

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2T-38,  
VOLUME 1**



**5 AUGUST 2014**

***Flying Operations***

**T-38 AIRCREW TRAINING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 11-2, *Aircraft Operations*; and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the T-38 aircraft. This instruction applies to Air Force Reserve Command and the Air National Guard flying T-38s. (**Note:** References in this instruction to OG/CC are the 53 TEG/CC for Det 1, 53 TEG.) Paragraph 1.9 provides waiver authority information for this instruction. File a copy of all approved waivers with this instruction.

Major commands (MAJCOM), direct reporting units (DRU), and field operating agencies (FOA) will forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/A3O-AT, through AETC/A3V, for coordination prior to publication. (T-1). The issuing MAJCOM/DRU/FOA will provide copies of MAJCOM/DRU/FOA-level supplements, once approved and published, to HQ USAF/A3O-AT, AETC/A3V, and the user MAJCOM/DRU/FOA and National Guard Bureau offices of primary responsibility (OPR). (T-1). Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA OPR for post-publication review. **Note:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. (T-1).

This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974, 5 United States Code (USC) section 552a. The authorities to collect and or maintain the records prescribed in this publication are Title 37 United States Code, Section 301a, and Executive Order 9397 as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November

18, 2008. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO A, Aviation Resource Management System (ARMS), applies and is available at <http://privacy.defense.gov/notices/usaf/>. Paperwork Reduction Act of 1995 also affects this instruction.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS) (T-1).

Submit recommendations for improvements to this volume using AF Form 847, *Recommendation for Change of Publication*, through channels, to the parent MAJCOM standardization and evaluation (stan/eval) office. Parent MAJCOM stan/eval will forward approved recommendations to lead command OPR (AETC/A3V). HQ USAF/A3/5 is the approval authority for interim changes to this instruction.

### ***SUMMARY OF CHANGES***

**This document is substantially revised and must be completely reviewed.** This revision adds AFI 33-360 tier waiver authorities, modifies aircrew responsibilities (1.1.6.3.), updates Table 4.1 format, clarifies how to regain instrument approach currency (Table 4.1. note 2), and corrects night sortie definition (Terms).

## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Responsibilities:

1.1.1. **Supervisors.** Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and for identifying areas for which additional training is needed. (T-2).

1.1.2. **AETC/A3 Personnel.** AETC/A3 personnel will:

1.1.2.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the OPR and applicable MAJCOM representatives.

1.1.2.2. Process all change requests.

1.1.2.3. Determine training requirements.

1.1.2.4. Review subordinate unit supplements and training programs.

1.1.3. **Wings and Groups.** Wings and groups will:

1.1.3.1. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support. (T-2)

1.1.3.2. Develop programs to ensure training objectives are met. (T-2). Forward copies of unit training programs that expand on the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM for review. (T-2).

1.1.3.3. Review programs and supplements annually. (T-2)

1.1.3.4. Identify training shortfalls through appropriate channels. (T-2).

1.1.4. **Squadron Commanders.** Squadron commanders will:

1.1.4.1. Ensure aircrew members under their supervision are properly trained (T-2) and that they maintain a level of proficiency required to effectively accomplish the flying training mission. (T-2).

1.1.4.2. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training to determine the training required to achieve qualification and to ensure provisions of this instruction have been met. (T-2).

1.1.4.3. Brief new instructors on their instructor responsibilities prior to accomplishing student training. (T-2).

1.1.4.4. Develop the instructor ability of assigned and attached instructors by effective management of the unit's flying hour program. (T-2).

1.1.4.5. Determine and certify missions and events in which individual aircrew may participate. (T-2).

1.1.4.6. Report end-of-cycle training deficiencies through the operations group (OG) to the appropriate numbered Air Force (NAF) and MAJCOM. (T-2).

1.1.4.7. Identify the levels of supervision required to accomplish the required training, unless specifically directed elsewhere. (T-2)

1.1.4.8. Help the wing and group develop unit training programs. (T-2).

1.1.5. **Flight Commander.** Flight commanders will:

1.1.5.1. Monitor currencies and requirements for assigned and attached aircrew. (T-2).

1.1.5.2. Ensure aircrew only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current. (T-2).

1.1.6. **Individual Aircrew Members.** Individual aircrew members will:

1.1.6.1. Hand-carry available training records to assist the gaining unit in assessing qualifications and training requirements. (T-2).

1.1.6.2. Be responsible for completing training requirements and currencies within the guidelines of this instruction. (T-2).

1.1.6.3. Ensure they only participate in ground and flying activities for which they are qualified, certified, and current unless the activity is part of an upgrade syllabus leading to qualification or certification. (T-2).

## 1.2. Phases of Training:

1.2.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties in the T-38 aircraft. See Chapter 2 for IQT program requirements. (T-2).

1.2.2. **Mission Qualification Training (MQT).** This training is necessary to qualify aircrew for specific unit mission or local area requirements. (T-2). Training may be incorporated in MAJCOM-approved IQT syllabi. See Chapter 3 for MQT requirements.

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency and/or increase flight qualifications. (T-2). It provides minimum ground and flight training event requirements. Squadron commanders will designate aircrew members as “experienced” or “inexperienced” for CT purposes. (T-2). For the purposes of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron operations officer are designated as experienced aircrew. (T-2). Flight commanders are responsible for scheduling aircrew CT missions and flight training objectives for assigned or attached personnel. (T-2). Using MAJCOMs will detail their CT program in their MAJCOM supplement, including a MAJCOM definition of “experienced” aircrew. (T-2).

1.2.3.1. **Inexperienced Aircrew.** Aircrew not designated as experienced will progress through a program managed by the flight commander to develop sound flying skills. (T-2). Flight commanders will tailor each program based on the new aircrew’s performance in IQT and past flying experience. (T-2). No time limit has been established to transition from inexperienced to experienced.

1.2.3.2. **CT Meetings.** Commanders will direct and supervise periodic CT meetings for aircrew members. (T-2). The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge. A cockpit and/or crew resource management (CRM) topic or scenario should be discussed in each CT meeting referring

to CRM core concepts from AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Using MAJCOMs will detail CT meeting requirements in their MAJCOM supplement. (T-2).

1.2.3.3. **Night Vision Goggles (NVG) Training.** NVG training is not authorized. (T-2).

### 1.3. Training Concepts and Procedures:

1.3.1. Unless specifically directed, the squadron commander will determine the level of supervision required to accomplish in-flight training. (T-2). If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an instructor pilot (IP) may be required. If mission objectives require directed supervision, a squadron supervisor may be warranted.

1.3.2. IPs and flight lead-qualified squadron supervisors may allow any pilot to lead limited portions of a mission if the pilot has been appropriately briefed. This provision will only be used to allow a pilot to practice events in which he or she is already qualified or to help determine if a pilot is ready for an upgrade program. (T-2). In either case, the IP or squadron supervisor is responsible for the flight. (T-2).

1.3.3. Units will complete training requirements during the appropriate training cycle except where specifically excepted. (T-2). Using MAJCOMs will detail the training cycle in their MAJCOM supplement. (T-2).

### 1.4. Training Records and Reports. Units will:

1.4.1. Maintain aircrew records for individual training and evaluations in accordance with (IAW) AFI 11-202, Volumes 1 and 2, *Aircrew Standardization/Evaluation Program*, and the RDS. (T-2).

1.4.2. Maintain formal course or equivalent training records for assigned and attached aircrew. (T-2).

1.4.3. Maintain documentation for each certification in the individual's training records, or on an AF IMT 1381, *USAF Certification of Air Crew Training*, or AF Form 4348, *USAF Aircrew Certifications*. (T-2).

1.4.4. Prepare and forward training reports IAW MAJCOM directives. (T-2).

1.4.5. Document training in ARMS, using the forms specified in AFI 11-202, Volume 1. (T-2).

1.4.6. Track the following information for all aircrew, as applicable:

1.4.6.1. Ground training dates accomplished and due. (T-2).

1.4.6.2. Flying hours by 30/60/90-day and cumulative totals. (T-2).

1.4.6.3. Event requirements and accomplishments by cumulative total and amount remaining for the training cycle. (T-2).

1.4.6.4. Sortie and event currencies and expiration dates. (T-2). **Note:** Units may specify additional training folder requirements.

**1.5. Sortie Allocation Guidance.** Units will use the following guidance to determine priority for unit training sortie allocation: (T-2)

- 1.5.1. Higher headquarters-directed missions and aerial events.
- 1.5.2. Deployment support.
- 1.5.3. Evaluations.
- 1.5.4. API-1 CT, including upgrade-directed support.
- 1.5.5. API-2 CT, if applicable.
- 1.5.6. API-6 CT.
- 1.5.7. API-8 CT.
- 1.5.8. Supervisory flights.
- 1.5.9. Flight Surgeon (FS) flying requirements.
- 1.5.10. Indoctrination or familiarization flights.
- 1.5.11. Other orientation flights.

**1.6. Aircrew Graduate Evaluation Program.** Refer to the appropriate formal course syllabus or command directive for aircrew graduate evaluation procedures. (T-2). The program may be accessed at <https://www.my.af.mil/agepftprod>.

**1.7. Progress Reviews.** Refer to the appropriate formal course syllabus or command directive for progress review procedures. (T-2).

**1.8. Fuel Conservation.** It is the responsibility of all aircrew to conserve fuel to the maximum extent possible. (T-1). Individual crew members and supervisors at all levels will manage aviation fuel as a limited commodity and precious resource. (T-1). Fuel optimization will be considered throughout all phases of mission planning and execution. (T-1). Once the objectives of training are complete, sorties will be terminated at the earliest opportunity. (T-1). Adherence to average sortie duration will not be the driving factor of whether to land the aircraft or continue the mission. (T-1).

**1.9. Waivers.** HQ AF/A3O-A is the waiver authority for training requirements established by AFI 11-202, Volume 1. (T-1). Except as specified elsewhere in this instruction the MAJCOM/A3 is waiver authority for this instruction. (T-1).

- 1.9.1. Request waivers through applicable stan/eval channels to MAJCOM/A3, (or equivalent). (T-1). As applicable, MAJCOM/A3s will forward requests to HQ USAF/A3O-A, with an information copy to HQ USAF/A3O-AT.
- 1.9.2. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority. (T-2).

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

**2.1. General.** This chapter outlines the IQT program for the T-38. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in education and training course announcement (ETCA). Completing the appropriate formal course satisfies basic qualification training requirements. When attendance is not practical or quotas are not available, units will request waivers from the MAJCOM/A3 to conduct in-unit qualification training, using formal school courseware. (T-1).

2.1.1. Upon completion of the IQT program, aircrew will be qualified IAW AFI 11-202, Volume 2; and AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria*. (T-2).

2.1.2. Except in unusual circumstances, aircrew members undergoing IQT will receive ground and flight instruction *with minimum interruption* and complete training within the time specified by the syllabus. For formal training course IQT, failure to complete training within the specified time limit requires notifying the gaining wing commander of the aircrew's name and grade, reason for delay, planned actions, and estimated completion date. (T-2).

**2.2. Prerequisites.** Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites. (T-2). In addition, all personnel maintaining flying status will meet the physical examination; physiological training; and survival, evasion, resistance, and escape (SERE) training requirements in AFI 11-202, Volume 1, before flying. (T-2).

**2.3. Ground Training.** Ground training will follow the formal course syllabus flow, but may be tailored to local conditions and the individual's background and experience. (T-2). For in-unit qualification training, commanders will obtain and use current formal school courseware, if available. (T-2).

**2.4. Flying Training.** Aircrew in IQT will fly under IP supervision until completing the qualification evaluation unless otherwise specified by their MAJCOM supplement. (T-2). Formal course syllabus mission objectives and tasks are minimum requirements for IQT. (T-2). Additional training due to student nonprogression is available within the constraints of the formal course syllabus. Pilots may satisfy MQT and upgrade training requirements during IQT if the appropriate IP is available and the formal course training allows it.

**2.5. Senior Officer Qualification.** Comply with the guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 1. (T-2).

#### **2.6. Flight Surgeon (FS) Training:**

2.6.1. **Ground Training.** Ground training will include: (T-2)

2.6.1.1. Aircraft general review.

2.6.1.2. Cockpit and/or crew resource management (CRM) training IAW AFI 11-290.

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

2.6.1.4. Egress training IAW AFI 11-301, Volume 1.

2.6.1.5. An instrument and emergency procedure (EP) review with an instructor.

2.6.1.6. The completion of an FS examination IAW AFI 11-202, Volume 2.

2.6.2. **Flying Training.** A FS is allowed to occupy the RCP. An FS will not operate the controls unless an IP is at the controls and will not fly during critical phases of flight. (T-2).

**2.7. Requalification Training.** An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (paragraph 4.3). (T-2). Follow the requalification guidance in AFI 11-202, Volume 1. (T-2).

**2.8. IP Requalification Training.** See paragraph 4.4.2.

**2.9. Conversion and/or Difference Qualification.** Conversion qualification follows the guidance in this chapter and the formal course conversion syllabus. Difference training is authorized for pilots converting from the T-38C to the T-38A/B or vice a versa. MAJCOMs will provide difference training guidance. (T-2).

### Chapter 3

#### MISSION QUALIFICATION TRAINING (MQT)

**3.1. General.** MAJCOM will determine MQT requirements.

## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General.** This chapter outlines minimum ground and flying training requirements for T-38 aircrew CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills, which ensures safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions or taskings. Taskings may be locally generated or higher headquarters directed. Using MAJCOMs will define additional currencies and requirements in their MAJCOM supplement. (T-2).

**4.2. Ground Training.** Ground training accomplished during IQT and MQT may be credited toward CT requirements for the training cycle in which it was accomplished. AFI 11-202, Volume 1, specifies ground training requirements. Using MAJCOMs may specify additional ground training requirements in their MAJCOM supplement. Units will track ground training requirements in ARMS. (T-2).

#### **4.3. Flying Training Currencies and Recurrency:**

4.3.1. **Currency.** **Table 4.1** lists minimum currency requirements for T-38 aircrew. (T-2). Using MAJCOMs may specify additional events or sortie currencies in their MAJCOM supplement. If an aircrew member loses a particular currency, he or she may not perform that sortie or event except to regain currency. (T-2).

**Table 4.1. T-38 Pilot Currencies (T-2).**

Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
Landing	30	45	Yes	1
Instrument Approach			No	2, 3
IP RCP Landing	60	90	No	4
IP RCP Night Landing	90			4, 5

**NOTES:**

1. See paragraph 4.3.3 of this instruction.
2. Non-current pilots will increase their weather minimum by one category.
3. Instrument approach currency may be updated from either cockpit when flown in simulated instrument meteorological conditions (IMC) with a qualified safety observer or during actual IMC. MAJCOMs determine limitations when instrument approach currency is expired.
4. Rear cockpit (RCP) landings update both RCP landing currency and normal landing currency. FCP landing currency is good day or night.
5. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight. To regain RCP night landing currency, three night landings must be accomplished from the RCP and the FCP IP must be qualified (not necessarily current) in FCP and RCP night landings. See paragraph 4.3.2 of this instruction.

4.3.2. **Recurrency.** Recurrency is required when an aircrew member does not meet a currency requirement in this instruction. (T-2). Supervision level is a current and qualified instructor in the aircraft or element. (T-2). Training identified as “affects basic aircraft qualification (BAQ)” requires regression to an unqualified status until recurrency training is completed. (T-2). Unless otherwise specified in this instruction, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the squadron commander.

4.3.3. **Landing Recurrency.** Landing currency is required to maintain BAQ. (T-2). Loss of landing currency over 210 days (225 days experienced) requires requalification training IAW AFI 11-202, Volume 2, and AFI 11-2T-38, Volume 2. (T-2). Loss of landing currency less than 210 days (225 days experienced) requires the following action: (**Note:** Timing starts from last landing.) (T-2)

4.3.3.1. **For 31 to 90 Days (46 to 90 Days Experienced).** Accomplish at least three satisfactory landings with a landing-current IP.

4.3.3.2. **For 91 to 135 Days.** Comply with the actions in paragraph 4.3.3.1 and complete an instructor-supervised EP and instrument review session (normal, emergency, and instrument procedures).

4.3.3.3. **For 136 to 210 Days (to 225 days Experienced).** Comply with the actions in paragraphs 4.3.3.1 and 4.3.3.2, and complete the qualification written examinations and an emergency procedures evaluation (EPE). Documentation of AF 8, *Certificate of Aircrew Qualification*, is not required.

#### 4.4. Special Categories:

4.4.1. **Instructor Event or Sortie Currency.** If an instructor becomes noncurrent in an event or sortie not affecting basic aircraft qualification BAQ, instructor status may be retained, but he or she will not instruct in that event or sortie until the required currency is regained. (T-2). Table 4.1 lists supervision required for recurrency training.

4.4.2. **Loss of Instructor Qualification and Requalification.** An instructor will be unqualified for: (T-2)

4.4.2.1. Cause IAW AFI 11-202, Volume 2.

4.4.2.2. A failed flight evaluation. To regain instructor status, an instructor must successfully complete a flight evaluation IAW AFI 11-202, Volume 2.

4.4.2.3. A failed qualification or instrument written examination. To regain instructor status, an instructor must successfully re-accomplish the written examination.

4.4.3. **Demanding Sortie.** MAJCOMs will list sorties or events requiring demanding sortie currency in their MAJCOM supplement. (T-2). Aircrew who do not have demanding sortie or event currency will not participate in demanding sorties without the proper level of supervision as determined by the squadron commander. (T-2).

4.4.4. **Flight Surgeon (FS).** FSs will accomplish CT IAW AFI 11-202, Volume 1. (T-2).

4.4.5. **Higher Headquarters API-8 Aircrew.** For training other than that conducted in support of a formal inspection, higher headquarters personnel must coordinate with the supporting unit as follows: (T-2)

4.4.5.1. Aircrew will ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

4.4.5.2. Units will review the qualifications and currencies of higher headquarters-assigned aircrew before authorizing them to fly. Units will evaluate the demands of each mission scenario and ensure higher headquarters-assigned aircrew ability and proficiency will not be exceeded.

4.4.5.3. Aircrew will submit qualification and authorization documentation to the supporting squadron commander or operations officer prior to flying with that squadron.

#### **4.5. Annual Training Requirements:**

4.5.1. **Minimum Annual Requirements.** MAJCOMs will determine minimum annual requirements. Sorties and events accomplished during MQT may be credited toward CT requirements for the training cycle in which they were accomplished. Before an aircrew member who fails to meet minimum CT requirements may fly in the new training cycle, the OG commander will determine if additional training is required. (T-2). (**Note:** Additional training may be required, depending on the type and magnitude of the deficiency.)

4.5.2. **CT Profiles.** Squadron Commanders will approve profiles for all required CT sorties. (T-2). Profiles will detail the minimum events and currency items to be accomplished on the sortie (T-2) (for example, aircraft handling characteristics [AHC] maneuvers, approaches, or emergency patterns and landings).

4.5.3. **Prorating Requirements.** Squadron commanders:

4.5.3.1. May prorate training requirements IAW AFI 11-202, Volume 1, at the end of the training cycle.

4.5.3.2. Will prorate requirements only to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies. (T-2).

4.5.3.3. Will consider newly assigned or qualified pilots who achieve qualification after the 15th of the month to be in CT on the first day of the following month. (T-2).

**4.6. Multiple Qualification Requirements.** MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 sortie and event requirements in their MAJCOM supplement.

**4.7. Multiple Qualification Currencies.** MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 currencies in their MAJCOM supplement.

## Chapter 5

### SPECIALIZED TRAINING PROGRAMS

**5.1. Overview.** This chapter outlines upgrade training programs for special capabilities and qualifications. These programs are intended to provide a basic starting point and may need to be modified by the squadron commander, based on the unit's requirements and the aircrew's previous experience, qualifications, and documented performance. Unless governed by a formal course syllabus, ground and device training for these programs will consist of unit-developed academics and scenarios. (T-2). Flight training will be conducted IAW a program approved by the squadron commander. (T-2). Using MAJCOMs may specify additional specialized training programs in their MAJCOM supplement.

**5.2. Instructor Upgrade.** Follow a MAJCOM-approved formal course syllabus. (T-2).

**5.3. RCP Night Landing Qualification Training:**

**5.3.1. Spatial Disorientation (SD) Ground Training.** SD ground training will consist of both an SD briefing and an SD training system demonstration that focus on prevention, recognition and recovery. (T-2). SD briefing requirements are met by currency in the instrument refresher course. If an SD training system is not available, ground training may consist of an SD briefing only, but special emphasis on SD prevention, recognition and recovery must be made during the briefing. (T-2).

**5.3.2. Flying Training.** For initial qualification, an IP qualified in RCP night landings must occupy the FCP. (T-2). The IP being night qualified will accomplish a minimum of three RCP landings. (T-2). Night landings to gain or regain night landing qualification will be accomplished between the end of evening civil twilight and the beginning of morning civil twilight. (T-2).

**5.4. Formation and/or Flight Lead Upgrade.** Using MAJCOMs will publish formation and/or flight lead training programs in their MAJCOM supplement. Completion of a formal course syllabus may satisfy this requirement.

**5.5. Low Altitude Training Upgrade.** Using MAJCOMs will publish low altitude upgrade programs in their MAJCOM supplement. Completion of a formal course syllabus may satisfy this requirement.

**5.6. Functional Check Flight (FCF) Training.** MAJCOMs will publish FCF pilot training requirements in their MAJCOM supplements.

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

## Attachment 1

### GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

#### *References*

- AFPD 11-2, *Aircraft Rules and Procedures*, 19 January 2012
- AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria*, 27 April 2009
- AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010
- AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010, Incorporating Change 1, 18 October 2012
- AFI 11-214, *Air Operations Rules and Procedures*, 14 August 2012
- AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 October 2012
- AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009, Incorporating AFGM1, 17 April 2013
- AFI 11-401, *Aviation Management*, 10 December 2010
- AFI 33-360, *Publications and Form Management*, 25 September 2013
- AFMAN 33-363, *Management of Records*, 1 March 2008, Incorporating AFGM2013-01, 29 August 2013
- DoDI 7730.57, *Aviation Career Incentive Act and Required Annual Report*, 18 July 2003
- Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943
- Executive Order 13478, *Amendment to Executive Order 9397, Relating to Federal Agency Use of Social Security Numbers*, November 18, 2008
- Privacy Act of 1974, 5 United States Code (USC) section 552a
- United States Code: Title 37, 301a, *Incentive Pay: Aviation Career*, February 1, 2010

#### *Adopted Forms*

- AF Form 8, *Certificate of Aircrew Qualification*
- AF Form 847, *Recommendation for Change of Publication*
- AF IMT 1381, *USAF Certification of Air Crew Training*
- AF Form 4348, *USAF Aircrew Certifications*

#### *Abbreviations and Acronyms*

- AFE**—aircrew flight equipment
- AGL**—above ground level
- AGSM**—anti-G straining maneuver
- AHC**—aircraft handling characteristics

**ARMS**—Aviation Resource Management System (formerly AFORMS)

**BAQ**—basic aircraft qualification

**CRM**—cockpit/crew resource management

**CT**—continuation training

**EP**—emergency procedure

**EPE**—emergency procedures evaluation

**ETCA**—education and training course announcement

**FCF**—functional check flight

**FCP**—front cockpit

**FS**—flight surgeon

**IAW**—in accordance with

**IMC**—instrument meteorological conditions

**IMT**—information management tool

**IP**—instructor pilot

**IQT**—initial qualification training

**MAJCOM**—major command

**MQT**—mission qualification training

**NAF**—numbered Air Force

**NVG**—night vision goggles

**OG**—operations group

**OPR**—office of primary responsibility

**RDS**—records disposition schedule

**RCP**—rear cockpit

**SD**—spatial disorientation

**stan/eval**—standardization/evaluation

### *Terms*

**Aircraft handling characteristics (AHC)**—Training for proficiency in utilization and exploitation of the aircraft flight envelope, consistent with operational and safety constraints, that includes (but is not limited to) high or maximum angle of attack maneuvering, energy management, minimum time turns, maximum or optimum acceleration, deceleration techniques, and confidence maneuvers (AFI 11-214, *Air Operations Rules and Procedures*).

**Basic aircraft qualification (BAQ)**—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform aircrew duties in the unit aircraft. (AFI 11-202, Vol. 1)

**Cockpit familiarization trainer**—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

**Continuation training (CT)**—The program that provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

**Currency**—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

**Emergency procedures evaluation (EPE)**—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures (EP) conducted by a stan/eval flight examiner orally or in a cockpit training device.

**Experienced**—Aircrew who meet the experience qualifications defined in MAJCOM supplements (see inexperienced).

**Flight lead**—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation and briefing to postflight debriefing, regardless of his or her actual position within the formation. A certified four-ship flight lead may lead formations and missions in excess of four aircraft unless restricted by the unit commander. A two-ship flight lead may lead an element in a larger formation.

**Formal course**—Training courses listed in Air Force ETCA.

**Inexperienced**—Aircrew who do not qualify as experienced or are not certified as such by the squadron commander (see experienced).

**Initial qualification**—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

**Initial qualification training (IQT)**—Training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission. This training is the minimum requirement for BAQ.

**Low altitude training**—Mission-oriented operations in the certified low-altitude block (500 feet to 1,000 feet AGL).

**Low level navigation**—Visual flight rules point-to-point navigation in the 500 to 5,000 feet AGL altitude block.

**Mission qualification**—An aircrew member engaged in training to qualify in an assigned aircrew position to perform a command or unit mission.

**Night**—The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time (AFI 11-202, Volume 3).

**Night landing**—A landing conducted between the end of evening civil twilight and the beginning of morning civil twilight.

**Night sortie**—A sortie in which either a takeoff or a landing and at least 50 percent of flight duration is accomplish between the end of evening civil twilight and the beginning of morning civil twilight.

**Office of primary responsibility (OPR)**—The headquarters, agency, or activity having the primary functional interest in and responsibility for a specific action, project, plan, program, or problem.

**Operational flight trainer**—A training device that dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training.

**Proficiency**—A measure of how well a task is completed. Aircrew members are considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety (AFI 11-202, Volume 1).

**Squadron supervisor**—For the purposes of this instruction, the squadron commander, operations officer, assistant operations officer, flight commander, or weapons officer.