

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

**AIR FORCE INSTRUCTION 11-2T-41-51-52-  
53, VOLUME 1**



**1 APRIL 2015**

***Flying Operations***

**T-41, T-51, T-52, AND T-53 AIRCREW  
TRAINING**

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, 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-41, T-51, T-52, and T-53 aircraft. This publication applies to the Air National Guard (ANG). With the exception of the associate instructor pilot program, this publication does not apply to the Air Force Reserve Command. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority, and filed in accordance with AFI 33-360. According to AFI 11-200, major commands (MAJCOM) will coordinate proposed MAJCOM-level supplements to this volume through AETC/A3V to AF/A3O prior to publication. (T-1). Field units below MAJCOM level will coordinate their supplements through their parent MAJCOM office of primary responsibility prior to publication. (T-1). **Paragraph 1.11** of this volume provides guidance on submitting comments and suggesting improvements to this publication. The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. Privacy Act System of Records F011 AF XO A, Aviation Resource Management System (ARMS) (<http://www.defenselink.mil/privacy/notices/usaf/F011AFXOA.shtml>), applies. 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). Attachment 1 contains a glossary of the references and supporting information used in this publication.

**SUMMARY OF CHANGES**

This revision implements Tier waiver authorities IAW AFI 33-360 and contains administrative updates for the OPR change and references.

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Responsibilities:

##### 1.1.1. AETC/A3 personnel will:

1.1.1.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the OPR (AETC/A3V) and applicable MAJCOM representatives.

1.1.1.2. Process all change requests.

1.1.1.3. Determine training requirements.

1.1.1.4. Review subordinate unit supplements and training programs annually.

##### 1.1.2. Wings and groups will:

1.1.2.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support. (T-2).

1.1.2.2. Develop programs to ensure training objectives are met. (T-2).

1.1.2.3. 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).

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

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

##### 1.1.3. Squadron commanders will:

1.1.3.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew. (T-2).

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

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

1.1.3.4. Certify trained and qualified individuals to mission ready (MR) and instructor pilot (IP) status. (T-2).

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

1.1.3.6. Publish a roster of pilot qualifications and certifications (Letter of Xs) ([Attachment 2](#)) according to MAJCOM directives. (T-2). Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current. (T-2).

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

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

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

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

1.1.5. Individual aircrew members will:

1.1.5.1. Hand-carry all available training records to help the gaining unit assess qualifications and training requirements.

1.1.5.2. Be responsible for completing training requirements and currencies within the guidelines of this instruction.

1.1.5.3. Ensure they only participate in ground and flying activities for which they are qualified, current, and prepared.

## 1.2. Phases of Training:

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

1.2.2. **Mission Qualification Training (MQT).** This training is necessary to qualify aircrew for the unit's mission or local area requirements. This training may be incorporated in MAJCOM-approved IQT syllabi. See [Chapter 3](#) for MQT program requirements.

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency, increase flight qualifications, and develop as instructors. It provides minimum ground and flight training requirements for proficiency. See [Chapter 4](#) for CT program requirements. Squadron commanders certify pilots as experienced or inexperienced using the definitions in [Attachment 1](#). (T-2).

1.2.4. **Specialized Training.** This training is necessary to carry out the unit's assigned missions but is not required of every crewmember. Individuals recognized by the unit will accomplish appropriate formal course training to qualify personnel in these specialized areas or to comply with locally-developed syllabi and squadron-developed training progression. See [Chapter 5](#) for specialized training program requirements.

## 1.3. Training Concepts and Policies:

1.3.1. Commanders will ensure training programs are designed to achieve the highest degree of qualification consistent with flight safety, resource availability, and mission requirements. (T-2).

1.3.2. Units will normally train every assigned or attached pilot to MR status. (T-2). The OG commander may approve training for individual pilots to basic aircraft qualified (BAQ) if there is minimal impact to the mission, and adequate resources are available to support required nonmission sortie and event requirements. Document this authorization in the

individual's training folder. (T-2). **Exception:** US Air Force Academy (USAFA) cadets will only be BAQ in the T-41 and T-51, and OG commander approval is not required.

1.3.3. Night vision goggles training is not authorized.

1.3.4. MAJCOMs may permit instrument flight rules (IFR) training in a supplement to this instruction. Unless specifically authorized by the MAJCOM, IFR training is not authorized.

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

1.4.1. Maintain aircrew records for individual training and evaluations according to AFI 11-202, Volume 1; AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and the RDS. (T-2). Maintain documentation for each certification in the individual's training folder or on an AF IMT 1381, *USAF Certification of Air Crew Training*, or AF Form 4348, *USAF Aircrew Certifications*.

1.4.2. Maintain formal course or equivalent training records for assigned and attached aircrew. (T-2). Qualification documents maintained in other locations (supervisor of flying (SOF), etc.) need not be duplicated.

1.4.3. Use AF Form 4293, *Student Activity Record*, to document all syllabus deviations, proficiency advancement, additional training (including justification), incomplete missions, counseling, airsickness, and any unusual occurrences that could affect the pilot's progress. (T-2). Instructors should annotate areas of student difficulty. Units may specify additional training folder requirements.

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

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

1.4.6. Track the following information for all aircrew, as applicable (T-2):

1.4.6.1. Ground training dates accomplished and due.

1.4.6.2. Flying hours by 30, 60, 90 days, and cumulative totals.

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

1.4.6.4. Sortie and event currencies and expiration dates.

#### **1.5. Pilot Utilization:**

1.5.1. Commanders will ensure assigned pilots fill only authorized positions as listed in unit manpower documents (UMD) and pilot status is properly designated. (T-2). The overall objective is for pilots to perform only operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board member, mishap board member, etc.), but must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.5.2. Duties required by various publications that may be assigned to aircrew position indicator (API)-1 pilots are quality assurance evaluator, programmer, flying safety officer, SOF, mobility contingency plans officer, training (except ARMS duties), flight equipment officer, and other duties directly related to flying operations. API-1s will not be attached to

wing staffs or hold wing staff positions unless total wing pilot API-1 and API-6 manning is 100 percent or better. (T-2). Commanders will ensure wing staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in the UMD. (T-2).

**1.6. Functional Check Flight (FCF) Program.** FCF program responsibilities and requirements are specified in [Attachment 3](#).

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

- 1.7.1. Higher headquarters-directed missions and aerial events.
- 1.7.2. Deployment support.
- 1.7.3. Evaluations.
- 1.7.4. API-1 CT, including upgrade-directed support.
- 1.7.5. API-2 CT, if applicable.
- 1.7.6. API-6 CT.
- 1.7.7. API-8 CT.
- 1.7.8. Supervisory flights.
- 1.7.9. Flight surgeon (FS) flying requirements.
- 1.7.10. Indoctrination, familiarization, or observer flights.
- 1.7.11. Orientation flights.

**1.8. Indoctrination Flier Training.** Units will document indoctrination flier training on a unit-developed checklist. (T-2). Indoctrination fliers will accomplish the following initial checkout:

- 1.8.1. A review with an IP of the appropriate aircraft flight manual (Technical Order [TO] 1T-41D-1, *Flight Manual, USAF T-41D Series Aircraft*, TO 1T-51A-1, *Flight Manual, USAF T-51A Series Aircraft*, TO 1T-53-1, *Flight Manual, USAF T-53 Series Aircraft*, or TO 1T-52A-1, *Flight Manual, USAF T-52A Series Aircraft*; AFI 11-2T-41-51-52-53, Volume 3, *T-41, T-51, T-52, and T-53 Operations Procedures*; and unit supplements.
- 1.8.2. Egress training according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*.
- 1.8.3. A cockpit procedures trainer or aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics.

**1.9. Aircrew Graduate Evaluation Program.** Aircrew Graduate Evaluation Program surveys are not required for any formal courses described in this instruction.

**1.10. Progress Reviews.** Refer to the appropriate formal course syllabus or lead-command directive for progress review procedures.

**1.11. Recommended Changes:**

1.11.1. Submit suggested improvements to this publication on AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through standardization and evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to AETC/A3V. (T-2).

1.11.2. AF/A3O is approval authority for changes or revisions to this instruction.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

#### 2.1. General:

2.1.1. This chapter outlines the initial qualification training program. On completion of the program, pilots will be qualified in accordance with (IAW) AFI 11-202, Volume 2, and AFI 11-2T-41-51-52, Volume 2, *T-41 and T-51 Aircrew Evaluation Criteria*, as first pilots (FP). **NOTE:** Only one combined evaluation is required when pilots complete MQT in conjunction with IQT.

2.1.2. Except in unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with a minimum of interruption, and complete training within the time specified by the syllabus. Failure to complete training within the specified time limit requires notifying the gaining group commander of the individual's name and grade, reason for delay, planned actions, and estimated completion date.

2.1.3. Completion of IQT qualifies the pilot to act as pilot in command (PIC) of the aircraft under day visual flight rules (VFR).

**2.2. Prerequisites.** Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in education and training course announcements (ETCA) available at <https://etca.randolph.af.mil>. In addition, all personnel maintaining flying status will meet the physical examination and training requirements in AFI 11-202, Volume 1, before flying. (T-2).

2.2.1. USAFA cadets entering training for T-41 or T-51 qualification must hold at least a Federal Aviation Administration (FAA) private pilot certificate with an airplane single-engine land rating and at least an FAA third-class medical certificate.

2.2.2. Civilian coaches must meet the requirements of AFI 11-401, *Aviation Management*, and hold at least an FAA third-class medical certificate and a flight instructor certificate with airplane and single-engine ratings. (**EXCEPTION:** Former military pilots need not hold a flight instructor certificate if they maintain an instructor pilot qualification in accordance with (IAW) AFI 11-2T-41-51-52, Volume 2.)

**2.3. Ground Training.** Ground training will follow the formal course syllabus flow. For in-unit qualification training, commanders will obtain and use current formal school courseware, if available. (T-2).

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

**2.5. Senior Officer Qualification.** Comply with the guidance provided in AFI 11-401 and AFI 11-202, Volume 1.

**2.6. Flight Surgeon Qualification.** IAW AFI 11-202, Volume 1, FS training will consist of ground and flying training as follows (T-2):

2.6.1. Ground training will include:

2.6.1.1. Aircraft general review.

2.6.1.2. An emergency procedures review with an IP.

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

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

2.6.1.5. Egress training, nonejection seat IAW AFI 11-301, Volume 1.

2.6.1.6. The completion of an FS qualification examination according to AFI 11-202, Volume 2.

2.6.2. For flying training, upon completion of ground training, an FS is qualified to occupy any seat when an IP is at the controls. An FS will not operate the controls unless an IP is at the controls and will not fly during critical phases of flight.

**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 4.7](#)). Follow the requalification guidance in AFI 11-202, Volume 1, and [paragraph 4.8](#) of this instruction.

**2.8. Conversion and Difference Qualifications.** Conversion qualification follows the guidance in this chapter and the formal course qualification syllabus. Difference training is authorized for qualification when the pilot is qualified in any single-engine, propeller-driven aircraft and will be qualified in another. The formal course syllabus identifies the minimum difference training. No other difference training is authorized.

**2.9. Multiple Qualifications.** Qualification in more than one mission design series (MDS) is authorized IAW AFI 11-202, Volume 1. (**NOTE:** Multiple qualifications are not authorized for general officers.) Multiple qualifications require completion of IQT or difference training as specified in this chapter. **NOTE:** Difference qualification is authorized in [paragraph 2.8](#).

### Chapter 3

#### MISSION QUALIFICATION TRAINING (MQT)

**3.1. General.** MQT upgrades pilots who have completed IQT to MR status as an IP. For rated pilots and civilian coaches, MQT is normally conducted in conjunction with IQT ([paragraph 2.1.1](#)). At the completion of MQT, the squadron commander certifies the pilot as an MR IP.

**3.2. Prerequisites.** (T-2)

3.2.1. Completion of IQT, unless conducted in conjunction with MQT.

3.2.2. Additional unit-specified prerequisites for MQT.

**3.3. Ground Training.** Units will maintain lesson plans for MQT ground training. (T-2). When MQT is not conducted in conjunction with IQT, minimum ground training will consist of the IP ground training required by the formal course syllabus.

**3.4. Flying Training.** When MQT is not conducted in conjunction with IQT, complete the instructional sorties required by the formal course instructor syllabus. Accomplish at least three sorties in the right seat under the supervision of an upgrade IP.

**3.5. Training Completion.** Pilots must complete MQT within the training time prescribed in the formal course syllabus. (T-3). The OG commander is waiver authority for training time extensions. Units will document this waiver in the individual's training folder. (T-2). Units may consider MQT complete after successful completion of a mission evaluation.

**3.6. Documentation.** Document MQT in the individual's training folder. (T-2).

**3.7. Sorties.** When MQT is not conducted in conjunction with IQT, units will log MQT sorties as missions support sorties. (T-2). MQT sorties and events may be used to meet the sortie and event requirements for the upgrade pilot during the training cycle in which they are flown.

## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General.** This chapter outlines the minimum training and currency for qualified aircrew and provides for development of individual IPs through additional certifications and instructor development (ID) sorties.

4.1.1. ID sorties provide an opportunity for instructors to enhance their mission effectiveness and improve student performance. While these sorties provide for flying skills improvement, update currency, and allow for accomplishment of events required by this chapter, the purposes of ID sorties are to develop the unit's instructors and standardize training. An ID sortie allows experienced instructors to pass on successful techniques and methods to less experienced instructors beyond formal training. The buddy IP (BIP) program's sponsor sorties and ID sorties allow inexperienced IPs to learn and refine techniques while flying with more experienced IPs.

4.1.2. Units may direct additional training in a supplement to this instruction.

4.1.3. Units will track all ground and flying training requirements in ARMS. (Refer to ETCA for ancillary training.) (T-2).

**4.2. Training Cycle.** There is one annual training cycle: 1 June to 31 May of each calendar year.

#### **4.3. Quarterly Meetings:**

4.3.1. **CT Meetings.** Commanders will direct and supervise quarterly CT meetings. (T-2). The purpose of these meetings is to discuss standardization and mission-related topics, and to increase general knowledge among all pilots. A CRM topic or scenario will be discussed in each CT meeting referring to CRM core concepts from AFI 11-290. (T-2).

4.3.2. **IP Meetings.** Commanders will direct and supervise quarterly IP meetings. (T-2). Commanders will use these meetings to discuss standardization, instructional techniques, grading practices, and recent trends. They may be combined with CT meetings if all topics are adequately covered.

4.3.3. **Attendance.** Attendance at CT and IP meetings is mandatory. The unit will determine a method to track attendance at CT and IP meetings as part of the go/no-go process for flight. (T-2). Individuals who are not available for CT or IP meetings will read the meeting minutes or be briefed by an operations supervisor before their next flight. (T-2).

**4.4. Ground Training Requirements.** **Table 4.1** summarizes ground training requirements. For ground training prescribed by other instructions, units must refer to those instructions for the latest requirement. (T-2). Initial ground training accomplished during IQT and MQT may be credited toward CT requirements for the training cycle in which it was accomplished.

**Table 4.1. Pilot Ground Training Requirements.**

I T E M	A	B	C	D
	Subject	Frequency	Prescribing Instruction	Grounding
1	CRM training	Every 24 months	AFI 11-290 as supplemented	Yes
2	Aircrew flight equipment familiarization training	Once per base	AFI 11-301, Volume 1, as supplemented	
3	Aircrew flight equipment training	Every 12 months		
4	Emergency egress training, nonejection			
5	Boldface testing	Every 30 days	AFI 11-2T-41-51-52, Volume 1	
6	Situational emergency procedures training (SEPT) (Note)	Every 6 months		
7	Local area survival training	Once per base	AFI 16-1301 as supplemented	
8	Noncombat survival training	Every 36 months		
9	Water survival training			
10	Anti-hijacking training	Every 2 years	AFI 13-207 (FOUO)	
<p><b>NOTE:</b> Review each emergency procedure outlined in Section III of the aircraft flight manual with a qualified IP. Preferably accomplish SEPT one on one. However, small, flight- sized groups are allowed so all members can participate to the fullest extent and share equal time responding to emergency situations. Teaching SEPT may satisfy semiannual SEPT requirement for the IP who administers the training. SEPT may also be accomplished in a static aircraft, or in a cockpit trainer.</p>				

**4.5. Flying Training Requirements.** Pilots will accomplish the applicable annual requirements in **Table 4.2.** (T-3). The OG/CC (or the NAF director of operations [DO] for a NAF flight examiner [FE]) is the waiver authority for individual aircrew requirements. Document this waiver, including justification, in the individual's training folder. (T-2). Refer to **Attachment 4** for guidance on logging sorties and events.

**Table 4.2. Pilot Annual Sortie and Event Requirements.**

I T E M	A	B	C	D
	Requirements	BAQ	MR (Inexperienced/Experienced)	Notes
<b>Sorties</b>				
*1	Total sorties	32	32/24	1
*2	Instructor development (ID) sorties	-	4/4	1, 2
<b>Events</b>				
3	Total landings	16	16/8	
*4	Normal landings	0	0/0	3
*5	Full-flap landings	8	8/4	3, 4
*6	No-flap landings	8	8/4	3
7	Power-on stalls	8	8/4	
8	Traffic pattern stalls	8	8/4	
9	Simulated forced landings (SFL)	8	8/8	
<b>Notes:</b>				
*1. Not applicable to the ANG.				
2. Although not the intended purpose, pilots may update currencies and log events on ID sorties.				
*3. Credit towards total landings.				
*4. Only required for T-41 and T-51 pilots.				

**4.6. Failure to Complete Annual Requirements.** Pilots who fail to complete annual training requirements according to [Table 4.2](#) will not fly in the new training cycle until a review is completed to determine the cause of the deficiency and if the pilot requires any additional training in the new training cycle. (T-2). If an IP fails to complete an ID sortie, then additional training must include the delinquent ID sortie prior to performing instructor duties.

4.6.1. The OG commander (or the NAF DO for a NAF FE) is the reviewer and waiver authority. The reviewer should consider the type and magnitude of the deficiency and the pilot's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. Document this waiver, with justification, in the individual's training folder. (T-2).

4.6.2. Refer to [paragraph 4.13](#) for guidance on prorating requirements. Refer to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, for guidance on aviation service suspension when failure to complete requirements is within the member's control.

**4.7. Flying Training Currencies.** [Table 4.3](#) defines currency requirements for all qualified pilots. (T-2). Any pilot not meeting currency requirements will not perform the sortie or event except under the supervision of an IP. (T-2). (**Exception:** Pilots who are noncurrent for a NIFA event may regain that currency with any certified NIFA instructor.) Refer to Attachment 4 for guidance on logging sorties and events for currency and recurrency.

**Table 4.3. Pilot Currency Requirements.**

I T E M	A	B	C	D
	Requirements	Currency	Affects BAQ	Notes
<b>Sorties</b>				
<b>1</b>	AE 456 sortie	180 days	No	1
<b>2</b>	FCF sortie	180 days		1
<b>3</b>	Instructional sortie	180 days		1
<b>4</b>	Mountain flying	180 days		1
<b>5</b>	Navigation sortie	180 days		1
<b>*6</b>	Instrument sortie	90 days		2
<b>*7</b>	Night sortie	180 days		2
<b>Events</b>				
<b>8</b>	Landing	45 days	Yes	
<b>9</b>	SFL	60 days		
<b>*10</b>	Flyby event	365 days	No	1, 3
<b>*11</b>	NIFA event	180 days		1, 4
<b>*12</b>	Right-seat landing series	365 days		1, 3
<b>*13</b>	Oxygen flight	365 days		1
<b>Notes:</b>				
1. Only required for certified pilots.				
*2. ANG only.				
*3. Applies to cadet BAQ T-41 and T-51 pilots only.				
*4. Applies to T-41 and T-51 only.				

**4.8. Requalification Training.** For all aircrew personnel except FSs, requalification requirements follow the guidance in AFI 11-202, Volume 1. A flight evaluation will complete the requalification process according to AFI 11-202, Volume 2.

4.8.1. **Table 4.3** lists currency items affecting BAQ.

4.8.2. When authorized by AFI 11-202, Volume 1, and approved by the OG commander, pilots may complete a locally generated training program. For this training, the squadron commander will develop an individual program that takes into account the pilot's previous experience and currency. (T-2). The unit will send a copy of the proposed training program to the NAF DO for approval. (T-2).

#### **4.9. Loss of IP Status:**

4.9.1. An IP will be decertified for one of the following (T-2):

4.9.1.1. Failing a flight evaluation. To regain IP status, the IP must successfully complete a flight evaluation according to AFI 11-2T-41-51-52, Volume 2.

4.9.1.2. Failing a qualification written examination. To regain IP status, the IP must successfully reaccomplish the written examination.

4.9.1.3. Failing to complete the ID sorties required by **Table 4.2**. See **paragraph 4.6** to regain IP status.

4.9.1.4. Loss of instructional sortie currency required by **Table 4.3**. See **paragraph 4.12** to regain IP status.

4.9.2. Except for instructional sortie currency, if an IP becomes noncurrent in an event or sortie identified in **Table 4.3** as not affecting BAQ, IP status may be retained, but the IP will not instruct in that event or sortie until the required currency is regained. Supervision by another current and appropriately certified IP is required to regain currency.

**4.10. Multiple Qualification Requirements.** Pilots qualified in more than one unit-assigned aircraft will accomplish the maximum number of total sorties and events required (based on experience level) for the training cycle with at least one sortie in each aircraft every training cycle. (T-2). Credit ID sorties flown in either aircraft toward the ID sortie requirements of **Table 4.2**. Pilots qualified in other than unit-assigned aircraft will complete all of the requirements and maintain all of the currencies required by this chapter. (T-2).

**4.11. Flight Surgeon Requirements.** FSs will accomplish CT IAW AFI 11-202, Volume 1. FSs will not accomplish night sortie requirements in the T-41, T-51, T-52 or T-53. (T-2).

**4.12. Indoctrination Flier Training.** Indoctrination fliers will complete an annual ground training program to include review of aircraft systems, emergency procedures, and egress training according to AFI 11-301, Volume 1. (T-2). They will complete monthly boldface testing. Indoctrination fliers are exempt from other annual flying requirements. (T-2).

**4.13. Prorating Requirements.** Squadron commanders (T-2):

4.13.1. May prorate training requirements according to AFI 11-202, Volume 1, at the end of the training cycle.

4.13.2. Will not consider annual leave as nonavailability but may consider periods of cadet nonenrollment and extended periods of adverse weather or periods when the aircraft are not available for normal use, which preclude the unit from flying more than 15 days in a month, as nonavailability.

4.13.3. Will prorate requirements only to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

4.13.4. 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.

## Chapter 5

### SPECIALIZED TRAINING

#### 5.1. General:

5.1.1. Specialized training programs upgrade qualified aircrew members to navigation certified, mountain flying certified, instructor pilot, or other specialized mission skills. Units may tailor other than formal course training programs for all crewmembers based on experience, currency, documented performance, and formal training.

5.1.2. The squadron commander will approve entry into all specialized training programs and certify pilots following training completion. (T-2). Except where noted below, certifications for specialized training in any unit-assigned aircraft is valid for all unit-assigned aircraft.

5.1.3. Except where a formal course is required, specific training guidance, procedures, policy, and requirements for specialized training are described in locally-developed syllabi. Ground training will precede flying training. (T-2). Units will document upgrade training in the individual's training folder. (T-2).

**5.2. Upgrade IP Training.** Units will certify upgrade IPs to provide training to other pilots as specified in this instruction or local directives. (T-2). Only certified upgrade IPs can conduct the upgrade IP training directed by this paragraph.

5.2.1. **Prerequisites.** Prior to training, candidates must be experienced ([Attachment 1](#)). (T-2).

5.2.2. **Ground Training.** As a minimum, ground training for upgrade IP certification will consist of (T-2):

5.2.2.1. Self study of the following materials:

5.2.2.1.1. Applicable formal course and local syllabi.

5.2.2.1.2. Applicable phase manuals.

5.2.2.2. Unit-developed training in the following areas:

5.2.2.2.1. Training documentation for all flying training courses.

5.2.2.2.2. Unit administrative policies and procedures.

5.2.2.2.3. Instructional techniques for MQT and additional certification training.

5.2.2.2.4. Conduct of ground schools.

5.2.2.2.5. Risk management and how to establish training limits.

5.2.2.2.6. Student role playing.

5.2.3. **Flying Training.** Upgrade IPs will demonstrate proficiency in timing and quality of instruction, error analysis, timely and appropriate intervention, student role playing, and performance documentation. Fly a minimum of two local sorties to attain proficiency in student role playing, appropriate training limits, and accepted techniques. Sorties may be

flown in any order. Demonstrate proficiency in training documentation. Units may require additional sorties to meet proficiency requirements.

**5.3. Navigation Certification Training.** This program describes training required for pilots to perform PIC duties outside the unit-defined local training area as specified in AFI 11-2T-41-51-52, Volume 3. (T-2). Navigation training may be conducted simultaneously with mountain flying training and National Intercollegiate Flying Association (NIFA) navigation training.

5.3.1. **Prerequisites.** Prior to training, candidates must be BAQ.

5.3.2. **Ground Training.** As a minimum, ground training for navigation certification will consist of squadron-developed instruction in the following areas:

5.3.2.1. Aircraft refueling.

5.3.2.2. Mission planning, chart preparation, flight planning, and fuel planning.

5.3.2.3. Weather procedures.

5.3.2.4. Required aircraft and survival equipment.

5.3.3. **Flying Training.** Upgrade pilots will fly in the left seat (FP) or either seat (IP) under the supervision of a navigation-certified upgrade IP. Fly a minimum of two sorties as an out-and-back or part of a cross-country mission. Additional sorties may be flown as required to meet proficiency requirements. The candidate must satisfactorily complete the following tasks (at least once each):

5.3.3.1. Mission planning.

5.3.3.2. Communications.

5.3.3.3. Departure, arrival, and landing at an outbase.

5.3.3.4. Throttle, propeller speed (if applicable), and mixture optimization.

5.3.3.5. Navigation procedures (VFR and use of global positioning system (GPS), if applicable).

5.3.3.6. Groundspeed check.

5.3.3.7. En route procedures (use of pilot-to-metro service [PMSV], and flight service station [FSS] flight plan activation and closing).

5.3.3.8. Outbase procedures.

**5.4. Mountain Flying Certification Training.** Units will certify pilots for mountain flying before performing PIC duties during flight over terrain above 8,500 feet mean sea level. (T-2). Mountain flying training may be conducted simultaneously with navigation training and NIFA navigation training.

5.4.1. **Prerequisites.** Prior to training, candidates must be BAQ.

5.4.2. **Ground Training.** A mountain flying-certified upgrade IP will conduct all ground training lessons. As a minimum, ground training for mountain flying certification will consist of unit-developed instruction in the following areas:

5.4.2.1. Mountain airport and runway selection.

5.4.2.2. Mission planning, route selection, chart preparation, flight planning, and fuel planning.

5.4.2.3. Mountain weather conditions and the effects of high density altitude on aircraft performance.

5.4.2.4. Required aircraft and survival equipment.

5.4.3. **Flying Training.** Upgrade pilots will fly in the left seat (FP) or either seat (IP) under the supervision of a mountain flying-certified upgrade IP. Fly a minimum of two sorties as an out-and-back or part of a cross-country mission. Additional sorties may be flown as required to meet proficiency requirements. The candidate must satisfactorily complete the following tasks (at least once each):

5.4.3.1. Route selection and mission planning.

5.4.3.2. Navigation procedures (VFR and use of GPS, if applicable).

5.4.3.3. En route procedures (use of PMSV, and FSS flight plan activation and closing).

5.4.3.4. High elevation airport arrival and departure procedures. A landing and takeoff must be accomplished at an airport west of the Front Range, in a mountainous area.

**5.5. Instructor Pilot Training.** Training for IP qualification will follow the MAJCOM-approved formal course syllabus. See [Chapter 3](#) for IP training requirements.

**5.6. Buddy Instructor Pilot Training.** Units will assign each new IP to an experienced BIP sponsor who will monitor the new IP's performance and provide guidance in all IP duties until the new IP has completed the ground and flying training requirements of this paragraph. (T-3). The squadron commander may waive BIP requirements for rated pilots with previous instructor experience. Units will document this waiver in the individual's training folder. (T-2).

5.6.1. **Prerequisite.** MQT complete.

5.6.2. **Ground Training.** Before flying with students, the unit will ensure each new IP is briefed on unit policies, the BIP program, instructor responsibilities, grading practices, CT requirements, scheduling, student training folder management, ground and flying safety, and stan/eval procedures.

5.6.3. **Flying Training.** The flying training portion of the BIP program consists of two different kinds of sorties—BIP sorties (with the new IP) and sponsor sorties (with the new IP's students).

5.6.3.1. **BIP Sorties.** The BIP will fly a minimum of one sortie with the new IP during the course of the BIP program. The objective of this sortie is to further develop the new IP's instructional techniques. During the sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, and common student errors.

5.6.3.2. **Sponsor Sorties.** The BIP, operations officer, or chief of stan/eval will fly a minimum of one sortie with the new IP's student after the new IP has flown a minimum of two sorties with the student. After the sortie, the BIP (or other sponsor) will provide feedback to the new IP on the student's progress, effectiveness of instructional techniques, grading practices, and suggested areas for student improvement.

**5.7. Functional Check Flight Pilot Training (T-41 and T-51 Only).** (T-2):

5.7.1. **Prerequisites.** Prior to training, candidates will be IP qualified. All FCF pilots require a minimum of two complete FCF profiles (an actual FCF or a simulated FCF) after certification before receiving an additional certification as an FCF instructor. These two additional profiles do not require FCF IP supervision.

5.7.2. **Ground Training.** As a minimum, ground training will include a review of applicable TOs and publications, including AFI 21-101, *Aerospace Equipment Maintenance Management*; TO 1-1-300, *Maintenance Operational Checks and Check Flights*; TO 1T-41D-1; TO 1T-41D-6CF-1, *Acceptance and Functional Check Flight Manual, USAF Series T-41D Aircraft*; TO 1T-51A-1; TO 1T-51A-6CF-1, *Acceptance and Functional Check Flight Manual, USAF Series T-51A Aircraft*, and local FCF procedures.

5.7.3. **Flying Training.** Upgrade pilots will fly on a minimum of one mission to experience the flight analysis and data gathering portion of an FCF sortie.

**5.8. NIFA Certification Training (T-41 and T-51 Only).** This training certifies cadet BAQ pilots to practice NIFA events without an instructor and to compete in NIFA competition. It also certifies rated IPs and civilian coaches to practice and instruct NIFA events. Each event listed below is a separate certification. Certifications may be completed in any order. Instructors may instruct in the NIFA events in which they are certified. (T-2).

5.8.1. **Prerequisites.** Prior to training, candidates must be BAQ in the T-41 (for any T-41 training) or T-51 (for any T-51 training).

5.8.2. **Ground Training.** Ground training for NIFA maneuver certification will consist of unit-developed instruction in the following areas:

- 5.8.2.1. CRM (required prior to team events [navigation and message drop]).
- 5.8.2.2. Short field approaches and landings.
- 5.8.2.3. Power-off landings.
- 5.8.2.4. Navigation event (pilot position).
- 5.8.2.5. Navigation event (navigator position).
- 5.8.2.6. Message drop (pilot position).
- 5.8.2.7. Message drop (dropmaster position).
- 5.8.2.8. Instructional techniques (IP only).

5.8.3. **Flying Training.** Fly each event under the supervision of a certified IP or NIFA instructor. Multiple events may be accomplished on a single sortie if time allows.

5.8.3.1. The instructor will brief proper techniques for conducting each event according to NIFA rules (refer to current NIFA rule book). When upgrading an IP, the training should include instructional techniques.

5.8.3.2. For each event listed in **paragraphs 5.8.3.2.1 through 5.8.3.2.6**, complete:

5.8.3.2.1. Short field approaches and landings. Accomplish at least eight landings according to NIFA rules.

5.8.3.2.2. Power-off landings. Accomplish at least eight landings according to NIFA rules.

5.8.3.2.3. Navigation event (pilot). Accomplish a minimum of three navigation points according to NIFA rules. Use a minimum of four navigation points if combining pilot and navigator training on one sortie. Training will include power management, airspeed control, and time and distance calculations.

5.8.3.2.4. Navigation event (navigator). Accomplish a minimum of three navigation points according to NIFA rules. Use a minimum of four navigation points if combining pilot and navigator training on one sortie. Training will include pilotage, dead reckoning, and acting as a safety observer, with emphasis on proper clearing techniques.

5.8.3.2.5. Message drop (pilot). Accomplish at least six drops according to NIFA rules. Training will include airspeed and altitude control, and techniques for maintaining alignment over the target.

5.8.3.2.6. Message drop (dropmaster). Accomplish at least six drops according to NIFA rules. Training will focus on flight safety, clearing, and altitude control. The dropmaster will learn hand signals and intercom procedures to communicate effectively with the pilot.

5.8.3.3. The NIFA navigation event training may be combined with the navigation or mountain flying certification training as long as the appropriate training items from each mission are accomplished. The IP will document this combination of training in the pilot's training folder.

**5.9. Right-Seat Landing Certification Training (T-41 and T-51 Only).** This training qualifies pilots to serve as PIC and land from the right seat. (T-2).

5.9.1. **Prerequisites.** Prior to training, candidates must be BAQ in the T-41 (for any T-41 training) or T-51 (for any T-51 training).

5.9.2. **Ground Training.** An IP will brief the candidate on differences between landings in the right and left seats.

5.9.3. **Flying Training.** Fly a minimum of one sortie in the right seat under the supervision of an IP. The candidate will accomplish a selection of area maneuvers to include steep turns, an SFL, and at least three satisfactory landings, with at least one no-flap and one full-flap landing.

**5.10. Flyby Certification Training (T-41 and T-51 Only).** This training qualifies pilots to serve as PIC during aerial events. (T-2).

5.10.1. **Prerequisites.** Prior to training, candidates must be BAQ in the T-41 (for any T-41 training) or T-51 (for any T-51 training).

5.10.2. **Ground Training.** An IP will brief the candidate on the following minimum areas:

5.10.2.1. Holding procedures.

5.10.2.2. Timing procedures and deconfliction.

5.10.2.3. Flyby guidance and restrictions.

5.10.2.4. Emergency procedures.

5.10.3. **Flying Training.** Fly one to three flyby training sorties in either the T-41 or T-51. The profile should include holding, timing, and a flyby (actual or practice).

**5.11. Aeronautical Engineering Course 456 (AE456) Instructor Training (T-41 Only).** Units will train and certify AE456 IPs prior to performing AE456 IP duties. Units may separately certify pilots in the performance and flying qualities phases of the AE456 course. A certified AE456 IP will supervise all AE456 IP training. (T-2).

5.11.1. **Prerequisites.** Prior to any training, candidates must be IP qualified in the T-41 and recommended by the AE456 course director.

5.11.2. **Ground Training.** Ground training for AE456 IP certification will consist of unit-developed instruction as defined in the following minimum areas:

5.11.2.1. AE456 syllabus.

5.11.2.2. AE456 policies and procedures.

5.11.2.3. AE456 performance phase.

5.11.2.4. AE456 flying qualities phase.

5.11.3. **Flying Training.** Fly a minimum of one sortie in the left seat for each certified AE456 phase (performance or flying qualities). Units will define the minimum required maneuvers for completion of each phase certification.

**5.12. Night Training.** MAJCOMs may authorize night training in a supplement to this instruction. Unless specifically authorized by the MAJCOM, night training is not authorized.

**5.13. Supplemental Oxygen Training.** This training certifies pilots to use supplemental oxygen. (T-2). Supplemental oxygen training may be conducted simultaneously with mountain flying training or navigation training.

5.13.1. **Prerequisites.** Prior to training, candidates must be BAQ.

5.13.2. **Ground Training.** An aerospace physiologist or aerospace physiology technician will provide equipment-specific physiological training using approved lesson plans. A supplemental oxygen-certified upgrade IP will provide unit-developed instruction in the oxygen system equipment, normal procedures and emergency procedures.

5.13.3. **Flying Training.** Accomplish a dual flight requiring oxygen equipment use under the supervision of a supplemental oxygen-certified upgrade IP. Regain currency by accomplishing an oxygen system review and a dual flight requiring oxygen equipment use under the supervision of a supplemental oxygen-certified IP.

**5.14. NIFA Instructor Training.** This training certifies cadet BAQ pilots to conduct NIFA certification and continuation training for other cadet BAQ pilots. (T-2). Training for cadet NIFA instructor certification will follow the MAJCOM-approved formal course syllabus. Cadet NIFA instructors will not instruct rated IPs.

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DCS Operations

## Attachment 1

### GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

#### *References*

- AFPD 11-2, *Aircrew Operations*, 19 January 2012
- AFI 11-2T-41-51-52, Volume 2, *T-41, T-51, and T-52 Aircrew Evaluation Criteria*, 12 March 2010
- AFI 11-2T-41-51-52, Volume 3, *T-41, T-51, and T-52 Operations Procedures*, 12 March 2010
- AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012
- AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010
- AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
- AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 April 2001
- AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009
- AFI 11-401, *Aviation Management*, 10 December 2010
- AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, 13 December 2010
- AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 June 2010
- AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 September 2006
- AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 2010
- AFMAN 33-363, *Management of Records*, 1 March 2008
- TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance OPR Checks*, 14 November 2007
- TO 1T-41D-1, *Flight Manual, USAF T-41D Series Aircraft*, 15 February 2010
- TO 1T-41D-6CF-1, *Technical Manual--Functional Check Flight Manual, USAF Series T-41D Aircraft*, 1 April 2007
- TO 1T-51A-1, *Flight Manual, USAF T-51A Series Aircraft*, 15 April 2008
- TO 1T-51A-6CF-1, *Functional Check Flight Manual, USAF T-51A Series Aircraft*, 1 April 2007
- TO 1T-52A-1, *Flight Manual, USAF T-52A Series Aircraft*, 9 December 2009
- TO 1T-53-1, *Flight Manual, USAF T-53 Series Aircraft*

#### *Adopted Forms*

- AF Form 8, *Certificate of Aircrew Qualification*
- AF Form 8a, *Certificate of Aircrew Qualification (Multiple Aircraft)*
- AF Form 847, *Recommendation for Change of Publication*
- AF IMT 1381, *USAF Certification of Aircrew Training*

AF Form 4293, *Student Activity Record*

AF Form 4348, *USAF Aircrew Certifications*

***Abbreviations and Acronyms***

**AE456**—Aeronautical Engineering Course 456

**ANG**—Air National Guard A

**PI**—aircrew position indicator

**ARMS**—Aviation Resource Management System

**BAQ**—basic aircraft qualified, basic aircraft qualification

**BIP**—buddy instructor pilot

**CRM**—crew resource management

**CT**—continuation training

**DO**—director of operations

**ETCA**—education and training course announcement

**FAA**—Federal Aviation Administration

**FCF**—functional check flight

**FE**—flight examiner

**FP**—first pilot

**FS**—flight surgeon

**FSS**—flight service station

**GPS**—global positioning system

**IAW**—in accordance with

**ID**—instructor development

**IFR**—instrument flight rules

**IP**—instructor pilot

**IQT**—initial qualification training

**MAJCOM**—major command

**MQT**—mission qualification training

**MR**—mission ready

**NAF**—numbered Air Force

**NIFA**—National Intercollegiate Flying Association

**OG**—operations group

**OPR**—office of primary responsibility

**PIC**—pilot in command

**PMSV**—pilot-to-metro service

**RDS**—Records Disposition Schedule

**SEPT**—situational emergency procedures training

**SFL**—simulated forced landing

**SOF**—supervisor of flying

**stan/eval**—standardization/evaluation

**TO**—technical order

**UMD**—unit manpower document

**USAFA**—US Air Force Academy

**VFR**—visual flight rules

### *Terms*

**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, Volume 1).

**Experienced**—An aircrew member who has been certified as an IP and has 100 hours of PIC time (or 50 hours PIC time for a previous AETC IP) in either unit-assigned aircraft.

**Indoctrination Flier**—A rated officer or career enlisted aviator in inactive status required to perform operational flying on a temporary basis to complete a specific official task (for example, to evaluate an operational flying procedure, review flying training effectiveness, take part in a flying exercise or test program, or become familiar with a specific operational weapon system and procedure) (AFI 11-401).

**Inexperienced**—An aircrew member who does not qualify as experienced or who is not certified as such by the squadron commander.

**Mission Ready (MR)**—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission (AFI 11-202, Volume 1).

**NIFA Instructor**—A cadet BAQ pilot who has been certified to instruct other cadets in NIFA certification and continuation training.

**Operations Group (OG)**—Refers to an operations group or flying training group.

**Outbase**—An airport outside the unit-defined local training area.

**Wing**—Refers to the next higher echelon of command above the OG.

Attachment 2

SAMPLE LETTER OF XS

Name and Grade	First Pilot	Instructor Pilot	Buddy IP Training	Experienced	FCF Pilot	FCF IP	Flight Examiner	Upgrade IP	Navigation	Mountain Flying	NIFA Short Field	NIFA Power-Off Landing	NIFA Navigation	NIFA Message Drop	AE-456 IP	Initials

Approved on \_\_\_\_\_ (date)

(signature)

BRADLEY R. OLIVER , Lt Col, USAF

### Attachment 3

## FUNCTIONAL CHECK FLIGHT PROGRAM RESPONSIBILITIES AND REQUIREMENTS

### A3.1. OG Commander. The OG commander will:

A3.1.1. Designate FCF pilots and FCF instructors in writing. Units will forward their names to the OG commander for approval. (T-2).

A3.1.2. Designate one FCF pilot as the chief FCF pilot. Units will determine the number of additional FCF pilots needed to meet operational and maintenance requirements. (T-2).

### A3.2. Chief FCF Pilot. The chief FCF pilot will:

A3.2.1. Work closely with maintenance quality assurance personnel. (T-2).

A3.2.2. Maintain an FCF operational information file in the FCF briefing areas. The FCF operational information file will not duplicate the flight crew information file. (T-2).

A3.2.3. Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment. (T-2).

A3.2.4. Monitor FCF pilots' currencies ([Table 4.3](#)). (T-2).

A3.2.5. Coordinate with OG stan/eval on publication and TO changes and revisions. (T-2).

A3.2.6. Ensure local flight clearance is coordinated with air traffic control agencies. (T-2).

## Attachment 4

### TRAINING SORTIES AND EVENTS

**A4.1. ID Sortie.** IPs may log an ID sortie on any BIP sponsor sortie, qualification evaluation, or dedicated CT program sorties. An ID sortie may be flown in any unit-assigned aircraft and must be flown dual. ID sorties will include the following minimum requirements on one sortie (T-2): (**Note:** Units may add additional requirements.)

A4.1.1. SFL.

A4.1.2. Landings. Accomplish at least three satisfactory landings, with at least one no-flap and one full-flap (if flown in the T-41 or T-51) landing.

A4.1.3. Steep turns. Accomplish at least one steep turn of 360 degrees.

A4.1.4. Stalls. Accomplish either traffic pattern stalls or power-on stalls

**A4.2. FCF Sortie (T-41 and T-51 Only).** Fly a portion of the FCF profile in any aircraft in which the pilot is FCF certified. To regain currency, fly a portion of the FCF profile with an FCF IP.

**A4.3. SFL.** Pilots accomplish forced landing procedures from high key or above. An SFL accomplished in any assigned single-engine aircraft satisfies the SFL event and currency requirement. Regain currency by accomplishing an SFL under the supervision of a current IP.

**A4.4. Landing.** Log a landing when performing any normal, no-flap, or full-flap (in the T-41 or T-51) landing. A landing accomplished in any unit-assigned aircraft satisfies the landing event and currency requirement. Loss of landing currency affects BAQ and requires the following action: (**NOTE:** Timing starts from date of last landing.)

A4.4.1. **For 46 Through 90 Days.** Regain landing currency by accomplishing three successful landings, including one each at no-flap and full-flap (if qualified in the T-41 or T-51) settings, under the supervision of a current IP.

A4.4.2. **For 91 Through 135 Days.** Perform the same action as in **paragraph A4.4.1**, plus an instructor-supervised emergency procedures review session (normal and emergency procedures).

A4.4.3. **For 136 Through 180 Days.** Perform the same action as in **paragraph A4.4.2**, plus an IP-supervised ID sortie, qualification written examinations, and emergency procedures evaluation. AF Form 8, *Certificate of Aircrew Qualification*, or AF Form 8a, *Certificate of Aircrew Qualification (Multiple Aircraft)*, documentation is not required.

A4.4.4. **More than 180 Days.** Perform requalification training IAW AFI 11-202, Volume 1, and **paragraph 4.8** of this instruction. The NAF DO will approve a locally administered qualification program that includes a qualification evaluation with all requisites completed. (T-2).

**A4.5. Navigation Sortie.** A navigation sortie will include a full-stop landing at an airport outside the local area. A navigation sortie accomplished in any assigned single-engine aircraft satisfies the navigation sortie event requirement. When flown dual, both pilots may log the sortie. Regain currency by accomplishing a navigation sortie under the supervision of a current IP.

**A4.6. Mountain Flight.** Complete one sortie over a mountain pass as designated on a sectional chart. Accomplish either a takeoff or a landing at an airport in designated mountainous terrain. When flown dual, both pilots may log the sortie if all requirements are met. Regain currency by accomplishing a mountain flight under the supervision of a current IP.

**A4.7. NIFA Event (T-41 and T-51 Only).** Fly at least one certified NIFA event maneuver. Regain currency by flying a NIFA event maneuver with a NIFA certified IP or NIFA instructor.

**A4.8. Right-Seat Landing Series (Cadet T-41 and T-51 Pilots Only).** Accomplish at least three landings in the right seat, with at least one no-flap and one full-flap landing. Regain currency by accomplishing these landings with an IP.

**A4.9. Flyby Event (Cadet T-41 and T-51 Pilots Only).** Accomplish either a practice or actual flyby. Regain currency by accomplishing either a practice or actual flyby under the supervision of an IP.

**A4.10. AE456 Sortie (T-41 Only).** Accomplish at least one complete AE456 profile as defined by the unit. Regain currency by accomplishing at least one complete AE456 profile under the supervision of a certified IP.

**A4.11. Instructional Sortie.** An instructional sortie accomplished in any unit-assigned aircraft satisfies the instructional sortie currency requirement. Regain currency by accomplishing an ID sortie. **Note:** Not applicable to cadet NIFA instructors.

**A4.12. Oxygen Flight.** Accomplish a flight requiring supplemental oxygen equipment use. Regain currency by accomplishing an IP-supervised oxygen system review and a dual flight requiring supplemental oxygen equipment use, both under the supervision of a supplemental oxygen certified upgrade IP.