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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

T-6A 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 who perform duties in the T-6A aircraft. File a copy of all approved waivers with this instruction. This AFI applies to all active duty and Air Force Reserve Command pilots and all Air National Guard associate instructor pilots flying the T-6A. Attachment 1 contains a glossary of references and supporting information used in this publication.

Forward proposed major command (MAJCOM)-level supplements to this volume through AETC/A3V to AF/A3O-AI for approval, prior to publication, according to AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. (T-1) After approval and publication, send copies of MAJCOM-level supplements to AF/A3O-AT and AETC/A3V. (T-1) Field units below MAJCOM level forward copies of supplements to AETC/A3F and AETC/A3V for coordination prior to publication. (T-1) Refer recommended changes and questions about this publication to AETC/A3V, the office of primary responsibility (OPR), using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. (AF Form 847 is prescribed in AFI 11-215, *USAF Flight Manual Program [FMP]*. Refer to that publication for guidance on filling out the form.)

This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. 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/>.

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).

Reference [paragraph 1.1.2](#) of this instruction for waiver information.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Incorporates AFI 33-360 mandate to identify Tier waiver authorities; includes instructions for completing the AF Form 4293, *Student Activity Record*, ([para 1.5.3](#)); adds reference to AFI 11-412, *Aircrew Management*, regarding pilot utilization ([para 1.6.1](#)); updates grad eval website ([para 1.9](#)); updates theater indoc requirements for 479FTG ([para 4.5.4.5](#)); updates guidance on night RCP “double seat swaps” ([para 4.8.2.2.2](#)); updates currency requirement table ([table 4.3](#)); updates student sortie definition to include TI & requalification sorties (table 4.4); updates wing formation takeoff currency restrictions ([para 4.12.2.6](#)); updates AHC power-on stall recovery ([para A4.7.5.1](#)); allows BIP sorties to be flown with sister squadron leadership ([para A5.1.2.1](#)); updates 4-ship guidance ([attachment 7](#))

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Chapter 1

GENERAL GUIDANCE

1.1. Recommended Changes and Waivers:

1.1.1. AF/A3/5 is approval authority for changes and revisions to this AFI. (T-1)

1.1.2. Except as specified elsewhere in this instruction, AETC/A2/3/10 is the waiver authority for this instruction. Waiver requests may be submitted in message or memorandum format and will be sent through the stan/eval chain of command. (T-2). File a copy of all approved waivers with this instruction. (T-2)

1.2. Responsibilities:

1.2.1. AETC/A3V:

1.2.1.1. Review and revise guidance herein as required in conjunction with AETC/A3F.

1.2.1.2. Process all AF Form 847 change requests.

1.2.1.3. Review subordinate unit supplemental publications.

1.2.2. AETC/A3F:

1.2.2.1. Review subordinate unit training programs.

1.2.2.2. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include AETC/A3V and other applicable MAJCOM representatives.

1.2.2.3. Review unit training waiver requests and end-of-cycle reports.

1.2.3. Wings and Groups:

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

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

1.2.3.3. Forward copies of unit training programs that expand on the minimum guidelines of this instruction and subsequent changes to AETC/A3F for review. (T-2)

1.2.3.4. Forward copies of unit supplements that expand on the minimum guidelines of this instruction and subsequent changes to AETC/A3V for review. (T-2)

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

1.2.3.6. Identify and report end-of-cycle training shortfalls semiannually to AETC/A3F. (T-2)

1.2.4. Squadron Commanders:

1.2.4.1. Manage squadron continuation training (CT) to ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members. (T-2) The squadron commander may delegate management of the CT program no lower than the squadron director of operations (DO). (T-2)

1.2.4.2. Establish squadron CT policies and guidance to include, but not limited to, theater indoctrination (TI), instructor development (ID), buddy instructor pilot (BIP) programs, and unit certifications. (T-2)

1.2.4.3. Ensure training and evaluation records of newly assigned pilots and those completing formal training are reviewed to determine training required to achieve qualification/certification and to ensure provisions of this instruction have been met. (T-2)

1.2.4.4. Brief new pilots on their responsibilities and BIP program policies before the new pilot accomplishes the unit mission and any student training. (T-2) **Note:** The squadron DO may conduct this briefing if the squadron commander is not available.

1.2.4.5. Fly a sortie with new pilots during TI. (**Note:** The squadron DO or assistant DO [ADO] may fly this sortie if the squadron commander is not available.) Discuss policies, techniques, and grading practices in conjunction with this sortie. Document any deviations, and identify emphasis areas in the pilot's training folder. **Note:** For Euro-NATO joint jet pilot training (ENJJPT) instructor pilots (IP), this sortie will be flown as part of the individual's BIP program. (T-2)

1.2.4.6. Review completed TI and BIP documentation, assign qualified individuals to a training status, and certify IPs. (T-2)

1.2.4.7. Publish a roster of pilot qualifications and certifications monthly (paragraph 1.11). Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, qualified, certified, and current unless the activity is part of an upgrade syllabus or program leading to qualification or certification, or for regaining currency according to **paragraph 4.13**. (T-2)

1.2.4.8. Manage the flying hour program (FHP) to ensure aircrew are afforded ample opportunity to complete all required CT. (T-2)

1.2.4.9. Report end-of-cycle training shortfalls through the operations group (OG). (T-2)

1.2.4.10. Identify the levels of supervision required to accomplish the required training. (T-2)

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

1.2.5. **Squadron DO or ADO:**

1.2.5.1. Fly a sortie with new pilots during TI if the squadron commander is not available, and discuss policies, techniques, and grading practices in conjunction with this sortie. (T-2) **Note:** For ENJJPT IPs, this sortie will be flown as part of the individual's BIP program.

1.2.5.2. Review completed training documentation before the squadron commander's review. (T-2)

1.2.5.3. Monitor all aspects of squadron CT, to include, but not limited to, TI, ID, BIP, and unit certifications. (T-2)

1.2.5.4. Chair a monthly CT meeting for IPs in the BIP program. (T-2) (The regularly scheduled squadron quarterly CT meeting fulfills the requirement for that month's meeting.)

1.2.5.5. Execute the squadron CT program to ensure accomplishment of requirements within the FHP. (T-2)

1.2.5.6. Develop ID sortie profiles that detail the minimum events and currency maneuvers T-6A aircrew must accomplish on each sortie. (T-2)

1.2.6. **Flight Commander:**

1.2.6.1. Brief new IPs on flight policies, techniques, grading practices, and any other applicable items before the new pilot conducts the unit mission and student training. (T-2) **Note:** The assistant flight commander may conduct this briefing in the absence of the flight commander.

1.2.6.2. Fly a sortie with the new pilot during TI. (T-2) For ENJJPT IPs who complete PIT at Sheppard AFB, this sortie will be flown as part of the individual's BIP program. **Note:** The assistant flight commander may fly this sortie if the flight commander is not available.

1.2.6.3. Ensure new pilots have completed all TI requirements to be assigned mission ready (MR) status or basic aircraft qualification (BAQ) status, as applicable, prior to the squadron DO's review. (T-2)

1.2.6.4. Supervise overall scheduling, training, and progress of the flight CT program. (T-2)

1.2.6.5. Recommend an individually tailored BIP training program to the squadron commander based on the new IP's past performance and experience. (T-2)

1.2.6.6. Ensure IPs complete the BIP program in a timely manner (approximately 6 months for the BIP long program and 3 months for the BIP short program). (T-2)

1.2.6.7. Regularly update the squadron commander on the status of all IPs in BIP training. Provide the squadron commander an estimated completion date and reason for delay for all IPs exceeding 6 months in the BIP long program and 3 months in the BIP short program. (T-2)

1.2.6.8. Fly at least one sortie with each IP in the BIP program. **Note:** The assistant flight commander may fly this sortie if the flight commander is not available. (T-2)

1.2.6.9. Ensure BIP documentation is maintained in a BIP folder and reviewed monthly as a minimum. (T-2)

1.2.6.10. Verify new IPs have met all BIP requirements before sending training documentation up the chain of command for review. (T-2)

1.2.6.11. Ensure the flight scheduler requests sorties required to meet CT requirements. (T-2)

1.2.6.12. Monitor currencies and requirements of assigned and attached pilots. (T-2)

1.2.6.13. Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, qualified, certified and current unless the activity is part of an upgrade syllabus or program leading to qualification or certification, or for regaining currency according to **4.13**. (T-2)

1.2.7. Squadron or Flight Training Officer:

1.2.7.1. Supervise overall scheduling, training, and progress of the TI program. (T-2) On a case-by-case basis, assign additional training sorties tailored to correct the new pilot's deficiencies (or emphasis areas) if required. (T-2)

1.2.7.2. Regularly update the squadron commander on the status of all personnel in training and provide the squadron commander an estimated completion date. (T-2)

1.2.7.3. Maintain training folders. Electronically generated training folders may be used. (T-2)

1.2.7.4. Inspect training folders on pilots who have completed TI and forward the folders through the flight commander and squadron DO to the squadron commander for certification of MR or BAQ status, as applicable. Maintain training records in each pilot's training folder until the AF Form 4348, *USAF Aircrew Certifications*, is signed by the proper authority. (T-2) Once the signed AF Form 4348 is placed in the training folder, corresponding training records may be removed.

1.2.7.5. Establish a system for monitoring and planning training. After approval by the flight commander, ensure the flight scheduler requests the sorties required to meet the flight's training requirements. (T-2)

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

1.2.9. Individual Aircrew Members:

1.2.9.1. Hand-carry all available training records or AF Form 4348 to assist the gaining unit in assessing qualifications and training requirements. (T-2)

1.2.9.2. Obtain the required briefings before starting TI. (T-2)

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

1.2.9.4. Participate only in ground and flying activities for which they are adequately prepared, trained, qualified, certified and current unless the activity is part of an upgrade syllabus or program leading to qualification or certification, or for regaining currency according to paragraph 4.13. (T-2)

1.3. Phases of Training:

1.3.1. **Initial Qualification Training (IQT).** This training is necessary to qualify pilots for duties as first pilots (FP) in the T-6A aircraft. See Chapter 2 for IQT program requirements.

1.3.2. **Mission Qualification Training (MQT).** This training is necessary to upgrade T-6A FPs for duties as IP in the T-6A. In this phase, upgrades will only be accomplished with a MAJCOM-approved syllabus. See Chapter 3 for MQT program requirements.

1.3.3. **CT.** This training is necessary for qualified aircrew to maintain their level of proficiency and currency. It provides minimum ground and flight training requirements. This training is also necessary to develop the IP force and certify pilots in specific unit or local area requirements. Individual pilot CT requirements are based on unit assignment as inexperienced or experienced. See Chapter 4 for CT program requirements.

1.3.3.1. **Experienced or Inexperienced Designation.** Squadron commanders will designate all pilots as experienced or inexperienced, as follows: (T-2)

1.3.3.1.1. **Experienced Pilots.** T-6A pilots who have been certified as MR and have 150 rated hours primary or instructor flight time in the aircraft and 600 hours total rated time, or 250 rated hours primary or instructor flight time in the aircraft and 450 hours total rated time may be certified experienced by the squadron commander. For the purpose of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron DO are designated as experienced pilots. (T-2) Document experienced IP designation on the Letter of Xs and certify via the AF Form 4348. (T-2)

1.3.3.1.2. **Inexperienced Pilots.** Pilots who do not qualify as experienced or who are not certified as such by the squadron commander are considered inexperienced. Pilots designated as inexperienced will progress through a program managed by the flight commander to develop sound flying and instructional skills. (T-2) Flight commanders will tailor each program based on the pilot's past flying experience and performance during IQT and MQT. (T-2) No time limit is established to transition from inexperienced to experienced.

1.3.4. **Specialized/Certification Training.** This training is necessary to carry out the unit's assigned missions, but is not required of every crewmember. Examples of specialized training include, but are not limited to, aircraft handling characteristics (AHC) pilot, functional check flight pilot, etc. Individuals selected for training will accomplish appropriate formal course training to certify in these specialized areas, or comply with locally developed syllabi and squadron-developed training programs.

1.4. Training Concepts and Procedures:

1.4.1. Squadron commanders will ensure training programs are designed to achieve the highest degree of qualification and proficiency consistent with flight safety and resource availability. (T-2)

1.4.2. 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 IP may be required. If mission objectives require direct supervision, a squadron supervisor may be warranted.

1.5. Training Records and Reports. Units will:

1.5.1. Maintain an aircrew training folder for each assigned or attached aircrew member. (T-2) The training folder will include records of on-going training to include, but not limited to, TI, BIP, specialized training, and completed certifications (signed AF Form 4348), in accordance with AFI 11-202, Volume 1, and the records disposition schedule (RDS). (T-2) Once training that requires a certification is complete (e.g., 4-ship upgrade), the signed 4348

becomes the source document for completion of that training. Once the signed AF Form 4348 is placed in the training folder, corresponding training records may be removed at the unit's discretion.

1.5.2. Units may archive completed training records for assigned and attached pilots for future reference.

1.5.2.1. Units may track specialized training that does not lead to a certification on the letter of Xs. However, for each certification (see paragraph 3.10 for list of skills that require certification) listed, units will maintain a signed AF Form 4348 in accordance with AFI 11-202, Volume 2. (T-2)

1.5.2.2. Certification documents maintained in other locations (supervisor of flying, etc.) must also be annotated on the AF Form 4348. (T-2)

1.5.3. Use AF Form 4293 to document training and any unusual occurrence that could affect training progress. (T-2) Instructors should annotate areas of difficulty on the form. Instructions for completing AF Form 4293:

1.5.3.1. The originator provides a concise summary of the activity being documented and ensures entries clarify any required action. (T-2)

1.5.3.2. Begin each entry with the date and reason for documentation. (T-2)

1.5.3.3. End with the name, grade, and duty title of the person making the entry. (T-2)

1.5.3.4. For entries written on students enrolled in formal flying training courses, ensure both the student and flight commander initial the AF Form 4293. (T-2)

1.5.4. Document aircrew training in ARMS, using the forms specified in AFI 11-202, Volume 1. (T-2) Track the following information for all aircrew, as applicable:

1.5.4.1. Ground training dates accomplished and expiration dates. (T-2)

1.5.4.2. Flying hours by 30, 60, and 90 days, and cumulative totals. (T-2)

1.5.4.3. Events required, by total accomplished and amount remaining for the training cycle. (T-2)

1.5.4.4. Flying maneuver currency dates accomplished and expiration dates. (T-2)

1.5.5. Units may specify additional training folder requirements.

1.6. Pilot Utilization:

1.6.1. IAW AFI 11-412, Commanders will ensure wing pilots fill only authorized positions according to unit manning documents and that 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. (T-2)

1.6.2. Duties required by various publications that may be assigned to aircrew position indicator (API)-1 pilots are programmer, flying safety officer, supervisor of flying, mobility or contingency plans, training (except ARMS documentation), stan/eval liaison officer, squadron aircrew flight equipment continuation training instructor, and other duties directly

related to flying operations. API-1 pilots will not be attached to wing staffs or fill wing staff positions unless total wing pilot API-1/6 manning is 100 percent or better. (T-2) Commanders will ensure wing staff pilots (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents. (T-2)

1.7. Functional Check Flight (FCF) Program. FCF program responsibilities and requirements are specified in [Attachment 2](#).

1.8. Sortie Allocation Guidance. Units will use the following guidance to determine priority for unit training sortie allocation:

- 1.8.1. Higher headquarters-directed missions and aerial events. (T-2)
- 1.8.2. Deployment support. (T-2)
- 1.8.3. Evaluations. (T-2)
- 1.8.4. API-1 CT. (Inexperienced API-1 pilots will receive sortie allocation priority over experienced pilots.) (T-2)
- 1.8.5. API-2 CT (if applicable). (T-2)
- 1.8.6. API-6 CT. (T-2)
- 1.8.7. API-8 CT or upgrade training. (T-2)
- 1.8.8. Supervisory flights. (T-2)
- 1.8.9. Flight surgeon (FS) flying requirements. (T-2)
- 1.8.10. Indoctrination and familiarization flights. (T-2)
- 1.8.11. Other orientation flights. (T-2)

1.9. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus and AFI 11-202, Volume 1, as supplemented, for aircrew graduate evaluation procedures. The program may be accessed at <https://www.my.af.mil/agepftprod>. (T-2)

1.10. Progress Review (PR). Refer to the appropriate formal course syllabus and AFI 11-202, Volume 1, as supplemented, for PR procedures. (T-2)

1.11. Letter of Xs. The squadron commander will track aircrew training, qualification, and certification in items appropriate for the unit's missions on a monthly Letter of Xs according to AFI 11-202, Volume 1. (T-2) (**Note:** The squadron DO may accomplish the monthly review and certify the letter of Xs if the squadron commander is not available.) See Attachment 3 for a sample letter of Xs.

1.12. Fuel Conservation. All pilots must conserve fuel to the maximum extent possible. Pilots and supervisors at all levels will manage aviation fuel as a limited commodity and precious resource. (T-2) Fuel optimization will be considered throughout all phases of mission planning and execution. (T-2) Once the objectives of training are complete, sorties will be terminated at the earliest opportunity. (T-2) Aircrews will not exceed MDS ASDs unless training objectives have not been met. (T-2) "Sky hooking" (i.e., unnecessarily long cruise legs) is not a permissible reason for not obtaining training objectives within the prescribed ASD.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Information:

2.1.1. On completion of the IQT program, T-6A pilots are eligible to be assigned BAQ status as FPs according to AFI 11-202, Volume 1; AFI 11-202, Volume 2, *Aircrew Standardization/ Evaluation Program*; and AFI 11-2T-6, Volume 2, *T-6A Aircrew Evaluation Criteria*.

2.1.2. Except for 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. (T-2) Failure to complete training within the specified time limit requires notifying the gaining wing commander of the pilot's name, grade, reason for delay, planned actions, and estimated completion date. (T-2)

2.1.3. Completion of IQT qualifies pilots to act as pilot-in-command of any T-6A aircraft.

2.2. Prerequisites. For listings of formal training courses and administrative and reporting requirements see the education and training course announcements (ETCA), available at <https://etca.randolph.af.mil>. The formal course syllabi list waiver authorities for course entry prerequisites. Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFI 11-202, Volume 1. (T-2)

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

2.4. Flying Training:

2.4.1. Pilots in IQT will fly under direct IP supervision until they complete the qualification evaluation. (T-2)

2.4.2. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. (T-2) Additional training is available within the constraints of the formal course syllabus.

2.5. Training Documentation. Document IQT in the Training Integration Management System (TIMS). (T-2)

2.6. Basic Aircraft Requalification Training. Follow the requalification guidance in AFI 11-202, Volume 1, and paragraphs 4.13.2.1 through 4.13.2.1.4 of this instruction. (T-2)

2.7. Conversion and Difference Qualification Training. Pilots completing conversion qualification training will follow the guidance in this chapter and the formal course conversion syllabus. Difference training for qualification in the T-6A is not authorized. (T-2)

2.8. Multiple Qualifications. Qualification in more than one mission design series (MDS) is authorized according to AFI 11-202, Volume 1. (**Note:** Multiple qualifications are not authorized for general officers.) Multiple qualifications require completion of IQT as specified in this chapter. (T-2)

2.8.1. Wing commanders, wing vice commanders, OG commanders, and OG deputy commanders (colonel or below) may be dual qualified (that is, IP qualified in one type aircraft and FP qualified in another).

2.8.2. Wing commanders will ensure equal representation of senior leaders in all wing aircraft types by selecting primary and secondary aircraft (IP or FP) qualification for each senior leader for approval by AETC/A2/3/10. (T-2)

2.9. Senior Officers. Comply with guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 1, for senior officers (colonel selects and above). (T-2) Senior officer training will follow the appropriate formal course syllabus. (T-2) Flying training wing commanders will be fully qualified IPs and have a completed AF Form 8, *Certification of Aircrew Qualification*, according to the requirements of AFI 11-401 and AFI 11-202, Volume 2. (T-2)

2.10. Flying Training Wing Key Personnel:

2.10.1. Wing commanders, wing vice commanders, OG commanders, and OG deputy commanders will complete IQT and MQT in their primary mission aircraft. (T-2)

2.10.2. Wing flight safety officers (FSO) will complete IQT and MQT in their primary mission aircraft. There will be at least one FSO for each primary mission aircraft. (T-2)

2.10.3. The OG and deputy OG commanders will be instructor qualified and maintain flight examiner (FE) certification in their primary mission aircraft. (T-2)

2.11. Other Initial Training Programs. Paragraphs 2.11.1 through 2.11.3 describe initial training other than pilot IQT.

2.11.1. Indoctrination Flyer Training. In addition to training required by AFI 11-401, indoctrination fliers will also accomplish the following:

2.11.1.1. A review with an IP of TO 1T-6A-1, *Flight Manual - USAF Series T-6A Aircraft*; AFI 11-2T-6, Volume 3, *T-6A Operations Procedures*; and unit supplements. (T-2)

2.11.1.2. Local Area Survival Training (SS01), and Emergency Parachuting Training (SS06) according to AFI 16-1301_AETCSUP 1, *Survival, Evasion, Resistance, and Escape (SERE) Program*. (T-2)

2.11.1.3. 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, with particular attention to the flap control lever and power control lever (PCL). (T-2)

2.11.1.4. Pass a boldface written examination. (T-2)

2.11.1.5. Document training in the unit training folder. (T-2)

2.11.2. Flight Surgeon (FS) Qualification. FS training will consist of the following:

2.11.2.1. 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, with particular attention to the flap control lever and PCL. (T-2)

2.11.2.2. Cockpit/crew resource management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*. (T-2)

2.11.2.3. Aircrew flight equipment training and emergency egress (ejection seat) training according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. (T-2)

2.11.2.4. Survival training and emergency parachuting training according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*. (T-2)

2.11.2.5. The completion and documentation of the standardized online FS test according to AFI 11-202, Volume 2. (T-2)

2.11.2.6. A FS will not operate the controls during critical phases of flight. For the purposes of this restriction, critical phases of flight are defined as takeoffs, landings, and flights below 1,000 feet above ground level (AGL). (T-2)

2.11.3. **T-38 Lead-In Training for T-6A First Assignment Instructor Pilots (FAIP)**. See AFI 11-2T-38, Volume 1, *T-38 Aircrew Training*, for more information.

2.11.4. **Phase III SUPT Graduates Programmed to attend T-6 PIT**. See AFI 11-401, AETC Supplement Attachment 5, for more information.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General Information:

3.1.1. MQT upgrades T-6A pilots who have completed IQT to specialized undergraduate pilot training (SUPT) or ENJJPT IPs. MQT is normally conducted in conjunction with IQT according to the formal course pilot instructor training (PIT) syllabus. Additional sorties and requirements to become an MR PIT IP are at the discretion of the PIT squadron commander.

3.1.2. Pilots who have completed MQT are basic mission capable (BMC) according to AFI 11-202, Volume 1, and may not be designated as MR until completion of TI and certification by the squadron commander. (T-2)

3.1.3. When MQT is not conducted at PIT, pilots must complete MQT within the training time prescribed in the formal course syllabus. (T-3) The OG commander or equivalent is waiver authority for training time extensions. Units will document all waivers in the individual's training folder. (T-2) MQT is considered complete after successful completion of a mission evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-6, Volume 2.

3.2. Prerequisite. Pilots must complete T-6A IQT before beginning MQT. (T-2) Before entering MQT, each aircrew member must comply with prerequisites in the appropriate formal course training syllabus and AFI 11-202, Volume 1. (T-2)

3.3. Ground Training. When MQT is not conducted in conjunction with IQT, minimum ground training will consist of the ground training required by the instructor phase of the formal course instructor syllabus. (T-2)

3.4. Flying Training. When MQT is not conducted in conjunction with IQT, complete the instructor phase sorties required by the formal course instructor syllabus. (T-2)

3.5. Training Documentation. Document MQT in TIMS. (T-2)

3.6. Sorties Documentation. When MQT is not conducted in conjunction with IQT, units will log MQT sorties as mission support sorties. (T-2)

3.7. Loss of IP Qualification. Failure of a mission evaluation, a commander-directed downgrade, or failure to perform T-6 instructor duties according to paragraph 3.9 results in loss of IP qualification. To regain qualification, pilots must, at a minimum, successfully complete an evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-6, Volume 2. (T-2)

3.8. Loss of IP Certification (MR Status):

3.8.1. IPs will be decertified and placed in non-mission ready (NMR) status if they:

3.8.1.1. Fail any flight evaluation. To regain MR status, pilots must successfully reaccomplish the failed flight evaluation according to AFI 11-202, Volume 2, and AFI 11-2T-6, Volume 2. (T-2)

3.8.1.2. Fail a ground requisite qualification, instrument, or boldface examination. (T-2) (**Note:** Failure of a monthly boldface exam does not require decertification if the exam is retaken and passed before the next flight.) To regain MR status, pilots must successfully reaccomplish the failed exam. (T-2)

3.8.2. IPs may retain MR status for loss of currency that does not affect aircraft qualification or failure to accomplish annual and semiannual flying requirements, however, will not instruct or fly the deficient events according to the restrictions and guidance of AFI 11-202, Volume 1, and this instruction. (T-2)

3.9. Instructor Requalification. The following provides criteria for requalifying T-6A instructors who have not performed T-6A instructor flying duties for:

3.9.1. A period of 226 days to 2 years. The OG commander determines whether a pilot may complete a locally generated upgrade in lieu of a completing a formal requalification syllabus. Locally generated programs will be developed and approved by the OG/CC, taking into consideration the pilot's previous experience and currency. Highly experienced IPs will conduct the flying training. (T-2) Send an information copy of the training plan to AETC/A3F. (T-2) A RQ INSTR evaluation will be completed according to AFI 11-202, Volume 2. (T-2) At a minimum, requalification plans will include:

3.9.1.1. Aircraft: one sortie in each category plus an AHC sortie. (T-2)

3.9.1.2. Simulator: IP/EP mission (T-2)

3.9.1.3. Ground Training: FCIF review, Publications check, refresher Life Support training, Boldface exam, open and closed book examinations and IRC course and exam. (T-2)

3.9.2. A period of more than 2 years to 5 years. The pilot must complete the formal AETC PIT requalification syllabus. (T-2)

3.9.3. More than 5 years. The pilot must complete the formal AETC PIT syllabus (F-V5A-C). (T-2)

3.10. Specialized/Certification Training. Units will track all certifications on the Form 4348, to include those certifications that are unit-specific (e.g., ENJJPT 2 Ship Low Level). As a minimum, the following certifications will be documented on the Form 4348:

3.11. Night RCP (T-2)

3.12. Pilot Weather Category 1 (PWC) (T-2)

3.13. Functional Check Flight (FCF) Pilot (T-2)

3.14. Functional Check Flight (FCF) IP (T-2)

3.15. Advanced Handling Characteristics (AHC) IP (T-2)

3.16. Supervisor of Flying (SOF) (T-2)

3.17. Instructor SOF (T-2)

3.18. 4-Ship Basic (T-2)

3.19. 4-Ship Flight Lead (T-2)

3.20. Flight Examiner (FE) (T-2)

3.21. Experienced IP (T-2)

3.22. Mission Ready IP (T-2)

3.23. Simulator Instructor (IAW AETCI 11-203, *Civilian Flying Training Simulator Instructor Program*) (T-2). * **NOTE:** Units may abbreviate certification titles as required by Form 4348 electronic formatting.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General Information:

4.1.1. This chapter outlines the minimum training considered necessary to maintain a viable T-6A aircrew corps to meet mission demands. Judicious scheduling of CT is required to develop aircrew and ensure training standardization. Sufficient flying hours are included in the annual FHP to allow every qualified aircrew member to accomplish all the events and currencies listed in this chapter. Units will track all CT requirements in ARMS. (T-2)

4.1.2. ID sorties are flown to develop IP instructional skills, enhance basic flying proficiency, and help meet currency requirements. These sorties allow inexperienced IPs to learn and refine techniques while flying with experienced IPs. To maximize their objective, ID sorties should be scheduled and flown dual.

4.2. Training Cycle. There are two semiannual CT training cycles, 1 January to 30 June and 1 July to 31 December of each calendar year. Semiannual requirements are reviewed at the end of each semiannual period.

4.3. CT Administration:

4.3.1. Quarterly CT Meetings:

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. (T-2) The purpose of these meetings is to discuss standardization, safety, mission-related topics, instructional techniques, grading practices, and to increase general knowledge. A CRM topic or scenario should be discussed in each CT meeting referring to core concepts from AFI 11-290.

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

4.3.2. Requirements. Minimum requirements are identified in this chapter, but units may direct additional training in a supplement to this instruction or as necessary for individual requirements. ID sorties are the primary means for building and maintaining instructor pilot force proficiency.

4.3.3. Prorating End-of-Cycle Requirements. At the end of the training cycle, the squadron commander may prorate training requirements for aircrew members who were not available for flying duties according to AFI 11-202, Volume 1.

4.3.3.1. Prorate only to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies. (T-2)

4.3.3.2. Base prorating on consecutive days of nonflying in the training cycle and apply it separately for each period of nonflying. Use the prorating allowance in Table 4.1 to determine the number of months to be prorated based on each period of consecutive calendar days of nonflying. (T-2)

4.3.3.3. If IQT is reaccomplished, restart the individual's training cycle at a prorated share following IQT completion. (T-2)

4.3.3.4. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but prorate no requirement below 1. (T-2)

4.3.3.5. For prorating purposes, newly assigned or converted aircrew and aircrew achieving qualification after the 15th of the month are considered to be in CT on the first day of the following month. Events and sorties for the remainder of the training cycle may be prorated. (T-2)

Table 4.1. Prorating Allowance.

I T E M	A	B
	Consecutive Days of Nonflying	Months of Proration
1	0 – 15	0
2	16 – 45	1
3	46 – 75	2
4	76 – 105	3
5	106 – 135	4
6	136 – 165	5
7	166 - 180	6

4.3.4. Failure to Complete Annual and Semiannual CT Requirements:

4.3.4.1. Aircrew members who fail to maintain ground and flying training requirements according to Table 4.4, physiological training, medical certification, and minimum MR or BAQ CT requirements according to AFI 11-202, Volume 1, will be placed in NMR or nonbasic aircraft qualified (N-BAQ) status as applicable. (T-2) They will not fly in the new training cycle until a review is completed to determine the cause of the deficiency and whether additional training is required. (T-2)

4.3.4.2. The OG commander (AETC/A3V for MAJCOM flight examiners) is review and waiver authority. The reviewer should consider the type and magnitude of the deficiency and the individual's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. Document waivers, with justification, in the individual's training folder. (T-2)

4.3.4.3. The OG/CC will report end-of-cycle training shortfalls to AETC/A3F. (T-2) The report will include:

4.3.4.3.1. Number of individuals who did not complete training and reasons why. (T-2)

4.3.4.3.2. Additional training assigned. (T-2)

4.3.4.3.3. Number of training waivers issued with justification. (T-2)

4.3.4.3.4. Limitations contributing to incomplete training. (T-2)

4.3.4.4. Refer to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, for guidance on aviation suspension.

4.3.5. **Multiple Qualifications.** T-6A aircrew members with multiple qualifications must complete all T-6A CT requirements. (T-2)

4.3.6. **Aircrew Categories and Training Requirements.** All aircrew members will maintain minimum requirements according to AFI 11-202, Volumes 1 and 2; AFI 11-2T-6, Volume 2, and this instruction. (T-1)

4.3.6.1. **IPs.** Squadron commanders may assign BMC IPs to MR status upon completion of TI. In addition to AFI 11-202, Volume 1, training requirements, MR pilots must accomplish recurring ground training prescribed in **Table 4.2**, currency requirements prescribed in **Table 4.3**, and semiannual sortie and event requirements prescribed in **Table 4.4**. (T-2)

4.3.6.2. **FPs.** Squadron commanders may assign FPs to BAQ status upon completion of TI. In addition to AFI 11-202, Volume 1, training requirements, BAQ FPs must accomplish recurring ground training prescribed in **Table 4.2**, currency requirements prescribed in **Table 4.3**, and semiannual emergency procedures (EP)/CRM training prescribed in **Table 4.4**. (T-2)

4.3.6.3. **Senior Officer FPs.** Senior officer pilots maintaining BAQ status will always fly with an IP. In addition to AFI 11-202, Volume 1, training requirements, BAQ senior officer FPs must complete recurring ground training prescribed in **Table 4.2**, currency requirements in **Table 4.3**, and semiannual EP/CRM training prescribed in **Table 4.4**. (T-2)

4.3.6.4. **Indoctrination Flyers.** Indoctrination fliers will accomplish training requirements according to AFI 11-202, Volume 1 and: (T-2)

4.3.6.4.1. Flight equipment training and emergency egress (ejection seat) training according to AFI 11-301, Volume 1. (T-2)

4.3.6.4.2. Local Area Survival Training (SS01), and Emergency Parachuting Training (SS06) according to AFI 16-1301_AETCSUP 1. (T-2)

4.3.6.4.3. An annual review of aircraft systems and emergency procedures. (T-2)

4.3.6.4.4. An annual boldface written examination. (T-2)

4.3.6.4.5. Document training in the unit training folder. (T-2)

4.3.6.5. **FSs.** FSs will accomplish training requirements according to AFI 11-202, Volume 1, and: (T-2)

4.3.6.5.1. Flight equipment training and emergency egress (ejection seat) training according to AFI 11-301, Volume 1. (T-2)

4.3.6.5.2. Emergency parachute training and survival training according to AFI 16-1301. (T-2)

4.3.6.5.3. The completion and documentation of the standardized online FS test in accordance with AFI 11-202, Volume 2. (T-2)

4.4. Periodic EP and CRM Simulator Training:

4.4.1. All pilots will accomplish semiannual EP and CRM simulator training based on experience level as described in [paragraph 1.3.3.1](#) and as prescribed in **Table 4.4**. (T-2) Accomplish the mission in the simulator with a certified civilian simulator instructor (SI) or a qualified T-6A IP who has received training on simulator console operations. T-6 IPs may take credit for an EP and CRM simulator when administering the simulator. If semiannual requirements are not met, pilots will not fly until EP and CRM training is accomplished. (T-2) **Note:** PWC requirements may be met during EP and CRM simulator training (see [paragraph 4.9](#)).

4.4.2. Because of local emergency scenarios, a locally generated simulator EP and CRM instructor guide will be used when administering the simulator. (T-2) The simulator mission must include:

4.4.2.1. All critical action procedures and selected noncritical action emergencies. (T-2)

4.4.2.2. A cross section of thrust deficient situations, to include at least one forced landing initiated within the closed pullup zone. (See [Attachment 4](#) for description of the closed pullup zone.) (T-2)

4.4.2.3. Use of standby instruments. (T-2)

4.4.2.4. A reduced runway condition reading or hydroplaning stopping scenario. (T-2)

4.4.2.5. Applicable mishap lessons learned identified by MAJCOM, wing, or unit safety staffs. (T-2)

4.4.2.6. At least one CRM practice scenario briefed, accomplished, and debriefed, using CRM core concepts from AFI 11-290. (T-2)

4.4.3. Pilots must attend a CRM refresher each calendar year. (T-2) Track this training in ARMS. (T-2)

4.5. Theater Indoctrination Training (TI). TI is the beginning of the local pilot certification process. It is during TI that skills learned during IQT and MQT are reinforced in the local flying environment. New pilots will fly a local familiarization mission prior to the specific TI category missions. (T-2) This local familiarization mission will focus on local departure, military operating area, recovery, and pattern operations. (T-2) The mission should allow new IPs to absorb as many of the local idiosyncrasies as possible before concentrating on required category missions. The TI category missions should focus on training techniques, local constraints, common student errors, and should use local routes and bases to the maximum extent possible.

4.5.1. Pilots in TI will fly with assistant flight commanders and above, check pilots, or pilots designated by the squadron commander. (T-2)

4.5.2. IPs will not perform instructor duties before completing TI. (T-2)

4.5.3. Units will document ongoing TI training in the training folder. (T-2) Once TI is complete and the individual is certified on the Form 4348 as a Mission Ready IP, TI training documents may be removed from the training folder.

4.5.4. TI sorties may meet CT requirements during the period in which they are flown. As a minimum, fly the following missions:

- 4.5.4.1. Local familiarization (must be flown first and may be flown in combination with any of the specific category missions). (T-2)
 - 4.5.4.2. Contact. (T-2)
 - 4.5.4.3. High-level navigation (should be flown as an out and back). (T-2)
 - 4.5.4.4. Low-level navigation (may be flown in conjunction with the out-and-back mission). (T-2)
 - 4.5.4.5. Formation (N/A for 479FTG T-6 Combat Systems Operator (CSO) IPs). (T-2)
 - 4.5.4.6. Instrument (local area bases used for instrument training). (T-2)
 - 4.5.4.7. Uncontrolled airfield sortie. (T-2) As a minimum, plan the sortie to overfly those uncontrolled airfields that might be used as emergency airfields during the unit's routine flying operations. (T-2) If possible, fly practice ELPs at at least one the unit's routine-use uncontrolled airfields if conditions allow (e.g., # aircraft in pattern, weather, etc).
 - 4.5.4.8. Operational flight trainer (OFT) simulator practicing engine failures for each of the emergency landing pattern (ELP) series situations described in [Attachment 4](#). (T-2) Practice these ELPs in the OFT at the locally-assigned airfield and other runways likely for an ELP recovery, to include commonly used auxiliary, uncontrolled, or emergency airfields. Additionally, the erect spin recovery and spiral demonstration/recovery will be flown in the OFT during this sortie IAW [paragraph A4.7.6.3](#) and [A4.7.6.4](#). (T-2) If practical, accomplish this OFT before the AHC aircraft sortie flown during TI. Civilian simulator instructors or qualified T-6 IPs who have received training on simulator console operations may conduct the sim training.
 - 4.5.4.9. AHC sortie, if not accomplished during PIT or pilot instructor requalification. (T-2)
- 4.5.5. When applicable, missions may be combined if all training objectives are met. TI sorties will include training in normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields. (T-2) These items may be discussed as part of the preflight brief.
- 4.5.6. Each OG commander will develop a training program to prepare aircrews to operate in an uncontrolled airfield environment. (T-2) As a minimum, the program will include a discussion of all applicable codes of federal regulations, advisory circulars, and Aeronautical Information Manual references on uncontrolled airfield operations. (T-2) Training will emphasize standard civilian radio phraseology. (T-2)
- 4.5.7. After successfully completing all TI requirements, the new pilot may be certified by the squadron commander as MR by signing the AF Form 4348. (Additional sorties and requirements to become an MR IP are at the discretion of the squadron commander.)
- 4.5.8. PIT squadron commanders may tailor TI for previous MR IPs directly gained from specialized undergraduate pilot training (SUPT) squadrons. However, at a minimum, a local familiarization sortie must be accomplished. (T-2)
- 4.5.9. Squadron commanders may tailor TI for pilots who remain at the same base where they completed MQT. However, at a minimum, an ELP simulator and an AHC sortie must be

accomplished in accordance with paragraphs 4.5.4.8 and 4.5.4.9 if they were not accomplished during MQT. (T-2)

4.5.10. Squadron commanders may tailor TI for FPs; however, at a minimum, a local familiarization sortie must be accomplished. (T-2)

4.6. AHC Sortie Requirements and Restrictions:

4.6.1. If not accomplished during MQT formal syllabus training, an AHC sortie will be flown as part of TI at the new IP's assigned base. Each new IP will receive an additional AHC sortie 10 to 18 months following MR certification. All or part of this recurring AHC sortie may be accomplished in the T-6 OFT. (T-2) Any civilian simulator instructor or qualified T-6A IP who has received training on simulator console operations may administer this simulator. Additional AHC sorties may be flown as desired by an individual IP with an AHC IP in the aircraft. AHC training will be recorded in the IP's training records. (T-2) See Attachment 4 for more information concerning the sortie profile.

4.6.2. Plan to accomplish all AHC maneuvers in visual meteorological conditions (VMC) on one sortie. If weather prevents accomplishment of the high-speed ELP and/or straight-in ELP during an AHC aircraft sortie, these maneuvers will be accomplished in the simulator. **Exception:** Randolph AFB PIT may accomplish the high-speed ELP in the T-6 OFT for initial and recurring sorties. (T-2)

4.6.3. AHC maneuvers may only be flown on an AHC sortie with an AHC IP. (T-2) **Exception:** Maneuvers directed by the syllabus, such as the stability demonstration and slow flight torque demonstration, may be performed as directed by the syllabus or by any IP during a CT sortie.

4.7. BIP Program: (Note: IPs at PIT, and key wing personnel [wing commanders, wing vice commanders, OG commanders, and OG deputy commanders] are exempt from this program.)

4.7.1. Following TI, flight commanders will assign each new IP to a highly qualified BIP who will monitor the new IP's performance and provide guidance in all areas of job requirements until the new IP has instructed through each category of training. (T-2)

4.7.2. Due to different experiences of new IPs, two different BIP courses are available—long and short. The BIP short program is for new IPs with previous instructor or extensive major weapons system (MWS) experience. The BIP long program expands on the short program and is mandatory for FAIPs and recommended for individuals who do not have previous instructor or limited MWS experience. The squadron commander will designate which program new IPs will enter based on their performance during IQT, MQT, TI, and previous experience. (T-2)

4.7.3. The training prescribed in Attachment 5 is the minimum required. Squadron commanders should tailor each individual's BIP program and provide additional training as required.

4.7.4. Sponsor sorties may meet CT requirements during the period in which they are flown. (T-2)

4.8. Night Flying:

4.8.1. **Night Definition.** For purposes of CT, night is defined as the period between the end of evening civil twilight and the beginning of morning civil twilight. To obtain night sortie credit, a portion of the sortie must be flown during this period.

4.8.2. **Night Certification:**

4.8.2.1. **RCP.** Night RCP certification consists of a minimum of one night training sortie in the RCP with a night certified IP in the front cockpit (FCP), and spatial disorientation training accomplished in a MAJCOM approved spatial disorientation training device. **Note:** Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training will satisfy this requirement.

4.8.2.1.1. The night RCP certification sortie will be a composite instrument flight rules and visual flight rules (VFR) sortie, emphasizing spatial disorientation, night instruments, night VFR considerations, traffic pattern procedures, and visual references. (T-2)

4.8.2.1.2. To establish night RCP landing currency, at least three satisfactory night RCP landings must be accomplished. (T-2)

4.8.2.2. **FCP.** Pilots qualified in the T-6A are qualified to land in the FCP at night following spatial disorientation training accomplished in a MAJCOM-approved spatial disorientation training device. **Note:** Spatial disorientation training accomplished in conjunction with the pilot's most recent physiological training will satisfy this requirement.

4.8.2.2.1. Without night RCP certification, pilots will not instruct, establish, or regain landing currency for an RCP pilot. (T-2)

4.8.2.2.2. Night RCP currency is not required for a FCP pilot to instruct, establish, or regain landing currency for an RCP pilot. For the purpose of determining crew duty day limitations, the FCP IP will consider this a "night checkout sortie" IAW AFI 11-202v3 AETC Sup 1 if the pilot in the RCP is either unqualified or non-current. Double seat swaps conducted within a single flying period will be considered one sortie for the purposes of this restriction. (T-2) The FCP IP will not fly this event as the third flight-related activity of the duty day without an OG/CC waiver. (T-3)

4.8.3. **Night Restrictions.** Pilots who have not accomplished spatial disorientation training IAW paragraph 4.8.2.2. will not fly at night. (T-2)

4.8.4. **Documentation.** Night RCP certification training will be recorded on an AF Form 4348 in the training folder. (T-2)

4.9. Pilot Weather Category (PWC) Certification. (See AFI 11-2T-6, Volume 3, for PWC operational requirements and information.) PWCs are designed to reduce the exposure of pilots with limited experience to risks inherent during periods of low ceiling and visibility. Before PWC 1 certification, a pilot will demonstrate instrument knowledge and proficiency to a current PWC1 pilot (flight commander or above) by flying an approach in an aircrew training device with weather at or near PWC 1 ceiling and visibility minimums. (T-2) When calculating total time for the purpose of PWC designation, do not include student, undergraduate pilot training, or "other" flight time. (**Note:** Hours in an assigned aircraft may include all series or mission types of that aircraft.) Squadron commanders will certify PWC1 pilots. (T-2) Record certification on

an AF Form 4348 in the training folder and document on the Letter of Xs. (T-2) **Note:** For the purpose of this instruction, the wing commander, vice wing commander, OG commander, deputy OG commander, squadron commander, and squadron DO are designated as PWC1 pilots.

4.10. FCF Certification. See [Attachment 2](#) for FCF pilot requirements. Record certification on an AF Form 4348 in the training folder and document on the letter of Xs. (T-2)

4.11. Ground Training Requirements. Ground training accomplished during IQT, MQT, TI, and BIP training may be credited toward CT requirements for the training cycle in which it was accomplished. AFI 11-202, Volume 1, and Table 4.2 establish aircrew ground training requirements.

Table 4.2. Pilot Ground Training Requirements (T-2).

I T E M	A	B	C	D
	Subject (note 1)	Frequency	Prescribing Directive	Grounding
1	Aircrew flight equipment familiarization (LL01)	One time/ base	AFI 11-301, Volume 1, and this AFI	Yes
2	Emergency egress training, ejection seat (LL02)	Annually		Yes
3	Local area survival training (SS01)	One time/ base	AFI 16-1301	Yes
4	Emergency parachuting training (SS06)	Annually		Yes
5	Boldface and operations limits testing (note 2)	Monthly	This AFI	Yes
6	Noncombat survival training (SS04)	Triennially	AFI 16-1301	No
7	Water survival training (SS05) (note 3)	Triennially		No
8	Anti-hijacking training	Biennially	AFI 13-207	No
9	Aircrew flight equipment training (LL06)	Annually	AFI 11-301, Volume 1, and this AFI	No
10	CRM continuation training (note 4)	Annually	AFI 11-290 and this AFI	No
11	Instrument refresher course	See AFM 11-210	AFM 11-210	No

Notes:

1. This is a consolidated list. Units will comply with grounding/frequency requirements of most restrictive guidance when differences exist between this AFI and prescribing directives.
2. Required before the first flight of the month. An unsatisfactory boldface exam will result in grounding until successful reaccomplishment. Ops limits exams are correctable to 100 percent.
3. Aircrew noncurrent in water survival training (WST) must accomplish WST before conducting overwater flight (a flight in which the aircraft is outside the safe glide ratio to land at any time during the flight.)
4. For multiple-qualified T-6A pilots, accomplishment of annual CRM CT in their primary aircraft fulfills the T-6A annual CRM CT requirement in this table. For flight surgeons, CRM is a one-time requirement in the primary assigned aircraft.

4.11.1. Units will ensure all pilots attend annual CRM CT, which will build on the basic CRM skills taught in SUPT and the formal training unit. (T-2) This is a calendar year requirement and will be tracked in ARMS. (T-2) Briefings and debriefings will include the core curriculum of CRM training according to AFI 11-290 and MAJCOM guidance, as supplemented. (T-2)

4.11.2. For ancillary, readiness, mobility, and other training requirements, refer to the Advanced Distributed Learning Service website at https://golearn.csd.disa.mil/kc/main/kc_frame.asp.

4.12. Flying Training. All pilots will maintain currency requirements as applicable in Table 4.3 and sortie/event requirements as applicable in Table 4.4. (T-2) The OG commander (AETC/A3V for MAJCOM FEs) is the waiver authority for these requirements. Document waivers in the individual's training folder. (T-2)

Table 4.3. T-6A Currency Requirements in Days (T-2).

I T E M	A	B	C	D	E	F
	Maneuver	IP		FP	Senior Officer FP	Notes
		Inexperienced	Experienced			
1	Landing	30	45	30	45	1
2	Instrument approach					2
3	Rear cockpit (RCP) landing					3
4	Night RCP landing	90	90			3, 4, 5
5	Emergency landing pattern	30	60	30		6
6	Formation wing takeoff	60	90			7
7	Formation wing landing					
8	Low-level	90	120			
9	Traffic pattern stalls	120	180	120		
10	Power-on stalls					
11	Out of control flight	30	60	30		
12	4-Ship Formation	180	180			8
13	FCF Pilot	90	90			9
14	AHC IP	90	90			10

Notes:

1. See paragraph 4.12.2.1.
2. See paragraph 4.12.2.5.
3. Updates landing currency.
4. Updates RCP landing currency.
5. Only applicable to IPs maintaining night RCP landing currency.
6. FPs must have a current and qualified IP at a set of controls.
7. Updates landing currency or RCP landing currency, as applicable.
8. See paragraphs A7.1.3 and A7.2.3.
9. See paragraph A2.6.
10. See paragraph A4.3.

Table 4.4. Semiannual Event Requirements Summary (T-2).

I T E M	A	B	C	D	E	F
		IP		FP	Senior Officer FP	Notes
		Inexperienced	Experienced			
1	Student instructional sortie	24	24			1
2	Instructor development sortie	18	10			2
3	EP/CRM simulator	2	1	2	1	3
4	Instrument approaches (total)	12	8	12		
5	Published approach procedure	3	3	3		4
6	Precision approaches	4	2	4		
7	Nonprecision approaches			2		
8	Circling approaches	2	2	2		5
9	Power-on stalls					
10	Traffic pattern stalls					
11	Out of control flight recovery					
12	Contact abnormal flight recoveries					
13	Normal pattern and landing					
14	No-flap pattern and landing					
15	Emergency landing pattern				6	
16	Night RCP landing					7
17	Formation takeoff	4	2			8
18	Formation landing					

Notes:

1. Complete a Primary Pilot Training (PPT), UCSO, ENJJPT, ENJJPT PIT, PIT syllabus-directed mission, TI, IP/FP requalification sortie, or any flight evaluation as a flight examiner.
2. Fly at least one ID sortie in each syllabus category per semiannual period.
3. Emergency procedures/CRM simulator requirements do not begin until unit simulators are operational.
4. Fly a complete procedure (high or low altitude) from the initial approach fix (IAF) to landing or missed approach/climb out.
5. Fly the circling maneuver at the end of a published approach or a low closed pattern where local procedures are established.
6. FPs must have a current and qualified IP at a set of controls.
7. Only required for pilots who maintain night RCP currency.
8. Fly from either the lead or wing position.

4.12.1. **Restrictions.** Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. (T-2) FPs will not fly simulated EPs, touch-and-gos, traffic pattern stalls, power-on stalls, out of control flight, formation, or low-level without a current IP at a set of controls. (T-2) **Exception: FPs enrolled in a formal AETC course of training (i.e., PIT), or FPs flying sorties during Wing Theater Indoctrination training (TI), are exempt from these restrictions. In these cases, formation sorties will be performed under the direct supervision of an IP in the other formation aircraft. Additionally, simulated EPs and touch and go landings will only be accomplished at**

RSU monitored airfields or the tower controlled patterns at Randolph AFB and NAS Pensacola. (T-2)

4.12.2. Currency and Recurrency. Unless otherwise restricted, pilots may log and update currencies during any sortie (including student sorties) if the maneuver or item is demonstrated. If a pilot loses an event currency, he or she will not perform that event except for the purpose of regaining currency under the supervision of a current and qualified instructor. (T-2) Unless otherwise specified, 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. (T-3)

4.12.2.1. Landing Currency. Landing currency, IAW Table 4.3, is required to maintain basic aircraft qualification. Currency may be regained by flying at least three satisfactory landings with a landing-current IP. (T-2) A landing from either the FCP or RCP updates landing currency. Loss of landing currency exceeding 90 days requires the following action: (**Note:** Timing starts from last landing.)

4.12.2.1.1. For 91 through 135 days. Same as **paragraph 4.13.2.1**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). (T-2)

4.12.2.1.2. For 136 through 225 days. Same as **paragraphs 4.13.2.1** and **4.13.2.1.1**, plus a recurrency flight (at least three satisfactory landings with a landing-current IP), qualification written examinations, and an emergency procedures evaluation (EPE). (T-2) AF Form 8 documentation is not required.

4.12.2.1.3. For 226 days up to 39 months at the end of a nonflying assignment or 48 months at the end of any active flying assignment. For basic aircraft requalification, accomplish items in **paragraphs 4.12.2.1** through **4.12.2.1.2**, plus a locally administered qualification program approved by the OG commander, to include an instrument or qualification evaluation. (T-2) **Note:** See paragraph 3.9 for instructor requalification guidance.

4.12.2.1.4. For periods of time greater than **paragraph 4.12.2.1.3**. Accomplish basic aircraft requalification IAW AFI 11-202, Volume 1, and accomplish instructor requalification according to **paragraph 3.9** of this instruction. (T-2)

4.12.2.2. RCP Landing Currency. RCP landings update both landing and RCP landing currencies. Currency may be regained by flying at least three satisfactory RCP landings with a landing-current IP.

4.12.2.3. Night RCP Landing Currency. FCP landing currency is good day or night. IPs maintaining night RCP currency must accomplish a night RCP landing once every 90 days to maintain currency. To regain night RCP landing currency, three night RCP landings must be accomplished. (T-2) The FCP IP is not required to be current in night RCP landings, but must have completed night RCP certification. These landings must be accomplished between the end of evening civil twilight and the beginning of morning civil twilight. (T-2)

4.12.2.3.1. IPs must be current in night RCP landings to instruct night FCP landings from the RCP. (T-2)

- 4.12.2.3.2. Night RCP landings update landing, RCP landing, and night RCP landing currencies.
- 4.12.2.4. **ELP Currency.** If ELP currency is lost, pilots will not fly without an ELP current IP on board until currency is regained. (T-2) Currency may be regained by flying an ELP from high or low key with an ELP-current IP.
- 4.12.2.5. **Instrument Approach Currency.** Instrument approaches will be flown from the initial approach fix (IAF), or radar vectors, to landing or missed approach and may be flown from either cockpit. Currency may only be updated in simulated instrument meteorological conditions (IMC) with an instrument qualified pilot acting as a safety observer; or on any sortie flown at night or during actual IMC. (T-2) If currency is lost, regardless of the pilot's PWC, instrument approaches may not be flown until currency is regained by flying an instrument approach with a current IP. (T-2)
- 4.12.2.6. **Wing Takeoff Currency.** IPs and BAQ FPs maintaining formation qualification must accomplish a formation wing takeoff IAW [Table 4.3](#) to maintain currency. Takeoff may be performed from either the lead or wing position. If currency is lost, formation wing takeoffs will not be accomplished without a wing takeoff current IP on board; Interval takeoffs may still be accomplished. To regain formation wing takeoff currency, a formation wing takeoff will be accomplished with a formation-current IP. (T-2)
- 4.12.2.7. **Wing Landing Currency.** IPs and BAQ FPs maintaining formation qualification must accomplish a formation landing IAW [Table 4.3](#) to maintain currency. Landing may be performed from either the lead or wing position. To regain formation landing currency, a formation wing landing will be accomplished with a formation-current IP. (T-2)
- 4.12.2.8. **Low-Level Currency.** IPs and BAQ FPs maintaining low-level qualification must accomplish a route entry or exit and at least two legs of a military training route (MTR) IAW [Table 4.3](#) to maintain currency. Currency may be regained by flying a route entry or exit and at least two legs of a MTR with a low-level-current IP. (T-2)
- 4.12.2.9. **Traffic Pattern (TP) Stall Currency.** IPs and BAQ FPs must accomplish a full set of TP stalls (overshooting, undershooting, and landing attitude) IAW [Table 4.3](#) to maintain currency in the aircraft. If TP stall currency is lost, pilots will not fly without a current IP on board until currency is regained. Currency may be regained by flying a full set of TP stalls (overshooting, undershooting, and landing attitude) with a TP stall-current IP. (T-2)
- 4.12.2.10. **Power-On Stalls.** IPs and BAQ FPs must accomplish a combination of 2 power-on stalls (straight/turning/high/low) IAW [Table 4.3](#) to maintain currency in the aircraft. . If PO stall currency is lost, pilots will not fly without a current IP on board until currency is regained. Currency may be regained by flying a combination of 2 power-on stalls (straight/turning/high/low) with a power-on stall-current IP. (T-2)
- 4.12.2.11. **Out-of-Control Flight (OCF) Currency.** IPs and BAQ FPs must accomplish an OCF recovery IAW [Table 4.3](#) to maintain currency in the aircraft. If OCF currency is lost, pilots will not fly without a current IP on board until currency is

regained. Currency may be regained by flying an OCF recovery with an OCF-current IP. (T-2)

4.12.2.12. Additional Certification Currency:

4.12.2.12.1. **FCF Currency.** See Attachment 2 for currency requirements.

4.12.2.12.2. **AHC IP Currency.** See Attachment 4 for currency requirements.

4.12.2.12.3. **4-Ship Basic/Flight Lead Currency.** See attachment 7 for 4-ship currency requirements.

4.13. Semiannual Event Requirements. Table 4.4 establishes the minimum semiannual sortie and event requirements for all MR IPs. Except for EP/CRM simulator requirements, BAQ FPs and senior officer pilots are only required to meet currency requirements per **Table 4.3.** (T-2)

4.13.1. **Logging Semiannual Events:**

4.13.1.1. Events may be logged when accomplished on any sortie, to include formal training syllabus missions when the instructor demonstrates the maneuver. (T-2)

4.13.1.2. Events, when accomplished, may be dual logged. For example, a pilot flying a complete instrument approach procedure from the IAF to a nonprecision final with a circling maneuver to land may log: instrument approach, published approach procedure, nonprecision approach, and circling approach. (T-2)

4.13.1.3. Appropriate currency should be updated when an event is flown. (See [paragraph 4.12.2.5](#)) (T-2)

4.13.1.4. ELPs may be logged when flown from either high or low key. (T-2)

4.13.1.5. For the following events with more than one maneuver, log an event after performing the minimum shown:

4.13.1.5.1. For power-on stalls, two stalls (a combination of straight/turning/high/low). (T-2)

4.13.1.5.2. For TP stalls, a full set (overshooting, undershooting, and landing attitude). (T-2)

4.13.1.5.3. For recoveries from abnormal flight, two of the following: nose low, nose high, and inverted. (T-2)

4.13.1.6. For formation takeoff and formation landing, log from either the lead or wing position. (T-2)

4.13.2. **Logging ID Sorties.** All SUPT, ENJJPT, and PIT IPs will fly a minimum of one ID sortie dedicated to each syllabus category of training per semiannual period. (T-2) The remaining ID sorties may be flown in any category and should be tailored to developmental requirements as determined by the squadron commander. ID sorties will not be logged on formal training syllabus missions. Both IPs may log ID sorties when both pilots fly the minimum maneuvers required by the squadron DO-defined profile.

4.14. PIT Re-Blue Program. See [Attachment 6](#).

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-6, Volume 2, *T-6A Aircrew Evaluation Criteria*, 8 August 2013

AFI 11-2T-6, Volume 3, *T-6A Operations Procedures*, 20 July 2011

AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

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

AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 December 2008

AFMAN 11-248, *T-6 Primary Flying*, 19 January 2011

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 Oct 2012

AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, 13 December 2010

AFI 13-201, *Airspace Management*, 21 August 2012

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, *Maintenance Operational Checks and Check Flights*, 15 March 2012

TO 1T-6A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual*, 1 June 2010

TO 1T-6A-1, *Flight Manual, USAF/USN Series T-6A Aircraft (T-6A flight manual)*, 24 January 2006

Prescribed Forms

AF IMT 4297, *Functional Check Flight Certification Record (T-6A Aircraft)*

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4290, *Unplanned Supersonic Flight Activity Log*

AF Form 4293, *Student Activity Record*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 4327, *ARMS Fighter Flight Authorization*

AF Form 2400, *Functional Check Flight Log*

Abbreviations and Acronyms

ADO—assistant director of operations

AGL—above ground level

AHC—aircraft handling characteristics

AOA—angle of attack

API—aircrew position indicator

ARMS—Aviation Resource Management System

BAQ—basic aircraft qualification

BIP—buddy instructor pilot

BMC—basic mission capable

CC—commander

CD—deputy commander

CRM—cockpit/crew resource management

CSI—certified simulator instructor

CT—continuation training

CV—vice commander

DO—director of operations

ELP—emergency landing pattern

ENJJPT—Euro-NATO joint jet pilot training

EP—emergency procedure

EPE—emergency procedures evaluation

ETCA—education and training course announcements

FAIP—first assignment instructor pilot

FCF—functional check flight

FCP—front cockpit

FE—flight examiner

FHP—flying hour program

Flt—flight

FP—first pilot

FS—flight surgeon
FSO—flying safety officer
GPS—global positioning system
IAF—initial approach fix
ID—instructor development
IFR—instrument flight rules
IMC—instrument meteorological conditions
IP—instructor pilot
IQT—initial qualification training
KIAS—knots indicated airspeed
MAJCOM—major command
MDS—mission design series
MQT—mission qualification training
MR—mission ready
MTR—military training route
MWS—major weapons system
NAF—numbered Air Force
NMR—nonmission ready
OCF—out-of-control flight
OG—operations group
OPR—office of primary responsibility
PA—Privacy Act
PCL—power control lever
PF—pilot flying
PIT—pilot instructor training
PNF—pilot not flying
PPT—primary pilot training
PR—progress review
PWC—pilot weather category
RCP—rear cockpit
RDS—records disposition schedule
RSU—runway supervisory unit

SOF—supervisor of flying

SQ—squadron

stan/eval—standardization/evaluation

SUPT—specialized undergraduate pilot training

TI—theater indoctrination

TIMS—Training Integration Management System

TP—traffic pattern

UFT—undergraduate flying training

UPT—undergraduate pilot training

USEM—unit standardization/evaluation monitor

VFR—visual flight rules

VMC—visual meteorological conditions

VSI—vertical speed indicator

WG—wing

WST—water survival training

Terms

Continuation training—Training to maintain proficiency and improve aircrew capabilities to perform unit missions, and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations.

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—An evaluation of aircrew knowledge and responsiveness to critical and noncritical EPs conducted by an FE in accordance with AFI 11-202, Volume 2, and AFI 11-2T-6, Volume 2.

Formal course—A training course listed in education and training course announcements (ETCA) (<https://etca.randolph.af.mil/>).

Instructor development sortie—Sortie used to develop an instructor's abilities to teach/instruct various missions and maneuvers in the aircraft.

Initial qualification training—Training to qualify an aircrew member for basic aircrew duties in an assigned aircrew position without regard for the unit's operational mission.

Mission qualification training—Training to qualify an aircrew member in an assigned aircrew position to perform the command or unit mission.

Night—For purposes of this instruction, night is defined as the period between the end of evening civil twilight and the beginning of morning civil twilight.

Night landing—A landing conducted during the period 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 a portion of the flight is accomplished between the end of evening civil twilight and the beginning of morning civil twilight.

Professional quality index—An AFI 11-401 index used to identify aircrews who fail to complete basic training minimums and requirements that have not been waived.

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. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Theater indoctrination training—Training to familiarize an aircrew member with airfields, airspace, and the flying environment typical of the unit's mission.

Senior officer—For purposes of this instruction, a senior officer is a colonel select or above.

Squadron supervisor—For purposes of this instruction, squadron commanders, DOs, ADOs, and flight commanders are squadron supervisors.

Attachment 2

FCF PROGRAM

A2.1. Overview. The OG commander will designate one FCF pilot as the chief of the FCF program, one lead FCF pilot for each operationally assigned aircraft, and will determine the need for additional FCF pilots. (T-2) The chief FCF pilot will be assigned to the OG, and lead FCF pilots should be assigned to the OG at the discretion of the OG commander. (T-2) The chief FCF pilot may act as MDS-specific lead FCF pilot. FCF pilot and FCF IP certifications will be documented in the training folder on an AF Form 4348 and on the letter of Xs. (T-2)

A2.2. FCF Chief Responsibilities:

A2.2.1. Supervise and administer the wing aircraft FCF program according to AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*; TO 1T-6A-6CF-1, *Functional Check Flight Procedures*; and MAJCOM and local policy and procedures. (T-2)

A2.2.2. Work closely with maintenance quality assurance personnel. (T-2)

A2.2.3. Maintain an FCF read file for FCF issues available to all FCF pilots for review before flying FCF sorties. (T-2)

A2.2.4. Ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment. (T-2)

A2.2.5. Ensure minimum FCF requirements and currencies are met, and noncurrent pilots are not allowed to fly until recurrent. (T-2)

A2.2.6. Act as a liaison member of OG stan/eval and air traffic control agencies. (T-2)

A2.2.7. Ensure local flight clearance is coordinated between the FCF section and air traffic control agencies. (T-2)

A2.2.8. Maintain AF Form 4327 to serve as the FCF Flight Authorization. (T-2) Maintain AF Form 2400 or a locally developed, equivalent automated product to serve as the FCF Flight Log. (T-2)

A2.3. FCF Pilot Requirements. FCF pilots will be selected from highly qualified wing pilots. (T-2) Pilots selected must have completed TI and have at least 4 months of experience in the T-6A, 750 total flying hours and 200 IP/FP hours or 650 total hours and 300 IP/FP hours in the T-6A. (T-2)

A2.4. FCF IP Requirements. A pilot selected to be an FCF IP must have at least 4 months of experience conducting FCFs. (T-2) FCF IPs will be certified by the OG on the AF Form 4348. (T-2) Once appointed, they will train new FCF pilots and administer FCF certification flights according to local training programs. (T-2)

A2.5. FCF Training:

A2.5.1. Before being certified as an FCF pilot, pilots will complete a local checkout program that includes the following, as a minimum,

A2.5.1.1. Reviewing applicable areas of AFI 21-101; TO 1-1-300; TO 1T-T-6A-6CF-1; AFI 11-2T-6, Volume 1; AFI 11-2T-6, Volume 3; and local FCF procedures. (T-2)

A2.5.1.2. Flying an adequate number of FCF training profiles in the aircraft or simulator as determined by the FCF IP. (T-2)

A2.5.1.3. Flying a certification flight on a full profile FCF sortie after completing the local checkout program. (T-2)

A2.5.2. Upon completion of the training program, the OG commander will sign an AF Form 4348 authorizing the pilot to perform FCF duties. (T-2) File the signed AF Form 4348 in the FCF pilot's training folder. (T-2) The FCF IP will complete an AF IMT 4297, *Functional Check Flight Certification Record T-6A Aircraft*, and the FCF chief will sign the supervisor's block. (T-2)

A2.6. FCF Currency. FCF pilots must fly an FCF flight every 90 days to maintain currency. FCF pilots who fail to meet these requirements will be considered FCF noncurrent and will not fly an FCF sortie until recurrent. To regain currency, the FCF pilot must review the FCF read file and fly an FCF sortie with an FCF IP in the aircraft or simulator. (T-2) FCF pilots who exceed 180 days from their last FCF flight will be decertified. To be recertified, FCF pilots must review the FCF read file, pass a ground evaluation, and fly an FCF certification flight with an FCF IP. (T-2) If an FCF is flown dual, it may be counted as an FCF flight for both pilots provided a proportionate number of test items are accomplished by each pilot.

A2.7. FCF Restrictions:

A2.7.1. FCFs will not be conducted with other type missions except FCF CT, FCF upgrade training, or FCF certification flights. All FCF requirements will be accomplished by an FCF pilot or an FCF pilot in training with an FCF IP on board. Current and qualified T-6A IPs may fly in the RCP as crewmembers to assist on the flight, but they will not fly any FCF checks. (T-2)

A2.7.2. Only maneuvers according to T.O. 1T-6A-6CF-1 will be accomplished on FCF missions. (T-2)

A2.7.3. Vision-restricting devices will not be used in FCF aircraft. (T-2)

A2.7.4. Local FCF pilots are authorized to perform required FCFs on transient lead command aircraft if approved by the owning OG commander. (T-2)

A2.7.5. Lead command FCF pilots or crews will not normally perform FCFs on transient aircraft from other services or commands without specific approval from the wing commander or equivalent with operational control over the aircraft. (T-2)

A2.7.6. Only lead command FCF pilots or crews will fly FCFs on the lead command's aircraft. (T-2)

Attachment 4

AHC PROGRAM

A4.1. Overview of the AHC Program. The AHC program provides IPs an in-depth look at the handling characteristics of the T-6A when operated at the very edges of the envelope. The program focuses on the effects of torque on spins, stalls, and slow flight; alternative weather penetration ELP profiles; and aircraft ELP capabilities from within the standard pattern.

A4.2. AHC IP Certification. AHC IPs will normally be FEs. However, OG commanders may select any experienced T-6A IP to be certified as an AHC IP. Units will certify the minimum number of IPs required to fulfill AHC sortie training requirements. (T-2) Before being certified as an AHC IP, selected IPs must complete a minimum of two AHC IP certification sorties that focus on instructing the maneuvers. (T-2) Training will be certified by the OG/CC (or designated representative) and documented in the IP's training record on an AF Form 4348 and tracked on the letter of Xs (Attachment 3). (T-2)

A4.2.1. **Ground Training.** Prior to the AHC IP certification sorties, upgrading instructors will review AHC information contained in the following material: TO 1T-6A-1 (T-6A flight manual); AFI 11-2T-6, Volumes 1 and 3; AFMAN 11-248, *T-6 Primary Flying*; and other information as determined locally.

A4.2.2. Flight Training:

A4.2.2.1. On the first AHC IP certification sortie, the AHC IP will brief the sortie with emphasis on local restrictions, instructional techniques, and safe accomplishment of the required maneuvers. The AHC IP will then fly and instruct the maneuvers. Fuel and time permitting, the upgrading instructor may fly and practice instructing any of the maneuvers after the initial AHC IP demonstration. (T-2)

A4.2.2.2. On the second AHC IP certification sortie, the upgrading instructor will brief, fly, and instruct all maneuvers. (T-2)

A4.3. AHC IP Currency. Certified AHC IPs must accomplish an AHC sortie every 90 days. AHC maneuvers flown over 2 or 3 sorties may be combined to log an AHC sortie when all required events are complete. To regain currency, the AHC IP must fly an AHC profile with an AHC-current AHC IP. (T-2) AHC IPs who exceed 180 days from their last AHC sortie will be decertified. To be recertified, AHC IPs will accomplish the Preflight Review IAW paragraph A4.5 and fly two AHC sorties with a qualified AHC IP (one refamiliarization/training sortie and an AHC certification sortie.) (T-2)

A4.4. AHC Sortie Overview. AHC sorties will only be flown with an AHC IP. These sorties are designed to allow the IP or PIT student to observe and practice AHC maneuvers to ensure an understanding of the aircraft's capabilities and characteristics during each maneuver performed. (T-2)

A4.5. Preflight Review. Prior to the sortie, the pilot will review Section III and VI of the T-6A flight manual; AFMAN 11-248; and AFI 11-2T-6, Volumes 1 and 3; to include: (T-2)

A4.5.1. OCF entry procedures and restrictions. (T-2)

A4.5.2. OCF recovery procedures. (T-2)

A4.5.3. Stability demonstration procedures, characteristics, and engine limitations. (T-2)

A4.5.4. Stall characteristics and restrictions. (T-2)

A4.5.5. Weather conditions and restrictions for stalls, spins, and ELPs. (T-2)

A4.5.6. AHC ELP profiles. (T-2)

A4.6. Preflight Briefing. The preflight briefing should include objectives of the flight, details and sequence of each maneuver to be accomplished, and an explanation of the expected results in each of the maneuvers.

A4.7. Sortie Profile:

A4.7.1. Restrictions and Requirements:

A4.7.1.1. No more than two aircraft total (one in the tower controlled pattern at Randolph AFB PIT and 479FTG, NAS Pensacola) are allowed in the pattern during AHC operations. (T-2)

A4.7.1.2. Only AHC sorties will be in the pattern when an aircraft is conducting AHC maneuvers. (T-2)

A4.7.1.3. Only AHC maneuvers will be conducted during AHC pattern times. (T-2)

A4.7.1.4. ELPs must be flown in a runway supervisory unit (RSU)-controlled pattern. (T-2) Additionally, an AHC controller must be the active controller. (T-2) **(Exception:** Randolph AFB PIT may conduct AHC maneuvers in the tower controlled pattern as long as the supervisor of flying [SOF] monitors pattern operations, and no other aircraft monitored by the SOF are airborne in the local area. AHC ELPs flown in the Randolph AFB tower controlled pattern will be flown under the supervision of a tower controller and SOF who have received an orientation on T-6 AHC ELP operations. (T-2) This orientation will be given by the runway supervisory unit training and standardization officer, runway supervisory unit training officer, or the SOF program manager and will cover basic AHC ELP operations as well as the SOF/tower controller's role in making safety-of-flight radio calls (i.e., "go around," "discontinue"). 479FTG will conduct AHC pattern operations in the Pensacola NAS tower-controlled pattern. 479FTG/CC will ensure USN tower controllers receive an orientation briefing on T-6 AHC pattern operations. This orientation will cover AHC ELP pattern operations, with specific guidance on the tower controller's role in making safety-of-flight radio calls ("go around/wave-off", "discontinue", etc.) (T-2)

A4.7.1.5. Opposite-direction and crossing or parallel runway landings will not be attempted. In zone B, assess the energy level of both approach end and departure base keys, then intercept a normal inside downwind ground track. In addition, crews will not practice takeoff emergencies below 500 feet AGL. (T-2)

A4.7.1.6. Crews will use **On** profile, **Runway** in sight, and safely **Maneuver** to land 3-2-1 (**ORM 3-2-1**) gate heights as minimum altitudes. (T-2) At 300 feet AGL (**3**), the crew should determine whether to continue or not. No later than 200 feet AGL (**2**), the crew will confirm the gear down. At no less than 100 feet AGL (**1**), the aircraft will be on center line (or alternate sides for reduced runway separation) for landing. (T-2)

A4.7.1.7. Following an initial torque reduction, the pilot flying (PF) will set the PCL to 4 to 6-percent torque or direct the pilot not flying (PNF) to set 4- to 6-percent torque. Torque will be fine tuned to 4 to 6 percent by the PNF only after the ELP has been approved and the PF directs, "set torque." Once 4- to 6-percent torque is set, the PNF will respond with "torque is set," informing the PF that no further adjustment will be made by the PNF. (T-2)

A4.7.1.8. Crews will lower the gear normally and then announce on the intercom, "simulate emergency gear handle pull." The emergency gear handle will not be activated unless it is required in an actual emergency. (T-2)

A4.7.1.9. ELPs will not be attempted from zones A or G or from other areas not defined. 479FTG-assigned pilots are not required to perform AHC ELP training from Zones C & D at NAS Pensacola. (T-2)

A4.7.1.10. Crews will refer to MAJCOM and local guidance for pattern deconfliction rules and radio calls. (T-2)

A4.7.2. Best Rate-of-Climb Takeoff (Optional). This maneuver demonstrates the T-6A best rate of climb. Perform this maneuver according to Section II of the T-6A flight manual. Rotate to 15 degrees nose high after liftoff and accelerate to the best rate-of-climb speed of 140 knots indicated airspeed (KIAS), using normal procedures until reaching 5,000 feet mean sea level or as directed locally.

A4.7.3. Slow Flight (Torque Demonstration). The purpose of the slow flight profile is to demonstrate the effects of torque on the aircraft while operating in the *very slow* flight regime. Start by accomplishing pre-stall, spin, and aerobatic checks. Then, at a safe altitude, slow the aircraft below 150 KIAS and configure with landing gear down and landing flaps. Continue reducing airspeed to approximately 80 KIAS (about 15 units of AOA), while setting approximately 45-percent torque. Note that the stick shaker may be on throughout the demonstration. Accomplish the following procedures:

A4.7.3.1. Straight and Level. This slow flight maneuver demonstrates operating the aircraft on the *back side of the power curve*. Pilots must understand that increased AOA will result in increased drag and a stall if not carefully flown. Note the pitch attitude, torque, and rudder deflection required to maintain straight-and-level flight. This is the picture a pilot should see at rotation during takeoff or just prior to touchdown during landing.

A4.7.3.2. Control Effectiveness. Rapid control inputs, especially in the flare, often do not give the aircraft sufficient time to respond to the inputs. While moving the ailerons with small, rapid movements, notice that even though the ailerons are moving, the controls have little effect on changing the heading or bank of the aircraft during slow flight. In slow flight, less airflow over the control surfaces requires smooth, positive inputs to effectively control the aircraft.

A4.7.3.3. Torque. The T-6A has an initial tendency to pitch up, yaw, and roll left if the pilot does not maintain positive control during full power takeoffs, go-arounds, missed approaches, and the go portion of touch-and-gos. To demonstrate this, quickly increase power to MAX from straight-and-level coordinated slow flight and let go of the controls. Note that the nose tracks up, yaws, and rolls left approaching a stall. Recover from the

buffet prior to the stall. Reestablish slow flight and increase power to MAX again. This time, hold the proper takeoff pitch and apply a coordinated rudder to maintain a proper nose track. Emphasize that positive control of the aircraft will allow a safe takeoff, touch-and-go landing, or go-around.

A4.7.4. Stability Demonstration. The purpose of the stability demonstration is to show that the aircraft will not spin if it is not stalled (even though there is yaw induced by torque). It also shows the effect of different torque settings on the aircraft in this flight regime. Accomplish the following procedures:

A4.7.4.1. Idle. Accelerate to 160 KIAS and set 60 percent torque. Increase the pitch smoothly to 45 degrees nose high. Allow the airspeed to decay, using back stick pressure to maintain 45 degrees pitch and ailerons to maintain wings level. Apply enough rudder inputs for coordinated flight. Passing 80 KIAS (or at first stick shaker), select idle power and position the stick and rudder to neutral. Note that there is some nose track to the left as the nose smoothly falls through the horizon. The aircraft will not stall as long as neutral stick is maintained. When the nose is well below the horizon, recover from the dive. Use power as required when the engine parameters (for example, oil pressure) are confirmed within limits and stable.

A4.7.4.2. Sixty Percent Torque. Accelerate to 160 KIAS and set 60 percent torque. Increase the pitch smoothly to 45 degrees nose high while using coordinated rudder. Allow the airspeed to decay, using back stick pressure to maintain 45 degrees pitch and ailerons to maintain wings level. Apply enough rudder inputs for coordinated flight. Passing 80 KIAS (or at first stick shaker), position the stick and rudder to neutral. Note that the nose falls and the aircraft smoothly rolls significantly to the left. When the nose is well below the horizon, recover from the dive. Use power as required when the engine parameters (oil pressure) are confirmed within limits and stable.

A4.7.5. Stall Series. The stall portion of the AHC sortie demonstrates T-6A handling characteristics while stalled with different configurations and power settings. Perform AHC stalls above 6,000 feet AGL, complete the pre-stalling, spinning, and aerobatic checklists, and clear the working area prior to starting. Accomplish the following procedures:

A4.7.5.1. Power-On Stalls. In a wings level stall with idle power, typically the right wing will drop first at the point of stall. With higher power settings (greater than or equal to 60 percent) in the same situation, the effect of torque will typically cause the aircraft to roll left as it stalls. Gear position has little effect on stall characteristics, but extending the flaps (which lowers stall speeds) aggravates the roll off tendency (slightly right with power off, left with high power settings) at stall. Enter the stall setup near 140 KIAS and raise the nose approximately 30 degrees. Increase back stick pressure as required to maintain this attitude until past the stick shaker and into the stall (loss of control effectiveness). Emphasis during the AHC sortie is on recognizing torque effect vs. stall recognition and recovery. Recover the aircraft by relaxing back stick pressure and using power, ailerons, and rudder as required. Power-on stalls require only relaxing back stick pressure to allow the nose to decrease to approximately 2 degrees nose high. Looking straight ahead and feeling the aircraft response is the most effective technique to determine pitch attitude and rudder requirements. Perform power-on stalls with the configuration, torque, and bank angle shown in **Table A4.1**.

Table A4.1. Power-On Stalls.

I T E M	A	B	C	D
	Configuration	Torque	Bank Angle	Expected Result
1	Clean	Idle	Zero degrees	Roll right
2		60 percent		Roll left
3	Gear/LDG flaps	Idle		Roll right
4		60 percent	30 degrees	Aggravated roll left
5				
6			30 degrees	Aggravated roll to wings level

A4.7.5.2. Full Aft Stick Stall:

A4.7.5.2.1. The aft stick stall demonstrates that the aircraft can be fully stalled without a nose drop, and requires a composite cross-check to determine a stalled condition. Accelerate to 140 KIAS and raise the nose to approximately 30 degrees nose high. Then set approximately 30-percent torque. Use back stick pressure, ailerons, and coordinated rudder to maintain level flight until reaching full aft stick. Note that the stick shaker is activated, AOA is at maximum (beyond 18 units), airspeed is 80 to 110 KIAS, and vertical speed indicator (VSI) indicates a 1,500 to 4,000 feet per minute descent. Note how much effort it takes, using rudder and ailerons, to maintain wings level and that the pitch attitude remains at or near the horizon with no nose drop. Be aware that aggressive control inputs while in a deep stall may result in a pilot-induced oscillation and post-stall gyrations.

A4.7.5.2.2. Recover the aircraft by relaxing back stick pressure and using power as required. Use right rudder pressure as required to center the ball through the acceleration and recovery. Recovery is immediate with very little decrease in pitch. To confirm recovery, check that the AOA is below 18 units; the altimeter has stopped decreasing; and VSI has reversed.

A4.7.6. **Spin Series.** The spin portion of the AHC sortie demonstrates the characteristics of a spin and the effect of recovery controls. Because an unplanned departure from controlled flight can be quite abrupt and unnerving for most pilots, IPs must be familiar with aircraft departure characteristics and recovery procedures in order to properly teach them to students. Recovery from an inadvertent loss of control (including post-stall gyrations, incipient spins, steady-state spins, inverted spins, and spirals) can be accomplished by promptly reducing power to idle and positively neutralizing the flight controls in all axes. Patience and the maintenance of controls (including visual verification of control positions) are vital because the dynamics of any aircraft departure may prevent an immediate response of the aircraft to control inputs. Pilots will enter AHC spins with power at idle and pitch approximately 15 to 40 degrees nose high. The following spins will be accomplished during this portion of the sortie: (**Warning:** During AHC spin training, do not exceed four 360-degree turns from the application of rudder at spin entry until recovery controls are applied.)

A4.7.6.1. **Neutral Controls (OCF) Recovery.** This maneuver demonstrates spin parameters and the standard recovery technique used when the aircraft departs controlled

flight. The IP will point out the AOA (full deflection 18+ units), airspeed (120 to 135 KIAS), and turn rate. Normally, an OCF recovery is initiated immediately when an out-of-control condition is recognized, typically within a turn or two. For purposes of this demonstration, however, the recovery will be delayed for at least two turns in order to look at the spin characteristics and show that the procedure remains effective.

A4.7.6.2. Controls-Free Recovery. This maneuver demonstrates the inherently stable characteristics of the aircraft. Trim the aircraft pitch into the green band before entering this spin. Once the aircraft has entered a normal erect spin, ensure the PCL is in idle and release all controls (including the rudder). The nose-down pitch angle and spin rate will increase, and the control stick will move slowly forward and in the direction of the spin. The stick will be forward of the pilot's knee and leaning in the direction of the spin with an accelerated turn rate when it *pops out* of the spin in a nose-low attitude. Take the controls immediately and recover from the ensuing dive.

A4.7.6.3. Erect Spin Recovery (Simulator Only). This maneuver demonstrates fully-developed spin characteristics and the ability to rapidly recover from a spin by applying anti-spin control inputs. The IP will point out the AOA (full deflection 18+ units), airspeed (120 to 135 KIAS), and turn rate. The turn needle will be deflected in the direction of spin. For purposes of this demonstration, the recovery will be delayed for at least six turns in order to observe spin characteristics and demonstrate spin recovery using anti-spin control inputs. Erect spin recovery is prompt after recovery controls are applied. In all cases, as the control stick is moved forward and rudder is applied opposite to the direction of turn needle deflection, the pitch attitude will steepen and spin rate will initially increase. Approximately 50 pounds of push force will be required to move the control stick well forward of the neutral position. Avoid excessive forward stick input, as it will result in a steeper nose-low attitude and possibly negative G. Spin rotation will abruptly cease with the aircraft in a steep nose-down attitude within one and one-half turns after applying controls. Controls should be neutralized and a smooth pullout initiated to stop the loss of altitude and prevent airspeed from building excessively. Apply the following erect spin recovery steps after six turns:

1. Gear, flaps, and speed brake - Retracted
2. PCL - IDLE
3. Rudder - Full opposite to turn needle deflection
4. Control stick - Forward of neutral with ailerons neutral
5. Smoothly recover to level flight after spin rotation stops

NOTE: This maneuver will only be flown in the OFT, and will be included in the pre-AHC simulator profile (normally in conjunction with TI (or during ENJJPT PIT) as directed in paragraph 4.6.1.). If follow-on (10-18month) AHC sorties are flown in the OFT, the erect spin recovery demonstration will be included in the simulator profile. (T-2)

A4.7.6.4. Spiral Recognition and Recovery (Simulator Only). The high-speed spiral is characterized by a nose low attitude, high roll rates and rapidly increasing airspeed. A spiral is a rolling and/or yawing motion of the aircraft that is often mistaken for a spin, but is not steady-state in that airspeed is increasing through 160 KIAS and motions are oscillatory. A spiral can result from misapplication of pro-spin controls (insufficient rudder or aft stick), typically seen during an improper set-up for a planned OCF maneuver. A spiral may easily be confused with a spin if the pilot relies solely on the

interpretation of outside references and fails to accomplish a proper analysis of the cockpit flight instruments. Should the pilot misinterpret a high-speed spiral as a spin, it is highly unlikely that anti-spin inputs will affect a successful recovery, and will likely aggravate the condition. The cockpit indications differ significantly from those of a steady state, erect spin. The aircraft is not stalled; therefore, AOA will not be pegged as in an erect spin. Airspeed will most likely be rapidly building through 140 KIAS. The rate of descent will exceed that of a steady state spin because of the high airspeeds ultimately attained through this flight regime. The turn needle will, however, be fully deflected in the direction of the roll. The key to a safe recovery lies in the expeditious recognition of the aircraft's actual flight condition. For this demonstration, set up a typical OCF entry using IDLE power, 15-40 degrees nose high. At 80 knots, apply full aft stick and ½ rudder input (not full) in the direction of desired spiral. Maintain these control inputs and observe both outside and cockpit indications (AOA, turn needle, airspeed). Slowly relax the stick forward following two turns and observe roll rate and airspeed increase. As airspeed passes 160 KIAS, neutralize the controls using OCF recovery procedures and recover to level flight. **NOTE: This maneuver will only be flown in the OFT, and will be included in the pre-AHC simulator profile (normally in conjunction with TI (or during ENJJPT PIT) as directed in [paragraph 4.6.1](#)). If follow-on (10-18month) AHC sorties are flown in the OFT, the spiral recognition and recovery demonstration will be included in the simulator profile. (T-2)**

A4.7.7. ELP Series - General. Pilots flying a single-engine airplane must be aware of the aircraft's engine-out capabilities. While ELPs are practiced in VMC, situations may arise where a pilot must be aware of different methods for recovering an engine-out T-6A through a cloud deck. In addition, a T-6A pilot instructing primary students may expect to spend a significant amount of time in the traffic pattern. An engine failure in the pattern requires quick thinking and instinctive reactions to optimize chances of a successful recovery. Both of these situations require a familiarity with ELPs. (For purposes of the AHC sortie, an ELP is defined as one that does not pass through high key.) This series is designed to demonstrate the engine-out profiles for weather penetration and techniques for engine failure in the standard pilot training pattern. The AHC sortie will consist of a high-speed ELP, straight-in ELP, and pattern ELPs from zones B, C, D, E, and F (Figure A4.1). (T-2) Additional ELPs may be attempted, fuel and pattern saturation permitting. **Note:** If weather prevents accomplishment of the high-speed ELP and/or straight-in ELP during an AHC sortie, these maneuvers will be accomplished in the simulator. (T-2)

A4.7.8. Weather Penetration ELP Series. Generally, there are three methods for recovering an engine-out T-6A through the weather. In all cases, the pilot must set a minimum acceptable weather to attempt the ELP. Whether a pilot will actually attempt an engine-out weather penetration will depend on the reported weather, his or her proficiency, familiarity with the airfield, obstructions, and minimum altitudes. For the following weather penetration ELPs, the pilot will simulate ceiling and visibility at 2,000 feet and 3 miles according to recommended minimum weather restrictions in AFMAN 11-248.

A4.7.8.1. Classic ELP. The first method is to fly a *classic* ELP from high key using the global positioning system (GPS) for situational awareness as described in AFMAN 11-248. This method is just like a normal ELP practiced every day and will not be flown on the AHC sortie.

A4.7.8.2. **High-Speed ELP.** The high-speed ELP assumes there is sufficient energy to reach a high-key position. More energy is better. Excess energy will be converted into airspeed, which can be used to maneuver the aircraft to a low-key position when breaking out of the weather. For the AHC sortie, obtain approval to depart the military operating area, contact the RSU, and set up a 125-KIAS clean glide toward the intended field. For high-speed ELP training, the start point should be a locally developed point approximately 5 to 15 miles from the over-field point. Using either a navigational aid on the field or a GPS point as the overfield point, plan to intercept a one-to-one profile (1,000 feet of altitude loss for every mile traveled) and be over that point at 1,500 feet AGL. The aircraft will accelerate as the nose is pushed over to maintain profile. If intercepting the profile far enough away, the aircraft speed will stabilize at approximately 230 KIAS. Once below 2,000 feet AGL, maneuver to intercept the ELP profile at a modified low key. Perform a touch-and-go or low approach as appropriate.

A4.7.8.3. **Straight-In ELP.** A straight-in ELP is flown if energy is not sufficient to fly a classic or high-speed ELP. This is typically a last resort because (1) there is little room for error, and (2) wind effects weigh heavily on the planned profile. From outside downwind, continue out to 5 miles from the runway threshold and climb to 3,000 feet AGL. (**Exception:** When flown in the Randolph AFB tower controlled pattern, straight-in ELPs will be *modified* to remain within Randolph AFB class D airspace.) After receiving clearance from the RSU (or tower at Randolph), establish a 125-KIAS clean glide at 5 miles and 3,000 feet AGL, and monitor the profile. The target is to cross 1 mile at 600 to 800 feet AGL configured with gear and flaps as required. If the aircraft is maintaining a 2-to-1 profile, it would reach 1 mile at 1,000 feet AGL in a clean configuration. Therefore, if you are still on or near profile at 1.5 miles (approximately 1,250 feet AGL), configure with gear and flaps as appropriate to reach the target 600 to 800 feet AGL at 1 mile. Perform a touch-and-go or low approach as appropriate.

A4.7.9. **Pattern ELP Series (Figure A4 1):** (**Note:** Figure A4.1 depicts the pattern ELP zones used in a nominal pattern. Pilots may alter the profile and ground track as mission needs dictate.)

A4.7.9.1. **Overview.** The typical US Air Force pilot training pattern can be divided into zones that define how the pilot should react to an imminent engine failure and where the pilot should attempt to intercept the ELP profile. The ELP series allows the pilot to see the worst case energy limitations of different pattern positions. Because pattern sizes vary from field to field, each IP must be aware that results may vary. Most, but not all, areas of the standard pattern are defined in paragraphs A4.7.9.2 through A4.7.9.8. (Areas not covered, but worthy of discussion, are the straight-in ground track, breakout and VFR entry, and go-around.) The defined zones assume a single runway and no wind. Crossing or parallel runways on an airfield provide numerous other possibilities for recovery. In most pattern ELP scenarios, pilots should:

A4.7.9.1.1. Simultaneously zoom the aircraft and turn toward the intended landing surface.

A4.7.9.1.2. Establish 125-KIAS clean glide and intercept the ELP at the appropriate point.

A4.7.9.1.3. Configure with gear and flaps as appropriate when landing is assured.

A4.7.9.2. **Zone A, Ejection Zone.** This zone is defined as the departure leg, past the point where an airplane can be landed straight ahead, until reaching approximately 1,000 feet AGL and 160 KIAS or until turning crosswind. If an immediate engine failure is experienced in this zone, the only option may be ejection. No simulated engine failures will be practiced in the aircraft in this zone.

A4.7.9.3. **Zone B, Crosswind Zone.** This zone is defined as departure leg at approximately 1,000 feet AGL and 160 KIAS or anywhere on crosswind until completing the turn onto outside downwind. On the AHC sortie, simulate an engine failure on crosswind. The reaction should be to simultaneously zoom and turn back to assess the energy level for a glide to a low-key (landing runway) or an opposite-direction landing. After making the energy assessment, discontinue the maneuver by adding power and proceed to inside downwind for a normal pattern, or high downwind or high key for an ELP. For any pattern where the crosswind turn is initiated at departure end, there may be sufficient energy to reach a modified low-key position for the normal landing direction.

A4.7.9.4. **Zone C, Low Key or Base Key Zone.** This zone is defined as most of outside downwind. On the AHC sortie, simulate an engine failure on outside downwind and attempt to intercept a low key or base key. The reaction should be to simultaneously zoom and turn toward low or base key. An engine failure just after turning onto outside downwind will be slightly low on energy, which may necessitate using less than the full runway. The energy state improves along outside downwind until passing abeam the approach end of the runway. Passing this point, the energy level starts to decrease until reaching zone D. Headwinds or gusts exceeding 15 knots may significantly reduce the ability to intercept Low Key or Base Key.

A4.7.9.5. **Zone D, Final Zone.** This zone is defined as the latter part of outside downwind and the 90-to-initial ground track. On the AHC sortie, simulate an engine failure in this zone. In this zone, because of the distance from the runway, the turn back to the runway is vitally important. The reaction should be to simultaneously zoom and start an aggressive turn back to the runway. If you are already on a 90-to-initial, most of the turn is out of the way. Therefore, the turn to the runway need not be as aggressive. In all cases, the attempted result is to intercept final. Depending on pattern size and winds, it may not be possible to get back to the runway from this far corner of the pattern.

Figure A4.1. An Example of Pattern ELP Zones.

LEGEND: (see note)

A - Ejection Zone

B - Crosswind Zone

C - Low/Base Key Zone

D - Final Zone

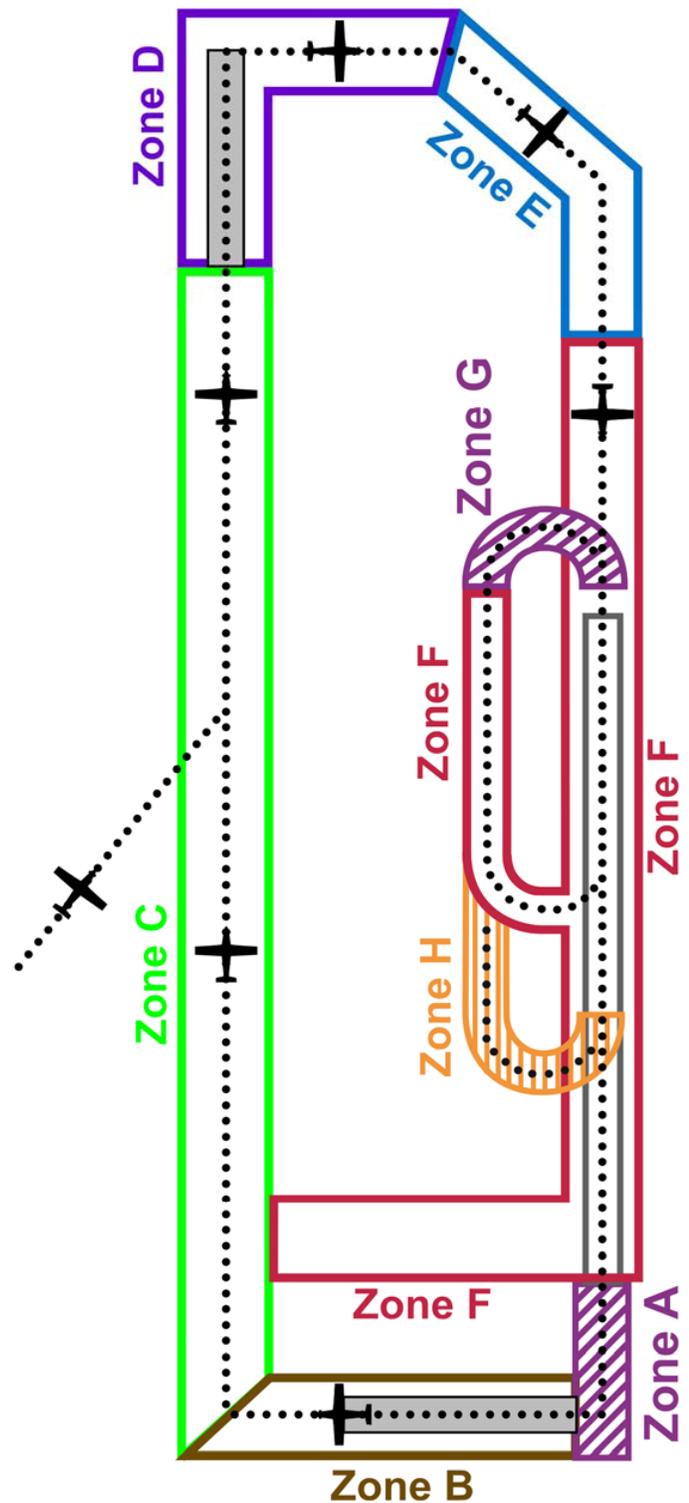
E - No Zoom Zone

F - Low Key Zone

G - Second Ejection Zone

H - Closed Pullup Zone

Gray Zone - Successful recovery may not be possible



NOTE: This figure depicts the pattern ELP zones used in a nominal pattern. Pilots may alter the profile and ground track as mission needs dictate.

A4.7.9.6. **Zone E, No Zoom Zone.** This zone is defined as a 45-to-initial through a 1-mile initial point. On the AHC sortie, simulate an engine failure in this zone. This zone is

distinctly different than the rest of the pattern because the energy level is too low to intercept a low-key position but too high to intercept base key or final. The best technique in this zone is not to zoom but to maneuver the aircraft in level flight to dissipate excess energy and intercept base key or final. From 45-to-initial, either delay the turn or overshoot final or turn toward a low-key position as necessary, then back to the runway. From an initial, an immediate 45-to-90-degree level turn from the runway is required, then turn back to intercept base or final. From approximately a 1-mile initial, a 2G- to 3G-level 360-degree turn will dissipate enough energy to position the aircraft on final.

A4.7.9.7. Zone F, Low Key Zone. This zone is defined as 1-mile out on initial through the break until reaching the approach end of the runway on inside downwind configured. If carrying straight through the break point, this zone continues until intercepting zone C on the turn to outside downwind. On the AHC sortie, simulate an engine failure in this zone. The reaction should be to zoom (airspeed permitting) and turn toward a low-key position. The energy level is sufficient through most of this zone for a near normal low key. After turning crosswind on a break point straight through, the energy level will start to decrease. This might necessitate using less than the full runway.

A4.7.9.8. Zone G, Second Ejection Zone. This zone is defined as inside downwind past the approach end of the runway through most of the final turn. If an engine failure occurs once slowed down and configured in this zone, there will probably not be sufficient energy to make the runway, which will necessitate an ejection. No simulated engine failures will be practiced in the aircraft in this zone.

A4.7.9.9. Zone H, Closed Pullup Zone. This zone is defined as the closed pullup for an overhead pattern or low-key ELP, until reaching inside downwind or high downwind. An engine failure in zone H at a low-energy state (e.g., closed pullup initiated at lower airspeed and/or lower altitude) will be similar to zone A, where the only option may be ejection. At increased energy levels past departure end of the runway, a turn back to land opposite direction may be possible but a 360-degree pattern to land will usually not be an option unless engine failure occurs at a very high energy level. If the closed pullup was initiated prior to the departure end of the runway and an engine failure occurs at higher energy levels in zone H, energy may be sufficient to execute a 360-degree turn back to a touchdown near or abeam where the closed pullup was initiated, which may necessitate using less than the full runway. The higher the energy is in zone H prior to engine failure, the greater the opportunity will be to maneuver toward the approach end of the runway before initiating a low-key turn. The highest energy levels in zone H near or at closed downwind or high downwind eventually result in intercepting zone F. No simulated engine failures will be practiced in the aircraft in this zone.

A4.7.9.10. ELP Summary. Being able to land an engine-out, single-engine aircraft requires exceptional flying skills and airmanship. An engine failure while flying at low altitudes or in or above IMC further complicates an already difficult situation. Any combination of factors (weather, low altitude, strong winds, etc.) that task-saturate the situation, exceed the pilot's flying capabilities, or cause the pilot to feel he or she is unable to safely land an engine-out aircraft should lead to an aircrew ejection decision. However, planning for and practicing these challenging ELP conditions and situations (in the aircraft and OFT) will invariably increase the pilot's chances for a safe engine-out landing. The ELP series of the AHC sortie demonstrates some of the pilot techniques,

aircraft capabilities, situational awareness, and judgment required for these challenging engine-out situations.

Attachment 5

BIP PROGRAM

A5.1. BIP Long Program. This program should last approximately 3 to 6 months (minimum of 3 months). New IPs will accomplish training requirements listed in **paragraphs A5.1.1** and **A5.1.2**. (T-2) Briefings accomplished during TI may be used to fulfill these requirements. (T-2)

A5.1.1. Ground Training. Ground training consists of the following:

- A5.1.1.1. Squadron policies briefing (before flying with students). (T-2)
- A5.1.1.2. BIP briefing (before flying with students). (T-2)
- A5.1.1.3. Instructor responsibilities briefing (before flying with students). (T-2)
- A5.1.1.4. Commander's review or Commander's Awareness Program briefing. (T-2)
- A5.1.1.5. Grading practices briefing. (T-2)
- A5.1.1.6. Merit assignment selection system briefing. (T-2)
- A5.1.1.7. CT requirements briefing. (T-2)
- A5.1.1.8. Scheduling briefing. (T-2)
- A5.1.1.9. TIMS briefing. (T-2)
- A5.1.1.10. Grade book briefing. (T-2)
- A5.1.1.11. Flying safety briefing. (T-2)
- A5.1.1.12. Stan/eval briefing. (T-2)
- A5.1.1.13. Check section briefing. (T-2)
- A5.1.1.14. Monitoring a check section ground evaluation. (T-2)
- A5.1.1.15. RSU briefing. (T-2)
- A5.1.1.16. Monitoring an RSU tour of duty. (T-2)
- A5.1.1.17. Completing EP and CRM simulator with a CSI or qualified T-6 IP who has received training on simulator console operations. (T-2)
- A5.1.1.18. Aircrew Graduate Evaluation Program briefing. (T-2)
- A5.1.1.19. Completing open book syllabus test (locally generated). (T-2)
- A5.1.1.20. Completing open book course training standards test (locally generated). (T-2) **NOTE:** ENJJPT IPs who complete PIT at Sheppard AFB are required to complete only those ground training requirements specified in **paragraphs A5.1.1.1** and **A5.1.1.7**.

A5.1.2. Flying Training. The flying training portion of the BIP program consists of two different kinds of sorties—BIP sorties and sponsor sorties—as follows:

- A5.1.2.1. **BIP Sorties.** BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, a flight unit stan/eval monitor (USEM), or any supervisor (assistant flight commander or above) in the new IP's chain of command or sister squadron leadership if approved by the new IP's SQ/CC. (T-2) The objective of

these flights is to further develop the new IP's flying proficiency and instructional techniques. On each BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and possible pitfalls the new IP should avoid. These sorties will be documented in the new IP's BIP record. (T-2) At least one BIP sortie will be flown in each of the following categories of training:

A5.1.2.1.1. Contact. (T-2)

A5.1.2.1.2. Formation. (T-2)

A5.1.2.1.3. Instrument and navigation (may be flown as an out and back). (T-2)

A5.1.2.1.4. Low level (may be flown as one leg of the out and back). (T-2)

A5.1.2.2. **Sponsor Sorties.** The BIP, a flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command will fly sponsor sorties with the new IP's students to ensure they are being taught proper techniques. (T-2) The new IP will fly a series of three sorties in each category of training (two for instruments, one for low level) with the same student, after which the BIP will fly with that student. (T-2) The BIP will provide feedback to the new IP (within 2 workdays) on instructional techniques and grading practices. (T-2) Sponsor sorties and debriefings will be documented in the new IP's BIP training record. (T-2)

A5.1.3. **Initial Student Sorties.** Before the new IP flies any pre-solo student sorties, he or she will complete a minimum of three sorties with a post-solo student (in any phase of training). (T-2) These sorties will be documented in the IP's BIP record. (T-2)

A5.1.4. **Student Solo.** Before the new IP solos his or her first student, someone in the BIP's chain of command will fly one of the last four sorties before the student's initial solo. (This sortie will not be the last sortie before the initial solo.) (T-2) This sortie will be documented in the IP's BIP record. (T-2)

A5.2. BIP Short Program. The BIP short program will last approximately 1 to 3 months and is designed for the new IP who has come from an MWS with previous instructor experience. Before accomplishing any student sorties, the new IP will obtain a briefing from the squadron commander on instructor responsibilities. (T-2) In the squadron commander's absence, the squadron DO will accomplish this briefing. (T-2)

A5.2.1. **Ground Training.** New IPs will accomplish the same ground training requirements listed in the BIP long program (paragraph A5.1.1). (T-2)

A5.2.2. **Flying Training.** The flying training portion of the BIP short program also consists of two different kinds of sorties—BIP sorties and sponsor sorties—as follows:

A5.2.2.1. **BIP Sorties.** BIP sorties are those flown by the BIP with the new IP. All BIP sorties will be flown with the assigned BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command. The objective of these flights is to further develop the new IP's flying proficiency and instructional techniques. At least one BIP sortie will be flown. (T-2) It can be in any category of training (contact, instruments, formation, or navigation). On the BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, possible

pitfalls the new IP should avoid, local flying policies, and common student errors. Document all sorties and debriefings in the new IP's BIP record. (T-2)

A5.2.2.2. **Sponsor Sorties.** The BIP, flight USEM, or any supervisor (assistant flight commander or above) in the new IP's chain of command (or sister squadron leadership if approved by the new IP's SQ/CC) will fly sponsor sorties with the new IP's students to ensure the students are being taught proper techniques. (T-2) At least one sponsor sortie will be flown (in any category of training) after the student has had sufficient exposure to be influenced by the new IP's techniques. Document all sorties and debriefings in the new IP's BIP record. (T-2)

A5.2.3. **Initial Student Sorties.** Before the new IP flies any pre-solo student sorties, he or she will complete a minimum of three sorties with a post-solo student (in any phase of training). (T-2) These sorties will be documented in the IP's BIP record. (T-2)

A5.2.4. **Student Solo.** Before the new IP solos his or her first student, someone in the BIP's chain of command (or sister squadron leadership if approved by the new IP's SQ/CC) will fly one of the last four sorties before the student's initial solo. (This sortie will not be the last sortie before the initial solo.) This sortie will be documented in the IP's BIP record. (T-2)

A5.3. BIP Program Completion. After completion of all of the ground and flying training events, the squadron commander will certify program completion. (T-2)

Attachment 6

PIT RE-BLUE PROGRAM

A6.1. Re-Blue Program. The purpose of the re-blue program is to increase the quality of PIT instruction by giving PIT IPs the opportunity to interact and fly with undergraduate flying training (UFT) student pilots and CSOs in all categories of flying and ground training instruction. IP re-blue should be accomplished at the discretion of the squadron commander after considering manning, programmed flying training, and other constraints. PIT IPs who have not flown with a T-6A UFT student within the 2 years prior to PIT IP certification should spend a week flying with UFT students within 6 months to 1 year of receiving their IP certification at PIT. Additionally, all PIT IPs should spend a week flying with UFT students after instructing at PIT for 3 years.

A6.2. PIT IP Responsibilities:

A6.2.1. Contact the host squadron point of contact to determine additional requirements or documentation, if any. (T-2)

A6.2.2. Be current in all requirements and training events prior to traveling to the UFT host squadron. (T-2)

A6.2.3. Report to the host squadron DO for flight assignment. (T-2)

A6.2.4. Sample as many different categories of flying and ground training as possible while at the host squadron. (T-2)

A6.2.5. Bring back AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*, extracts and any documentation required to log events at the home station. (T-2)

A6.3. Host Squadron Responsibilities:

A6.3.1. Utilize the PIT IP to the maximum extent possible after consulting with the PIT IP. The PIT IP should be treated and scheduled like any other *line IP*. Schedule the PIT IP for student sorties over ID sorties to maximize training objectives. (T-2)

A6.3.2. Schedule at least one local familiarization sortie to acquaint the PIT IP with local procedures and pattern or area references. (T-2)

A6.3.3. Attempt to fly the IP with students in all categories and varying proficiency levels so he or she can get an accurate picture of the UFT environment.

Attachment 7

T-6 4-SHIP CERTIFICATION

A7.1. T-6 4-Ship Basic Wingman Certification. The 4-ship upgrade program is designed to certify T-6 IPs to fly basic 3/4-ship formation for the purpose of supporting limited ceremonial missions (e.g., funeral flyovers, etc). Squadron commanders will limit the number of IPs certified in 4-ship formation to the minimum number required to support 4-ship taskings. (T-2). Document T-6 4-ship formation certification on the Letter of Xs and AF Form 4348. (T-2). The basic 4-ship pilot certification focuses on 4-ship fundamentals and basic maneuvering. Ground/flight training for the basic 4-ship pilot certification will, at a minimum, consist of the following:

A7.1.1. Ground Training: Review AFI 11-2T-6V3, AFM 11-248, AFI 11-205, and unit-specific 4-ship SOPs & Briefing Guide. Receive a briefing from a T-6 4-ship Flight Lead-certified pilot, with emphasis on 4-ship emergencies, takeoff (element & instrument trail), spare aircraft procedures, airborne spare, split-up procedures, lost wingman, breakout, rejoins, echelon turns, crossunders, and lead change. (T-2)

A7.1.2. Flying training: Fly 2 dedicated 4-ship sorties. The upgrading IP may fly from either front or rear cockpit, in any formation position (#1,2,3 or 4) with a 4-ship qualified pilot. Attempt to fly all 4 positions in the formation, but maximize training in the #2 and #4 positions. Both sorties will focus on wing work, crossunders, pitchout/rejoins, lead change procedures, and recovery procedures. Recover via initial, weather permitting. (T-2)

A7.1.3. Currency. 4-ship basic certified IPs will fly in a 4-ship sortie every 180 days to maintain currency. (T-2) 4-ship basic formation currency is gained by performing wing work, crossunders, pitchout/rejoins, and recovery procedures via initial (weather permitting). If currency is lost, the non-current 4-ship basic formation IP must fly and demonstrate proficiency with a current 4-ship basic IP in the maneuvers described in this paragraph. (T-3)

A7.1.4. Squadron commanders may tailor the 4-ship basic certification profile based on the prior experience level of the upgradee (e.g., former fighter or T-38 IPs may only require 1 sortie). Squadron commanders will certify 4-ship pilots by signing the AF Form 4348 in the IP's training folder. (T-2) Use locally-generated upgrade training documentation to track upgradee's progress. Maintain this documentation in the IP's training folder until certification via the AF Form 4348 is complete. (T-2)

A7.2. T-6 4-Ship Flight Lead Certification. Squadron commanders will certify only the most highly experienced IPs as 4-ship Flight Leads. (T-2) Upgrading 4-ship flight leads must be currently 4-ship basic certified. (T-2) IPs flying in the #3 position of a 4-ship formation must be 4-ship flight lead certified. (T-2) Ground/flight training for the 4-Ship Flight Lead Certification will, at a minimum, consist of the following:

A7.2.1. Ground Training: Review/discuss with a current T-6 4-Ship Flight Lead: Off-station/cross-country 4-ship considerations, Flyover 4-ship considerations, 4-ship briefing techniques, 4-ship emergencies, takeoff (element & instrument trail), spare aircraft procedures, airborne spare, split-up procedures, lost wingman, breakout, rejoins, echelon turns, crossunders, lead change, and recovery procedures. (T-2)

A7.2.2. Flying Training: Fly 2 dedicated 4-ship sorties as lead from either front or rear cockpit. (T-2) A maximum of 2 IPs may upgrade to flight lead within the same formation (flying as #1 and #3). Brief & debrief at least one of the two sorties. (T-2) Upgrading flight lead will demonstrate proficiency in safely executing a 4-ship launch, area work, and recovery. (T-2) Typical upgrade profile should include element or interval takeoff, departure, area work, and recovery. Area work should include wing work, crossunders, echelon turns, pitchout/rejoins, and lead change(s). Recover via initial, weather permitting.

A7.2.3. Currency. 4-ship flight lead certified IPs will lead a 4-ship formation every 180 days to maintain currency. (T-2) 4-ship flight lead formation currency is gained by performing wing work, crossunders, pitchout/rejoins, and recovery procedures via initial (weather/traffic permitting). If currency is lost, the non-current 4-ship lead certified IP must fly and demonstrate proficiency with a current 4-ship flight lead IP in the maneuvers described in this paragraph. (T-3)

A7.2.4. Squadron commanders may tailor the 4-ship flight lead certification profile based on the prior experience level of the upgradee (e.g., former fighter or T-38 IPs may only require 1 sortie). Squadron commanders will certify 4-ship flight leads by signing the AF Form 4348 in the IP's training folder. Use locally-generated upgrade training documentation to track upgradee's progress. Maintain this documentation in the IP's training folder until certification via the AF Form 4348 is complete. (T-2)