

2.8. Difference Qualification Training (DQT). DQT is used for two types of training. First, it can be used to train crewmembers in a different system/tactic (e.g. baseline or avionic upgrades) within the same/similar aircraft. Second, DQT can be used to train mission crew personnel already qualified in one crew position in a subsequent crew position within the same MDS and crew specialty. Difference qualifications/certifications will use formal flight and academic training prescribed by the formal syllabus (if available) or unit developed training profile. OG/CC approved difference training may be completed at the FTU or trained in-unit and will be documented in the individual's training folder. (T-3).

2.8.1. The OG/CC will determine whether DQT requires a certification or flight evaluation with the exception of the following transitions:

2.8.1.1. Pilots transitioning between TF-33 and TCTO-509 aircraft require difference qualification training and a flight evaluation.

2.8.1.2. Navigators transitioning between TF-33 and TCTO-509 aircraft require only difference certification training and SQ/CC certification.

2.8.1.3. Pilots and navigators transitioning between different -135 aircraft or those receiving multiple -135 certifications require difference certification training and SQ/CC certification, at a minimum.

2.8.1.4. Pilots and navigators qualified in the KC-135/B-707 and transitioning to the RC/OC/WC/TC-135 require a difference course and evaluation.

2.8.1.5. Electronic Warfare Officers' difference training is based on mission equipment utilization.

2.8.1.5.1. Crewmembers transferring between or those receiving multiple qualifications on -135 aircraft employing like equipment (e.g. AEELS II) require 55 OG/CC approved difference qualification training. These training programs may be conducted in-unit or at 338 CTS. 55 OSS/OST will forward copies of these training plans and programs to ACC/A3C.

2.8.1.5.2. Crewmembers transferring between -135 aircraft required to operate different mission equipment require formal difference qualification flight and academic training followed by a flight evaluation. Prior to beginning difference qualification training of this type, 55 OG/CC will review the training plan and forward it to ACC/A3C for final approval.

2.8.1.6. Airborne Systems Engineer difference qualification training is based on crew position.

2.8.1.6.1. Airborne Systems Engineers transferring between -135 aircraft require only difference training.

2.8.1.6.2. Airborne Systems Engineers obtaining additional position qualifications on the same -135 model require formal training at the FTU. Further information can be found in paragraph 4.5.

2.8.1.7. CMC transitioning from RC-135V/W to RC-135 U/S require a difference certification. Transition from RC-135U/S to RC-135V/W requires a difference qualification.

2.8.2. The OG/CC in consultation with 645 AEES/CC, will determine what constitutes a major or minor system change.

2.8.2.1. A minor system change within the same MDS requires a difference training and certification as a minimum. Document all difference training completion in the individual's active training folder, maintain the folder IAW AFRIMS. Unit standardization and evaluation will document the difference certification on the squadron letter of certification (letter of Xs).

2.8.2.2. A major system change will be handled as conversion training and will require a difference qualification evaluation. Unit standardization and evaluation will document the certification and evaluation on the squadron letter of certification (letter of Xs).

2.8.2.3. For all system changes, ACC will coordinate with AFMC to ensure adequate training resources are provided as part of the acquisition program. ACC/A3CR will assist 55 OG in developing training programs in concert with 645 AEES. Prior to beginning

conversion or difference training for a system upgrade, 55 OG/CC will review the training plan and forward it to ACC/A3C for final approval.

2.9. Requalification Training (RQT). Requalification training is used to qualify former RC/OC/WC/TC-135 crewmembers who are returning to fly mission aircraft or to qualify crewmembers that are unqualified due to loss of currency (except for touch and go's). An individual is considered non-current in an area when they exceed the time requirements for events as dictated by the specific crew position.

2.9.1. An aircrew member is unqualified upon either loss of currency exceeding 6 months or expiration of the mission/qualification check, whichever occurs first. Requalification requirements are as follows:

2.9.1.1. Loss of currency up to 6 months does not constitute loss of qualification. To regain currency, crewmembers will accomplish training as directed by the SQ/CC and a proficiency demonstration of the non-current event(s) to an instructor possessing like qualification(s). Loss of currency exceeding 6 months results in an unqualified status.

2.9.1.2. Unqualified up to 39 months at the end of a non-flying assignment, or up to 51 months at the end of any active flying assignment. Perform training as directed by the SQ/CC. Individuals need to requalify only in events required by their training level. A flight check by an evaluator qualified in the same crew position is required once certified proficient in the non-current or non-qualified event(s) by an instructor of the same crew position. Complete a flight evaluation covering the items directed in the training program. If the individual's periodic flight evaluation has expired, a full qualification evaluation must be administered.

2.9.1.3. Unqualified 39 months or more at the end of a non-flying assignment, or 51 or more months at the end of any active flying assignment, up to 8 years. Complete the appropriate ETCA requalification academic course at the FTU and an in-flight evaluation. The requalification academic flying course may be accomplished in-unit, with a waiver from ACC/A3C.

2.9.1.4. Unqualified over 8 years. Complete the appropriate ETCA formal initial qualification course. Waiver authority is IAW AFI 11-202 Volume 1.

2.9.2. Basic and instructor requalification may be conducted simultaneously. Consult AFI 11-202 Volume 2 and AFI 11-2RC-135 Volume 2 for guidance on simultaneous evaluations.

2.10. Senior Staff Qualification Training (SSQT). SSQT is designed for senior staff officers (colonel selects and above) as well as a small number of certain wing senior staff positions.

2.10.1. Course prerequisites are listed in the ETCA and the RC-135 SSQT syllabus.

2.10.2. Senior staff officers will complete SSQT in the appropriate -135 based upon the manner they will perform flight duties.

2.10.3. SSQT graduates will be BAQ qualified and eligible for upgrade to BMC/CMR status with HQ ACC/A3 approval.

2.10.4. Senior officers must complete initial qualification/requalification requirements and must maintain BMC continuation flying requirements in the -135, including simulators, to fly unsupervised in the assigned -135. Only general officers in commander billets, senior officers

in NAF, wing, operations group commander positions and the 170 GP/CC (NEANG) position who maintain BMC or higher are eligible to fly in their primary assigned aircraft without instructor supervision.

2.10.5. All formal training courses for senior officers conducted at the 338 CTS require approval at the following levels:

2.10.5.1. Colonel and colonel (selects): ACC/A3C (NGB/A3C for ANG officers only).

2.10.5.2. General selects and above: ACC/A3.

2.10.6. Senior officers in training in the FTU are in formal training status. Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. ACC/A3 must approve exceptions to this policy.

2.10.7. Wing Commanders should qualify in only one of their wing's aircraft (preferably in their wing's predominant aircraft). Either the WG/CV or OG/CC should qualify in the wing's other aircraft.

2.11. Conversion Training. Conversion training is usually conducted off station with the engineering specialists responsible for converting to the new system (e.g. new engines, baseline upgrades, minor system upgrades). These personnel will provide conversion training for the initial cadre whenever possible. In some instances, it will be necessary for units to form an initial cadre of personnel for whom certain training requirements may be waived. 645 AESS, Greenville, TX is considered the primary base for conversion training when new systems come online which represent significant changes from current aircraft configurations. Initial cadre completing conversion training will provide DQT to other unit aircrew members at home station. Coordinate cross-command training/evaluations through OG/CC to ACC/A3C and 645 AESG.

2.11.1. The following conditions apply to management of initial cadre aircrew qualification: Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. Unless directed otherwise by the OG, the initial cadre will be made up of FTU instructors and will not be designated in a crew position higher than currently held unless previously qualified in the conversion aircraft.

2.11.1.1. The OG/CC will determine which training events are applicable after examining the training and evaluation records of initial cadre.

2.11.1.2. The OG/CC will review the proposed training qualification plan and forward to HQ ACC/A3C for approval prior to beginning conversion training for major system changes.

2.11.1.3. Crewmembers will complete all academic and ground training events before starting flight training on new systems.

2.11.2. Prior to evaluation/certification, complete all training recommended on any equipment, systems or crew procedures which differ from that in the mission series (M/S)-135 aircraft initial crewmembers are currently qualified.

2.11.3. Crewmembers will complete closed book qualification examination, prior to unsupervised flight when emergency procedures are different.

2.11.4. Difference qualification or difference certification (as applicable) is the squadron commander's validation that all difference training is complete. Unit standardization and

evaluation will document difference qualifications in the individual's FEF. The host unit providing conversion training will document all conversion training and maintain the training folder IAW AFRIMS.

2.12. Instructor Training. All instructors must be graduates of a formal instructor course in order to conduct flight training. Only those instructors who have completed the 338 CTS faculty training course (FTC) may conduct I/MQT, FTC and SSQT qualification training. Waiver authority is the 338 CTS/CC. RQT, DQT and CFIC do not require instructors who have completed the 338 CTS FTC. Chapter 4 further defines the prerequisites for instructor training.

2.13. Faculty Training Course (FTC). A certification training program taught by the 338 CTS, designed to qualify RC/OC/WC/TC-135 instructors for faculty duties in the FTU or operational squadron. Graduates are fully qualified FTU flight instructors. The 338 CTS/CC will determine requirements for FTC certification.

2.14. Special Qualifications. The squadron commander may determine certain special capabilities that crew members will need to maintain to accomplish certain missions. The unit's DOT will develop a training program for this capability. The training plan will be forwarded to OST for coordination and OG approval. OST will direct ARMS to generate event identifiers to track training and currencies as required. OST will forward copies of these training plans and programs to ACC/A3C.

2.15. Formal Training Reports. Feedback is an important tool for improving qualification training programs. All students will complete an ATS contractor generated end of course critique following completion of the ATS phase of training (as required). ACC TRSS Det 10 will send post-graduate training critiques to each student and their supervisor approximately three to six months after graduation. The student and supervisor will complete their respective critiques and return them to ACC TRSS DET 10. ACC TRSS Det 10 will generate post-graduate critiques for all RC/OC/WC/TC-135 training conducted in the 55 OG and will maintain the critique findings and actions taken for 24 months.

Chapter 3

CONTINUATION TRAINING

3.1. General. This chapter contains guidance on continuation ground and flying training requirements for CMR, BMC, and BAQ aircrew.

3.2. Ground Training. Commanders will direct additional training, as necessary, to ensure all aircrew attain and maintain a state of proficiency which will permit immediate and successful completion of the unit's assigned mission. Ground training will be accomplished IAW the aircrew specific ground training tables in the RTM. Waiver authority for the ground training specified is IAW the reference directive. This list is intended to be a single source reference for RC/OC/WC/TC-135 specific ground training only, which will be tracked in ARMS. This list does not include non-RC/OC/WC/TC-135 specific ancillary training (e.g. SABC, IA training) which should not be tracked in ARMS. Where discrepancies exist, the reference directive takes precedence.

3.2.1. A qualified instructor who instructs a class receives credit for that academic training requirement. The instructor must be current on the event prior to teaching the class.

3.2.2. Ground training accomplished during any phase of qualification training may be credited toward continuation training requirements for the training cycle in which it was accomplished.

3.2.3. Crewmembers that enter N-BMC/CMR status because of overdue ground training will regain BMC/CMR status upon completion of training.

3.2.4. Units are encouraged to combine like courses whenever possible and teach only those portions applicable to their aircraft and mission. The time allotted for each course listed in the aircrew training syllabi should be used as a scheduling guide. The actual time required may vary based upon the needs and experience of the class. Course descriptions are listed in [Attachment 2](#).

3.2.5. BMC crewmembers need not maintain currency on CMR ground training events for which they maintain familiarization only, but must regain currency on the events prior to flying operational or training mission for which that training event applies. Alert status is considered an operational flying mission.

3.2.6. Situational Emergency Procedures Training (SEPT):

3.2.6.1. This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. SEPTs should be accomplished in small groups so all members may participate to the fullest extent possible. Aircrews are highly encouraged to conduct SEPT training during mission planning. One crewmember should present an abnormal/emergency situation and the group should discuss actions necessary to cope with the malfunction and carry the scenario to a logical conclusion. Critical action procedures and squadron special interest items should be emphasized.

3.2.6.2. 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.

3.2.6.3. 338 CTS student SEPTs may satisfy the monthly SEPT requirement for the instructor who administers this training.

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

3.2.6.4.1. SQ/CC or DO involvement in the selection of a monthly SEPT topic.

3.2.6.4.2. Develop SEPT scenarios using RC/OC/WC/TC-135 mishaps/incidents as baseline cases.

3.2.6.5. Completion of a systems simulator profile satisfies the monthly SEPT requirement. Instructing a systems simulator will satisfy the SEPT requirement.

3.3. Flying Training. All aircrew will accomplish the events shown in their respective continuation flight tables as stated in the RTM. Failure to accomplish these events requires additional training as determined by the SQ/CC.

3.3.1. Unit schedulers will tailor sorties to maximize training and use flying time effectively.

3.3.2. IAW **paragraph 2.4.6**, flight training accomplished during IQT/RQT is not creditable to continuation training requirements, but can be used to establish currency dates. See this chapter, Proration of end-of-cycle requirements, for more information. DQT, Pre- and Post-CFIC instructor upgrade training, and right seat events in PUP are creditable for continuation training and currency requirements.

3.3.2.1. Individuals enrolled in formal training that hold multiple qualifications may be prorated for their current qualification and the position for which they are in training.

3.3.3. The continuation training program is based on a rotating 12-month period and correlates to the fiscal year.

3.4. FTU-Assigned Instructors.

3.4.1. FTU-assigned instructors will maintain BMC. They may provide simulator training while DNIF or N-BMC provided they maintain currency in the simulator.

3.4.2. Instructors cannot regain currency in any continuation training event they are non-current in by dual logging it as an instructor.

3.4.3. Instructors may credit/dual-log 50% continuation training events on sorties with unqualified students. An instructor flying on sortie M-1 may log a proficiency sortie when all syllabus demonstrations are completed.

3.5. Pilot Continuation Training. This section describes the pilot flying continuation training requirements. Currency and events are found in the RTM.

3.5.1. Pilots that do not meet currency requirements for Landing Reverse Thrust will be considered non-current for this event only and will not become unqualified due to loss of currency for this event. These pilots may continue all other duties onboard to include landing (without the use of reverse thrust) provided they maintain currency in all other events. Pilots

may use reverse thrust as required in an emergency. Pilots may regain currency by demonstrating proficiency to an instructor.

3.5.2. Pilots will fly a sortie at least once each 90 days in each aircraft configuration or major modification in which they are certified or qualified (1 sortie every 90 days in TF-33, PACER CRAG and RIVET GLASS, if so certified). Pilot transition currencies and pilot receiver air refueling currencies can be logged in any -135 MDS, but must be flown under IP supervision if the individual is not current or qualified/certified in that aircraft model or configuration. Pilots will comply with all other currency requirements for each aircraft. See Chapter 1 for more information on MDS/model aircraft definitions.

3.5.3. Instructor pilots must have direct access to the controls of the aircraft or ATD to dual-log a training event.

3.5.4. Instructor pilots may credit a takeoff if they are in the opposite pilot/copilot seat supervising the takeoff.

3.6. Navigator Continuation Training. This section describes the navigator flying continuation training requirements. Currency and events are found in the RTM. For the purpose of this instruction, the term navigator will be the generic term implying that the guidance is applicable to both navigators and CSOs. Specific guidance will be listed as an exception.

3.6.1. Navigator air refueling currencies can be logged in any -135 MDS in which they are qualified.

3.6.2. Navigators maintaining multiple mission qualifications/certifications must complete all currency requirements in their primary aircraft and, as a minimum, currencies specific to the secondary aircraft and those events determined by the SQ/CC. ARMS will track all currencies.

3.7. Electronic Warfare Officer Continuation Training. Currency and events are found in the RTM.

3.8. Airborne Systems Engineer Continuation Training. Currency and events are found in the RTM.

3.9. Cryptologic Mission Crew Continuation Training. Currency and events are found in the RTM.

3.10. Information Integration Officer Continuation Training. Currency and events are found in the RTM.

3.11. Special Equipment Operator Continuation Training. Currency and events are found in the RTM.

3.12. Flight Surgeon Continuation Training. Currency and events are found in the RTM.

3.13. Basic Aircraft Qualification (BAQ) Requirements.

3.13.1. Instrument (pilot only) and Qualification Evaluation(s) IAW AFI 11-202 Volume 2, and AFI 11-2RC-135 Volume 2.

3.13.2. All BAQ flight and ground currencies IAW aircrew specific tables in the RTM.

3.13.2.1. BAQ pilot members will fly a supervised sortie with an instructor at least once every 60-calendar days.

3.13.3. Aircrew remaining in BAQ status longer than 6 months will be grounded (removed from flying), unless waived by ACC/A3. Exception: This does not apply to crewmembers that are on extended BAQ status due to lack of security clearance, extended DNIF or senior officers.

3.13.4. Authorized BAQ aircrew will perform all flight duties under instructor supervision unless authorized by SQ/CC or DO to fly local training sorties unsupervised IAW **paragraph 1.4.2.**

3.14. Basic Mission Capable (BMC) Requirements.

3.14.1. Instrument (pilots only) and Qualification/Mission Evaluation(s) IAW AFI 11-202 Volume 2 and AFI 11-2RC-135 Volume 2.

3.14.2. All BMC flight and ground currencies IAW aircrew specific tables in the RTM.

3.14.3. The SQ/CC may direct BMC crewmembers increase flight requirements depending on actual flight duties these crewmembers are required to perform, their -135 experience, and proficiency.

3.14.4. Complete squadron developed flight/ground training programs for spin-up prior to participation in exercises, deployments or combat missions as required by the SQ/CC.

3.14.5. Sortie rate (lookback). See [Table 1.2](#) (N/A API-8/D above the wing level).

3.15. Combat Mission Ready (CMR) Requirements.

3.15.1. Instrument (pilots only) and Qualification/Mission Evaluation(s) IAW AFI 11-202 Volume 2 and AFI 11-2RC-135 Volume 2.

3.15.2. All CMR flight and ground currencies IAW aircrew specific tables in the RTM.

3.15.3. Complete squadron developed flight/ground training programs for spin-up prior to participation in exercises, deployments or combat missions as required by the SQ/CC.

3.15.4. Sortie rate (lookback). See [Table 1.2](#) (N/A API-8/D above the wing level).

3.16. Special Categories.

3.16.1. Above wing level staff API-8/D aircrew members may be attached to 55 WG flying squadrons IAW AFI 11-401 and MAJCOM guidance.

3.16.1.1. Mission directed training (MDT) for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM directors (division chiefs for flight safety and IG) and NAF/OV are the reviewing authorities for assigned personnel. They will:

3.16.1.1.1. Coordinate with the supporting agency to ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

3.16.1.1.2. Review API-8/D crewmember accomplishments and currencies prior to authorizing crewmembers to participate in MDT.

3.16.1.1.3. Provide each API-8/D crewmember with written documentation specifying the sortie types and events the crewmember is authorized to fly.

3.16.1.1.4. API-8/D personnel maintaining BMC status are exempt from academic ground training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron by ACC/A3C to participate in squadron scenarios for MDT. API-8/D personnel must complete ground training and spin up training as directed by host flying SQ/CC prior to assuming alert duties or flying operational missions/deployments as a primary (required) crewmember.

3.16.1.1.5. API-8/D personnel will be trained to CMR status for the specific mission(s) to be performed before deploying in support of RC/OC/WC/TC-135 operational missions.

3.16.1.2. Host units will coordinate with the supporting agency to ensure appropriate training information is documented in HARMS IAW AFI 11-421, *Aviation Resource Management*, and AFI 11-202 Volume 1.

3.16.1.3. Aircrew members will:

3.16.1.3.1. Review accomplishments and currencies for accuracy.

3.16.1.3.2. Submit qualification/authorization documentation, to include AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*, showing current flight medical status, to the supporting SQ/CC or DO prior to flying with that squadron.

3.16.1.3.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

3.16.1.3.4. Instructor-qualified aircrew members may perform instructor duties with the concurrence of the OG/CC if qualified and current for the applicable missions/events.

3.16.2. The flight surgeon will maintain flying rates and requirements IAW AFI 11-202 Volume 1 and the RTM.

3.16.3. When all requisites are met, IQT/MQT/RQT graduates may be considered CMR. Gaining unit commanders will determine CMR status of newly assigned personnel. Students pulled from upgrade training in order to fill temporary operational positions must meet all CMR and aircrew requirements for the position they will fill.

3.17. Loss of currency. Crewmembers will not perform a sortie/event they are not current to perform unless under instructor supervision (direct supervision for pilots in critical phases of flight). Instructors must be current and qualified in the crew position/sortie/event they supervise. As a minimum, pilots occupying a crewmember seat will be current for takeoff, landing and air refueling (if scheduled), unless an IP is occupying the other pilot seat. When EWO loss of currency is for sortie/RAP sortie only, current and qualified instructor TCs may supervise EWO crewmembers regaining currency.

3.17.1. Regaining currency is required whenever a crewmember does not meet the currency requirements of this instruction. Training affecting BMC/CMR status will require regression to N-BMC/CMR until the appropriate training, specified by SQ/CC and this instruction, is

completed. Training identified as not affecting BMC/CMR status does not require regression unless it is a grounding event IAW the RTM.

3.17.1.1. To regain currency in any non-current event, crewmembers will be under the direct supervision of a current and qualified instructor possessing the qualification to perform the event required.

3.17.2. Loss of Instructor Status. SQ/CCs will decertify instructors when one of the following conditions exists.

3.17.2.1. They fail a flight check. The instructor must successfully complete a flight evaluation IAW AFI 11-202 Volume 2 and AFI 11-2RC-135 Volume 2 to regain instructor status.

3.17.2.2. They fail a qualification, instrument, or mission written examination. Aircrew members must successfully re-accomplish the written exam to regain instructor status.

3.17.2.3. If in the judgment of the SQ/CC the candidate is not capable of performing instructor duties.

3.17.3. SQ/CCs may decertify instructors if they become non-current in an event/sortie that causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option, or if the instructor becomes non-current in events/sorties that does not require removal from CMR/BMC status, then instructor status may be retained. Individual will not instruct the event/sortie until the required currency is regained.

3.18. Ready Aircrew Program (RAP) Policy and Management. The RAP program is a training system designed to focus training on accomplishing a unit's wartime or primary operational tasking(s). RAP training levels are broken down into BMC or CMR. These training levels are further divided into experienced or non-experienced categories. The aircrew specific chapters establish the minimum number of RAP sorties and events per training cycle. Non-RAP requirements are in addition to RAP requirements. Non-RAP requirements ensure basic aircrew skills, necessary to operate in the civil airspace environment safely, are maintained.

3.18.1. SQ/CC will determine, assign, and certify aircrew that will train for and maintain special certifications or qualifications. Specialized training is normally accomplished in addition to CMR/BMC sortie/event requirements.

3.18.2. The SQ/CC's first training priority is to maintain CMR designated aircrew proficiency. The second training priority is other continuation training.

3.18.3. Aircrew experience levels determine how much flying and simulator training is required. The two experience levels are "non-experienced" and "experienced".

3.18.4. "Non-experienced" identifies aircrew members who require additional training based on their experience to maintain CMR or BMC status.

3.18.5. "Experienced" identifies aircrew members who have demonstrated increased proficiency. Experienced aircrew members require less training to maintain CMR or BMC status.

3.18.6. Aircrew members are normally classified as "non-experienced" when initially certified BMC/CMR by the SQ/CC. SQ/CC may reclassify aircrew members as

“experienced” when they meet minimum progression criteria and SQ/CC determines that they can maintain sufficient proficiency while training at the reduced rates. Squadron DOT will inform Stan/Eval and SARMS of this progression through the use of AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*. Squadron Stan/Eval will annotate experience levels in the “letter of Xs”. See [Table 1.3](#) for the minimum experience level and progression requirements.

3.18.7. Progression from BMC to CMR requires:

3.18.7.1. A 1-month lookback at the higher sortie rate.

3.18.7.2. Qualification in all missions and specialized mission training required at CMR.

3.18.7.3. Confirmation that the aircrew member can complete the prorated number of sortie/event requirements remaining for CMR by the end of the training cycle.

3.18.7.4. Completion of mission-related ground training.

3.18.8. An effective RAP training sortie requires accomplishing a tactical mission profile or a building-block type sortie. Each profile or sortie requires successfully completing at least one of the RAP events applicable to that sortie type, as defined by the aircrew specific chapter in this instruction. The OG/CC may designate the proportion of RAP events required for each platform's authorized missions based on current combatant commander requirements or taskings.

3.18.9. The total number of RAP sorties is the primary factor for maintaining an individual's proficiency and training level. The breakout of sortie/mission types is provided as a guideline, minor variances are authorized. Variations may be used as a basis for regression by the SQ/CC. Certification in a mission is determined by the SQ/CC considering MAJCOM guidance and the individual's capabilities.

3.19. RAP Monthly and 3-Month Lookback and Regression. RAP mission/sortie requirements apply to CMR and BMC crewmembers. [Table 1.2](#) establishes the minimum number of sorties per training cycle for BMC/CMR levels of training. Simulators and power on aircraft may be used to update RAP provided training objectives can be met as determined by the SQ/CC.

3.19.1. SQ/CCs ensure lookback computations are performed the first duty day of every month. Lookback computations begin following MQT and the aircrew must maintain a 1-month lookback sortie rate until 3-month lookback is established. In addition, the 1-month lookback will start the first full month of CMR/BMC status.

3.19.2. CMR and BMC aircrew members will fly the required monthly sortie rate. Lookback does not apply to BAQ aircrew members or API 8/D flyers above the wing. End-of-cycle training requirements are based on the crewmember's experience level on the last day of the current training cycle.

3.19.3. Failure to meet 1-month lookback requires a review of the crewmember's 3-month sortie history. If the 3-month lookback is met the crewmember may remain BMC/CMR.

3.19.3.1. Failure to meet the 3-month lookback will result in SQ/CCs placing a crewmember on either RAP probation or regression. An example of an appropriate use of probation is when crewmembers fail lookback due to an operational staff TDY or non-

availability of the assigned primary aircraft. Probation is limited to one month following the date the crewmember failed the 3-month lookback requirement. See **Figure 3.1** for more information on regression.

3.19.3.1.1. If RAP requirements are not met at the end of the probation period the crewmember will be regressed to N-CMR/N-BMC status or

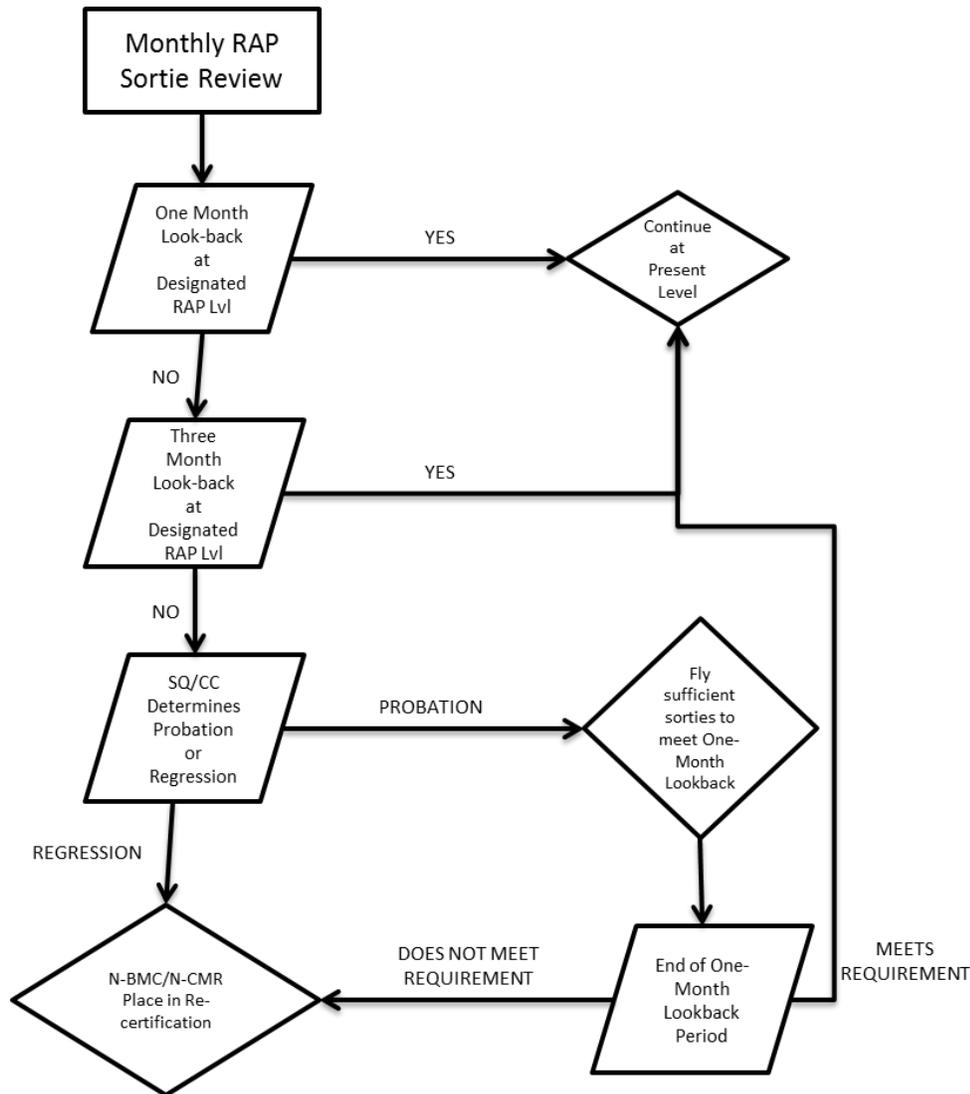
3.19.3.1.2. Remove the crewmember from a CMR manning position or

3.19.3.1.3. Initiate action to remove the crewmember from active flying status.

3.19.3.2. Crewmembers regressed to N-BMC/CMR for lookback for less than 180 days will complete a SQ/CC approved program to return the crewmember to BMC/CMR status. BMC/CMR aircrew must meet the subsequent 1-month lookback requirement prior to reclaiming BMC/CMR status upon completion of the SQ/CC directed program. The sorties and events accomplished during the program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirements.

3.19.3.3. Crewmembers regressed to N-BMC/CMR beyond 181 days will accomplish a flight evaluation using a standard RAP profile or an appropriate certification of the event that caused the regression.

Figure 3.1. Regression Flow Chart.



3.20. Failure to Meet End-of-Cycle Training Requirements. Aircrew who fail to complete both RAP and non-RAP event requirements by the end of the training cycle will accomplish training at the direction of the SQ/CC. Report all training shortfalls IAW **paragraph 1.2.3.11**.

3.20.1. Failure to meet sortie and/or event requirements for BAQ results in supervised status until successful training is accomplished, as determined by the SQ/CC.

3.20.2. Failure to accomplish sorties required for special certifications/qualifications will result in loss of that certification/qualification. The SQ/CC will determine recertification/requalification requirements.

3.21. Proration of end-of-cycle requirements. The SQ/CC may prorate all training requirements when DNIFs, emergency leaves, non-flying TDY, exercises, and lack of aircraft preclude continuation training for a portion of the training period at the end of the training cycle. Normal annual leave will not be considered as non-availability. Extended bad weather, which

precludes the unit from flying for more than 15 consecutive days, may be considered as non-availability. The following guidelines apply:

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

3.21.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use **Table 3.1** to determine the number of months to be prorated based on cumulative calendar days of non-availability. For example, Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of three months proration from his training cycle (one month for emergency leave and two months for SOS).

3.21.3. A crewmember's training cycle will start over at a prorated share following completion of training if initial mission qualification training is re-accomplished.

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

3.21.5. For initial/requalification training, the newly assigned crewmembers will be prorated upon achieving BMC/CMR status. If this occurs after the 15th of the month begin tracking continuation training for proration on the first day of the following month.

3.21.6. An aircrew member's last month on station prior to departing on a PCS may be prorated. Departing crewmembers may be considered CMR for reporting purposes up to 60 days from date of their last flight, or until loss of CMR currency, port call date, or sign-in at a new duty station, whichever occurs first.

3.21.7. CMR aircrew members who attend US Air Force Weapons School in TDY-and-return status may be reported throughout the TDY as CMR. These aircrew members will accomplish a prorated share of sortie/event requirements IAW **Table 3.1** upon returning to home station.

3.21.8. Operational missions (including contingency missions) can have a positive or negative impact on a unit's continuation training program. A potential lack of training opportunities, while deployed, can place a burden on the unit forcing it to accomplish the majority of its continuation training program in a reduced period of time at home station. The preceding procedures are intended to provide flexibility in accomplishing the unit's continuation training program.

3.21.8.1. Operational/contingency sorties that provide valid RAP training, based on the definition of a RAP sortie in this instruction, are to be logged as RAP sorties/events while deployed. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

Table 3.1. Proration Allowance.

CONSECUTIVE DAYS OF NONFLYING	MONTHS OF PRORATION ALLOWED
0 – 15	0
16 – 45	1
46 – 75	2
76 – 105	3

106 – 135	4
136 – 165	5
166 – 195	6
196 – 225	7
226 – 255	8
256 – 285	9
286 – 315	10
316 – 345	11
346 – 365	12

3.22. Aircrew Training Devices (ATD).

3.22.1. Simulator training in ATDs such as the OFT/RJMT/MCTS/ground power trainers augments flight training. The OG/CC will determine which events are creditable and may update currencies in these ATDs based upon SIMCERT results and recommendations from 55 OSS/OST. The OG/CC may also place limitations on how many events may be credited or how often currencies may be updated in each ATD. 55 OSS/OST will maintain a master list of these creditable flight training and currency events.

3.22.2. Because of the wide range of conditions and medications, the flight surgeon will need to determine whether an individual can perform OFT duties, when placing the individual on DNIF status.

3.22.3. The required recurring simulator training events for BMC, CMR, and BAQ aircrew members are listed in the RTM for specific crewmembers. Not applicable to API-8 and General Officer/General Officer-select BAQ aircrew.

Chapter 4

INSTRUCTOR AND UPGRADE TRAINING

4.1. General. This chapter contains information for instructor and upgrade training. Instructor and upgrade training are in-house/base proper DQTs and will not incur an ADSC.

4.2. Instructor Upgrade Training. SQ/CCs will personally review each instructor candidate's qualifications to ensure the individual possesses skills necessary to upgrade to instructor. Instructor candidates must be considered Experienced as listed in **Table 1.3** and meet the hour requirements listed in **Table 4.1**.

4.2.1. The Central Flight Instructor Course (CFIC). CFIC prepares unit aircrew for flight instructor qualification. CFIC attendance is a prerequisite for flight instructor status. Prerequisites and time limitations are listed in the ETCA, the CFIC syllabus and this instruction. **Table 4.1** below outlines the hour requirements for initial upgrade to instructor. Instructor requalification events may be accomplished with basic requalification events.

Table 4.1. Instructor Upgrade Hour Requirements.

Crew Position	Total Flt Time ²	Total RC/OC/WC/TC-135 Time
Current C-135 AC	-	300 hours ³
Former C-135 IP or B707IP	-	Note 3
Current C-135 MN	750 hours 1000 hours 1500 hours	500 hours 300 hours 100 hours
Former C-135 IN or B707IN	-	Note 3
RC-135S/U EWO	600 hours	300 hours
RC-135V/W EWO	600 hours	600 hours
Former IEWO on C2ISR/Bomber/EA MDS	1500	Note 3
ASE ⁴	600 hours 1000 hours 1500 hours	500 hours (300 OC-135B) 300 (200 OC-135B) 200
CMC ^{5,6}	500 hours	300 hours
IIO ⁵	350 hours	350 hours
SEO ^{7,8}	200 hours	-
Notes:		
1. The OG/CC may waive the minimum flying hour requirements for instructor upgrade.		
2. Total flying time is career military flying time logged in the crew position the individual will upgrade in. Time includes "student" time but does NOT include time logged in the simulator or "other" time.		
3. SQ/CC Nomination required		
4. Instructors who qualify in a new position will be qualified in that position for a SQ/CC-determined time period before performing instructor duties in that position(i.e., an ASE 4 who		

qualifies to ASE 1 will not be an IASE1 until the SQ/CC time limit has been met). Instructor upgrade requires Experienced designation as outlined in **paragraph 1.7.2**.

5. Requires minimum of 1-year as CMR and SQ/CC nomination.

6. Instructors who upgrade or change positions will be qualified in that position for 12 months and have a minimum of 300 flight hours in that position before performing instructor duties in that position, i.e. an ICO who upgrades to AA will not be an IAA until qualified as an AA for 12 months and gaining 300 hours in the AA position.

7. Requires minimum of 1-year as a CMR ready SEO.

8. Commander, AFTAC/Det 1 may waive the minimum flying hour requirements for instructor upgrade

4.2.2. The FTU is responsible for ensuring the initial instructor training is completed. Failure to complete an initial instructor evaluation for any reason requires appropriate action IAW AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, and AFI 11-202 Volume 2.

4.2.3. The instructor course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, flying skill, and technical knowledge.

4.2.4. Individuals who previously attended a formal MAJCOM flight instructor course and meet the minimum flying hour requirements may upgrade to an RC/OC/WC/TC-135 instructor in-unit with OG/CC approval.

4.2.5. Academic training course must be satisfactorily completed prior to any flight training being accomplished. Training areas must include, but are not limited to the following:

4.2.5.1. Applicable regulations/flight manuals.

4.2.5.2. Emergency procedures.

4.2.5.3. Systems knowledge.

4.2.5.4. Flight training.

4.2.5.5. Instructor techniques.

4.2.5.6. Academic instruction.

4.2.5.7. Instructor evaluation.

4.2.6. Units should forward the names of instructor candidates to the 338 CTS/CCR to fill allocated training quotas no later than 30 days prior to class start date.

4.2.7. Instructor candidates must arrive at CFIC current and qualified in their unit assigned aircraft. Units are required to provide pre-CFIC SIM and/or flight training to candidates prior to school attendance. This training is dictated in the formal course syllabus. The SQ/CC or their representative certifies completion of the prerequisites. Failure to complete the flights without an OG/CC waiver will result in the candidate being returned to the unit before training begins. The individual may continue to log continuation training events during pre-CFIC training.

4.2.8. CFIC students will contact the 338 CTS for a list of all required publications for instructor upgrade training prior to attending the CFIC course.

4.2.9. Multiple simulated emergencies may be required during CFIC flight training. The intent of these maneuvers is to broaden a candidate's experience base and will only be accomplished at CFIC. These maneuvers must be approved by HQ ACC/A3C.

4.2.10. The training standards of CFIC exceed the AF standards for non-instructor courses. If an instructor upgrade student experiences difficulties in an instructor upgrade course where the problem specifically concerns the students' lack of instructional ability rather than a lack of proficiency, the 338 CTS/CC may recommend, with OG/CC approval, suspension or disenrollment provided the member meets basic and mission qualification standards.

4.2.10.1. Candidates that are suspended will return to their squadron for additional training. The suspended candidate's SQ/CC will determine what additional training is required. Upon completion of additional training, the suspended candidate's SQ/CC will recommend to 338 CTS/CC re-enrollment into CFIC, disenrollment from CFIC, FEB Waiver or FEB.

4.2.10.2. Candidates that are disenrolled will be sent back to their respective squadron to fly as a non-instructor aircrew member.

4.2.11. CFIC Graduation. The FTU will submit a final training report to the unit at the completion of CFIC. The training report will summarize the student's overall performance concluding with a recommendation to either upgrade, or not to upgrade the student to instructor and proceed with remedial training or initiate a FEB/AEB.

4.3. Aircraft Commander Upgrade Training.

4.3.1. Pilot Upgrade Program (PUP) is a formal training course for RC/OC/WC/TC-135 copilots upgrading to aircraft commander. Formal school attendance in the 338 CTS is the primary method for AC qualification training. In-unit upgrade using courseware provided by the formal school is the secondary method. In-unit AC upgrade flight training will be accomplished only when formal school upgrade quotas are not available and ACC/A3C waiver has been granted.

4.3.2. Individuals selected for PUP training may occupy the left seat under direct IP supervision to perform orientation or SQ/CC directed pre-PUP training events as applicable. Document all PUP qualification training in the individual's training folder. **Table 4.2** outlines the requisites to upgrade from a Co-Pilot or other MDS Aircraft Commander (AC) to RC/OC/WC/TC-135 AC.

Table 4.2. Aircraft Commander Upgrade Flying Time Prerequisites.

Crew Position	Total Flying Time	Total -135/B707 Time	Notes
C-135 or B-707 CP/FP	1000 hours	500 hours	1
First Assignment AETC Instructor	1000 hours		2
Other MDS pilots	1000 hours		1,3
Notes:			
1. Total flying time includes "student" time but does NOT include time logged in the simulator			

or RPA flight time. No more than 200 hours of "other" time may be counted.

2. Total flying time does not include "student", "other" and "sim" time.

3. Other MDS pilots must have previously been qualified as an A/C or IP. Other MDS Co-pilots must have at least 300 hours -135 time to be nominated by SQ/CC.

4.4. Tactical Coordinator (TC) Upgrade Training. Units will designate candidates for TC upgrade/qualification. Training will consist of both academic and flight phases IAW the formal syllabus. **Table 4.3** lists the flying time required for TC upgrade.

Table 4.3. Tactical Coordinator Upgrade Flying Time Prerequisites.

Crew Position	Total Flight Time	MDS Time (See Note)
EWO	600	600
	1000	300
	1500	150
	2000	Current or former TC/MCC in any RC-135/EC-130
NOTE: MDS time is primary/instructor/evaluator time on the specific RC-135 (RJ, CB, CS) for which TC qualification is sought.		

4.5. ASE Multiple Position Qualification Training.

4.5.1. Multiple Position Qualification is defined as qualification on multiple positions of the same mission series (M/S). For example, an ASE 4 on the RC-135V/W obtaining a qualification as an ASE 2 on the RC-135V/W.

4.5.1.1. Training requires attendance of a formal course. This course must be taught by an FTC instructor either at the 338 CTS or in-unit utilizing the approved syllabus.

4.5.1.2. Prerequisite for obtaining a multiple position qualification is 500 hours total RC-135 flying time and SQ/CC approval. Flying time is defined as time flown in the last crew position qualified in. This includes "student time".

4.5.2. Multiple qualifications onboard multiple M/S require OG/CC approval and IQT/RQT. Exception: The ASE 1 position onboard the RC-135S and the ASE 3 position onboard the RC-135U are to be considered the same M/S and follow guidance in **paragraph 4.5.1**.

4.5.3. Difference training between platforms will be IAW **paragraph 2.8.1.6**.

4.6. AMS/AA/DLO Upgrade Training.

4.6.1. Units will designate candidates for AMS/AA/DLO upgrade. Training will consist of both academic and flight phases IAW the appropriate syllabus. Use difference qualification (DQT) to cross train qualified AMS/AA/DLO to a different variant of RC-135. AMSs holding only an RC-135S/U qualification must return to the 338 CTS or attend an approved upgrade course for difference qualification to receive RC-135V/W AMS upgrade.

4.6.2. SQ/CCs and DOT sections will ensure that all individuals selected for Data link Operator (DLO)/Airborne Analyst (AA)/Airborne Mission Supervisor (AMS) programs are

current and experienced (E) in specific MDS as identified in **Table 1.3**. Individuals must also meet the flying time prerequisites specified in **Table 4.4**.

Table 4.4. AMS/AA/DLO Upgrade Flying Time Prerequisites.

Crew Position	Total Flying Time	RC-135 Time
AMS	1250 hours	1000 hours*
AA/DLO	750 hours	500 hours
AMS/S/U	1000 hours	750 hours
* Note: AMS upgrade requires previous qualification as either an AA or a DLO.		

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

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

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

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

AFI 11-102 ACC_SUP 1, *Flying Hours Program Management*, June 7, 2007

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AFI 11-421, *Aviation Resource Management*, December 13, 2010

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

AFI 14-105 ACC SUP I, *Unit Intelligence Mission and Responsibilities*, January 28, 2003

AFI 14-125 AFISRA SUP I, *Cryptologic Skills Program*, 1 June 2010

AFI 16-1301, *SERE Program*, September 6, 2006

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, April 30, 2012

AFI 91-202, *The US Air Force Mishap Prevention Program*, August 5, 2011

ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, December 4, 2003

ACCI 36-2250, *ACC Training Development Program*, November 14, 2006

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

Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss->

af61a/afrims/afrims/

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*

AF Form 1381, *USAF Aircrew Certification*

AF Form 1520, *ARMS Individual Flight Pay Entitlement Worksheet*

AF Form 1521, *ARMS Individual Jump Pay Entitlement Worksheet*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

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

Abbreviations and Acronyms

AA—Airborne Analyst

AC—Aircraft Commander

ACC—Air Combat Command

ACL—Airborne Cryptologic Language Analyst

AFI—Air Force Instruction

AFMAN—Air Force Manual

AMS—Airborne Mission Supervisor

ANG—Air National Guard

AOR—Area of Responsibility

API—Aircrew Position Indicator

AR—Air Refueling

ARMS—Aviation Resource Management System

ASE—Airborne Systems Engineer

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Qualified

BMC—Basic Mission Capable

CAF—Combat Air Forces

CB—COBRA BALL (RC-135S)

CBT—Computer Based Training

CFIC—Central Flight Instructor Course

CMC—Cryptologic Mission Crewmember

CMF—Combat Mission Folders
CMR—Combat Mission Ready
COMSEC—Communications Security
CONUS—Continental United States
CRM—Crew Resource Management
CS—COMBAT SENT (RC-135U)
CSP—Cryptologic Skills Program
CSPT—Cryptologic Skills Proficiency Test
CST—Combat Survival Training
CT—Continuation Training
CTD—Celestial Training Device
CTS—Combat Training Squadron
DLO—Data Link Operator
DNIF—Duty Not Involving Flying
DQT—Difference Qualification Training
EP—Evaluator Pilot
ETCA—Education and Training Course Announcement
EWAP—Electronic Warfare Activity Period
EWO—Electronic Warfare Officer
F—Familiarization
FEF—Flight Evaluation Folder
FLIP—Flight Information Publications
FTC—Faculty Training Course
FTU—Formal Training Unit
HHQ—Higher Headquarters
HQ—Headquarters
IAW—In Accordance With
IDM—Improved Data Modem
IFF/SIF—Identification Friend or Foe/Selected Identification Features
IO—Information Integration Officer
IN—Instructor Navigator or Intelligence Officer/Branch
IP—Instructor Pilot

I/MQT—Initial/Mission Qualification Training
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
JFS—Jet Fuel Starter
JTIDS—Joint Tactical Information Distribution System
MAJCOM—Major Command
MCTS—Mission Crew Training System
MDS—Mission Design Series (i.e., RC-135, WC-135, OC-135, etc.)
MN—Mission Navigator
M/S—Mission Series (i.e., COBRA BALL, RIVET JOINT, etc.)
NAF—Numbered Air Force
N-BMC—Non-Basic Mission Capable
NC—Non Current
N-CMR—Non-Combat Mission Ready
OCONUS—Outside the continental United States
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
PAA—Primary Aircraft Authorization
PTT—Part Task Trainer
PUP—Pilot Upgrade Program
QRC—Quick Reaction Capability
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RJ—RIVET JOINT (RC-135V/W)
RJMT—RIVET JOINT Mission Trainer
RQT—Requalification Training
SATCOM—Satellite Communications
SEO—Special Equipment Operator
SORTS—Status of Resources and Training System
SQ/CC—Squadron Commander

SSD—Signals Search and Development

STAN/EVAL—Standardization and Evaluation

TC—Tactical Coordinator

TDY—Temporary Duty

T.O.—Technical Order

UMD—Unit Manning Document

VFR—Visual Flight Rules

WG—Wing

WST—Water Survival Training

Terms

Academic Training—A course of instruction including, but not limited to, classroom instruction or programmed study related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures and abnormal and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator/flight training. Part-task training utilizing ATDs may be included in academic training modules.

Airborne Systems Engineer (ASE)—The generic term for OC-135 and RC-135S/U/V/W system maintenance technicians. ASE requirements apply to all ASE positions unless otherwise indicated.

Aircraft Commander (AC)—The pilot designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Aircrew Training Device (ATD)—Includes operational flight trainer (OFT), RIVET JOINT Mission Trainer (RJMT), Mission Crew Training System (MCTS), celestial training device (CTD), and other flight simulators or part-task trainers approved by 55 OSS/OST.

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most formal academic and ATD training; Air Force conducts most flight training.

Air Refueling (A/R) Mission—Flight that involves A/R procedures as receiver.

Airborne Analyst (AA)—Oversees the analysis and reporting effort derived from collection by the cryptologic mission crew. Also maintains communications networks with national and tactical entities.

Airborne Cryptologic Language Analyst (ACL)—Crewmember tasked with exploiting target data in order to satisfy local, theater, and national tasking. For the purpose of this instruction, a cryptologic language analyst is any 1A8 or SSD on board the mission aircraft.

Airborne Mission Supervisor (AMS)—Senior cryptologic authority on the mission aircraft. Oversees the cryptologic mission crew collection and reporting and supports local, theater, and national tasking, as required.

Basic Qualified (BAQ)—Aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation, but has accomplished no mission qualification events in an assigned aircraft.

Basic Mission Capable (BMC)—Aircrew member who has successfully completed initial mission/qualification training and has passed an in-flight evaluation, but has not been fully mission certified/qualified by the gaining SQ/CC.

Crew Resource Management (CRM) Training—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

Combat Mission Ready (CMR)—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

Computer Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training (CT)—Ground, flight, and ATD training events designed to maintain proficiency and improve crewmember capabilities.

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Critical Phases of Flight—For the purposes of this AFI, this term shall include: Terminal Area operations including taxi, takeoff and landing, low-level flight, air refueling, tactical/air combat operations and all portions of any test or functional check flight or any aerial demonstration.

Cryptologic Skills Proficiency Test (CSPT)—The CSPT is a battery of tests designed to measure an ACL's, AMS's, AA's and DLO's cryptologic proficiency in entity specific vocabulary, signals exploitation, geography, target knowledge, analysis, and listening, as required. The tests will be standardized for common languages/entities between units. ACLs complete the CSPT every 17 months to the end of the month. Failure to complete the CSPT results in loss of CMR status. Multi-language/entity qualified ACLs will be considered CMR for only those languages in which a CSPT has been successfully completed within the last 17 months. CSPT does not apply to 338 CTS students. CSPT scores will be documented and tracked IAW local operating procedures and tracked in ARMS.

Currency Event—Flying and ground continuation training events with prescribed maximum interval-between-accomplishment shown in the .FREQ. column.

Difference Qualification Training (DQT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft, or an aircrew member in an aircraft that is a different series other than the one in which currently qualified. Training is conducted IAW approved syllabi or as directed in this instruction.

Data Link Operator (DLO)—Oversees all data link operations required to satisfy local, theater, and national tasking. Coordinates with ELINT compartment to fuse data with collection by the cryptologic mission crew.

Education and Training Course Announcement (ETCA)—ETCAs are the Air Force approved formal training courses, formerly the AFCAT 36-2223, and are maintained at Keesler AFB. Copies of these courses may be accessed at <https://etca.randolph.af.mil>.

Event or Task—A training item to be accomplished. Several events/tasks constitute a training profile.

Electronic Warfare Officer (EWO)—An individual qualified to perform EWO duties.

Familiarization Item—An item completed by demonstration, observation, or in-seat experience. Proficiency is not required.

Flight Examiner/Evaluator—A crewmember designated to administer evaluations.

Frequency—See below:

A-Annual—Accomplished every 12 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the following year. For example, if an individual's currency reference month is January 01 and he/she completes the event in July 00, the currency reference month is updated to Jan 02. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 18 months between accomplishment of annual ground training events.

AR-As Required—(Self explanatory).

B-Biennial—Accomplished every 24 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the second year. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 30 months between accomplishment of biennial ground training events.

C-Cyclical—Catch all term for non-standard recurring frequencies. Events falling under this category have an associated note at the bottom of the respective training table explaining the required currency.

15—Accomplish every 15 months.

18—Accomplish every 18 months.

M-Monthly—Accomplished each calendar month.

Q-Quarterly—Accomplished four times each calendar year, once in each three-month quarter (Oct-Dec, Jan-Mar, Apr-Jun, and Jul-Sep).

SA-Semiannual—Accomplished twice each calendar year, not later than the end of the 6 month from the month last accomplished.

T-Triennial—Accomplished every 36 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the third year. Units may change an individual's currency reference month to facilitate block ground training. In no case will an individual exceed 42 months between accomplishment of triennial ground training events.

TC—Accomplish once during the training cycle

Information Integration Officer (IIO)—oversees the coordination of all-source intelligence real time via TS-SCI / SIPRNET chat and web communication systems onto and off of the RC-135 in connection with other ground/airborne ISR assets, national organizations, theater operation centers, and tactical units.

Initial/Mission Qualification Training—Prepares aircrew members to perform duties in their respective aircraft. Training is conducted IAW approved syllabi.

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor to perform both ground and in-flight training.

Instructor Candidate—An aircrew member undergoing upgrade training to instructor.

Instructor Supervision—When a current instructor, who is qualified in the same crew position, supervises a maneuver or training event. For critical phases of flight, the instructor pilot must occupy one of the seats/stations, with immediate access to the controls.

Minimum Requirements—The minimum training level to keep a crewmember in CMR/BMC status.

Navigator (N)—Crewmember fully qualified in navigator duties.

Night—See flight information publications (FLIP) for definition.

Non-Combat Mission Ready (N-CMR)—Individual who is unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission(s).

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo door operation or receiver air refueling.

Primary Instructor—Individual designated in writing or individual who conducts more than 50% of a student's flight training.

Proficient—Capable of meeting the 3 training standard for a particular event.

Raven—An EWO crewmember qualified to operate specialized electronic warfare equipment onboard the RC-135 aircraft.

Requalification Training (RQT)—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See chapter 2 for requalification training requirements.

Special Certifications—Those certifications required for one of a kind or ad hoc equipment that has not met the criteria (over 50% of the fleet) for inclusion in an FTU approved course.

Supervised Training Status—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator.

Tactical Coordinator (TC)—Oversees mission crew in locating, collecting, and exploiting nationally tasked intelligence targets for the intelligence community and theater commanders.

Training Devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Attachment 2**TRAINING EVENT DESCRIPTIONS**

AP00—Total Approaches. This is not a directly loggable event. AP01, AP02 will automatically credit events and update currency. For ARMS tracking and planning purposes only.

AP01—Precision Approach.

AP02—Non-precision Approach.

AP19—Missed Approach

AP22—VFR Approach. Log for any type of approach flown primarily using visual references with or without utilizing FMS guidance. Types of approaches include: overhead pattern, straight in, and contact approaches.

AP30—Single Engine Out Go Around

AR00—Air Refueling Total not an aircrew, directly loggable event. AR01 and AR02 will automatically credit events and update currency. For ARMS tracking and planning purposes only.

AR01—Receiver A/R Day. Receiver pilot should accomplish 10 minutes of toggles-engaged time if applicable. Accomplish during the hours of official daylight as defined in AFI 11-202 V3. Log only one air refueling event (AR01 or AR02) per pilot per AR track unless a separate rendezvous is completed.

AR02—Receiver A/R Night. Receiver pilot should accomplish 10 minutes of toggles-engaged time if applicable. Accomplish during the hours of official night as defined in AFI 11-202 V3. Log only one air refueling event (AR01 or AR02) per pilot per AR track unless a separate rendezvous is completed.

AR05—Receiver Rendezvous. Perform either a point parallel or enroute rendezvous to receive credit for this event. Instructors may dual log this event.

AR13—Receiver Breakaway.

EC11—Raven X. Accomplish Raven X duties in support of either SRO Profile or Contingency profile.

EC12—RJ Tactical Coordinator. Accomplish Tactical Coordinator duties in support of either SRO Profile or Contingency profile. Dual qualified TCs will log TC duties, E002 or Opposite Seat Sortie, LD18 but not Raven X, E001. TCs may dual-log accomplishment of E003 and/or E004 as appropriate in conjunction with the accomplishment of a TC duty.

EC13—AEP Confidence Check (RX). Accomplish an AEP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC14—AEP Confidence Check (TC). Accomplish an AEP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC15—ESP/ Precision ELINT Confidence check (RX). Accomplish an X ESP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC16—ESP/ Precision ELINT Confidence check (TC). Accomplish an X ESP systems test and checkout to determine equipment capabilities and maintenance status. May be accomplished from any position, equipment permitting.

EC17—Precision ELINT SRO/8010 Profile. Credited on an operational SRO/8010 mission or a training mission simulating an SRO/8010 mission that uses the Manuals system. As a minimum, EWOs must mission plan, conduct ELINT tasking study, accomplish an On Watch period, as appropriate record multiple tasked emitters, and produce appropriate post mission products.

EC18—Automatic ELINT SRO/8010 Profile. Credited on an operational SRO/8010 mission or a training mission simulating an SRO/8010 mission that uses the AEELS. As a minimum, EWOs must mission plan, conduct ELINT tasking study, accomplish an On Watch period, as appropriate record multiple tasked emitters, and produce appropriate post mission products.

EC19— Precision ELINT Contingency Profile. Credited for flying an operational contingency mission or a training mission simulating a contingency mission that uses the Manuals system. As a minimum, EWOs must mission plan, conduct AOR study, accomplish an On Watch period, provide actual or simulated package support in conjunction with the CMCs (including imminent/direct threat warning and establishing external digital or voice links), and produce appropriate post mission products.

EC20—Automatic Contingency Profile. Credited for flying an operational contingency mission or a training mission simulating a contingency mission that uses the AEELS. As a minimum, EWOs must mission plan, conduct AOR study, accomplish an On Watch period, provide actual or simulated package support in conjunction with the CMCs (including imminent/direct threat warning and establishing external digital or voice links), and produce appropriate post mission products.

EC21—CB Tactical Coordinator (Single Qual)

EC22—CB Tactical Coordinator (Dual Qual)

EC23—CB Raven 1/ 2

EC24—CB Raven 3

EC25—CS Tactical Coordinator (Single Qual)

EC26—CS Tactical Coordinator (Dual Qual)

EC27—CS Raven 1/2

EC28—CS Raven 9

EC29—CS Raven 3/4/5

EC30—Raven 1/2 Reports/Data Transfer. A planned activity period for reconnaissance compartment training that stresses equipment operation during event collection. Instructors may dual-log this event. Raven 1/2 Reports/Data Transfer – Must transfer (or simulate) data from hard drives to tape and complete an operational or simulated report and CDWR.

EC31—Electronic Warfare Activity Period. Requires a minimum of scheduled 2 ½ hours from takeoff to “Off Watch” with at least 90 minutes of “On Watch” time. The raven crew must accomplish signal processing to include signal detection, identification, location, recording and reporting. The tactical coordinator is the final authority for ensuring accomplishment of crew requirements. This time may be shortened to account for a late take-off or other mission changes. The tactical coordinator will determine if sufficient time was allowed to complete the EC31. A minimum of 1 1/2 hours is required to log an EC31. Instructors may dual-log this event.

EC32—SEAD Integration. One complete mission planning and one flight including the following requirements: successful set up of a digital link, the sending and if possible receipt of digital SEAD information over JTIDS or IDM Link, with appropriate associated voice information. (**Note:** If receipt of digital SEAD info is not possible then it may be simulated/briefed). May be dual logged with EC31.

EC33—Confidence Check. Each crewmember will accomplish a systems test and checkout to determine equipment capabilities and maintenance status.

EC34—Collection Ascent/Descent. TC and R1 will coordinate with flight deck crew for optimal positioning and timing of collection. Actual altitude changes may be simulated.

EC35—Reentry Event Data Run. Credited for flying a planned activity period for a reentry event that stresses equipment operation during event collection. All positions must accomplish a system test and check-out to determine equipment capabilities and maintenance status. This may be accomplished on a power-on ground trainer. Instructors may dual-log this event. The following crew specific procedures also must be accomplished:

R1: Must successfully transfer (or simulate) data from hard drives to tape.

R3: Must successfully transfer (or simulate) data from Real-Time Reporting and Full-Frame Video to appropriate media.

TC: Must simulate sending out reports to appropriate agencies.

EC36—Launch Event Data Run. Credited for flying a planned activity period for a launch event that stresses equipment operation during event collection. All positions must accomplish a system test and check-out to determine equipment capabilities and maintenance status. This may be accomplished on a power-on ground trainer. Instructors may dual-log this event. The following crew specific procedures also must be accomplished:

R1: Must successfully transfer (or simulate) data from hard drives to tape.

R3: Must successfully transfer (or simulate) data from Real-Time Reporting and Full-Frame Video to appropriate media.

TC: Must simulate sending out reports to appropriate agencies.

EC38—Signal Run. Each crewmember will configure equipment for optimal collection on a simulated or actual signal.

GA02—Boldface. Grounding item. Complete IAW AFI 11-202V2, ACCSUP1, para 6.5.2.

GA03—Anti-Hijack. Training IAW with AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*. OG/CC or designated representative will determine required training.

GA06—Crew Resource Management (CRM). This is a grounding event but is waiverable by the 55 OG/CC.

GA09—COMSEC. Training covers COMSEC user requirements to include ordering/receiving, safeguarding and control, and destruction of COMSEC material IAW AFI 33-201V2; incident reporting procedures IAW AFSSI 4212. Training also covers Emergency Action Plans, how to use a Simple Key Loader and COMSEC documents. OPR is 55 OSS/OSN (Combat Crew Communications). This is a non-grounding event. Affects CMR/BMC status.

GA26—US/Russia Prevention of Dangerous Military Activities. Initial and annual refresher training IAW AFI11-2RC-135V1. Training requires a review of the “Procedures for the Prevention of Dangerous Military Activities between the US and Russia” section of the Flight Information Handbook

GA32—Flightline Driving Training. For SOF qualified and other crew positions required to operate vehicles on the flightline. Must be accomplished annually IAW AFI 23-213 and OAFBI 13-214.

GA43—Small Arms Training. This is a non-grounding event, but does affect CMR/BMC status.

GA46—Tactics and EC Academics. Tactics doctrine and training necessary to complete unit’s operational mission. This training will include a review of threats to the aircraft, crew coordination, and defensive maneuvers. For initial students this course is will be expanded to allow in-depth understanding of unit’s mission. OPR is 55 OSS/OSKW.

GS03—Situational Emergency Procedures Training. Grounding event. See AFI 11-2RC-135v1, paragraph 3.2.6. for details.

GS05—Periodic Test. Complete one between 1 Jan - 30 Jun and another between 1Jul – 31 Dec of each year. Crewmembers failing to pass a periodic test by the end of each period will be placed in supervised status until the test is successfully completed.

GS06—Instrument Refresher Course. Instrument flying procedures for pilots and navigators IAW AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, and AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, as supplemented. Affects CMR/BMC status.

GS22—Ops Study and Certification. Includes initial, recurring, and pre-deployment study/preparation. Training will be as directed by 55 OSS/OST. This is a non-grounding event however, failure to accomplish the event does affect CMR status. BMC crewmembers do not need to be current on G050 in order to maintain BMC status, but must complete applicable portions of GS22 as determined by SQ/CC prior to operational deployment if not current. **Note:** Initial ops study and certification should be completed during IQT/MQT/RQT prior to the qualification evaluation. This must be completed prior to designating a crewmember as CMR/BMC. Each crewmember will participate as a briefer, board member, or seminar participant in the initial ops study/certification.

GS25—Aircraft Servicing. Ensure aircrews have the knowledge to service and reconfigure the aircraft for launch. Training is required in each training cycle. This course does not qualify crews to perform maintenance tasks. This is a non-grounding event and failure to accomplish the event does not affect CMR/ BMC status.

GS26—Flying Safety Training. Conducted quarterly by the wing/group flying safety office IAW AFI 91-202, *The US Air Force Mishap Prevention Program*. Commanders or appropriate ops supervisors will ensure that any aircrew member not attending the training will read and sign-off the training notes or watch most recent wing safety video. This is a non-grounding event and failure to accomplish the event does not affect CMR/BMC status.

GS28—Supervisor of Flying (SOF) Training.

GS29—SOF Tour. Must perform one shift as Supervisor of Flying.

GS38—Transcription. Transcription of target communications. Must be communications of CO's primary language and must comprise at least 1/3 of cryptologic continuation training.

GS39—Target Study (Airborne Cryptologic Language Analyst). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS40—Target Study (Airborne Mission Supervisor). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on

target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS41—Target Study (Airborne Analyst). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS42—Target Study (Data Link Operator). Consists of target vocabulary study; signals and system components; target structure and order of battle and tactics. Should focus on target structure and order of battle, tactics, and cryptologic activities as required by unit training personnel.

GS43—Target Processing (Airborne Cryptologic Language Analyst). Credit for CO specific target language training. Only creditable using GDPS, RJMT, MCTS, or ACES. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS44—Target Processing (Airborne Mission Supervisor). Credit for specific target language training. Only creditable using GDPS, RJMT, or MCTS. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS45—Target Processing (Airborne Analyst). Credit for specific target language training. Only creditable using GDPS, RJMT, or MCTS. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS46—Target Processing (Data Link Operator). Credit for specific target language training. Only creditable using GDPS, RJMT, or MCTS. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, and completing post-mission reports and logs.

GS53—Language Training Events. Required training in accordance with 1A8X1 Career Field Education and Training Plan (CFETP). 55OG/CC determines specific training policy.

GS54—NICKELBACK Jan-Jun

GS55—NICKELBACK Jul-Dec

GS56—OPLAN 8010 Study. Review of OPLAN 8010 mission documents, instructions, applicable plans, CMFs/DMFs, alert procedures, EWO performance data and OPLAN 8010 unit mission briefing. OPLAN 8010 study should be tailored by crew specialty. BMC crewmembers do not need to be current on GS56 to maintain BMC status, but must complete training prior to assuming alert for OPLAN 8010. **Note:** Initial OPLAN 8010 study should be completed during

IQT/MQT/RQT prior to the qualification evaluation for aircrew assigned/attached/en route to units with an 8010 doc statement. Designate aircrew no higher than BMC until completion of GS56/GS58 for units with an 8010 doc statement

GS57—Cryptologic Skills Proficiency Test. CSPT is a battery of tests designed to measure a CO's, AMS's, AA's and DLO's cryptologic proficiency in entity specific vocabulary, geography, target knowledge and listening. This event is mandatory CMR/SORTS reportable, but may be waived by AFISRA/A3.

GS58—8010 Certification. Non-grounding event but does affect CMR status.

GS59—8010 C2 Procedures. Message decoding and operational reporting procedures training. This is a non-grounding event; failure to accomplish the event does affect CMR status (N/A BMC).

GS60—SEO Mission Equipment and Malfunctions Refresher.

GS61—SEO Track Planning Refresher.

GS62—SEO Radiation Detection and Safety Refresher. (Annual training IAW AFI 48-148)

GS64—Electrical System Ground Refresher Course. Can also be accomplished in OFT.

GS65—Fuel System Ground Refresher Course. Can also be accomplished in OFT.

GS66—Engines Ground Refresher Course. Can also be accomplished in OFT.

GS67—Flight Control Ground Refresher Course. Can also be accomplished in OFT.

GS68—Pneumatic System Refresher Course. Can also be accomplished in OFT.

GS69—Hydraulic System Ground Refresher Course. Can also be accomplished in OFT.

IE02—ISOPREP. Isolated personnel report (ISOPREP) card. See AFI 14-105_ACCSUP_I, *Unit Intelligence Mission and Responsibilities* for more information. This is a non-grounding event but failure to accomplish the event does affect CMR/BMC status.

IE05—Aircrew Intelligence Training. The intelligence training program will be closely aligned with the unit's weapons and tactics program. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipment (AFI 14-105_ACCSUP_I). This is a non-grounding event but failure to accomplish the event does affect CMR/BMC status although not CMR/SORTS reportable. IE05 instruction will be taught in 5 separate blocks; however aircrew will log IE05 only not each block (i.e. log IE05 not IE05A, IE05B, etc). Each block will be taught throughout a 4 month period. Due to the high amount of intelligence briefings received at deployed locations aircrew

are only required to deploy current in IE05 and do not need to be current through the end of the deployment.

IE05A—Aircraft and Associated AAMs. Threat knowledge training will instruct aircrews on the capabilities, employment, and tactics of airborne interceptors and air-to-air missiles that could affect the execution of the mission. Visual recognition training will ensure aircrews are trained to identify threat aircraft based on airframe wings, engine, fuselage, and tail (WEFT).

IE05B—Advanced Aircraft and Associated AAMs. Threat knowledge training will instruct aircrews on the capabilities, employment, and tactics of *advanced* airborne interceptors and air-to-air missiles that could affect the execution of the mission. Visual recognition training will ensure aircrews are trained to identify threat aircraft based on airframe wings, engine, fuselage, and tail (WEFT).

IE05C—Land-Based Radar Surface-to-Air Missiles. Threat knowledge training will instruct aircrews on the capabilities, employment, and tactics of land-based radar guided surface-to-air missile systems that could affect the execution of the mission.

IE05D—Naval SAMs, Laser Threats, Jammers, Passive Detection Systems, Evasion and Recovery. Threat knowledge training will instruct aircrews on the capabilities, employment, and tactics of naval surface-to-air missile systems, laser threats, jammers, and passive detection systems that could affect the execution of the mission. Aircrew will also be introduced to naval surface combat vessels that might be encountered during 55 WG missions. E&R training consist of a review of ISOPREP requirements, evasion kit contents, general CSAR procedures and EPA development.

IE05E—AAA, MANPADS, Collection and Reporting. Threat knowledge training will instruct aircrews on the capabilities, employment, and tactics of anti-aircraft artillery and man-portable air defense systems. The C&R portion will train aircrews to initiate aircrew-originated reports (In-flight Report (INFLTREP), Communication Instructions Reporting Vital Intelligence Sighting reports (CIRVIS), etc.), and will familiarize them with the information requirements of the intelligence-generated Mission Report (MISREP) and Intelligence Report (INTREP).

IO01—IIO Duty.

IO02—IIO SRO Profile. A sortie profile that mirrors an SRO type profile for that platform. Profile will include, as a minimum, configuring individual workstation, establishing/troubleshooting IRC connectivity, creating a priority assignment, extracting target emitter locations, performing ISR sensor cross-cueing, building a NTI file, tipping EEIs from both internal and external intelligence sources, conducting multi-intelligence fusion and analysis, performing NICKELBACK/Threat Warning procedures, and completing post-mission reports and logs.

IO03—IIO Contingency Profile. A sortie profile that mirrors a contingency type profile for that platform. Profile will include, as a minimum, configuring individual workstation, establishing/troubleshooting IRC connectivity, creating a priority assignment, extracting target

emitter locations, performing ISR sensor cross-cueing, building a NTI file, tipping EEIs from both internal and external intelligence sources, conducting multi-intelligence fusion and analysis, performing Imminent/Direct Threat Warning procedures, and completing post-mission reports and logs.

LD00—Total Landings. Not an aircrew, directly loggable event. LD01, LD02 will automatically credit events and update currency. For ARMS tracking and planning purposes only.

LD01—Day Landing. Log when accomplished during the hours of official daylight as defined in AFI 11-202 V3.

LD02—Night Landing. Log when accomplished during the hours of official night as defined in AFI 11-202 V3.

LD03—Touch and Go Landing. Refer to AFTTP 3-3.RC-135 for applicable techniques and procedures. May be dual logged with LD01 and LD02.

LD11—Full Stop Reverse Thrust Landing (If Applicable). Landing rollout will be made using reverse thrust of applicable engines. Loss of currency will not cause loss of CMR status.

LD12—Simulated Engine Out Landing (Approach and Landing).

LD25—Landing Gear Alternate Extension.

LL01—Life Support Familiarization Training. Mandatory before first flight at unit of assignment. Included in 338 CTS training syllabus.

LL03—Emergency Egress, Non-ejection. Recurring training will be accomplished using the aircraft, aircraft diagram, or other visual training aids (videos, power point presentations, CBTs, etc). Training will encompass location, use, donning, and/or deployment of life support equipment, egress procedures including ground egress and ditching. This is a grounding event.

LL04—Aircrew Chemical Defense Training. Aircrew Chemical Defense is required to maintain CMR status.

LL05—Egress with ACDE. Must be accomplished one time before first flight using ACDE. Included in 338 CTS training syllabus. This is a non-grounding event.

LL06—Aircrew Life Support Equipment Training.

MC01—AMS Duty. May dual log MC02 and/or MC03 if performing duties and functions of those positions in addition to AMS, shall be current and qualified in all positions logged. SARM shall credit this event for MC04 currency.

MC02—DLO Duty. May dual log MC03 and/or MC01 if performing duties and functions of those positions in addition to DLO, shall be current and qualified in all positions logged. SARM shall credit this event for MC04 currency.

MC03—AA Duty. May dual log MC02 and/or MC01 if performing duties and functions of those positions in addition to AA, shall be current and qualified in all positions logged. SARM shall credit this event for MC04 currency.

MC04—ACL Duty. The RC-135 crew position for the Airborne Cryptologic Linguist Analyst (ACL) AFSC.

MC05—SSD Duty.

MC06—CMC SRO/8010 Profile. A sortie profile that mirrors a SRO/EWO type profile for that platform. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, performing NICKLEBACK/Threat Warning procedures, establishing digital or voice links with external entities, supporting real or simulated external customers, and completing post-mission reports and logs.

MC07—CMC Contingency Profile. A sortie profile that mirrors a contingency profile for that platform. Profile will include, as a minimum, configuring individual workstations, creating assignments, searching assigned targets, building and refining emitter locations, reporting of EEIs, performing Imminent/Direct Threat Warning procedures, establishing digital or voice links with external entities, supporting real or simulated external customers, and completing post-mission reports and logs.

MC11—Degraded Electromagnetic Spectrum. Required for all crewmembers by ACC SII Attachment 2, "IG inspection checklist." Training is intended to primarily occur in ATDs, but may occur in live flight as long as there are no safety of flight concerns. This is a non-grounding event and doesn't affect CMR/BMC status. Dual logging of this event for applicable positions is allowed. This event will be logged upon completion of one or more of the following events:

1. **Degraded/Denied GPS:** In flight operations with degraded or denied GPS which impacts navigation and/or system capability at a minimum. Log only one event per sortie. Minimum duration for an effective event is 15 minutes of "On-Watch" time. (In the absence of actual systems capability of degrading or denying GPS, the effects may be generated by selecting a non-GPS navigational aid or turning GPS OFF.)
2. **Comm. Jamming:** Inflight operations in a Line-of-sight and SATCOM comm. jamming environment that provides realistic efforts (intervals and durations) without use of active anti-jam radios and /or effective chattermark procedures to counter jamming. Log only one event per sortie. Minimum duration for an effective event is 15 minutes of "On-Watch" time.
3. **Datalink Jamming:** Inflight operation with degraded or denied datalink. Log only one event per sortie. Minimum duration for an effective event is 15 minutes of "On-Watch" time. (In the absence of systems capable of degrading or denying datalink, the effects may be generated by turning systems OFF or SILENT.)

4. **Radar Jamming:** Inflight operations with degraded radar that provides realistic effects of radar jamming for both navigation and collection purposes. Log only one event per sortie. Minimum duration for an effective event is 15 minutes of “On –Watch” time.

MC12—NCCT Integration

ME22—Alert Engine Start. Pilots must receive instruction from a unit instructor pilot on alert start operations and accomplish at least one OFT alert engine start accompanied by an instructor pilot. Subsequent alert engine starts may be accomplished in an OFT or the aircraft. This is a pilot only currency.

ME23—JFS Start. Practice procedures for fast reaction engine starts using JFS or cartridges, as appropriate for the MDS. Currency can be updated in the aircraft or OFT without restriction. This is a pilot only currency.

ME30—Proficiency Exercise. Requirements listed below by crew position.

Pilot: Must be accomplished with an IP. IPs may accomplish and log an ME30 without another instructor’s supervision. Once the exercise commences, it should not be disrupted for any other type of training. A minimum of 1.5 hours should be scheduled for this event.

1. As a minimum, a pilot proficiency sortie will consist of the following:
 - a. Review of boldface emergency procedures.
 - b. Three instrument approaches.
 - c. Missed approach.
 - d. VFR traffic pattern (weather permitting).
2. In addition, the following should be accomplished when available/applicable:
 - a. Holding pattern or procedure turns (to include entry).
 - b. Circling approach.
 - c. Simulated engine-out landing (if applicable to aircraft type and weather permitting, NA copilots).
 - d. Simulated engine-out go-around/missed approach (if applicable to aircraft type and weather permitting, NA copilots).
 - e. Partial flap landing (if applicable).
3. If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this paragraph. Instructors should tailor each ME30 to the individual pilot’s needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations and instrument procedures.

Navigator. A Navigator ME30 will, at a minimum, include 1 of the following events. Mission Nav Leg (planned for 1 hour), or AR Rendezvous.

EWO. Ravens may credit a proficiency sortie only when performing primary crew member duties. In order for a Raven to log an ME30 in each crew position the following must be accomplished as the primary crewmember: System power-on, equipment checkout/configuration, Full “on watch” period or event, post event data processing and system power off.

ASE. May credit a proficiency sortie when performing duties and tasks associated with operating and maintaining mission equipment. These tasks include: powering on applicable equipment for mission profile, determining mission systems condition and how those conditions will affect the mission profile, performing any operational checkout with proper technical data, addressing any and all equipment errors and malfunctions, and properly reporting any discrepancies using appropriate documentation.

CMC/IIO. May credit a proficiency sortie when performing duties in assigned position and when performing duties and tasks associated with their target

SEO. SEOs may credit a proficiency sortie when performing duties and tasks associated with sample collection. The tasks will include at a minimum: 1st SEO for pre/post flight, AOI sampling, vectoring, simulated/actual contact IAW AFTAC CENI 10-101, and associated mission paperwork and reports.

NE01—Systems Navigation Leg. The generic term for the various nav legs performed on the -135 reconnaissance variants. Pilots will monitor the navigation leg and perform mission related duties. The navigator will perform the primary mission navigation leg of the model he is certified in. If navigators are certified in more than one model, SQ/CC's will determine what combinations of the model specific nav legs can be performed to meet training cycle or currency requirements.

OC -135 Systems Navigation Leg: Continuation training, currency and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Can dual log with Mission Navigation Leg, if accomplished. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one FMS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum Accomplishments:

- a. Designate start and end navigation points.
- b. Three sensor legs.
- c. Minimum two turns of 270 degrees.
- d. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. Steering should be through the inertial navigation system with autopilot coupled.
- b. Inertial will be used to the maximum extent.
- c. Maximum allowable error for position counters is 5 NM.

3. Authorized Aids:

- a. All modes and sub-modes of the inertial navigation system or FMS.
- b. TACAN, VOR, GPS (if available).

4. Accuracy Standards:

- a. Maintain 100 percent of scored positions within 4 NM of planned course.
- b. Maximum allowable terminal error: 4 NM.

WC -135 Systems Navigation Leg. Continuation training, currency and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one INS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum Accomplishments:

- a. Designate start and end navigation points.
- b. Expanding Box or,
- c. 360 degree turns or,
- d. As directed by Special Equipment Operator (SEO) and,
- e. One Radar Fix.
- f. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. Steering should be through the inertial navigation system with the autopilot coupled.
- b. Inertial will be used to the maximum extent.
- c. Maximum allowable error for position counters is 4 NM.

3. Authorized Aids:

- a. All modes and sub-modes of the inertial navigation system or FMS.
- b. TACAN, VOR, GPS (if available).
- c. Radar.
- d. Doppler.

4. Accuracy Standards:

- a. Maintain 100 percent of scored positions within 10 NM of planned course.
- b. Maximum allowable terminal error: 10 NM.

NE03—RJ/CS Reconnaissance Orbit Area. Continuation training and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one FMS or INS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum accomplishments:

- a. Coordinate all turns and control the time to the start (entry) and end (exit) navigation point with the mission crew. Notify crew of variations due to mission changes.
- b. Four radar fixes, if available (Start and End Navigation fixes may be used).
- c. Perform Systems Cross Check IAW AFI 11-2RC-135 Volume 3, Navigation.
- d. Simulate normal command and control procedures. Units will develop standard profiles that simulate typical operational sorties.

e. Must accomplish a minimum of 30 minutes planned duration to receive credit.

Note: A Reconnaissance Orbit Area may be logged on operational sorties when the aircraft enters the operational area.

2. Procedures:

- a. Steering by ASN-121 navigation system or the FMS if ASN-121 is inoperable.
- b. Follow system cross check and additional navigation requirements IAW AFI 11-2RC-135V3, *RC/OC/WC/TC-135 Operations Procedures*. Manually confirm aircraft is tracking to the next waypoint.

3. Authorized Aids:

- a. Radar.
 - b. FMS/INS automatic position
4. Certified alternate navigation source approved for flight (laptop, hand-held GPS).

5. Accuracy Standards:

- a. Maintain position within 4 nms of planned course.
- b. Maximum allowable terminal error: 5 nms.

NE05—Radar Navigation Leg. Continuation training and currency. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of 1 hour.

Pilots: Back up navigation using one FMS or INS and one nav-aid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum Accomplishments:

- a. Designate start and end navigation points.
- b. Four radar fixes. Does not include start and end navigation fixes.
- c. Perform Systems Cross Check IAW AFI 11-2RC-135 Volume 3, Navigation.
- d. Must accomplish a minimum of 30 minutes planned duration to receive credit.

2. Procedures:

- a. INS/FMS steering is not authorized.
- b. Navigator/CSO will determine alter heading prior to all turns.
- c. Radar will be manually configured to true north.

3. Authorized Aids:

- a. Radar.
- b. FMS/INS automatic position.
- c. Certified alternate navigation source approved for flight (laptop, hand-held GPS).

4. Accuracy Standards:

- a. Maintain position within 5 NM of planned course.
- b. Maximum allowable terminal error: 5 NM.

Note: Notify ATC that the aircraft will be maneuvering either side of course prior to commencing radar navigation leg.

NE08—CS/CB Data Run Procedures. Continuation training, currency and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of ½ hour.

Pilots: Back up navigation using one FMS and one navaid if available. Pilots must simulate/accomplish related crew procedures (area entry/exit checklists, on-watch procedures, collection documentation, etc.).

Navigators:

1. Minimum accomplishments.
 - a. Establish orbit at Top of Track. Forward maximum time on track and true heading to TC within 2 minutes after roll out and after all subsequent Data Run heading changes. Record Data Run information as required.
 - b. Perform Systems Cross Check IAW AFI 11-2RC-135 Volume 3, Navigation.
 - c. Simulate normal command and control procedures. Units will develop standard profiles that simulate typical operational sorties.
 - d. Roll out Top of Track within 1 minute of designated time without degrading collection due to aircraft position.
 - e. Correct heading to within 2 degrees of desired data run heading no later than 3 minutes after roll out on data track.
 - f. Must accomplish a minimum of 30 minutes planned duration to receive credit.
2. Procedures:
 - a. Steering by ASN-121 navigation system.
 - b. Follow system cross check and additional navigation requirements IAW AFI 11-2RC-135V3, *RC/OC/WC/TC-135 Operations Procedures*. Manually confirm aircraft is tracking to the next waypoint.
3. Authorized Aids: ALL.
4. Accuracy Standards:
 - a. Remain inside operating area, positioning the aircraft as necessary to facilitate data collection. En route corridor navigation requirements are a separate event and terminate at the roll in point (RIP) at top of track (TOT) and will resume within 5 minutes of the end of data track or receipt of the RTB.
 - b. Maintain aircraft true heading within 2 degrees.

Note: A Data Run Procedure may be logged on operational sorties when the aircraft enters the operational area.

NE09—CS Special Maneuvers. Training and evaluation. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Plan for a minimum duration of ½ hour.

Pilots: Back up navigation using one FMS and one navaid if available. Pilots must simulate/accomplish related crew procedures (ascents/descents and/or hull runs, on-watch procedures, collection documentation, etc.).

Navigators: Minimum accomplishments: Conduct or simulate collection ascents/descents and/or hull runs. Comply with Low Altitude Operations (LAO) and Very Low Altitude Operations (VLAO) found in T.O. 1C-135(RC) (I)-1 if applicable.

RA04—Milstar Proficiency Comply with ACCI 10-450 training requirement that an attempt is made to log on to the Milstar communications system and attempt a comm. check on every

training flight with a nav. leg or orbit flown. May also be accomplished in an On Ground Trainer. Minimum accomplishment: Log on to Milstar either manually or using a TSM and obtain a comm check on every training sortie that includes either one of the afore mentioned nav legs or reconnaissance orbit.

SE01—SEO Mission Brief.

SE02—SEO Preflight.

SE03—SEO Takeoff Procedures.

SE04—SEO Area of Interest Sampling. (Accomplish AOI sampling IAW AFTAC CENI 10-101)

SE05—SEO Contact Procedures. (Actual/simulated contact IAW AFTAC CENI 10-101)

SE06—SEO Reintercept Procedures. (At least one simulated/actual SEO-directed aircraft maneuver (actual/simulated contact lost))

SE07—SEO Post flight.

SE08—SEO SENSOR PACER. (Event will include power up, loading keys, sending and receiving messages, power down and securing equipment)

SE09—Manual Control Box. (Operate U-1B using manual control box)

SE10—Exceptional Release.

SE11—2nd SEO. (2nd SEO for pre/post flight, AOI, and simulated/actual contact IAW AFTAC CENI 10-101, pre mission swipes, sphere changes, and radiation surveys)

SE14—Mission Equipment Operations. Employ tactics, techniques, and procedures to conduct/simulate an actual mission. Accomplish a minimum of 3 of the following items:

1. Upload a camera magazine with film
2. Configure camera body for mission profile (S/C, filter, and vacuum)
3. Power up mission equipment (i.e. DARMS)
4. Operate cameras during flight.
5. Inspection of the camera bay

SQ46—Pre-deployment/Tactics OFT.

SQ47—Instrument/FMS/NAV OFT. Simulator training focused on instrument procedures.

SR00—RAP Sortie. Not an aircrew, directly loggable event. For ARMS tracking and planning purposes only. Log RAP for operational missions or training sorties that develop basic combat skills/tactical employment simulating conditions anticipated in the unit's mission. RAP credit

will be awarded when required events are completed as outlined in aircrew position specific continuation training and ATD tables. SQ/CC will develop further guidance for which training sorties meet the RAP criteria for their unit's mission.

SR56—Opposite Seat Sortie (dual seat qualified aircraft commanders or dual seat qualified recon crewmember). Pilot profile will include, as a minimum, a preflight, copilot initial takeoff and climb-out, checklist duties, and an instrument approach and landing. Recon crewmember will complete majority of the duties as primary crew in alternate seat. Logged when an EWO is dual qualified and is flying in the non-primary position or seat. (i.e. a TC is flying as a R3, R5, Raven X, etc.)

SR57—OC-135B RAP Sortie.

SR58—WC-135C/W RAP Sortie.

SR59—RIVET JOINT RAP Sortie.

SR60—COBRA BALL RAP Sortie.

SR61—COMBAT SENT RAP Sortie.

SS01—Local SERE Orientation. This training is an initial only event conducted prior to the first flight at home station to familiarize aircrew members with the local environment, equipment requirements, and rescue procedures. A lesson plan will be developed to include all aspects of survival and rescue procedures within the local area.

SS02—Combat SERE Training (CST). This training is intended to provide a scenario in which the survivor can practice evasion and recovery procedures with actual survival equipment. Training will address combat survival from pre-deployment considerations through Personnel Recovery. The exercise will focus on combat skills and should be tailored to individual experience levels, local conditions and unit mission. Affects CMR/BMC status.

SS03—Conduct After Capture. Will be conducted IAW AFI 16-1301, *SERE Program*. Training will address Wartime, Peacetime Governmental, and Hostage/Terrorist detention guidance. Affects CMR/BMC status.

SS05—Water Survival Training (WST). Training for each crew member with all weapon system specific flotation devices and components available during an over-water emergency. All crewmembers must be current on WST for overwater flights. Affects CMR/BMC status.

SS24—Governmental Detention Level C, S-V83-A. This event is mandatory CMR/SORTS reportable. Affects CMR status.

SX00—Total Sorties. Not a directly loggable event. SX03 will automatically credit events and update currency. For ARMS tracking and planning purposes only.

SX03—Basic Sortie. Required to maintain currency in RC/TC/OC/WC-135 aircraft and must be logged to receive total sorties(SX00) credit.

SX12—OPEN SKIES ASE Sortie.

SX13—RJ ASE 1 Sortie BL9.

SX14—RJ ASE 2 Sortie BL9.

SX15—RJ ASE 3 Sortie BL9.

SX16—RJ ASE 4 Sortie BL9.

SX17—RJ ASE 1 Sortie BL10.

SX18—RJ ASE 2 Sortie BL10.

SX19—RJ ASE 3 Sortie BL10.

SX20—RJ ASE 4 Sortie BL10.

SX21—CB ASE 1 Sortie.

SX22—CB ASE 2 Sortie.

SX23—CS ASE 1/2 Sortie.

SX24—CS ASE 3 Sortie.

TO00—Takeoffs, Total. Not an aircrew, directly loggable event. For ARMS tracking and planning purposes only Logging TO08 will automatically credit event volume and update currency. IPs may log a TO08 when performing a touch and go. Senior staff pilots (colonels and above) who require in-flight supervision and instructor pilots may take credit during initial takeoff or following a Touch and Go when occupying a pilot seat

TO04—Engine Failure/Fire Takeoff Continued. Refer to AFTTP 3-3.21 for applicable techniques and procedures.

TO08—Takeoff, Initial. Instructor pilot may dual-log when occupying a pilot seat.

Attachment 3

TRAINING SHORTFALL REPORT FORMAT

MEMORANDUM FOR HQ ACC/A3T and A3C

FROM: XX SQ/CC

SUBJECT: xx SQ Training Shortfalls

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

**EVENT/SORTIE – PERCENT OF CMR/BMC CREWS (BY CREW POSITION)
AFFECTED**

--SPECIFIC REASON FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

SQ/CC Signature Block

1st Ind, 55 OG/CC

Cc: NAF/OV

Attachment 4**WAIVER REQUEST MEMORANDUM FORMAT**

A4.1. Waiver Request Format. Provide the following information in all electronic waiver requests. Asterisked (*) items must be provided for all waivers. Fill in all other items as appropriate or mark NA next to those that are not utilized.

MEMORANDUM FOR HQ ACC/A3C
FROM: 55 OG/CC

SUBJECT: (state specific type of waiver) Waiver Request

1. Request a waiver to (state purpose of the waiver, the specific AFI, syllabus, prerequisite, required upgrade, etc to be waived). The following information is provided per AFI 11-2RC-135, Vol 1, Attachment 4:

- a. *Student's Name and rank
- b. *Student's SSN
- c. *Flying organization (assigned or attached).
- d. *Present crew qualification including special qualifications.
- e. *Total flying time in PAA.
- f. *Specific nature of waiver.
- g. *Reason and valid justification for waiver.
- h. Crew qualification to which person is qualifying or upgrading.
- i. Previous attendance at any formal instructor course (include course identifier and graduation date).
- j. Training start date.
- k. The prescribed mandatory upgrade or qualification date.
- l. Date event last accomplished and normal eligibility period.
- m. Remarks, to include formal school courseware required.

2. 55 OG/CC POC for this waiver is (provide an OG POC for the requested waiver including name, rank, telephone number, and functional address symbol).

55 OG/CC Signature Block