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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

TH-1H HELICOPTER AIRCREW TRAINING

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This instruction implements AFD 11-2, *Aircrew Operations*, AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes standard operational procedures to be used by aircrew members operating Air Force TH-1H aircraft. This instruction applies to all active duty, Department of the AF Civilian (DAF) and contract aircrew members flying the TH-1H. It does not apply to the Air Force Reserve Command or the Air National Guard. File a copy of all approved waivers with this instruction.

Major commands (MAJCOM) will coordinate MAJCOM-level supplements to this volume to AF/A3O-AI through AETC/A3V for approval prior to publication. Once approved and published, send copies of MAJCOM-level supplements to AETC/A3V, and the user-MAJCOM office of primary responsibility (OPR). Field units below the MAJCOM level will coordinate their supplements with their parent MAJCOM office of primary responsibility (OPR) before publication. Submit suggested improvements to this publication on AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through standardization/evaluation (stan/eval) channels, who will forward approved recommendations to AETC/A3FV (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. Attachment 1 contains a glossary of references and supporting information used in this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. Privacy Act System of Records Notice F011 AF XO A, Aviation Resource Management System (ARMS), applies. The authorities to collect and maintain the records prescribed in this publication are Title 37 United States Code, Section 301a, *Incentive Pay*, Public Law 92-204,

Section 715, *Appropriations Act for 1973*, Public Law 93-570, *Appropriations Act for 1974*, Public Law 93-294, *Aviation Career Incentive Act of 1974*, DoDI 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*, Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943, as amended by Executive Order 13478, and Executive Order 9397, *Relating to Federal Agency Use of Social Security Numbers*, as amended, November 18, 2008.

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).

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed; starting with the current AFI 11-2UH/TH-1H Volume 1, all references to the UH-1H are deleted. Additionally all references just addressing pilots are now changed to incorporate enlisted aircrew members.

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Chapter 1

GENERAL GUIDANCE

1.1. Waivers: AF/A3O is the waiver authority for training requirements established by AFI 11-202, Volume 1. AETC/A2/3/10 is the waiver authority for the training requirements established by this instruction. Request waivers through applicable stan/eval channels to AETC/A2/3/10. As applicable, AETC/A2/3/10 will forward requests to AF/A3O, with an information copy to AF/A3O-AI.

1.1.1. AF/A3/5 is approval authority for changes and revisions to this AFI.

1.1.2. Except as specified in AFI 11-202, Volume 1, and elsewhere in this instruction, AETC/A2/3/10 is the waiver authority for this instruction. Submit waiver requests in message or memorandum format through the stan/eval chain of command. File a copy of all approved waivers with this instruction.”

1.2. Responsibilities. Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and identifying areas in which additional training is needed.

1.2.1. **HQ AETC/A3 Personnel.** As the responsible agency for this instruction according to AFI 11-202, Volume 1, AETC/A2/3/10 will:

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

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements.

1.2.1.4. Review subordinate unit supplements and training programs annually.

1.2.2. **Wings (WG) and Groups (GP):**

1.2.2.1. Assist subordinate units in managing training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.2.2. Develop programs to ensure training objectives are met. Forward copies of unit training programs that expand upon the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM for review.

1.2.2.3. Review supplements and programs annually.

1.2.2.4. Identify training shortfalls through appropriate channels.

1.2.3. **Squadron Commanders (SQ/CC):**

1.2.3.1. Ensure aircrew members under their supervision are properly trained and that they maintain a level of proficiency required to effectively accomplish the flying training mission.

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

1.2.3.3. Determine and certify missions and events in which individual aircrew members may participate (for example, letter of Xs).

1.2.3.4. Identify the levels of supervision required to accomplish the required training, unless specifically directed elsewhere.

1.2.3.5. Assist the WGs and GPs develop unit training programs.

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

1.2.4. **Training Officers.** Training officers monitor currencies and requirements for assigned and attached aircrew members.

1.2.5. **Individual Aircrew Members:**

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

1.2.5.2. Complete training requirements and currencies within the guidelines of this instruction.

1.2.5.3. Ensure participation only in ground and flying activities for which they are qualified and current unless the activity is part of an upgrade syllabus leading to qualification.

1.3. **Pilot Experience Level:**

1.3.1. **Experienced Pilots.** TH-1H pilots who have been certified as mission ready (MR) and have 150 rated hours of instructor flight time in any helicopter and 600 hours of total rated time are considered experienced. For the purposes of this instruction, the SQ/CC and operations officer (DO) are considered experienced pilots.

1.3.2. **Inexperienced Pilots.** Pilots who do not meet the requirements in [paragraph 1.3.1](#) are considered inexperienced. Inexperienced pilots are subject to the requirements of the Buddy Instructor Program (BIP) described in [paragraph 5.3](#) of this instruction.

1.4. **Flight Engineer Experience Level:**

1.4.1. **Experienced Flight Engineers.** TH-1H flight engineers who have been certified as MR and have 150 hours of instructor flight time in any helicopter and 600 hours of total time are considered experienced.

1.4.2. **Inexperienced Flight Engineers.** Flight engineers who do not meet the requirements in [paragraph 1.4.1](#) are considered inexperienced. Inexperienced flight engineers are subject to the requirements of the BIP described in [paragraph 5.3](#) of this instruction.

1.5. **Training Concepts and Procedures:**

1.5.1. Commanders will ensure training programs are designed to achieve the highest degree of qualifications consistent with flight safety and resource availability. This instruction

provides training guidelines and procedures used in applicable flying and operations publications.

1.5.2. Unless specifically directed, the SQ/CC determines the level of supervision required to accomplish in-flight training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, an instructor pilot (IP) or instructor flight engineer (IF) may be required. If mission objectives require direct supervision, then a SQ supervisor may be warranted.

1.5.3. IPs may allow any pilot to lead limited portions of a mission if appropriately briefed. Only use this provision to allow a pilot to practice events in which he or she is already qualified or to help determine if the pilot is ready for an upgrade program. In either case, the IP is responsible for the flight.

1.5.4. This instruction and AFI 11-202, Volume 1, govern all required ground training for TH-1H pilots and flight engineers.

1.5.5. The squadron will complete training requirements during the appropriate training cycle except where specifically exempted. The aircrew training cycle is 12 months: 1 January through 31 December.

1.6. Training Records and Reports:

1.6.1. Establish, maintain, and dispose of aircrew training records according to the following references:

1.6.1.1. AFI 11-202, Volume 1, *Aircrew Training*.

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

1.6.1.3. AFI 11-202, Volume 3, *General Flight Rules*.

1.6.1.4. AFMAN 33-363, *Management of Records*.

1.6.1.5. AFI 33-364, *Records Disposition-Procedures and Responsibilities*.

1.6.1.6. AETCI 36-2205, Volume 4, *Formal Flying Training Administration and Management—T-1, T-6, T-38, T-43, and TH-1H*. AETCI 36-2205, Volume 10, *Formal Flying Training Administration and Management, TH-1H*, supersedes AETCI36-2205, volume 4, when released.

1.6.1.7. AETCI 36-2223, *Flying Training Student Information Management*.

1.6.2. Initiate an electronic training folder via Graduate Training Information Management System (GTIMS) for initial qualification, requalification, mission upgrade training, or upgrade to the next higher crew qualification. The unit may maintain a hard copy of the GTIMS training folder for backup.

1.6.3. If corrective action is required as a result of a Q-3 evaluation, initiate a training folder if not previously initiated. This requirement may be waived by the SQ/DO if corrective action is limited and would not warrant initiation of a training folder. If a training folder is used, the flight examiner who evaluated the aircrew member will enter comments pertaining to the training deficiency.

1.7. In-Flight Supervision. Aircrew members who are unqualified in an event or mission area or who are in a training program (upgrade, certification, corrective action, and duty familiarization) must fly under the supervision of an instructor. For pilot training, the IP must be positioned at a set of controls, and current and qualified in the events being trained.

1.8. Initial Qualification Training (IQT) Program. The IQT program is necessary to qualify aircrew members in the TH-1H aircraft. Chapter 2 of this instruction provides more details on the IQT program.

1.9. Mission Qualification Training (MQT) Program. The MQT program is necessary to qualify aircrew members to the specific unit mission or local area requirements. Chapter 3 provides more details of the MQT program.

1.10. Specialized Training:

1.10.1. **Qualifications and Certifications.** Qualifications include basic qualification, instrument, day remote, night vision goggles (NVG) remote, day formation, NVG formation, day low level, and NVG low level. Qualifications require flight evaluations and must be documented using an AF Form 8, *Certificate of Aircrew Qualification*. Certifications include TH-1H functional check flight (FCF) and FCF contract pilots will use a day remote certification in lieu of a day remote qualification. Certifications do not require flight evaluations and must be documented using AF IMT 1381, *USAF Certification of Air Crew Training*, or AF Form 4348, *USAF Aircrew Certifications*. Training for qualification and certification follows Air Force syllabuses. Include all applicable qualifications in training profiles during IQT and MQT. The operations group commander (OG/CC) approves locally produced syllabuses and provides courtesy copies to AETC/A3F.

1.10.2. **Duty Familiarization and Indoctrination Training.** The combination of IQT and MQT covers all areas normally accomplished in duty familiarization and indoctrination training. As a minimum, areas include local hazards, no-fly areas, airports, navigational aids, arrival and departure procedures, traffic patterns, reporting procedures, helicopter training and landing sites, and other local procedures and requirements.

1.11. Continuation Training (CT). See Chapter 4 for further details of the CT program. Pilot events may be accomplished in either seat. Waiver authority for flying CT is the OG/CC. The SQ/CC may specify additional training requirements.

1.12. Specialized Training. See Chapter 5 for specialized training program requirements.

1.13. Sortie Allocation Guidance. Units should prioritize in this order for unit training sortie allocation:

1.13.1. SUPT-H(Specialized Undergraduate Pilot Training-Helicopter)/Career Enlisted Rotary Wing Fundamentals (CEARF)/Rotary Wing Fundamentals (RWF)/Pilot Instructor Training (PIT)/Flight Engineer Instructor Training (FEIT)/Qual training.

1.13.2. Higher headquarters-directed missions and aerial events.

1.13.3. Deployment support.

1.13.4. Evaluations.

1.13.5. API-1 CT, including upgrade-directed support.

- 1.13.6. API-2 CT, if applicable.
- 1.13.7. API-6 CT.
- 1.13.8. API-8 CT.
- 1.13.9. Supervisory, indoctrination, familiarization, or observer flights.
- 1.13.10. Orientation flights.

1.14. Aircrew Graduate Evaluation Program. Refer to the appropriate formal course syllabus or command directive for aircrew graduate evaluation procedures. The program may be accessed at <https://www.my.af.mil/agepiftprod>.

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

1.16. Letter of Xs. The squadron commander will publish a monthly Letter of Xs according to MAJCOM directives. See Attachment 2 for a sample Letter of Xs.

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

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT) PROGRAM

2.1. General:

2.1.1. This chapter outlines the IQT program for the TH-1H. Upon completion of the program, aircrew members are qualified according to AFI 11-202, Volume 2, and AFI 11-2TH-1H, Volume 2, *TH-1H Helicopter Aircrew Evaluation Criteria*.

2.1.2. Except for unusual circumstances, aircrew members undergoing the IQT program receive ground and flight instruction with minimum interruption and complete training within the time specified by the syllabus. Failure to complete training within the specified time limit requires notifying the OG/CC and providing the aircrew member's name, grade, reason for delay, planned actions, and estimated completion date.

2.1.3. The IQT is completed with an evaluation to First Pilot (FP) level in both qualification and instruments or First Flight Engineer (FF).

2.2. Formal Course Syllabuses.

2.2.1. **Pilots.** Newly assigned or attached 23 FTS instructor pilots (military, government civilian or contractor) or first assignment instructor pilot (FAIP) candidates will use the AETC Syllabus F-V5A-T, *TH-1H Pilot Instructor Training*, to receive initial qualification in the TH-1H. TH-1H civilian contractor FCF pilots and personnel assigned to other MAJCOMs receiving IQT to First Pilot (FP) level will be trained using the AETC Syllabus F-V5A-Y, *TH-1H Pilot Qualification*, to qualify on the aircraft. (Both syllabuses are available at the AETC/A3F Bookstore (Web site: <https://wwwd.my.af.mil/afknprod/ASPs/CoP/OpenCoP.asp?Filter=AE-ED-00-55>).

2.2.2. **Flight Engineers.** Newly assigned or attached 23 FTS instructor flight engineers will use the AETC Syllabus E-I9H-A, *TH-1H Flight Engineer Instructor Training*, to receive initial qualification in the TH-1H. Personnel assigned to other MAJCOMs receiving IQT to First Flight Engineer (FF) level will be trained using the AETC Syllabus E-Q9H-A, *TH-1H Flight Engineer Qualification*, to qualify on the aircraft. (Both syllabuses are available at the AETC/A3F Bookstore (Web site: <https://wwwd.my.af.mil/afknprod/ASPs/CoP/OpenCoP.asp?Filter=AE-ED-00-55>).

2.3. **Prerequisites.** Course prerequisites are required according to the appropriate formal course syllabus.

2.4. Flying Training:

2.4.1. **Formal School House Assigned Instructor Personnel.** Accomplish the IQT program using F-V5A-T or E-I9H-A as appropriate for crew position. IQT events (contact, emergency procedures, and instrument training (pilot only)), are trained and evaluated to FP or FF; followed by the remainder of the mission qualification syllabus which includes instructor training in IQT events. Complete IQT with an initial qualification evaluation through a composite profile and include requirements according to AFI 11-202, Volume 2, and AFI 11-2TH-1H, Volume 2.

2.4.2. **Students Not Assigned to Formal School House and TH-1H Civilian Contract FCF crew members.** Accomplish the IQT program using AETC Syllabus F-V5A-Y or E-Q9H-A as appropriate for crew position. Completion of this formal course results in qualification and instrument evaluation (N/A for students enrolled in E-Q9H-A) to include

requisites according to AFI 11-202, Volume 2, and AFI 11-2TH-1H, Volume 2. Qualification is FP or FF.

2.4.3. **Senior Officer Qualification.** Comply with the guidance provided in AFI 11-401, *Aviation Management*, and AFI 11-202, Volume 1. Accomplish the IQT program using AETC Syllabus F-V5A-Y. Qualification is FP.

2.5. Ground Training. Table 4.1 lists the required aircrew ground training. Due dates are based upon the last accomplished dates. Any equivalent ground training from a previous flying unit may be transferred at the discretion of the SQ/DO. Ground training will follow the syllabus flow but may be tailored to the local conditions and the individual's background and experience.

2.6. Instructor Pilot Requalification. Instructors who are unqualified under 5 years will use the AETC-approved (PIT) syllabus (F-V5A-T) tailored by the 23 FTS/CC with approval from the AETC/A3F. Proficiency advancement may be used as necessary. (**Note:** This only applies to previously qualified instructors at SUPT-H in the UH-1H and/or the TH-1H.) Instructors who are unqualified over 5 years will use AETC Syllabus F-V5A-T to obtain requalification.

2.7. Indoctrination Flier Training. Units will conduct indoctrination flier training according to AETC Syllabus F-5VA-Y or E-Q9H-A (for aircraft qualification), AETC Syllabus F-V5A-T (for PIT), or E-I9H-A (for FEIT). As a minimum, areas include local hazards, no-fly areas, airports, navigational aids, arrival and departure procedures, traffic patterns, reporting procedures, helicopter training and landing sites, and other local procedures and requirements.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT) PROGRAM

3.1. Overview. The MQT program is the mission instructor upgrade for formal school house assigned personnel. It is accomplished exclusively using the AETC Syllabus F-V5A-T or E-I9H-A as appropriate for crew position. Personnel both current and qualified through the AETC Syllabus F-V5A-Y or E-Q9H-A will enter AETC Syllabus F-V5A-T or E-I9H-A as tailored by 23FTS/CC and approved by the AETC/A3F.

3.2. Mission Qualification Instructor Training:

3.2.1. All events taught in MQT (contact, instruments (pilot only), day remote, NVG remote, low-level, formation, NVG low-level, and NVG formation), are trained and evaluated in proficiency and instruction. Complete the MQT with a mission evaluation and include requirements according to AFI 11-202, Volume 2, and AFI 11-2TH-1H, Volume 2.

3.2.2. Civilian contract instructors may be trained in some but not all MQT events. Instructor candidates will only be evaluated on those areas in which they received training and the AF Forms 8 will clearly state in which areas the instructors have been evaluated and are thus qualified to instruct. The Letter of Xs will identify those areas in which contract instructors are qualified and authorized to instruct.

3.3. Documentation. The SQ/CC or representative will record MQT in the aircrew member's training folder.

3.4. MQT Sorties. Log MQT sorties as program flying training. After successfully completing all MQT requirements, the SQ/CC assigns the new instructor to MR status as an instructor.

3.5. Prerequisites.

3.5.1. Pilots: Prerequisite flight time for attending TH-1H PIT is a minimum of 500 hours total helicopter time. **EXCEPTION:** This requirement is waived for those recent graduates selected to remain as FAIPs.

3.5.2. Flight Engineers: Two prerequisites for attending TH-1H FEIT are: previous qualification as an instructor CEA in an AF MDS helicopter and a minimum of 300 hours total helicopter time.

3.6. NVG Qualification. NVG instructors must have 50 hours of primary and/or secondary NVG time before performing NVG instruction. NVG time logged in the simulator does not contribute toward this hours restriction. This NVG restriction will be identified in the Letter of Xs (see Attachment 2); do not annotate this restriction on the Form 8.

3.7. Training Status. Instructors may be put on Training ("T") status while acquiring additional experience towards certain events (Contact, NVG Formation, etc). These instructors may be indicated with a "T" on the Letter of Xs for that particular event. This is a tool to allow Squadron leadership to focus on these areas during the BIP program or CT flights. The Squadron Commander will dictate at which point an instructor is permitted to instruct in these events.

3.8. MQT Program Responsibilities:

3.8.1. **SQ/CC:**

3.8.1.1. Briefs new IPs/IFs on instructor responsibilities before they accomplish any student training. **Note:** The SQ/DO may conduct this briefing if the SQ/CC is not available.

3.8.1.2. Reviews completed MQT folders and certifies squadron instructors.

3.8.1.3. Flies a sortie with each new instructor in the MQT program. The SQ/CC discusses policies, techniques, and grading practices in conjunction with this sortie; documents any deviations; and identifies emphasis areas in the instructors training folder. **Note:** The SQ/DO may fly this sortie if the SQ/CC is not available.

3.8.2. SQ/DO or Assistant Operations Officer (ADO):

3.8.2.1. Reviews completed MQT folders prior to the SQ/CC's review.

3.8.2.2. Flies a sortie with the new instructor in the MQT program if the SQ/CC is not available. The SQ/DO or ADO also discusses policies, techniques, and grading practices in conjunction with this sortie.

3.8.3. Training Officer:

3.8.3.1. Supervises overall scheduling, training, and progress of the MQT program.

3.8.3.2. Before the new instructor conducts student training, briefs him or her on the flight policies, techniques, grading practices, and any other applicable items.

3.8.3.3. Certifies that the new instructor has completed all training requirements.

3.8.3.4. Maintains MQT folders. (Secure, electronically generated training folders may be used.)

3.8.3.5. Inspects MQT folders on instructors who have completed the MQT program, forwards the folders to the SQ/CC (through the flight commander and SQ/DO) for certification of MR status, and maintains completed MQT records in each instructor's training folder.

3.8.3.6. Establishes a system for monitoring and planning MQT training within the flights. After flight commander's approval, the training officer ensures the flight scheduler requests sorties required to meet MQT requirements.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General. This chapter outlines minimum ground and flying training requirements and currencies for TH-1H aircrew members. There are two aspects of CT. The first consists of aircrew training in the basic flying skills, which ensures safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions or taskings. Taskings may be locally generated or higher headquarters directed.

4.2. Ground Training. Ground training accomplished during IQT may be credited toward CT requirements for the training cycle in which it was accomplished. Table 4.1 outlines ground training requirements. Track ground training requirements in ARMS. The following programs comprise ground training only:

4.2.1. Physiological training according to AFI 11-403, *Aerospace Physiological Training Program*, as supplemented.

4.2.2. Instrument refresher course (IRC) according to AFI 11-202, Volume 2, and AFMAN 11-210, *Instrument Refresher Program (IRP)*. Track as G130. This must be completed every fourth quarter after completion (e.g. if training was accomplished in Oct/Nov/Dec 11, training would be completed by 31 Dec 12). Failure to accomplish IRC training will result in grounding (N/A for CEAs).

4.2.3. Survival training according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, as supplemented. Item required before first flight at the new assigned unit.

4.2.4. Aircrew Flight Equipment familiarization training, according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, as supplemented. Track as LL01. Training required before first flight at the newly assigned unit.

4.2.5. Cockpit/crew resource management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Program*, as supplemented. Track as AC05. This is a 17-month requirement. Failure to attend CRM training will result in grounding (waiverable by the OG/CC).

Table 4.1. Aircrew Ground Training Requirements.

I T E M	A	B	C	D	E	F
	Requirement (Note)	Prescribing Directive	ID	Training Code (note 1)	Phase Periods	Time Frame
1	Antihijacking (2)	AFI 13-207 (FOUO)	AC04	N	None	Annually
2	Aircrew flight equipment (3)	AFI 11-301, Vol 1, and MAJCOM guidance	LL06	G	None	Annually

3	Emergency egress, nonejection seat (4)	AFI 11-301, Vol 1, and MAJCOM guidance	LL03	G	None	Annually
4	Initial/Refresher NVG training (5)	AFI 11-202, Vol 1, this instruction, and MAJCOM guidance	VV01	O	None	Annually
5	Instrument Refresher Course	AFMAN 11-210 and AFI 11-202 Vol 2	G130	G	None	Every 4 th Quarter
6	Fire extinguisher training (6)	AFI 91-301	G022	O	None	Within 30 days of PCS
7	Mast bumping training (7)	View the US Army videotape "Mast Bumping, Causes and Prevention"	G023	O	None	Within 30 days of PCS
8	Aircrew Flight Equipment	AFI 11-301 Vol 1	LL01	G	None	Within 30 days of PCS
9	Marshaling exam (8)	AFI 11-218	G002	O	None	Within 30 days of PCS AND every 24 Months
10	Qualification evaluation (9)	AFI 11-202, Vol 2 and AFI 11-2TH-1H, Vol 2	AA01	G	6 months prior to due date	Every 17 Months
11	Instrument evaluation (10)	AFI 11-202, Vol 2 and AFI 11-2TH-1H, Vol 2	AA11	G	6 months prior to due date	Every 17 Months
12	Mission evaluation (11)	AFI 11-202, Vol 2 and AFI 11-2TH-1H, Vol 2	AB00	G	6 months prior to due date	Every 17 Months
13	Crew Resource Management	AFI 11-290	AC05	G	None	Every 17 Months

NOTES:

1. Training: Training codes are as follows:

G—Grounding. The aircrew member may not perform flight duties until the event is completed.

- N—Nongrounding. The aircrew member may perform flight duties even though the event is not completed.
- O—Other restrictions. The aircrew member may perform flight duties even though the event is not completed or is overdue, on the condition that the mission profile does not include the specific event.
2. Unit training sections must ensure all aircrew members receive antihijacking training to cover both standard Air Force and local procedures.
 3. Flight Equipment personnel will conduct training and include hands-on training of the contents of the life support vest and emergency survival gear carried on the aircraft.
 4. Training must emphasize primary and secondary exits and include a discussion of procedures in the event of unusual landing attitude, fire, injury, and water landing. Accomplish initial egress training prior to the first flight. Initial and recurring ground egress training includes training at the aircraft to include instruction on opening all doors and windows and locating and using fire extinguishers and first aid kits.
 5. Complete initial ground and flight NVG training according to appropriate formal school syllabus. Also use the date of the first successful NVG flight evaluation as the completion date.
 6. In addition to AFOSH fire extinguisher training, train aircrews on aircraft fire extinguishers and how to use them during flight or hot refueling.
 7. TF46-6077 or a computer-aided training equivalent.
 8. The written exam will be completed and training will be accomplished within 30 days of reporting for duty.
 9. Complete the qualification examinations (open and closed) and qualification evaluation as required by AFI 11-202, Volume 2 and AFI 11-2TH-1H, Volume 2.
 10. Complete an instrument open book examination and the instrument evaluation according to AFI 11-202, Volume 2, AFI 11-2TH-1H, Volume 2, and AFMAN 11-210. N/A for flight engineers.
 11. Complete the mission open book examination and the mission evaluation as required by AFI 11-202, Volume 2 and AFI 11-2TH-1H, Volume 2.

4.3. CT and Professional Aircrew Development (PAD) Meetings. Commanders direct and supervise quarterly CT/PAD meetings for aircrew members. The purpose of this meeting is to discuss standardization, mission-related topics, instructional techniques, grading practices, and increase general knowledge. Discuss a cockpit and/or CRM topic or scenario in each CT meeting that refers to CRM core concepts from AFI 11-290. Commanders will ensure any aircrew members not present for a CT/PAD meeting, review information covered in this meeting in a timely manner.

4.4. Flying Training:

4.4.1. Flying Training Requirements. Failure to accomplish flying training requirements will result in noncurrency. Track requirements semiannually or based on the last date accomplished. The semiannual cycles are January to June and July to December. Tracking begins after successful completion of the IQT evaluation and events may be prorated according to Table 4.2.

Table 4.2. Proration Allowance.

I T E M	A	B
	Consecutive Days of Nonflying	Months of Proration

1	0 to 15	0
2	16 to 45	1
3	46 to 75	2
4	76 to 105	3
5	106 to 135	4
6	136 to 165	5
7	166 to 180	6

4.4.2. **Currency and Requirements.** Flying currency and event requirements are listed in Table 4.3 and Table 4.4. Currency and requirements may be logged while flying with students, but performed “hands on.”

Table 4.3. Flying Currency Requirements.

ITEM	A	B	C	D	E	F
	Event	ID	Dual Credit	Frequency (days)	Volume Semi-Annual	Non-currency Status (Note)
1	Basic Sortie	B010		45	12	1
2	Instrument Approach	B070		45		1,4
3	Precision Approach	B080	B070		6	
4	Non-Precision Approach	B100	B070		6	
5	Contact Sortie	B200		90		1
6	Night Sortie	B410		90		2
7	NVG Sortie	S610	B410	60		
8	EP Sortie	B440T		90		1
9	Remote Ops	T100		90		3
10	NVG Remote Ops	S620	T100	90		
11	Low Level Sortie	T050		90		
12	NVG Low Level Sortie	T060	T050	90		
13	Formation Sortie	T140		90		
14	NVG Formation Sortie	T098	T140	90		
15	Simulator Sortie	B441			1	1

16	NVG Simulator Sortie	B441N	B441		1	2
17	WST IOS Sortie	T141		90		3
18	Proficiency sortie	B300		180		1
NOTES:						
<ol style="list-style-type: none"> 0. All currency events flown in the aircraft require and dual credit a basic sortie. Credit no more than one basic sortie per calendar day. 1. Unsupervised flight in all areas prohibited 2. Unsupervised flight using NVGs prohibited 3. Unsupervised flight in that specific mission profile prohibited 4. Event is pilot only 						

Table 4.4. Event Requirements.

I T E M	A	B
	Event	Requirements (Notes)
1	Basic sortie	Mission planning, performance data, crew and passenger briefing, crew coordination, flight clearance, taxi and hover, takeoff procedures, approach (instrument or visual), landing procedures, and fuel management.
2	Instrument Approach	Either a precision or non-precision instrument approach is required to log an instrument approach.
3	Precision Approach	Any type of precision instrument approach flown while in VMC or IMC conditions. No more than 50-percent of required instrument approaches flown in the simulator may be logged for semi-annual currency.
4	Non-precision Approach	Any type of non-precision instrument approach flown while in VMC or IMC conditions. No more than 50-percent of required instrument approaches flown in the simulator may be logged for semi-annual currency.
5	Contact sortie	Normal approach, steep approach, shallow approach, approach to a hover (and/or touchdown) normal takeoff, maximum performance takeoff, marginal power takeoff. Desired: Approach to a slide landing, turning approach.
6	Night sortie	1 hour of night time of which 1/2 hour must be primary time.
7	NVG sortie	1 hour of NVG time of which 1/2 hour must be primary time.

8	EP sortie	<p>Boldface procedures, straight-ahead autorotation, low-level autorotation, autorotation with turn, hovering autorotation, and hydraulics-off approach.</p> <p>Desired: One autorotation to power recovery and one to a touchdown, anti-torques to include one left and one right, and simulated engine failure at hover and at altitude. All maneuvers should be accomplished on a single flight.</p>
9	Low-level sortie (day/NVG)	<p>Mission-planning low-level navigation, low-level approach and landing, and time-on-target procedures.</p> <p>Desired: Turning approach, evasive maneuvers (EVM), threat degradation.</p>
10	Formation sortie (day/NVG)	<p>Takeoff, approach, en route, and landing procedures as lead and wing; lost visual procedures; and rejoin procedures.</p> <p>Desired: Low level.</p>
11	Remote sortie (day/NVG)	<p>MSN planning, navigation, Hi-Lo recon, approach and landing.</p> <p>Desired: Marginal power operations, slopes, nav divert, pinnacle operations, confined area operations.</p>
12	<p>Simulator sortie/ NVG Simulator sortie</p>	<p>Boldface procedures, straight-ahead autorotation, low-level autorotation, autorotation with turn, main driveshaft failure, flight control servo hardover, hydraulics-off approach, fixed pitch failures, emergency governor operations, engine overspeed (either governor failure or fuel control failure) and complete loss of tail rotor thrust.</p> <p>Desired: Engine start malfunctions, N2/Nf accessory gearbox failure, low side governor failure, IGV failure, droop compensator failure, compressor stall, engine overspeed (other emergency not accomplished above), loss of tail rotor components, and electrical fire-inflight.</p>
13	WST IOS sortie	<p>IOS certified instructors only. Must operate WST sortie from any IOS station. Can regain currency with any IOS certified aircrew.</p>
14	Proficiency sortie	<p>Designed to permit instructors sufficient time to maintain their own proficiency without instructing students. Pilots may credit a proficiency profile only when flying with another IP.</p> <p>Desired: One sortie per quarter per crewmember, 1.5 hr duration. Advanced handling techniques, marginal power operations.</p>
<p>NOTE: Areas that are desired, but not accomplished in-flight should be discussed during CT flights.</p>		

4.4.3. **Night Requirements.** NVG sorties or events will dual-credit night unaided requirements.

4.4.4. **Day Requirements.** Night sorties or events will dual-credit day requirements.

4.4.5. **Loss of Currency or Qualification:**

4.4.5.1. Semi-annual requirements are delinquent on the first day of the next semiannual period. Forty-five, 60, and 90-day requirements are noncurrent on the 46th, 61st, and 91st days, respectively.

4.4.5.2. Noncurrent status in event items is listed in Table 4.3 column E and associated **notes**.

4.4.5.3. Pilots may regain instrument currency in the simulator under the supervision of an instructor.

4.4.5.3.1. No more than 50-percent of required instrument approaches flown in the simulator may be logged for semi-annual currency.

4.4.5.3.2. Currency for instrument approaches may be regained in the simulator even if the 50 percent threshold is exceeded however; the approach itself will not count towards currency totals.

4.4.5.4. Aircrew member's noncurrent for over 6 months in any event are unqualified in that event.

4.5. Special Categories:

4.5.1. **Functional Check Flight (FCF) Pilots.** FCF pilots will complete all basic qualification, instrument, and day remote currency requirements (Table 4.3, items 1 through 6 and 8 through 10).

4.5.2. Break In Training (BIT) for Recent SUPT-H Graduates:

4.5.2.1. All SUPT-H graduates who exceed 30 days between class graduation and follow-on training are authorized to fly additional aircraft training sorties after graduation. The purpose of these sorties is for graduates to maintain proficiency in skills they already have, not to experience new maneuvers.

4.5.2.2. The flying training squadron will ensure that all qualified PIT/formal training unit (FTU)-bound graduates in this situation are aware that participation is at their discretion. Graduates participating in this program may fly with an IP approximately once a week in a variety of categories with special emphasis on NVG training. Makeup sorties are not required. Unlimited simulator sorties are authorized on a resource available basis. With SQ/DO approval, recent graduates may be certified as simulator IOS operators and then use the WST unsupervised (undergraduate students will not fly with recent graduate IOS operators).

4.5.2.3. On training sorties, SUPT-H graduates may occupy either seat. Graduates must accomplish a minimum of one landing per sortie for the sortie to be effective. Accomplish boldface testing according to local directives to ensure a safe level of proficiency is maintained. Master question file testing is not required. Graduates are also authorized to fly on IP CT sorties known as "sandbag" sorties. "Sandbag" sorties may be flown in either seat, depending upon the mission requirements of the IP. The primary purpose of these sorties is the IP's CT.

4.5.2.4. If a graduate's rated duty performance indicates the officer cannot maintain proficiency standards, the wing commander will convene a flying evaluation board to review the graduate's qualification for aviation service according to AFI 11-402.

4.5.2.5. For graduates who do not exceed a 30-day BIT, additional sorties are not automatically authorized. However, the SQ/CC may authorize orientation sorties for these graduates with existing resources according to AFI 11-401.

4.5.3. Recent Graduate FP Certification Program. In order for two recently graduated pilots to fly with each other, they must be certified as “first pilots” on an AF Form 8. The intent is to allow recurring flight performed by two recent graduates to and from prepared landing areas (runways and/or helipads). This certification, for a limited number of selected recent graduates, will be facilitated according to AETC Syllabus F-V5A-Y.

4.6. Currency. If an aircrew member loses a currency, he or she may not perform that sortie or event except for the purpose of regaining currency ([Table 4.3](#) and [Table 4.4](#)).

4.7. Recurrency. Recurrency is required whenever an aircrew member fails to meet the date or volume requirements in this instruction. Overdue training requirements must be satisfied before the aircrew member is qualified to perform applicable tasks. Crewmembers noncurrent in any event for over 6 months are unqualified and/or decertified. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission determined by the SQ/CC. Events performed to clear delinquent items may be credited to satisfy current training requirements at the instructor’s discretion.

4.8. Proration of End-of-Cycle Requirements. The SQ/CC may reduce currency requirements for aircrew members who are not available for flying duties for more than 15 days in a training period due to PCS orders, nonflying temporary duty, duty not including flying, and medical or emergency leave. Use [Table 4.1](#) to calculate the number of sorties and events required. Training requirements may never be prorated to less than one event. Prorate to adjust genuine circumstances of training nonavailability not to mask training or plan deficiencies.

4.8.1. Proration is based on consecutive days of nonflying in the training cycle and can be applied separately for each period of nonflying. Use [Table 4.2](#) to determine the number of months to prorate based on each period of consecutive calendar days of nonflying.

4.8.2. Prorated numbers resulting in fractions of less than one half are rounded off to the next lower whole number; however, no requirement may be prorated below one.

4.8.3. Newly assigned aircrew members achieving qualification after the 15th of the month are considered to be in CT status on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated.

Chapter 5

SPECIALIZED TRAINING

5.1. General:

5.1.1. Specialized training programs include BIP and FCF certification remote certification (contract pilot only). Units may tailor other than formal course training programs for all crewmembers based on experience, currency, documented performance, and formal training.

5.1.2. The squadron commander will approve entry into all specialized training programs and certify aircrew member's following training completion.

5.1.3. Except where a formal course is required, specific training guidance, procedures, policy, and requirements for specialized training are described in locally-developed syllabi. Ground training will precede flying training. Units will document upgrade training in the individual's training folder.

5.2. BIP:

5.2.1. The AETC BIP formalizes and standardizes the training a new instructor accomplishes after PIT/FEIT graduation. The unit will outline procedures for the administration, responsibilities, and training requirements for the BIP.

5.2.2. After completion of BIP requirements, the SQ/CC or DO certifies program completion. Units will maintain BIP training records in the instructor's training folder.

5.3. BIP Training. Units will assign each new instructor to an experienced BIP sponsor who will monitor the new instructor's performance and provide guidance in all instructor duties until the new instructor has completed the ground/flying training requirements and meets the requirements to be an experienced aircrew member according to paragraph 1.3.1. The SQ/CC may waive BIP requirements for aircrew members with previous instructor experience or as necessary for student training and syllabus requirements. Units will document this waiver in the individual's training folder.

5.3.1. **Prerequisite.** MQT complete.

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

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

5.3.3.1. **BIP Sorties.** The assigned buddy instructor (BI) will fly a minimum of one sortie with the new instructor during the course of the BIP program. New instructors will also fly with other PIT/FEIT instructors during the course of the BIP. The objective of these sorties is to further develop the new instructors' instructional techniques. During these sorties, the instructors will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies and common student errors.

5.3.3.2. Sponsor Sorties. The BI, SQ/DO, chief of stan/eval, or Flight Engineer SEFE (in the case of new IFs) will fly a minimum of one sortie with the new instructor's students after the new instructor has flown a minimum of two sorties with the students. After the sortie, the BIP (or other sponsor) will provide feedback to the new instructor on the student's progress, effectiveness of instructional techniques, grading practices, and suggested areas for student improvement.

5.4. Functional Check Flight (FCF) Pilot Training. Aircraft commanders and flight mechanics must complete this training before performing duties on FCFs.

5.4.1. **Prerequisites.** Use the 58 OG/CC approved *TH-1H Functional Check Flight Certification* Training Syllabus.

5.4.2. **Ground Training.** As a minimum, ground training will include a review of applicable technical orders (TO) and publications, including: AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*; TO 1H-1(T)H-6, *Scheduled Inspection and Maintenance Requirements*; TO 1H-1(T)H-6CF-1, *Acceptance and Functional Check Flight Procedures*; TO 1H-1(T)H-6CL-1, *Checklist Acceptance and/or Functional Checkflight*; TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*; AFI 11-2TH -1H, Volume 3, *TH-1H Operations Procedures*; TO 1H-1(T)H-2-1, *Maintenance Instructions Organizational*. Ground training will also include local FCF procedures, maintenance phase dock orientation, review of all applicable FCF forms and checklists, and an FCF examination.

5.4.3. **Flying Training.** (*Applies only to aircraft commanders and flight mechanics*) Trainees will fly two full FCF profiles (including all ground operations procedures) either on functional aircraft or aircraft that require FCFs.

5.5. Remote Operations Certification Training. (*FCF Pilot only*). This certification is required for all personnel that fly as contract FCF pilots. This training will normally be conducted in conjunction with FCF pilot training. Upon completion, contract FCF pilots are required to maintain remote operations (day) currency.

5.5.1. **Prerequisites.** Use the 58 OG/CC approved Contractor Remote Operations Certification syllabus.

5.5.2. **Ground Training.** As a minimum, ground training will include a review of applicable TOs and publications, including T.O.1H-1(T)H-1, *TH-1H Operations Manual* and AFI 11-2TH-1H, Volume 3.

5.5.3. **Flying Training.** According to OG/CC flying training will be conducted using the 58 OG/CC approved Contractor Remote Operations Certification syllabus.

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

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

- AFPD 11-2, *Aircrew Operations*, 19 January 2012
- AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012
- AFI 11-2UH/TH-1H, Volume 2, *TH-1H Helicopter Aircrew Evaluation Criteria*, 23 Jul 2009
- AFI 11-2UH/TH-1H, Volume 3, *TH-1H Operations Procedures*, 2 July 2010
- AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010
- AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
- AFI 11-202, Volume 3, *General Flight Rules*, 22 October 2010
- AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 February 2005
- AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 December 2008
- AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011
- AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 October 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 Rating and Aviation Badges*, 13 December 2010
- AFI 11-403, *Aerospace Physiological Training Program*, 30 November 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.
- AFI 33-364, *Records Disposition-Procedures and Responsibilities*, 22 December 2006
- AFMAN 33-363, *Management of Records*, 1 March 2008
- AFI 91-302, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Standards*, 18 April 1994
- AETCI 36-2205, Volume 4, *Formal Flying Training Administration and Management—T-1, T-6, T-37, T-38, T-43, and TH-1H*, 24 July 2012
- AETCI 36-2223, *Flying Training Student Information Management*, 30 March 2007
- TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*, 15 June 2011
- TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*, 17 Nov 2007

TO 1H-1(T)H-6, *Scheduled Inspection and Maintenance Requirements*, 4 November 2011
TO 1H-1(T)H-6CF-1,C-4, *Acceptance and Functional Check Flight Procedures*, 18 February 2011
TO.1H-1(T)H-6CL-1, *Checklist Acceptance and/or Functional Checkflight*, 14 October 2011
TO 1H-1(T)H-2-1, *Maintenance Instructions Organizational*, 1 August 2011
AETC Syllabus F-V5A-T, *TH-1H Pilot Instructor Training*, May 2010
AETC Syllabus F-V5A-Y, *TH-1H , Pilot Qualification*, July 2010

Adopted Forms

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

Abbreviations and Acronyms

ADO—assistant operations officer
AFOSH—Air Force Occupational and Environmental Safety, Fire Protection, and Health
ALS—aircrew life support
ATD—Aircrew Training Device
BI—Buddy Instructor
BIP—buddy instructor program
BIT—break in training
CC—commander
CEARF—Career Enlisted Rotary Wing Fundamentals
CRM—cockpit/crew resource management
CT—continuation training
DO—operations officer
EP—emergency procedure
FAIP—first assignment instructor pilot
FCF—functional check flight
FEIT—Flight Engineer Instructor Training
FF—first flight engineer
FMP—flight manuals program
FP—first pilot

FS—flight surgeon
FTS—flying training squadron
GP—group
GTIMS—graduate training information management system
ID—identification
IF—instructor flight engineer
IOS—Instructor Operating System
IP—instructor pilot
IQT—initial qualification training
IRP—instrument refresher program
MDS—mission design series
MF—mission flight engineer
MAJCOM—major command
MQT—mission qualification training
MR—mission ready
NAVAID—navigational aid
NVG—night vision goggles
OG/CC—operations group commander
OPR—office of primary responsibility
PAD—professional aircrew development
PCS—permanent change of station
PIT—pilot instructor training
PIT IP—instructor pilots authorized to instruct PIT on the Unit Letter of X's
RDS—records disposition schedule
RWF—Rotary Wing Fundamentals
SERE—survival evasion resistance and escape
SQ/CC—squadron commander
SQ/DO—squadron operations officer
Stan/Eval—standardization and evaluation
SUPT-H—specialized undergraduate pilot training-helicopter
TO—Technical Order
TOLD—takeoff and landing data

WG—wing

WST—Weapons Systems Trainer

Terms

Certification—The process of certifying an individual to perform a specific event not requiring an evaluation.

Eligibility Period—The 6-month period prior to the expiration date of an evaluation.

Mission Evaluation—Qualifies an individual to perform an operational mission.

Attachment 2
SAMPLE LETTER OF X'S

Figure A2.1. Sample Letter of X's.

PILOT's	QUAL												CERT	OTHER					NOTES
	Active Duty	EP	IP	MP	FP	UP	CONTACT	INSTM	DAY REMOTE	DAY LL	NVG REMOTE	NVG LL	NVG FORM	FCF	STUD CHK*	PIT INSTR	SIM / IOS	IOS INSTR	
1 Delany		X				X	X	X	X	X	X	X				X			
2 Dugan	X	X				X	X	X	X	X	X	X		X	X	X	X	X	
3 Mason		X				T**	X	X	X	X	T	T**				X			BIP
4 Spade		X				X	X	X	X	X	X	X				X	X	X	
5 Trombetta					X											X			PIT
6 Waldon	X	X				X	X	X	X	X	X	X		X	X	X	X	X	
SUB-TOTAL:	2	5	0	1	0	4	5	5	5	5	5	4	0	2	2	6		3	
Contractor																			
1 Gerhart		X				X	X	X								X			
2 Keisler		X				X	X									X	X		
3 Tobey		X				X	X									X			
SUB-TOTAL:	0	3	0	0	0	3	3	1	0	0	0	0	0	0	0	3		0	
AFS***																			
1 Eddie				X		X	X	X(1)						X					
2 Foil		X				X	X	X						X					
SUB-TOTAL:	0	1	0	1	0	2	2	1	0	0	0	0	0	2	0	0	0		0

T (In Training) - Member in BIP upgrade for specified event.
 (1) Remote certification from 23 FTS/GFR
 (2) Attached FE

*Student Check Pilots are only able to evaluate areas they are certified to instruct.
 Member may fly category event with non member only.

***AFS EP/IP will only evaluate/instruct other AFS pilots

 Gregory T. Alston, Lt Col, USAF
 Commander

 DATE