

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

**AIR FORCE INSTRUCTION 11-2UV-18,
VOLUME 1**



19 MARCH 2015

Flying Operations

UV-18 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: AETC/A3V

Certified by: USAF/A3O
(Brig Gen Giovanni K. Tuck)

Pages: 26

Supersedes: AFI11-2UV-18V1,
28 June 2010

This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the UV-18 aircraft. This instruction does not apply to the Air National Guard. With the exception of the associate instructor pilot program, this publication does not apply to the Air Force Reserve Command. File a copy of all approved waivers with this instruction. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority, and filed in accordance with AFI 33-360. According to AFI 11-200, major commands (MAJCOM) will coordinate proposed MAJCOM- level supplements to this volume through AETC/A3V to USAF/A3O prior to publication. (T-1). Field units below MAJCOM level will coordinate their supplements through their parent MAJCOM OPR prior to publication. (T-1). Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through standardization/evaluation (stan/eval) channels to AETC/A3V. USAF/A3 is the approval authority for changes or revisions to this instruction. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. 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) (http://dpclo.defense.gov/privacy/SORNs/component/airforce/F011_AF_XO_A.html),

applies. The authorities to collect and or maintain the records prescribed in this publication are 37 U.S.C. 301a, *Incentive pay*; Public Law 92-204, *Appropriations Act for 1973*, Section 715;

Public Law 93-570, *Appropriations Act for 1974*; Public Law 93-294, *Aviation Career Incentive Act of 1974*; DoD Instruction 7730.57, *Aviation Career Incentive Act and Required Annual Report*; Air Force Instruction 11-201, Volume 1, *Aircrew Training*; and E.O. 9397 (SSN) as amended. 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). See [Attachment 1](#) for a glossary of references and supporting information.

SUMMARY OF CHANGES

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

Chapter 1—GENERAL GUIDANCE	5
1.1. Responsibilities:	5
1.2. Phases of Training:	6
1.3. Training Concepts and Policies:	6
1.4. Training Records and Reports.	7
1.5. Pilot Utilization:	7
1.6. Functional Check Flight (FCF) Program.	8
1.7. Sortie Allocation Guidance.	8
1.8. Indoctrination Flier Training.	8
1.9. Aircrew Graduate Evaluation Program.	8
1.10. Progress Reviews.	8
Chapter 2—INITIAL QUALIFICATION TRAINING (IQT)	9
2.1. General:	9
2.2. Prerequisites.	9
2.3. Ground Training.	9
2.4. Flying Training.	9
2.5. Senior Officer Qualification.	9
2.6. Flight Surgeon (FS) Qualification.	9
2.7. Requalification Training.	10
2.8. Conversion and Difference Qualifications.	10
2.9. Multiple Qualification.	10
Chapter 3—MISSION QUALIFICATION TRAINING (MQT)	11

3.1.	General.	11
3.2.	Prerequisites:	11
3.3.	Ground Training.	11
3.4.	Flying Training.	11
3.5.	Training Completion.	11
3.6.	Documentation.	11
3.7.	Sorties.	11
Chapter 4—CONTINUATION TRAINING (CT)		12
4.1.	General.	12
4.2.	Training Cycle.	12
4.3.	Quarterly Meetings:	12
4.4.	Ground Training.	12
Table 4.1.	Pilot Ground Training Requirements.	12
4.5.	Flying Training.	13
Table 4.2.	UV-18 Pilot Semiannual Sortie and Event Requirements.	13
4.6.	Failure To Complete Semiannual Requirements.	14
4.7.	Flying Training Currencies.	14
Table 4.3.	UV-18 Pilot Currency Requirements.	14
4.8.	Requalification Training.	15
4.9.	Loss of IP Status:	15
4.10.	Multiple Qualification Requirements.	15
4.11.	Flight Surgeon (FS) Requirements.	15
4.12.	Indoctrination Flier Training.	15
4.13.	Prorating Requirements.	15
Chapter 5—SPECIALIZED TRAINING		17
5.1.	General:	17
5.2.	Aircraft Commander Training.	17
5.3.	Formation Training.	17
5.4.	Instructor Pilot (IP) Training.	18
5.5.	Buddy IP (BIP) Training.	18
5.6.	FCF Pilot Training:	19
5.7.	Night Training.	19

Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	20
Attachment 2—SAMPLE LETTER OF XS	23
Attachment 3—FUNCTIONAL CHECK FLIGHT (FCF) PROGRAM	24
Attachment 4—TRAINING SORTIES AND EVENTS	25

Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities:

1.1.1. AETC/A3 personnel will:

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

1.1.1.2. Process all change requests.

1.1.1.3. Determine training requirements.

1.1.1.4. Review subordinate unit supplements and training programs annually.

1.1.2. Wings and groups will:

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

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

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

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

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

1.1.3. Squadron commanders will:

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

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

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

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

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

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

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

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

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

1.1.4. Supervisors at all levels will monitor the progress of aircrew training to ensure timely progression through appropriate training phases and to identify areas for which additional training is needed.

1.1.5. Individual aircrew members will:

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

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

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

1.2. Phases of Training:

1.2.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties in the UV-18 aircraft. See Chapter 2 for IQT program requirements.

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

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency or increase flight qualifications. It provides minimum ground and flight training requirements. See Chapter 4 for CT program requirements.

1.2.4. **Specialized 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, formation, instructor pilot (IP), and functional check flight (FCF) pilot. Individuals recognized by the unit will accomplish appropriate formal course training to qualify personnel in these specialized areas or comply with locally developed syllabi and squadron developed training programs. See Chapter 5 for specialized training program requirements.

1.3. Training Concepts and Policies:

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

1.3.2. Units will normally train every assigned or attached pilot to MR status. The OG commander may approve training for individual pilots to basic aircraft qualified (BAQ) if there is minimal impact to the mission and adequate resources are available to support required nonmission sortie and event requirements. Document this authorization in the individual's training folder. (T-2).

1.3.3. Night vision goggles training is not authorized.

1.4. Training Records and Reports. Units will (T-2):

1.4.1. Maintain aircrew records for individual training and evaluations according to AFI 11-202, Volume 1; AFI 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*; and the RDS.

1.4.2. Maintain formal course or equivalent training records for assigned and attached aircrew.

1.4.3. Maintain documentation for each certification in the individual's training records on an AF Form 4348, *USAF Aircrew Certifications*.

1.4.4. Use AF Form 4293, *Student Activity Record*, to document all syllabus deviations, proficiency advancement, additional training (including justification), incomplete missions, counseling, airsickness, and any unusual occurrence that could affect the pilot's progress. Instructors should annotate areas of student difficulty. Units may specify additional training folder requirements.

1.4.5. Prepare and forward training reports according to MAJCOM directives.

1.4.6. Document training in Aviation Resource Management System (ARMS), using the forms specified in AFI 11-202, Volume 1, *Aircrew Training*.

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

1.4.7.1. Ground training dates accomplished and due.

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

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

1.4.7.4. Sortie and event currencies and expiration dates.

1.5. Pilot Utilization:

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

1.5.2. Duties required by various publications that may be assigned to aircrew position indicator (API)-1 pilots are quality assurance evaluator, programmer, flying safety officer, supervisor of flying, mobility contingency plans officer, training (except ARMS duties), aircrew flight equipment officer, and other duties directly related to flying operations. API-1s will not be attached to wing staffs or hold wing staff positions unless total wing pilot API-1 and API-6 manning is 100 percent or better. (T-2). Commanders will ensure wing staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in the UMD.

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

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

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

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

- 1.8.1. A review, with an IP, of the aircraft flight manual (Technical Order [TO] 1U-18(V)B-1, *Flight Manual, USAF Series UV-18B Aircraft*; AFI 11-2UV-18, Volume 3, *UV-18 Operations Procedures*; and unit supplements.
- 1.8.2. Egress training according to AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*.
- 1.8.3. An 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. The IP will emphasize electronic flight instrument system (EFIS) displays and controls.

1.9. Aircrew Graduate Evaluation Program. Aircrew Graduate Evaluation Program surveys are not required for any UV-18 formal courses.

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

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General:

2.1.1. This chapter outlines the initial qualification training program for the UV-18. On completion of the program, pilots will be qualified in accordance with AFI 11-202, Volume 2; and AFI 11-2UV-18, Volume 2, *UV-18 Aircrew Evaluation Criteria*; as first copilots (FC) or first pilots (FP). (T-2). **Note:** Only one combined evaluation is required when pilots complete MQT in conjunction with IQT.

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

2.1.3. Completion of IQT qualifies the copilot to fly in the right seat under the supervision of an aircraft commander or above. Completion of IQT qualifies the FP to fly in either seat under the supervision of an aircraft commander or above.

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

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

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

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

2.6. Flight Surgeon (FS) Qualification. In accordance with AFI 11-202, Volume 1, FS training will consist of the following requirements (T-2):

2.6.1. **Ground Training.** Ground training will include:

2.6.1.1. Aircraft general review.

2.6.1.2. An instrument and emergency procedures review with an IP.

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

2.6.1.4. Aircrew flight equipment and procedures training in accordance with AFI 11-301, Volume 1.

2.6.1.5. Egress training, nonejection seat, in accordance with AFI 11-301, Volume 1.

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

2.6.2. **Flying Training.** For flying training upon completion of ground training, an FS is qualified to occupy the right seat during UV-18 missions with an IP at the controls. An FS will not operate the controls during critical phases of flight. (T-2). Without an IP onboard, an FS must occupy a seat in the troop compartment.

2.7. Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months ([paragraph 4.7](#)). Follow the requalification guidance in AFI 11-202, Volume 1, and paragraph 4.8 in this instruction.

2.8. Conversion and Difference Qualifications. Conversion qualification follows the guidance in this chapter and the formal course conversion syllabus. Difference qualification is not authorized.

2.9. Multiple Qualification. Qualification in more than one mission design series (MDS) is authorized in accordance with AFI 11-202, Volume 1. Multiple qualification requires completion of IQT as specified in this chapter.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. MQT upgrades pilots who have completed IQT to MR status. MQT is normally conducted in conjunction with IQT ([paragraph 2.1.1](#)). At the completion of MQT, the squadron commander certifies the pilot as a MR pilot (MP) or copilot (MC).

3.2. Prerequisites:

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

3.2.2. Additional unit specified prerequisites for MQT.

3.3. Ground Training. Units will maintain lesson plans for MQT ground training. (T-2). When MQT is not conducted in conjunction with IQT, minimum ground training will consist of (T-2):

3.3.1. Jump pattern procedures and a jumpmaster briefing.

3.3.2. Local operating procedures.

3.3.3. Emergency procedures with jumpers on board, including low-altitude engine failure and inadvertent parachute opening in the aircraft.

3.3.4. Oxygen requirements for jumpers.

3.3.5. Weather requirements for jump operations.

3.4. Flying Training. When MQT is not conducted in conjunction with IQT:

3.4.1. Copilots will accomplish at least one sortie, and pilots will accomplish at least two sorties. (T-2).

3.4.2. The upgrade pilot should practice:

3.4.2.1. Load limit calculations.

3.4.2.2. Jump crew coordination.

3.4.2.3. Local operating procedures.

3.4.2.4. Wind drift indicator drop and pattern.

3.4.2.5. Jump pattern procedures.

3.4.2.6. Jump operations (with actual jumpers).

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

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

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

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General. This chapter outlines the minimum training and currencies required for UV-18 qualified aircrew. Units may direct additional training in a supplement to this instruction. Units will track all ground and flying training requirements in ARMS. (Refer to ETCA for ancillary training.) (T-2).

4.2. Training Cycle. There are two CT training cycles 1 January to 30 June, and 1 July to 31 December of each calendar year.

4.3. Quarterly Meetings:

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

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

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

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

Table 4.1. Pilot Ground Training Requirements.

I T E M	A Subject	B Frequency	C Prescribing Instruction	D Grounding
1	Aircrew flight equipment familiarization training	Once per base	AFI 11-301, Volume 1, as supplemented	Yes
2	Aircrew flight equipment training	Every 12 months		
3	Anti-hijacking training	Every 2 years	AFI 13-207 (FOUO)	No
4	Boldface and operation limits testing (Note 1)	Monthly	AFI 11-2UV-18, Volume 1	Yes
5	CRM training	Every 24 months	AFI 11-290 as supplemented	

I T E M	A Subject	B Frequency	C Prescribing Instruction	D Grounding
6	Emergency egress training, nonejection	Every 12 months	AFI 11-301, Volume 1, as supplemented	Yes
7	Instrument refresher training	Every fourth calendar quarter after completion	AFMAN 11-210	No
8	Local area survival training	Once per base	AFI 16-1301 as supplemented	Yes
9	Noncombat survival training	Every 36 months		No
*10	Emergency procedures (EP) simulator (Notes 2, 3)	Annually	AFI 11-2UV-18, Volume 1	Yes
*11	Situational emergency procedures training (SEPT) (Note 2)	Every 6 months	AFI 11-2UV-18, Volume 1	Yes
12	Water survival training	Every 36 months	AFI 16-1301 as supplemented	No

Notes:

1. Required before the first flight of the month. An unsatisfactory boldface examination will result in grounding until successful reaccomplishment. Operations limits are correctable to 100 percent.

*2. EP simulator updates SEPT.

3. FTG/CC is the requirement waiver authority.

4.5. Flying Training. All pilots will accomplish the applicable semiannual requirements in Table 4.2. (T-3). The OG/CC (the NAF director of operations [DO] for a NAF flight examiner [FE]) is the waiver authority for these requirements. Document this waiver in the individual's training folder. (T-2). Refer to [Attachment 4](#) for guidance on logging sorties and events.

Table 4.2. UV-18 Pilot Semiannual Sortie and Event Requirements.

I T E M	A Requirements	B BAQ (FC/FP)	C MR (MC/MP/IP)	D Notes
Sorties				
1	CT sorties	2/2	2/2/2	1
2	Night sorties	0/1	1/1/1	
3	Out-and-back mission	0/1	1/1/1	
4	Total sorties	4/4	36/36/24	
Events				
5	Full flap landings	0/0	0/0/1	2
6	Nonprecision approach	3/3	6/6/6	

I T E M	A	B	C	D
	Requirements	BAQ (FC/FP)	MR (MC/MP/IP)	Notes
7	Precision approach	3/3	6/6/6	
8	EFIS-out approach	2/2	2/2/2	3
9	Reverse taxi	0/0	0/1/1	4
10	Total landings	12/12	36/36/24	
11	Touch-and-go landings	6/6	6/6/6	2

Notes:

1. Accomplish with an IP. (**Exception:** IP CT sorties do not require another IP.)
2. Counts toward total landings.
3. Credits nonprecision approaches.
4. Required for certified FPs, MPs, and IPs.

4.6. Failure To Complete Semiannual Requirements. Failure to complete sortie or event requirements at the end of the training cycle will automatically result in regression until a review is completed to determine continued or additional training. Refer to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, for guidance on aviation service suspension when failure to complete requirements is within the member’s control. (T-2). **Note:** Refer to paragraph 4.13 for guidance on prorating requirements.

4.6.1. **Regression.** MR pilots will regress to BAQ status, and BAQ pilots will regress to unqualified status (N-BAQ). N-BAQ pilots will not fly in the new training cycle until the review is completed unless supervised by an IP. Pilots regressed from MR to BAQ may continue to fly as an FP or FC under the supervision of an IP until the review is completed.

4.6.2. **Required Review.** The reviewer should consider the type and magnitude of the deficiency and the pilot’s experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. The OG commander (the NAF DO for a NAF FE) is the reviewer and waiver authority. Document this review in the individual’s training folder.

4.7. Flying Training Currencies. **Table 4.3** defines currency requirements for all UV-18 pilots. Any pilot not meeting currency requirements (except for jump currency) will not perform the sortie or event except under the supervision of an IP. (T-2). Refer to Attachment 4 for guidance on logging sorties and events for currency and re-currency.

Table 4.3. UV-18 Pilot Currency Requirements.

I T E M	A	B	C	D
	Sortie/Event	Currency	Affects BAQ	Notes
Sorties				
1	CT sortie	90 days	No	1
2	FCF sortie	180 days		2
3	Formation sortie	180 days		2
4	Jump sortie	60 days		

Events				
5	Instrument approach	45 days	No	1
6	Landing	45 days	Yes	1
7	Night landing	180 days	No	3

Notes:

1. Pilots not current in this sortie or event require IP supervision on all flights.
2. Only required for certified pilots.
3. Night landings count toward landing currency.

4.8. Requalification Training. For all aircrew personnel except FSs, requalification requirements follow the guidance in AFI 11-202, Volume 1. A flight evaluation will complete the requalification process in accordance with AFI 11-2UV-18, Volume 2.

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

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

4.9. Loss of IP Status:

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

4.9.1.1. Failing a flight evaluation. To regain IP status, the IP must successfully complete a flight evaluation according to AFI 11-2UV-18, Volume 2.

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

4.9.2. If an IP becomes noncurrent in an event or sortie listed in **Table 4.3**, his or her IP status may be retained. However, the IP will not instruct in that event or sortie until the required currency is regained. (T-2). Supervision by another IP is required to regain currency.

4.10. Multiple Qualification Requirements. Individuals qualified in more than one MDS will complete all of the flying training requirements of this chapter in the UV-18. (T-2).

4.11. Flight Surgeon (FS) Requirements. FSs will accomplish CT in accordance with AFI 11-202, Volume 1. (T-2).

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

4.13. Prorating Requirements. Squadron commanders:

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

4.13.2. Will not consider annual leave as nonavailability, but may consider extended (more than 15 consecutive days) periods of adverse weather or periods when aircraft are not available for normal use as nonavailability. (T-2).

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

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

Chapter 5

SPECIALIZED TRAINING

5.1. General:

5.1.1. Specialized training programs upgrade qualified aircrew members to aircraft commander, IP, or other specialized mission skills. Units are allowed to tailor these programs for all crewmembers based on experience, currency, documented performance, and formal training.

5.1.2. The squadron commander will approve entry into all specialized training programs and certify pilots following training completion. (T-2).

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. Units will document upgrade training in the individual's training folder. (T-2).

5.2. Aircraft Commander Training. This program describes training required for upgrade to aircraft commander and authorizes the pilot to perform pilot in command duties.

5.2.1. **Prerequisites.** Prerequisites for this training include completion of:

5.2.1.1. At least 100 hours in the UV-18 as a MR pilot or copilot. The squadron commander is the waiver authority. This waiver will be documented in the individual's training folder. (T-2).

5.2.2. **Flying Training.** Prior to certification, upgrade pilots will demonstrate proficiency in mission planning; briefing; reverse taxi, uncontrolled airfield operations; precision and nonprecision instrument approaches; single-engine pattern, approach, go-around, and landing; 0-, 10-, and 20-flap landings; actual or simulated jump operations (including off-station jump operations); and debriefing. (T-2).

5.3. Formation Training. Formation training consists of training to two levels of certification, formation pilot and formation IP. All upgrade pilots will fly upgrade sorties under the supervision (in the same aircraft) of a formation qualified IP. (T-2). A formation leader will be designated as the individual responsible for the overall conduct of the formation from preflight through post-flight briefings.

5.3.1. **Prerequisites.** Formation pilot candidates must be at least MP qualified. A formation IP candidate must be IP qualified and formation pilot certified.

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

5.3.2.1. **Mission Preparation.** This training helps the pilot to prepare for a formation mission, including setting mission objectives, defining lead and wingman requirements, establishing responsibilities, reviewing currencies and capabilities, and preparing briefings.

5.3.2.2. **Flight Briefing.** This training prepares the pilot to conduct effective flight briefings. Flight briefings will cover objectives, use of the briefing guide, flight member involvement, and briefing and debriefing techniques. Ensure discussion is given to each

maneuver and aids to recognize proper position and techniques. Ensure CRM core curriculum items are incorporated in accordance with AFI 11-290 and MAJCOM directives.

5.3.2.3. **Conduct of Missions.** This training consists of control of formation, flight discipline, and training rules and responsibilities.

5.3.2.4. **Emergency Procedures.** This training consists of additional considerations for handling in-flight emergency procedures in formation.

5.3.3. **Flying Training:**

5.3.3.1. **Formation Pilot.** An upgrade pilot will fly a minimum of three sorties (at least one in each seat) and complete all unit-directed training and maneuvers as lead and wing. Once certified, the pilot may lead formations and fly in either seat with any other formation-certified pilot.

5.3.3.2. **Formation IP.** There is no specific flying training required for this upgrade. Once certified, an individual is authorized to upgrade new formation pilots and fly formation currency or re-currency sorties.

5.4. Instructor Pilot (IP) Training. This course teaches selected pilots the fundamentals and concepts of instructing and certifies them to perform IP duties. (T-2).

5.4.1. **Prerequisites.** The IP candidate will be an MP with 150 hours of total UV-18 flight hours. The squadron commander may waive this requirement. This waiver will be documented in the individual's training folder.

5.4.2. **Ground and Flying Training.** All initial IP candidates will complete the formal UV-18 IP course. Flying training will include an instructor evaluation as defined in AFI 11-202, Volume 2.

5.5. Buddy IP (BIP) Training. Units will assign each new IP to an experienced BIP sponsor who will monitor the new IP's performance and provide guidance in all IP duties until the new IP has completed the ground and flying training requirements provided in paragraphs 5.5.2 and 5.5.3. The squadron commander may waive BIP requirements for rated pilots with previous instructor experience. Units will document this waiver in the individual's training folder. (T-2).

5.5.1. **Prerequisite.** Pilots must complete MQT before enrolling in BIP training.

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

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

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

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

5.6. FCF Pilot Training:

5.6.1. **Prerequisites.** Individuals selected for FCF pilot will be IP qualified and preferably be an FE. FCF pilots must complete at least two complete FCF profiles (actual or simulated FCF) after certification before receiving additional certification as an FCF instructor. These two additional profiles do not require FCF IP supervision. (T-2).

5.6.2. **Ground Training.** Ground training will include a review of applicable TOs and publications, including, as a minimum, AFI 21-101, *Aerospace Equipment Maintenance Management*; TO 1-1-300, *Technical Manual, Acceptance/Functional Check Flight and Maintenance Operational Checks*; TO 1U-18(V)B-1; TO 1U-18(V)B-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series UV-18B Aircraft*; and local FCF procedures.

5.6.3. **Flying Training.** Fly as a copilot on a minimum of one mission to experience the flight analysis and data-gathering portion of an FCF sortie.

5.7. **Night Training.** Pilots will accomplish their first night landing under the supervision of an IP. (T-2).

TOD D. WOLTERS, Lt Gen, USAF
Deputy Chief of Staff for Operations

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 11-202, 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 11-401, *Aviation Management*, 10 December 2010

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

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

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

AFI 11-2UV-18, Volume 2, *UV-18 Aircrew Evaluation Criteria*, 15 August 2011

AFI 11-2UV-18, Volume 3, *UV-18 Operating Procedures*, 3 January 2012

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

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, *Technical Manual, Acceptance/Functional Check Flight and Maintenance Operational Checks*, 15 March 2012

TO 1U-18(V)B-1, *Acceptance/Functional Check Flight and Maintenance Operational Checks*; 15 October 2010

TO 1U-18(V)B-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series UV-18B Aircraft*, 30 November 2010

Adopted Forms

AF Form 8, Certificate of Aircrew Qualification

AF Form 847, Recommendation for Change of Publication

AF Form 4293, Student Activity Record

AF Form 4348, USAF Aircrew Certifications

Abbreviations and Acronyms

AETC—Air Education and Training Command

AFE—aircrew flight equipment

API—aircrew position indicator

ARMS—Aviation Resource Management System

BAQ—basic aircraft qualified, basic aircraft qualification

CRM—cockpit/crew resource management

CT—continuation training

DNIF—duty not involving flying

DO—director of operations

EFIS—electronic flight instrument system

EP—emergency procedure

EPE—emergency procedures evaluation

ETCA—Education and Training Course Announcement

FAA—Federal Aviation Administration

FC—first copilot (BAQ)

FCF—functional check flight

FE—flight examiner

FOUO—For Official Use Only

FP—first pilot (BAQ)

FS—flight surgeon

IQT—initial qualification training

IP—instructor pilot

IRP—Instrument Refresher Program

MC—mission copilot

MDS—mission design series

MP—mission pilot

MQT—mission qualification training

MR—mission ready

NAF—numbered Air Force

OG—operations group

RMI—radio magnetic indicator

SEPT—situational emergency procedures training

SERE—Survival, Evasion, Resistance, and Escape Program

TO—technical order

UMD—unit manpower document

VFR—visual flight rules

Vmc—minimum controlled airspeed

Terms

Air Almanac—Issued annually, it contains astronomical data for use in navigation and is available from the Government Printing Office. In addition, a suitable calculator is available at the U.S. Naval Observatory site (<http://aa.usno.navy.mil/data/>) under “Complete Sun and Moon Data for One Day.”

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

Formal Course—Training courses listed in the Air Force ETCA.

Home Station—An airfield where the aircrew usually operates day-to-day missions and aircraft maintenance is available. This includes deployed locations during a deployment.

In-Unit Training—Training completed by other than enrollment in a formal course when a formal course is normally required.

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

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

Operations Group (OG)—An operations group or flying training group.

Wing—The next higher echelon of command above the OG.

Attachment 2

SAMPLE LETTER OF XS

Name and Grade	MC	MP	Aircraft Commander	Experienced	FCF Pilot	FCF IP	Flight Examiner	Group FE	Formation Pilot	Night Training	Initials

Approved on _____

Sean C. McLay, Lt Col, USAF

Attachment 3

FUNCTIONAL CHECK FLIGHT (FCF) PROGRAM

A3.1. The OG Commander. The OG commander will (T-2):

A3.1.1. Designate FCF pilots in writing. Units will forward their names to the OG commander for approval.

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

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

A3.2.1. Work closely with maintenance quality assurance personnel.

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

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

A3.2.4. Monitor FCF pilots' currencies (**Table 4.3**).

A3.2.5. Coordinate with OG stan/eval on publication and TO changes and revisions.

A3.2.6. Ensure local flight clearance is coordinated with air traffic control agencies.

Attachment 4

TRAINING SORTIES AND EVENTS

A4.1. CT Sortie:

A4.1.1. A CT sortie will include traffic pattern stalls or power-on stalls; slow flight or steep turns; precision and nonprecision approaches (one simulated single-engine); single-engine landing; single-engine go-around or missed approach; visual flight rules (VFR) traffic pattern; 0-, 10-, and 20-degree flap landings; and full-flap landing (IP only) on a single sortie. (T-2). (**Exceptions:** If circumstances prevent completion of all CT sortie events on one sortie, pilots may credit a CT sortie after completing remaining events on a second sortie. IPs may credit a CT sortie when completing all events on multiple sorties within 30 calendar days.) Copilots do not require single-engine events.

A4.1.2. Instructors should tailor the CT sortie to the individual pilot's needs, placing particular emphasis on simulated systems malfunctions, single engine operations, and instrument procedures.

A4.1.3. Pilots should also accomplish holding, arcing, fix-to-fix, circling, unusual attitude recoveries, and a minimum controlled airspeed (V_{mc}) demonstration (IP only) as required to maintain proficiency.

A4.1.4. Pilots will log a CT sortie on all qualification evaluations. (T-2).

A4.2. Night Sortie. Accomplish at least two night landings during the period after evening civil twilight and before morning civil twilight as published in the Air Almanac. (T-2).

A4.3. Out-and-Back Mission. Accomplish a minimum of two sorties with a full-stop landing and engine shutdown at other than the home station. (T-2).

A4.4. Jump Sortie. Perform a simulated or actual wind direction indicator drop and simulated or actual drop of jumpers to update currency. Regain jump sortie currency by flying a jump profile (simulated or actual) with a current MP or IP. (T-2).

A4.5. Landing. Log a landing when performing any 0-, 10-, 20-, or full-flap landing. Loss of landing currency affects BAQ and requires the following action (timing starts from date of last landing) (T-2):

A4.5.1. For 46 through 90 days, regain landing currency by accomplishing three successful landings (preferably one each of 0-, 10-, and 20-degree flap settings) under the supervision of a current IP.

A4.5.2. For 91 through 135 days, perform the same actions as in **paragraph A4.5.1**, plus an instructor-supervised review session (normal, emergency, and instrument procedures).

A4.5.3. For 136 through 180 days, perform the same actions as in **paragraphs A4.5.2**, plus an IP-supervised CT sortie, qualification written examinations, and emergency procedures evaluation (EPE). Documentation of AF Form 8 is not required.

A4.5.4. For more than 180 days, perform requalification training in accordance with AFI 11-202, Volume 1, and paragraph 4.8 of this instruction. The NAF DO will approve a locally administered qualification program if it includes an instrument and qualification evaluation with all requisites completed.

A4.6. Night Landing. Accomplish landings during the period after evening civil twilight and before morning civil twilight as published in the Air Almanac. Regain night landing currency by accomplishing two night landings with a current IP. (T-2).

A4.7. Formation Sorties. Accomplish a minimum of one takeoff, departure, rejoin, jump position, wing work, and position change as lead or wing. Regain formation currency by flying an entire formation profile with a current formation IP. (T-2).

A4.8. Instrument Approach. Accomplish a precision or nonprecision approach, including an EFIS-out approach. Regain instrument approach currency by flying an instrument approach under the supervision of an IP. (T-2).

A4.9. EFIS-Out Approach. Accomplish a non-precision instrument approach using the standby attitude indicator, standby altimeter, standby airspeed indicator, and RMI as the primary references. (T-2).

A4.10. Emergency Procedures Simulator. Conduct EP training in a Federal Aviation Administration (FAA)-approved training facility for the aircraft's civil variant. (T-2). An emergency procedure (EP) simulator conducted during IQT may be credited towards this requirement.

A4.11. Situational Emergency Procedures Training. Review each emergency procedure outlined in Section III of TO 1U-18(V)B-1 with an IP. (T-2). Preferably accomplish SEPT one on one. However, small, flight-sized groups are allowed so all members can participate to the fullest extent and share equal time responding to emergency situations. Teaching SEPT may satisfy the SEPT requirement for the IP who administers the training. SEPT may also be accomplished in-flight, in a static aircraft, in a cockpit trainer, or in an FAA-approved training facility for the aircraft's civil variant EP simulator.