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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*; and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the T-38 aircraft. This publication applies to Air Force Reserve Command and the Air National Guard. (**Note:** References in this instruction to OG/CC are the 53 TEG/CC for Det 1, 53 TEG.) File a copy of all approved waivers with this instruction. Major commands (MAJCOM) will coordinate MAJCOM-level supplements to this volume through HQ AETC/A3FV to HQ USAF/A3O-AT for approval prior to publication. Field units below 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 HQ AETC/A3FV. 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 Career Incentive Act and Required Annual Report, 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 (IAW) AFMAN 33-363, Management of Records, and disposed of in accordance with (IAW) the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. Attachment 1 contains a glossary of the references and supporting information used in this publication. 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.

(AFGSC) AFI 11-2T-38V1, T-38 Aircrew Training, is supplemented as follows: This supplement applies to all aircrew flying AFGSC T-38s. This supplement applies to the Air National Guard, but does not apply to the Air Force Reserve. Waiver requests to this instruction will be channeled through AFGSC/A3T for approval routing to AFGSC/A3. AFGSC field units may further supplement this instruction, and they will forward one copy to HQ AFGSC/A3TO after publication. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFMAN 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule. Contact supporting records managers as required. Submit suggested improvements to this supplement on AF Form 847, *Recommendation for Change of Publication*, through channels, to HQ AFGSC/A3TV, 245 Davis Ave East, Barksdale AFB LA 71110.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision includes major changes throughout the document; changes title of document from AFI 11-2T/AT-38V1 to AFI 11-2T-38; changes all references to T/AT-38 to T-38; moves information in the “recommended changes and waivers” section of Chapter 1 to the beginning of the document; changes HQ AETC/DO to HQ AETC/A3 (paragraph 1.1.2); clarifies sortie allocation guidance (paragraph 1.5); adds guidance on the Aircrew Graduate Evaluation Program (paragraph 1.6); adds guidance on progress reviews (paragraph 1.7); adds guidance on fuel conservation (paragraph 1.8); clarifies guidance for Flight Surgeon requirements (paragraphs 2.6.1.6 and 2.6.2); adds Chapter 3, Mission Qualification Training; deletes reference to 6 months and changes to 210 days for landing recurrency requirements (paragraph 4.3.3); updates Table 4.1 to change currency from “Precision Approach” to “Instrument Approach” and Note 2 to clarify requirements for regaining currency; adds guidance for loss of instructor qualification and requalification (paragraph 4.4.2.1); deletes Table 3.2. T/AT-38 Annual Sortie and Event Requirements; clarifies guidance to Prorating Requirements (paragraph 4.5.3); and updates dates associated with numerous references (Attachment 1).

(AFGSC) This document is substantially revised and must be completely reviewed. This supplement was restructured to align with the parent instruction.

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Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities:

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

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

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

1.1.2.2. Process all change requests.

1.1.2.3. Determine training requirements.

1.1.2.4. Review subordinate unit supplements and training programs annually.

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

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

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

1.1.3.3. Review programs and supplements annually.

1.1.3.4. Identify training shortfalls through appropriate channels.

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

1.1.4.1. 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.

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

1.1.4.3. Brief new instructors on their instructor responsibilities prior to accomplishing student training.

1.1.4.4. Develop the instructor ability of assigned and attached instructors by effective management of the unit's flying hour program.

1.1.4.5. Determine and certify missions and events in which individual aircrew may participate.

1.1.4.5. **(AFGSC)** Certify and publish monthly a letter of pilot qualifications (Letter of Xs, LOX).

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

1.1.4.6. (AFGSC) Report in conjunction with primary B-2 RAP reporting requirements.

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

1.1.4.8. Help the wing and group develop unit training programs.

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

1.1.5.1. Monitor currencies and requirements for assigned and attached aircrew.

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

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

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

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

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

1.2. Phases of Training:

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

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

1.2.2. (AFGSC) **Mission Qualification Training (MQT).** Before performing instructor duties, IPs will complete local sorties in contact, instrument, formation, and low-level navigation (not applicable for IPs trained locally).

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

1.2.3. (AFGSC) **Continuation Training (CT).** An experienced T-38 pilot must be certified by the squadron commander on the Letter of Xs and have 100 hours of FP/IP/MP

time in the T-38 if previously or currently experienced in another aircraft, or 450 hours of FP/IP/MP time in the T-38 if not.

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

1.2.3.2. **CT Meetings.** Commanders will direct and supervise periodic CT meetings for aircrew members. The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge. A cockpit and/or crew resource management (CRM) topic or scenario should be discussed in each CT meeting referring to CRM core concepts from AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Using MAJCOMs will detail CT meeting requirements in their MAJCOM supplement.

1.2.3.2. **(AFGSC) CT Meetings.** Units will conduct meetings at least quarterly. These meetings may be conducted in conjunction with other safety or primary MDS specific meetings.

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

1.3. Training Concepts and Procedures:

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

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

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

1.3.3. **(AFGSC)** The AFGSC aircrew training cycle is 12 months and will be aligned to the primary MDS training cycle. Sortie requirements in [Table 5.1](#) include the 12 month requirement.

Table 5.1. (Added-AFGSC) T-38 Sortie Requirements (B-2).

Item	A	B	C	D
	Category	Minimum (per year)	Maximum	1 Month Lookback

1	T-38 Only IPs	72 (exp) 120 (inexp)	N/A	Maintain currencies
2	T-38 Only	48	N/A	Maintain currencies
3	API-1 Dual Qualified	60	N/A	4
4	API-6/8 Dual Qualified	48	N/A	3
Note: Sortie numbers listed as annual requirements.				

1.3.4. (Added-AFGSC) Pilot Utilization Policy:

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

1.3.4.2. (Added-AFGSC) Duties required by various publications that may be assigned to aircrew position indicator (API)-1 pilots are weapons and tactics officer, programmer, flying safety officer, supervisor of flying (SOF), mobility/contingency plans, training (except ARMS documentation), standardization/evaluation liaison officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. API-1s will not be attached to wing staffs or man wing staff positions unless total wing pilot API-1/6 manning is 100 percent or better. Commanders will ensure wing staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents (UMD).

1.4. Training Records and Reports. Units will:

1.4.1. Maintain aircrew records for individual training and evaluations in accordance with (IAW) AFI 11-202, Volumes 1 and 2, 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, or on an AF IMT 1381, *USAF Certification of Air Crew Training*, or AF Form 4348, *USAF Aircrew Certifications*.

1.4.3. (AFGSC) Maintain source documents certifying and/or decertifying pilots for flying and flying related qualifications in the individuals training folder for all qualifications maintained on the squadron Letter of Xs.

1.4.4. Prepare and forward training reports IAW MAJCOM directives.

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

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

1.4.6.1. Ground training dates accomplished and due.

1.4.6.2. Flying hours by 30/60/90-day and cumulative totals.

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

1.4.6.4. Sortie and event currencies and expiration dates. **Note:** Units may specify additional training folder requirements.

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

1.5.1. Higher headquarters-directed missions and aerial events.

1.5.2. Deployment support.

1.5.3. Evaluations.

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

1.5.5. API-2 CT, if applicable.

1.5.6. API-6 CT.

1.5.7. API-8 CT.

1.5.8. Supervisory flights.

1.5.9. Flight Surgeon (FS) flying requirements.

1.5.10. Indoctrination or familiarization flights.

1.5.11. Other orientation flights.

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

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

1.8. 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.

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

1.9.1. Request waivers through applicable stan/eval channels to MAJCOM/A3, (or equivalent). As applicable, MAJCOM/A3s will forward requests to HQ USAF/A3O-A, with an information copy to HQ USAF/A3O-AT.

1.9.2. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.9.2. **(AFGSC)** HQ AFGSC/A3 is approval authority for changes or revisions to this supplement.

1.9.3. **(Added-AFGSC)** Unless otherwise specified in this supplement, HQ AFGSC/A3 is the waiver authority. Send waiver requests through HQ AFGSC/A3TO channels to HQ AFGSC/A3. The operations group commander (OG/CC) is the waiver authority for subordinate unit supplements.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

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

2.1. (AFGSC)General. T-38 IQT will be conducted using the T-38 Pilot Training Qualification Course (ACC Course T38IQT) syllabus tracks, flow programs, and requirements. An AETC formal T-38 qualification course will suffice for qualification.

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

2.1.2. Except in unusual circumstances, aircrew members undergoing IQT will receive ground and flight instruction *with minimum interruption* and complete training within the time specified by the syllabus. For formal training course IQT, failure to complete training within the specified time limit requires notifying the gaining wing commander of the aircrew's name and grade, reason for delay, planned actions, and estimated completion date.

2.1.2.1. **(Added-AFGSC) Dual-Qualified Candidates.** An upgrading T-38 pilot will be removed from primary mission design series (MDS) flying duties when the flying portion of the T-38 qualification course begins. The pilot will remain in this status until completion of or removal from the course. OG/CC is the waiver authority. **Note:** This restriction only applies to initial qualification and IP upgrade.

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

2.3. Ground Training. Ground training will follow the formal course syllabus flow, but may be tailored to local conditions and the individual's background and experience. For in-unit qualification training, commanders will obtain and use current formal school courseware, if available.

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

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

2.6. Flight Surgeon (FS) Training:

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

2.6.1.1. Aircraft general review.

2.6.1.2. Cockpit and/or crew resource management (CRM) training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*.

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

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

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

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

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

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

2.8. IP Requalification Training. See paragraph 4.4.2.

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

2.9. (AFGSC)Conversion and/or Difference Qualification. T-38C qualified pilots will complete an OG approved difference qualification course prior to flying unsupervised in the T-38A.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. MAJCOM will determine MQT requirements.

3.1. (AFGSC)General. MQT sorties will include normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields. These sorties will be flown with an IP familiar with local operating procedures. Record MQT in the training record folder.

Chapter 4

CONTINUATION TRAINING (CT)

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

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

4.2. (AFGSC)Ground Training. Complete the ancillary/ground training listed in [Table 4.6](#)

4.2.1. **(Added-AFGSC) Situational Emergency Procedures Training (SEPT).** This training is not an evaluation, but a review of T-38 abnormal/emergency procedures and aircraft systems operations and limitations during realistic scenarios. SEPT should be accomplished one on one, but small flight-sized groups may be used so all members participate to the maximum extent possible. BOLDFACE and squadron special interest items should be emphasized.

4.2.1.1. **(Added-AFGSC)** Accomplish SEPT each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.1.2. **(Added-AFGSC)** Formal course student SEPT may satisfy the monthly SEPT requirement for the IP who administers the training.

4.2.1.3. **(Added-AFGSC)** Incorporate the following elements into the squadron SEPT program:

4.2.1.3.1. **(Added-AFGSC)** SQ/CC or DO involvement in the selection of a monthly SEPT topic.

4.2.1.3.2. **(Added-AFGSC)** When applicable, integrate T-38 mishaps/incidents into SEPT scenarios.

4.2.1.3.3. **(Added-AFGSC)** Discuss at least one EP for each phase of flight (takeoff, cruise and landing) during each session.

4.2.1.3.4. **(Added-AFGSC)** Accomplish two SEPTs each training period with an IP or squadron supervisor to include minimum fuel and emergency divert training. **Note:** If dual qualified, primary MDS SEPT does not satisfy this requirement.

4.3. Flying Training Currencies and Recurrency:

4.3.1. **Currency.** Table 4.1 lists minimum currency requirements for T-38 aircrew. Using MAJCOMs may specify additional events or sortie currencies in their MAJCOM supplement.

If an aircrew member loses a particular currency, he or she may not perform that sortie or event except to regain currency.

4.3.1. (AFGSC) **Currency.** Aircrew members will maintain the currency requirements in **Table 4.1** as applicable. In addition, the requirements in **Table 4.2** will be maintained.

Table 4.1. T-38 Pilot Currencies.

I T E M	A	B	C	D	E
	Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
1	Landing	30	45	Yes	1
2	Instrument Approach			No	2, 3
3	IP RCP Landing	60	90		4
4	IP RCP Night Landing	90			4, 5

NOTES:

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

Table 4.2. (Added-AFGSC) T-38 Pilot Currencies.

Item	Event/Sortie	Inexp	Exper	Affects BAQ	Notes
1	Night FCP Landing	90	90	No	1, 5
2	Night RCP Landing	90	90	No	1, 7
3	Night Sortie	90	90	No	1
4	Formation Takeoff	60	90	No	1, 3
5	Formation Landing	60	90	No	1, 3

6	Formation Sortie (FP)	45	60	No	6
7	Formation Sortie (IP)	120	120	No	6
8	Low Level Navigation	90	90	No	1, 4
9	Instructor Sortie	60	60	Yes	1,2

Notes:

1. To regain currency, supervision level is IP, qualified and current in the event in the aircraft.
2. Flight Examiners can update instructor sortie currency when performing flight evaluations.
3. FLs and IPs may log/update currency from either #1 or #2 position.
4. LLNAV currency is required to fly sorties on MTRs or at or above 1,000 feet AGL in MOAs, restricted airspace or warning areas.
5. FCP must be current for Landing (day) and Night Landing to perform night landings unsupervised (without a current/qualified IP). To regain night landing currency, three night landings must be accomplished. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight.
6. Accomplish a minimum of three of the following: formation takeoff (wing or interval), tactical, wingwork, close trail, extended trail/fighting wing, formation recovery for formation approach or initial.
7. IP RCP must be current for Landing (day) and Night RCP Landing to perform night RCP landings unsupervised (without a current/qualified IP). RCP night landings update both RCP night landing currency and FCP night landing currency. To regain IP RCP Night Landing currency, IP in FCP must be current in Night FCP Landing and three night landings must be accomplished. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight.

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

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

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

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

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

4.4. Special Categories:

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

4.4.2. **Loss of Instructor Qualification and Requalification.** An instructor will be unqualified for:

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

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

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

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

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

4.4.4. **(AFGSC) Flight Surgeon (FS).** Complete a Boldface/Critical Action Test once per week (when scheduled) prior to flying that week.

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

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

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

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

4.5. Annual Training Requirements:

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

4.5.1. (**AFGSC**) Aircrew members will accomplish sortie and event requirements listed in **Table 4.3** and in **Table 4.4** as applicable. If an aircrew member fails to maintain sortie or event requirements, the OG/CC will review the crewmember's status to determine if additional training is required.

Table 4.3. (Added-AFGSC) T-38 Training Period Sortie and Event Requirements.

Item	Event/Sortie	Number	Remarks
1	AHC Sortie	2	IP required. Accomplish six (minimum) AHC events as described in AFMAN 11-250, Volume 1.
2	Instrument Sortie	4	Two instrument approaches or one instrument approach and three of the following: steep turns, unusual attitude recoveries, vertical-S, confidence maneuvers, holding.
3	Night Sortie	4	Only if pilot maintains night qualification.
4	Weather penetration	6	High or low altitude penetration or local published recovery routing.
5	Precision Approach	12	
6	Non-precision Approach	12	OG/CC discretion on mixture of circling and straight-in approaches.
7	Formation Sortie	8	Only applies to formation-qualified pilots. Accomplish a minimum of three of the following: formation takeoff (wing or interval), tactical, wingwork, close trail, extended trail/fighting wing, formation recovery for formation approach or initial.
8	TP Stalls	4	Only two events may be logged per sortie.
9	No-Flap Pattern	6	No-flap pattern <i>and</i> landing must be accomplished. Events may be flown from either visual or instrument patterns.
10	Low Altitude Navigation Sortie	4	Requirements for this sortie are determined by the OG. Only applies to low altitude qualified pilots.
11	SE Pattern	6	Accomplish SE Pattern <i>and</i> either SSE go-around <i>or</i> SE landing. Events may be flown from either visual or

			instrument patterns.
12	Circling Approach	3	Turn to final must be flown.

Table 4.4. (Added-AFGSC) Pilot Ancillary/Ground Training

Item	Subject	Frequency	Reference Directives	Grounding
1	Annual Physical		AFI 48-123	Yes
2	Physiological Training (altitude chamber/Reduced Oxygen Breathing Device)	5 Years	AFI 11-403	Yes
3	CRM Training	24 Months	AFI 11-290 as supplemented	Yes
4	Aircrew Flight Equipment Training a. Egress/Ejection b. Aircrew Flight Equipment c. Aircrew Flight Equipment Familiarization Training	12 months 24 Months Once per assignment	AFI 11-301 V1 as supplemented	Yes Yes Yes
5	SERE Training a. Emergency Parachuting (SS06) b. Local Area Survival (SS01) c. Water Survival (SS05)	12 Months Once per assignment, prior to first flight 36 months	AFI 16-1301 as supplemented	Yes Yes No
6	Instrument Refresher Course (IRC)	Periodic	AFMAN 11-210 and AFI 11-202V1, V2, as supplemented	Yes
7	Emergency Procedures Training (SEPT)	Monthly	AFI 11-2T - 38V1 as supplemented	Yes
8	BOLDFACE Examination	Monthly		Yes
9	Self Aid and Buddy Care	Initial, then every 2 years	AFI 36-2238	No
10	Law of Armed Conflict	15 months	AFPD 51-4, AFI 51-401	No

4.5.2. **Squadron Commanders.** Will approve profiles for all required CT sorties. Profiles will detail the minimum events and currency items to be accomplished on the sortie (for

example, aircraft handling characteristics [AHC] maneuvers, approaches, or emergency patterns and landings).

4.5.3. Prorating Requirements. Squadron commanders:

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

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

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

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

4.6. (AFGSC)Multiple Qualification Requirements. Pilots will satisfy both MDS minimum sortie/event requirements unless otherwise noted.

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

4.7. (AFGSC)Multiple Qualification Currencies. Pilots will comply with currency requirements for each aircraft in which they are qualified.

Chapter 5

SPECIALIZED TRAINING PROGRAMS

5.1. Overview. This chapter outlines upgrade training programs for special capabilities and qualifications. These programs are intended to provide a basic starting point and may need to be modified by the squadron commander, based on the unit's requirements and the aircrew's previous experience, qualifications, and documented performance. Unless governed by a formal course syllabus, ground and device training for these programs will consist of unit-developed academics and scenarios. Flight training will be conducted IAW a program approved by the squadron commander. Using MAJCOMs may specify additional specialized training programs in their MAJCOM supplement.

5.1. (AFGSC)Overview. The T-38 is used in the B-2 Companion Trainer Program to support the training, proficiency, instrument, chase, and other mission support duties as directed by the WG and OG leadership. Pilots assigned or attached to the B-2 program are upgraded in the T-38 in phases. One phase of training is not necessarily a prerequisite of another phase. This training is accomplished according to 509 BW T-38 CTP specialized training courses. The objectives of these courses are to produce pilots proficient and qualified in T-38 formation, LLNAV, and night. The T-38 program consists of the following T-38 qualifications:

5.1.1. (Added-AFGSC) Basic T-38 Qualified:

5.1.1.1. (Added-AFGSC) General.

5.1.1.1.1. (Added-AFGSC) Eligibility Requirements. Participants must be pilots on active flying status assigned to HQ AFGSC, 8 AF, 509 BW, or attached units. These pilots are qualified in the T-38 to supplement proficiency training received in the mission aircraft due to limited number of training sorties and hours available in the B-2 program. Additionally, pilots in flying billets not qualified in the B-2 receive their sole proficiency training in the T-38.

5.1.1.1.2. (Added-AFGSC) The basic T-38 qualification allows pilots to perform basic instrument, cross-country, and transition sorties. With appropriate CT upgrade training, pilots may become qualified to fly LLNAV, and formation sorties (from both the lead and wing position).

5.1.1.1.3. (Added-AFGSC) Basic qualification allows pilots to fly traffic pattern stalls and all AHC demonstrations described in AFMAN 11-250V1 except for low-speed stability exercises and full aft-stick stalls, which require an IP. The required AHC sorties stipulated in [Table 4.3](#) will be flown with an IP.

5.1.1.2. (Added-AFGSC) Training Program. Use ACC syllabus course T38IQT for training.

5.2. Instructor Upgrade. Follow a MAJCOM-approved formal course syllabus.

5.2.1. (Added-AFGSC) T-38 CTP Instructor:

5.2.1.1. (Added-AFGSC) General. These are pilots who have completed a MAJCOM-approved upgrade program and are qualified to instruct all phases of T-38 training. This includes:

5.2.1.1.1. **(Added-AFGSC)** ACC syllabus course T38IQT.

5.2.1.1.2. **(Added-AFGSC)** ACC syllabus course T38IP (ACC Instructor Pilot Upgrade course).

5.2.1.1.3. **(Added-AFGSC)** CT upgrade programs (formation, night, IP Familiarization, and LLNAV).

5.2.1.2. **(Added-AFGSC)** Upon completion, the pilot will be qualified according to AFI 11-401 and AFI 11-202V2, as supplemented, and applicable grading volumes. IP upgrade will normally be conducted using the USAF T-38 Instructor Pilot Upgrade Training Course (ACC course T38IP) syllabus tracks, flow programs, and requirements. An AETC T-38 instructor pilot course (PIT) may also be used for IP qualification. Dual-qualified pilots upgrading to T-38 IP will be relieved of primary MDS flying duties when the flying portion of the T-38 IP course begins. The pilot will remain in this status until completion of or removal from the course. OG/CC is the waiver authority.

5.2.1.3. **(Added-AFGSC)** Course prerequisites for the ACC Course T-38 IP (T38IP) include:

5.2.1.3.1. **(Added-AFGSC)** Track I and II: Pilot must be Flight Lead and LLNAV qualified and have 50 hours in T-38 since initial qualification or requalification (waiverable by HQ AFGSC/A3T).

5.2.1.3.2. **(Added-AFGSC)** Track III: Pilot must be a previously qualified T-38A or T-38C instructor pilot.

5.2.1.4. **(Added-AFGSC)** Following satisfactory completion of upgrade requirements, the OG/CC will personally interview the upgrading IP and review IP responsibilities, scope of duties, authority, and philosophy. Failure to complete scheduled training events need not delay certification. The SQ/CC will certify the upgrading IP by providing the necessary documentation, including any restrictions, in appropriate written format.

5.3. RCP Night Landing Qualification Training:

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

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

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

5.4. (AFGSC)Formation and/or Flight Lead Upgrade. Refer to [paragraph 5.1.1.2](#) as applicable.

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

5.5. (AFGSC)Low Altitude Training Upgrade. AFGSC T-38s will not be used to conduct Low-Altitude Training (LOWAT) mission-oriented operations (aerial attack or threat reactions).

5.5.1. **(Added-AFGSC) Low-Level Navigation (LLNAV).** Low-level navigation flight will be conducted IAW AFMAN 11-250V1 and AFI 11-2T-38V3 at or above 1,000 AGL in MOAs, restricted airspace, or warning areas. Refer to [paragraph 5.1.1.1.2](#) as applicable.

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

5.6. (AFGSC)Functional Check Flight (FCF) Training. FCF pilots will be trained IAW OG developed FCF qualification program.

5.7. Adopted Forms and IMTs: AF IMT 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF IMT 1381, *USAF Certification of Air Crew Training*

AF Form 4348, *USAF Aircrew Certifications*

5.8. (Added-AFGSC) Night Qualification. Prior to flying unsupervised at night, pilots will complete an OG developed night qualification program. The program should address night-time considerations for aircraft lighting, spatial disorientation, landings and emergency procedures. Record night qualification training information in the individual's training folder and annotate on the LOX. For operations between sunset and sunrise, the Pilot in Command must be current and qualified (as applicable) for night operations.

5.9. (Added-AFGSC) Other Duties Requiring T-38 Qualification. T-38 FE and squadron SELOs will be assigned according to AFI 11-202V2_AFGSCSUP.

5.10. (Added-AFGSC) Sortie Requirements. The annual sortie requirements are depicted in [Table 5.1](#) References to experience levels refer to T-38 experience and not primary MDS.

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Director of Operations

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

(Added-AFGSC) AF Form 847, Recommendation for Change of Publication
AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005
AFI 11-2T-38, Volume 2, *T-38 Aircrew Evaluation Criteria*, 27 April 2009
AFI 11-202, Volume 1, *Aircrew Training*, 22 November 2010
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
AFI 11-214, *Air Operations Rules and Procedures*, 22 December 2005
AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 April 2001
AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009
AFI 11-401, *Aviation Management*, 7 March 2007
AFMAN 33-363, *Management of Records*, 1 March 2008
DoDI 7730.57, *Aviation Career Incentive Act and Required Annual Report*, 18 July 2003
Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, November 22, 1943
Executive Order 13478, Amendment to Executive Order 9397, *Relating to Federal Agency Use of Social Security Numbers*, November 18, 2008
Privacy Act of 1974
Public Law 92-204, *Appropriations Act of 1973*
Public Law 93-294, *Aviation Career Incentives Act of 1974*, May 31 1974
Public Law 93-570, *Continuing Appropriations, 1975*, February 28, 1975
United States Code: Title 37, 301a, *Incentive Pay: Aviation Career*, February 1, 2010

Abbreviations and Acronyms

(Added-AFGSC) **ACC**—Air Combat Command
(Added-AFGSC) **AEF**—Air & Space Expeditionary Force
AFE—aircrew flight equipment
(Added-AFGSC) **AFGSC**—Air Force Global Strike Command
AGL—above ground level
AGSM—anti-G straining maneuver
AHC—aircraft handling characteristics
ARMS—Aviation Resource Management System (formerly AFORMS)

BAQ—basic aircraft qualification
CRM—cockpit/crew resource management
CT—continuation training
(Added-AFGSC) CTP—Companion Trainer Program
EP—emergency procedure
EPE—emergency procedures evaluation
ETCA—education and training course announcement
FCF—functional check flight
FCP—front cockpit
(Added-AFGSC) FE—Stan/Eval Flight Examiner
(Added-AFGSC) FEB—flying evaluation board
(Added-AFGSC) FL—flight lead
FS—flight surgeon
IAW—in accordance with
IMC—instrument meteorological conditions
IMT—information management tool
IP—instructor pilot
IQT—initial qualification training
(Added-AFGSC) LLNAV—Low-Level Navigation
(Added-AFGSC) LOX—Letter of pilot qualifications
MAJCOM—major command
(Added-AFGSC) MDS—mission design series
MQT—mission qualification training
(Added-AFGSC) MTR—Military Training Route
NAF—numbered Air Force
NVG—night vision goggles
OG—operations group
OPR—office of primary responsibility
(Added-AFGSC) OT&E—operational test and evaluation
RDS—records disposition schedule
RCP—rear cockpit
SD—spatial disorientation

(Added-AFGSC) **SE**—single engine

(Added-AFGSC) **SELO**—standardization/evaluation liaison officer

(Added-AFGSC) **SERE**—Survival, Evasion, Resistance and Escape

(Added-AFGSC) **SOF**—supervisor of flying

stan/eval—standardization/evaluation

(Added-AFGSC) **TP**—traffic pattern

Terms

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

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

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

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

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

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

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

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

Formal course—Training courses listed in Air Force ETCA.

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

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

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

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

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

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

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

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

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

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

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

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

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