

**BY ORDER OF THE COMMANDER
AIR COMBAT COMMAND**

**AIR COMBAT COMMAND MANUAL
11-2E-9, VOLUME 1**



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Flying Operations

E-9—AIRCREW TRAINING

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This manual implements Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*. It applies to all E-9 aircrew under Air Combat Command (ACC) authority, including Air Force Reserve (AFR) or Air National Guard (ANG) personnel that operate E-9 aircraft. This manual establishes the minimum standards for training and qualifying E-9 aircrew. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Department of Defense (DoD) 5400.11-R, *Department of Defense Privacy Program*. The applicable SORN F011 AF XO A, Aviation Resource Management System (ARMS) membership programs is available at <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Vigilance must be taken to protect Personally Identifiable Information when submitting or sending nominations, applications or other documents to DoD agencies through government Internet, software applications, systems, e-mail, postal, faxing or scanning. Refer to the following directives for additional guidance: Air Force Instruction (AFI) 33-332, *Air Force Privacy and Civil Liberties Program*, DoD 5400.11-R. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Department of the Air Force Form (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command In Accordance With (IAW) **paragraph 1.3**. The authorities to waive wing, unit, or delta level requirements in this publication are identified with a tier (“T-2 or T-3”) number following the compliance statement. Submit requests for waivers to this manual IAW **paragraph 1.9**. This manual may not be supplemented or further implemented/extended.

SUMMARY OF CHANGES

This document has been revised and should be completely reviewed. Changes include clarifications for end of cycle deficiencies; minor adjustments to Initial Qualification Training (IQT), Mission Qualification Training (MQT), annual requirements and currencies; clarifications to specialized MSO training; and adjustments to experienced aircrew definitions.

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Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.2. Roles and Responsibilities:

1.2.1. Air Combat Command Director of Operations (ACC/A3). ACC/A3 is designated as the responsible agency for this volume in accordance with Air Force Policy Directive (AFPD) 11-2 *Aircrew Operation*. ACC/A3 will process all change requests.

1.2.2. Unit Commanders (CCs). The unit CC will:

1.2.2.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrews.

1.2.2.2. Review training and evaluation records of newly assigned aircrews and those completing training to ensure provisions of this volume are met.

1.2.2.3. Ensure training scenarios and missions are oriented to conditions anticipated in the unit mission.

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

1.2.2.5. Report end-of-cycle (01 Oct – 30 Sep) training deficiencies/shortfalls through channels to Air Combat Command Flight Operations and Training Branch (ACC/A3TO). Review training programs annually.

1.2.2.6. Monitor individual currencies and requirements for assigned and attached aircrew.

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

1.2.3. Aircrews. Individual aircrews will:

1.2.3.1. Be responsible for completion of training requirements and currencies within the guidelines of this volume.

1.2.3.2. Ensure they are neither scheduled for, nor participate in, flying activities for which they are not qualified and current.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this volume to Air Combat Command Standardization and Evaluation Branch (ACC/A3TV) on DAF Form 847. Route DAF Forms 847 from the field through the appropriate functional chain of command

1.3.2. ACC/A3TV will process recommendation for change.

1.3.3. Time sensitive changes will be addressed IAW Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, guidance.

1.4. Phases of Training:

1.4.1. Initial Qualification Training (IQT). IQT provides the training necessary to initially qualify pilots and mission systems operators in a basic position and flying duties without regard to a unit's mission. Upon completion of IQT, pilots attain Basic Aircraft Qualification (BAQ) status and mission systems operators attain Basic Mission Capable (BMC) status. See **Chapter 2** for IQT program requirements.

1.4.2. Mission Qualification Training (MQT). MQT provides the training necessary to initially qualify or requalify pilots in a specific position and flying duties to perform the missions assigned to a specific unit. Pilots maintain BAQ status until they complete MQT. See **Chapter 3** for MQT program requirements.

1.4.3. Continuation Training (CT). This training is necessary for qualified aircrew to maintain their assigned level of currency and proficiency. It provides the minimum recurring ground and flight training requirements. See **Chapter 5** for CT program requirements.

1.4.4. 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 aircraft commander (AC) upgrade, instructor pilot upgrade (IPUG), and flight surgeon/non-rated aircrew. Individuals designated by the unit CC will accomplish squadron developed training programs to gain qualification or certification in specialized areas. See **Chapter 6** for specialized training program requirements. **(T-3)**

1.5. Training Concepts and Policies:

1.5.1. CT for the E-9 does not utilize the Ready Aircrew Program. CT will be conducted IAW **Chapter 5** of this publication. **(T-2)** Training programs will be designed to achieve the highest degree of proficiency consistent with flight safety and resource availability. **(T-2)** Training must consider aircrew capabilities and safety.

1.5.2. Training missions will be designed to achieve proficiency in unit-tasked roles and enhance mission accomplishment and safety. **(T-2)**

1.5.3. Aircrew proficiency and competence varies and must be closely monitored at the unit level to ensure progression. **(T-2)** Unit CCs must ensure that training programs consider local conditions and individual capabilities to maximize training continuity. **(T-2)**

1.5.4. For ACC units, the aircrew training cycle is 12 months (1 October through 30 September). Units will complete training requirements during the training cycle except where specifically exempted. **(T-2)**

1.6. Training Records and Reports:

1.6.1. Units maintain aircrew records for individual training and evaluations IAW DAFMAN 11-401, *Aviation Management*, and appropriate MAJCOM directives. Also, units document and maintain aircrew certification/upgrade training in individual training folders IAW AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*.

1.6.2. The following information is tracked for all aircrews (as applicable):

1.6.2.1. Ground training.

1.6.2.2. Individual sortie requirements and accomplishments. Event requirements and accomplishments are tracked by cumulative total completed and remaining for the training cycle.

1.6.2.3. Currencies.

1.7. Aircrew Utilization Policy:

1.7.1. CCs will ensure that aircrews (Aircrew Position Indicator (API)-1/6s) fill authorized positions IAW unit manning documents and that crew status is properly designated. **(T-2)** The overall objective is that aircrews perform flying related duties. Supervisors may assign aircrews to valid, short-term tasks (escort officer, Flight Evaluation Board (FEB)/mishap board member, etc.) but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. **(T-2)**

1.7.2. No additional duties will be assigned during IQT/MQT training. **(T-2)**

1.8. Sortie Allocation Guidance:

1.8.1. Inexperienced aircrews will receive sortie allocation priority over experienced aircrews. **(T-2)** Attached personnel for flying will receive minimum required sorties to maintain BAQ currency requirements. **(T-2)**

1.8.2. Sorties will be allocated based upon the following requirements:

1.8.2.1. Training to meet assigned projects. **(T-2)**

1.8.2.2. Programs, and taskings as listed below:

1.8.2.2.1. IQT and MQT. **(T-2)**

1.8.2.2.2. Instructor upgrades. **(T-2)**

1.8.2.2.3. Basic mission capable (BMC) training that cannot be accomplished on primary missions. **(T-2)**

1.9. Waiver Authority. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-2, or T-3”) number following the compliance statement. See DAFMAN 90-161, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority. 53d Weapons Evaluation Group Commander (53 WEG/CC) waivers granted to individual aircrew members will remain valid until end of the training cycle (30 Sep) and will be reviewed annually for continued applicability.

Chapter 2

COPILOT (CP) INITIAL QUALIFICATION TRAINING (IQT)

2.1. Initial Qualification Training (IQT). This chapter outlines the initial CP qualifications in the E-9A aircraft.

2.1.1. CP-IQT will be conducted in accordance with this instruction and the E-9A training syllabus. Tailor ground training to individual background and experience. **(T-2)**

2.1.2. Successful completion of CP-IQT requires the upgrading crewmember to complete an aircraft instrument qualification evaluation IAW Air Combat Command Manual (ACCMAN) 11-2E-9, Volume 2, *E-9—Aircrew Evaluation Criteria*. **(T-2)**

2.2. Ground Training Prerequisites. IAW AFMAN 11-202V1, this publication, (Reference [Chapter 4](#)), and the E-9A syllabus.

2.3. Flying Training Prerequisites. IAW E-9A training syllabus.

2.4. Simulator Training.

2.4.1. IQT students will accomplish a commercially available initial qualification course at a Federal Aviation Administration (FAA)-approved school for a Dash 8. **(T-2)** An end of course flight evaluation will be conducted, and results will be forwarded/hand-carried to 82d Aerial Target Squadron Training Office (82 ATRS/DOT). **(T-2)**

2.4.2. The Emergency Procedures (EPs) portion of the IQT evaluation will be conducted by one of the following methods (in order of preference): (1) Simulator or (2) E-9A Cockpit. **(T-2)**

2.5. Flying Training:

2.5.1. Complete IQT within 60 duty days of the first unit training event. Failure to complete within the specified time requires notification through channels to 53 WEG/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

2.5.2. Students in IQT will fly under supervision from an instructor pilot (IP) with direct access to the controls until completion of the qualification check ride. **(T-2)**

2.5.3. The following tables outline the minimum items to be performed by initial qualification CP's. Actual number of sorties may vary dependent on proficiency.

Table 2.1. CP IQT Flying Requirements.

Event	Required	Notes
Sorties	5	2
Proficiency Sorties	5	2
Takeoff	20	
Departure	5	
Steep Turn Series	3	
Stalls Series	3	
Slow Flight	3	
Precision Approach	6	
ILS	4	
PAR	2	1
Non-precision Approach	6	
VOR	1	1
ASR	1	1
LOC	2	
TACAN	1	1
RNAV	1	
Circle Approach	2	
Single-Engine Approach	3	
Single-Engine Go-Around	3	
Missed Approach Procedure with Holding	1	1
Go-Around	3	
Landing	20	
Single-Engine Landing	2	
Alternate Landing Gear Extension	1	
Emergency Descent	1	
Notes:		
1. If unable to perform an event because facilities are not available, a verbal debrief is authorized.		
2. Proficiency advance is authorized when warranted by the student's flight performance.		

Chapter 3

COPILOT (CP) MISSION QUALIFICATION TRAINING (MQT)

3.1. Copilot (CP) Mission Qualification Training (MQT).

3.1.1. The prerequisite for MQT is completion of CP-IQT.

3.1.2. During CP-MQT academic and flying training, special emphasis should be placed on: Sea Surveillance Radar Operation, Telemetry Equipment, UHF Radio Relay Operation, Weapons System Evaluation Program (WSEP) Mission Profiles, Electrical System Considerations, and Mission System Operator responsibilities.

3.1.3. Complete MQT within 60 duty days of the first MQT sortie. Failure to complete within the specified time requires notification through channels to 53 WEG/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

3.1.4. Students in MQT will fly under supervision from an IP with direct access to the controls until completion of the qualification check ride. **(T-2)**

3.1.5. Upon completion of CP-MQT, the CP will complete a Mission Evaluation IAW ACCMAN 11-2E-9V2. **(T-2)**

Table 3.1. CP MQT Flying Requirements.

Event	Required	Notes
Mission Sorties	4	1
Normal Procedures	4	1
Range Patrol	4	1
Telemetry Gathering	4	1,2
UHF Radio Relay	1	2
Notes:		
1. Proficiency advance is authorized when warranted by the student's flight performance.		
2. If unable to perform an event because facilities are not available, a verbal debrief is authorized.		

Chapter 4

AIRCRAFT COMMANDER (AC) FORMAL TRAINING

4.1. Aircraft Commander (AC) Upgrade General. This chapter outlines initial and MQT requirements for AC of E-9A aircraft.

4.1.1. The AC upgrade program will be conducted in accordance with this instruction and the E-9A training syllabus. **(T-2)** Tailor ground training to individual background and experience; however, use available phase manuals, texts, instructor guides, and audiovisual programs as supporting material to the maximum extent possible. Exceptions to mission outline requirements, other than proficiency advancement, must be submitted for 53 WEG/CC waiver.

4.1.2. Successful completion of AC upgrade program requires the upgrading crewmember to complete a combined aircraft instrument qualification and mission evaluation IAW ACCMAN 11-2E-9V2. **(T-2)** If unable to perform a combined evaluation, the instrument qualification and mission evaluations may be flown separately. If separated, the AC may fly as an AC on sorties he/she is qualified for (e.g., Pilot Proficiency (PP) sortie if instrument qualified and Mission (MSN) sortie if mission qualified).

4.2. Prerequisites. IAW E-9A syllabus, Squadron Commander (SQ/CC) approval and at least 100 hours total time in E-9A.

4.3. Simulator Training.

4.3.1. AC upgrade students should successfully accomplish a commercially available recurrent qualification course for a Dash 8 if availability permits.

4.3.2. AC upgrade students will accomplish the EP portion of the AC IQT/MQT Evaluation in (in order of preference): (1) Simulator, or (2) E-9A Cockpit. **(T-2)**

4.4. Ground Training. Students must satisfactorily complete the following unit-developed blocks of instruction prior to AC-1:

4.4.1. All students will spend at least one hour in the E-9A cockpit (on the ground with engines *not* running) with an instructor. **(T-3)** This event is intended to familiarize the student with the E-9A cockpit layout, checklists, and crew coordination. If the commercially procured simulator is used to satisfy this requirement, an E-9A differences orientation will be conducted with an instructor (time as required based upon student proficiency). **(T-3)**

4.4.2. All students will spend at least one hour in the E-9A cockpit (on the ground with engines *not* running), with an instructor for an EP review. **(T-2)**

4.5. Aircraft Commander (AC) Flying Training:

4.5.1. Complete AC upgrade within 60 duty days of the first flying training event. Failure to complete within the specified time requires notification through channels to 53 WEG/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

4.5.2. AC upgrade students will only perform AC duties while under IP supervision until completion of the qualification check ride. **(T-2)**

4.5.3. **Table 4.1** outlines the minimum items to be performed by AC candidates. Actual number of sorties may vary dependent on proficiency.

Table 4.1. Aircraft Commander (AC) Upgrade Flying Requirements.

Event	Required	Notes
Sorties	6	1,3
Proficiency Sorties	4	1,3,4
Mission Sorties	2	1,3
Takeoff	18	1
Departure	6	1
Steep Turns	2	
Stalls	2	
Precision Approach	6	1
ILS	4	
PAR	2	2
Non-precision Approach	6	1
VOR	1	2
ASR	1	2
RNAV	1	
LOC	1	
Circle Approach	1	
Single-Engine Approach	2	1
Single-Engine Go Around	2	1
Missed Approach	1	1
Landing	18	1
Single-Engine Landing	2	1
Alternate Landing Gear Extension	1	
Normal (Mission) Procedures	1	
Range Patrol	1	
Telemetry Gathering	1	2
UHF Radio Relay	1	2
Emergency Descent	1	
Notes:		
1. Credit events toward CT.		
2. If unable to do event due to facilities outage or unavailable, verbal debrief authorized.		
3. Proficiency advance is authorized if proficiency level warrants it.		
4. At least one of these sorties should be an out-and-back/cross-country for unfamiliar airfield operations and mission planning considerations.		

4.6. Instructor Pilot (IP) Upgrade (IPUG). The 82d Aerial Targets Squadron Commander (82 ATRS/CC) will select only the most qualified aircrew members as instructors based upon such factors as ability, judgment, technical knowledge, skill, and experience. **(T-3)** The 53 WEG/CC may waive flight hour requirements based on previous instructor experience.

4.6.1. IP Prerequisites: 1,000 total IP/Mission Pilot (MP)/First Pilot (FP)/Mission Copilot (MC) hours with at least 200 MP hours in the E-9A. The 200 MP hours in the E-9A can be waived with the concurrence of the 82 ATRS/CC and 53 WEG/CC, and a memorandum for record with waiver justification will be placed in the instructor candidate's training folder. **(T-3)**

4.6.2. Simulator Training. IPUG students will successfully accomplish the EP portion of the IP IQT/MQT evaluation in (in order of preference): (1) simulator, or (2) E-9A cockpit. **(T-2)**

4.6.3. Ground Training. In addition to those requirements contained in **Table 4.2.**, IP upgrade students must satisfactorily complete the following blocks of instruction prior to IP certification. **(T-2)**

4.6.3.1. Principles of Instruction. Learning objectives, instructor responsibilities, IP/student relationship, training facilities and publications.

4.6.3.2. Techniques of Flight Instruction. Training objectives and environment, recognition and analysis of common student errors, instructor demos, and IP only maneuver restrictions.

4.6.3.3. Conduct of Flight Briefing. Training objectives, order of presentation, use of briefing guides and audio-visual aids, debriefing techniques.

4.6.3.4. Student Evaluations. Grading systems and preparation/use of grade sheets.

4.6.3.5. EP Review. All IP's will spend at least one hour in the E-9A cockpit (on the ground with engines *not* running), prior to IPUG-1, with an instructor for an EP review. **(T-2)**

4.6.4. IPUG Flying Training.

4.6.4.1. Complete upgrade training within 60 days of the first flying training event. Failure to complete within the specified time requires notification through channels to 53 WEG/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

4.6.4.2. Successful completion of IPUG training requires the upgrading crewmember to complete an Initial IP Flight Evaluation IAW ACCMAN 11-2E-9V2. Other evaluations may be combined with this sortie provided prerequisites are accomplished.

4.6.4.3. **Table 4.2** outlines the minimum items to be performed during IPUG training. Actual number of sorties may vary dependent on proficiency.

Table 4.2. Instructor Pilot (IP) Upgrade Flying Requirements.

Event	Required	Note
Sortie	4	1, 3
Proficiency Sortie	3	1, 3
Mission Sortie	1	1, 3
Takeoff	10	1
Departure	4	1
Steep Turns	2	
Stalls	2	
Precision Approach	6	1
ILS	1	
PAR	1	2
Non-precision Approach	6	1
VOR	1	2
ASR	1	2
RNAV	1	
LOC	1	
Circle Approach	1	2
Single-Engine Approach	3	1
Single-Engine Go Around	3	1
Missed Approach	1	1
Landing	10	1
Single-Engine Landing	2	1
Alternate Landing Gear Extension	1	
Normal (Mission) Procedures	1	
Range Patrol	1	
Telemetry Gathering	1	2
UHF Radio Relay	1	2
Emergency Descent	1	
Notes:		
1. Credit events toward CT.		
2. If unable to do event due to facilities outage or unavailable, verbal debrief authorized.		
3. Proficiency advance is authorized if proficiency level warrants it.		

Chapter 5

CONTINUATION TRAINING (CT)

5.1. General. This chapter outlines CT requirements for E-9A pilots. Aircrews must have completed MQT, be qualified IAW ACCMAN 11-2E-9V2 and have been certified as BMC to be eligible to enter CT.

5.2. Ground Training. Ground training in **Table 4.1** accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished.

5.2.1. Physiological Training (Altitude Chamber). Aircrew maintain physiological training requirements current IAW AFMAN 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplement.

5.2.2. Instrument Refresher Course. Aircrew will maintain instrument refresher training requirements current IAW AFMAN 11-210, *Instrument Refresher Program (IRP)*; AFMAN 11-202V2; and MAJCOM supplement. **(T-2)**

5.2.3. Life Support Egress/Non-Ejection Training. Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFMAN 11-202V3, *Flight Operations*.

5.2.4. Life Support Equipment Training. An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger Aircrew Life Support Equipment (ALSE) carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to ALSE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

5.2.5. Life Support Water Survival Training. Aircrew will demonstrate proficiency in tactics, techniques, and procedures for survival and recovery from a water environment using weapons system specific survival equipment. **(T-2)** This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Water survival training will utilize the demonstration and performance method of instruction.

5.2.6. Flying Safety Training. Aircrew will attend quarterly flying safety meetings. **(T-2)**

5.2.7. **Local Area Survival.** This is a one-time training requirement prior to first flight. **(T-2)**

5.2.8. Situational Emergency Procedures Training (SEPT). This training is not an evaluation but a review of abnormal/EPs and aircraft systems operations/limitations during realistic scenarios. One pilot should establish a situation and the other(s) discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. All BOLDFACE procedures will be covered. **(T-2)** Each pilot should share equal time responding to emergency situations. SEPTs will be accomplished each calendar month. **(T-2)** Failure to accomplish by the end of the month will result in grounding until subsequently completed. **(T-2)**

5.2.9. Cockpit/Crew Resource Management (CRM). CRM trains crewmembers to cope with potential problems in human behavior affecting crew performance. Each aircrew member is required to participate in one training session every 2 years. **(T-2)** CRM will be taught by CRM qualified Facilitators/Instructors. **(T-2)** This is a mandatory grounding item and the individual will not fly until the required training is accomplished. **(T-2)**

5.2.10. EPs Simulator. E-9A pilots will accomplish one commercially available recurrent course per year focusing on emergency procedures at an FAA-approved school for a Dash-8. **(T-2)**

Table 5.1. E-9A Ground Training Requirements.

Subject	Frequency	Directive	Grounding
Flight Physical	15M	DAFMAN 48-123	Yes
Physiological Training (Altitude Chamber)	Every 5 years	AFMAN 11-403	Yes
Instrument Refresher Course (GS06)	17M (Pilots Only)	AFMAN 11-210 & AFMAN 11-202V2, as supplemented	No
Life Support Egress/Non- Ejection (LL03)	12M	AFMAN 11-301V1	Yes
Life Support Equipment Training (LL06)	12M	AFMAN 11-301V1	Yes
Life Support Non-Combat Survival Training (SS04)	36M	AFI 16-1301	No
Life Support Water Survival Training (SS05)	36M	AFI 16-1301	No
Flying Safety Training (GS26)	Quarterly	AFI 91-202_ACCSUP	No
Local Area Survival (SS01)	Initial Only (Prior to first flight)	AFI 16-1301	Yes
SEPT (GS03)	Monthly	ACCMAN 11-2E-9V2	Yes
CRM (GA06)	Biennial	AFMAN 11-290, AFMAN 11-202V1	Yes
EPs Simulator (SQ90XC)	Annual (Pilots Only)	ACCMAN 11-2E-9V2	Yes

Table 5.2. E-9A Annual Flying Training Requirements.

Event	BMC Rate
Mission Sortie	12
PP Sortie	4
Minimum Total Sorties	60

5.3. Flight Surgeon (FS)/Non-Rated Aircrew:

5.3.1. FSs and non-rated aircrew may fly selected missions. Initial checkout IAW [paragraph 5.2](#).

5.3.2. FSs and non-rated aircrew flying rates and requirements are maintained IAW AFMAN 11-202V1.

5.4. Currencies/Recurrencies:

5.4.1. Currency. [Table 5.3](#) defines currency requirements for all E-9A aircrews. If a pilot loses a particular currency, that sortie/event may not be performed except under direct IP supervision.

Table 5.3. E-9A Pilot Currencies in days.

Event	INEXP	EXP	Notes
Sortie	30	45	1,2,4
Landing	30	45	2,3,4
Single-Engine Landing	60	90	2,4
Single-Engine Go-Around	60	90	2,4
Takeoff	30	45	2,4
Precision Approach	45	60	2,4
PP Sortie	60	90	2,4
Mission Sortie	60	90	2
Go-around	60	60	2,4
Touch-n-Go	45	60	2,3,4
Night Landing	90	90	2,3,4
Notes:			
1. Sortie can be a mission or PP sortie to regain currency.			
2. IP supervision required with direct access to controls to regain currency.			
3. A landing in either seat updates currency for dual-seat qualified pilots.			
4. May be performed in a Level-C or D Dash-8 simulator.			

5.4.2. Proficiency Sortie. Allows pilots to practice instrument, transition, and EPs. The following are the minimum required maneuvers to credit a Proficiency Sortie (comply with restrictions in ACCMAN 11-2E9V3):

5.4.2.1. Review of BOLDFACE EPs. **(T-2)**

5.4.2.2. One precision approach. **(T-2)**

5.4.2.3. One non-precision approach. **(T-2)**

5.4.2.4. One simulated engine-out go-around or one simulated engine-out landing, (weather and passengers permitting). **(T-2)**

5.4.2.5. One VFR traffic pattern (weather permitting). **(T-2)**

5.4.3. Mission Sortie. Allows pilots and crewmembers to perform the Sea Surveillance Radar (SSR) and/or Telemetry Relay System (TMRS) collection roles of the E-9A. The following are the minimum required maneuvers to credit a Mission sortie (comply with restrictions in ACCMAN 11-2E9V3):

5.4.3.1. SSR. **(T-2)**

5.4.3.2. UHF Relay and/or TMRS collection. **(T-2)**

5.4.4. Aircrew End of Cycle Requirements. Aircrew who fail to complete requirements of this volume may require additional training depending on the type and magnitude of the deficiency. Refer to [paragraph 5.5](#) to see if some of these requirements can be prorated. In all cases, report training shortfalls to the 53 WEG/CC. If the 82 ATRS/CC determines the deficiency is significant, aircrew will either be regressed to Non-BMC status, or be removed from flying status. Aircrew in Non-BMC status will fly with an IP until restored to BMC status. **(T-2)**

5.5. Proration of Training. When aircrew members are not available for flying duties, the 82 ATRS/CC may prorate as per [Table 5.4](#).

Table 5.4. Proration Allowance.

Consecutive Days of Non-Flying	Months of Proration Allowed
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
166-195	6
196-225	7
Over 225	See Paragraph 5.6.3

5.5.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies. **(T-2)**

5.6. Requalification. Loss of landing currency beyond 90 days requires the following action: (timing starts from date that aircrew member last accomplished a full stop landing)

5.6.1. **91-135 Days.** PP sortie, regain landing currency with IP. **(T-2)**

5.6.2. **136-210 Days.** Same as [paragraph 5.6.1](#), plus take "Spot" Evaluation/Qualification in Landings. **(T-2)**

5.6.3. **211 or More Days.** Inexperienced co-pilots will conduct at a minimum: 1 refresher/emergency procedures simulator, 3 Pilot Proficiency sorties, 1 Mission sortie, plus a "Spot" Evaluation/Qualification. Experienced aircraft commanders may conduct 1 refresher/emergency procedures simulator, and will conduct a minimum of 3 Pilot Proficiency and 1 Mission sorties, plus a "Spot Eval". **(T-2)**

Chapter 6

SPECIALIZED TRAINING

6.1. FS/Non-Rated Aircrew.

6.1.1. Ground Training. FSs and non-rated aircrew, who are attached to the E-9A will accomplish the training listed in **Table 6.1** prior to their first flight. **(T-2)**

Table 6.1. FS/Non-Rated Aircrew Ground Training Requirements.

Event	Frequency	Directive	Notes
Flight Physical	15M	DAFMAN 48-123	
Physiological Training (Every 5 years	AFMAN 11-403	
CRM (GA06)	Initial Only	AFMAN 11-290, AFMAN 11-202V1	1
Life Support Equipment Training (LL06)	12M	AFMAN 11-301V1	2
Egress Training (LL03)	12M	AFMAN 11-301V1	2
Life Support Water Survival Training (SS05)	36M	AFI 16-1301	
Written Examination	17M	AFMAN 11-202V2	
Notes:			
1. Requirement for FSs only in primary assigned aircraft IAW AFMAN 11-202V1.			
2. Frequency for Aerospace Physiologists is 36 months.			

6.1.2. Flight Training. The first flight in the unit-assigned aircraft will be flown with an IP and may be flown in conjunction with other training sorties. **(T-2)** The briefing and sortie will emphasize crew coordination, aircraft egress, communications, emergency equipment, and local area procedures. **(T-2)**

6.1.3. FSs follow sortie requirements per AFMAN 11-202V1.

Table 6.2. FS Sorties/Training Requirements.

Event	Semi-Annual Period	Yearly Period	Currency
Sortie	Minimum: 6	Minimum: 12	60 Days
Note: Table is for quick reference only. Refer to AFMAN 11-202V1 for notes.			

Chapter 7

MISSION SYSTEM OPERATOR TRAINING

7.1. Telemetry Relay System (TMRS) and Sea Surveillance Radar (SSR) Operator Basic Mission Capable (BMC) Requirements.

7.1.1. TMRS and SSR operators will accomplish the annual training events as required by [Table 7.1. \(T-2\)](#)

Table 7.1. Telemetry Relay System/Sea Surveillance Radar (TMRS/SSR) Operator Annual Flying Training Requirements.

Event	BMC Rate
TMRS Sorties	12
SSR Sorties	12

7.1.2. The 82 ATRS/CC may prorate TMRS and SSR operator annual training event requirements for unusual circumstances such as extended Duty Not involving Flying (DNIF) status, Temporary Duties (TDYs), etc., in accordance with [Table 7.1.](#)

7.2. Telemetry Relay System (TMRS) and Sea Surveillance Radar (SSR) Operator Currencies.

7.2.1. [Table 7.2](#) below defines sortie currency requirements for TMRS and SSR operators. A TMRS or SSR operator is considered experienced if he or she has 75 flying hours as the primary TMRS/SSR operator.

Table 7.2. Telemetry Relay System/Sea Surveillance Radar (TMRS/SSR) Operator Event Currencies.

Event	Exp	Inexp
TMRS	60 days	30 days
SSR	60 days	30 days

7.3. Requalification. Loss of TMRS/SSR currency beyond the following limits requires recurrency action as specified in [Table 7.3](#) below:

Table 7.3. Telemetry Relay System/Sea Surveillance Radar (TMRS/SSR) Operator Requalification Requirements.

Days	Requalification Action
31-180	Review TMRS/SSR procedures and fly a TMRS/SSR sortie with an instructor of that position.
180+	Review TMRS/SSR procedures with an instructor, complete open/closed book qualification exams, fly a minimum of one TMRS/SSR re-currency sortie with an instructor of that position, and accomplish a re-qualification in affected crew position.

7.4. Telemetry Relay System/Sea Surveillance Radar (TMRS/SSR) Initial Qualification Training (IQT).

7.4.1. This section outlines the initial qualifications of mission operators into the E-9 aircraft. TMRS/SSR-IQT will be conducted in accordance with this instruction and the E-9A training syllabus. Tailor ground training to individual background and experience. **(T-3)**

7.4.2. Successful completion of TMRS/SSR-IQT requires the crewmember to complete an aircraft qualification evaluation IAW ACCMAN 11-2E-9V2, *E-9—Aircrew Evaluation Criteria*. **(T-2)**

7.4.3. Flying Training Prerequisites. IAW E-9A training syllabus.

7.4.4. Flying Training. Complete IQT within 120 duty days of the first unit training event. Failure to complete within the specified time requires notification through channels to 82 ATRS/CC with aircrew name and rank, reason for delay, planned actions, and estimated completion date.

7.4.4.1. Students in IQT will fly under supervision from an ITMRS/ISSR until completion of the qualification check ride. **(T-2)** The following tables outline the minimum items to be performed during initial qualification training of TMRS/SSR. Actual number of sorties may vary dependent on proficiency. Proficiency advance is authorized if proficiency level warrants it.

Table 7.4. Sea Surveillance Radar (SSR) Qualification Training Requirements.

Event	Required	Note
Mission Sortie	6	1
Notes:		
1. No more than 2 CT sorties can be substituted for mission sorties.		

Table 7.5. Telemetry Relay System (TMRS) Qualification Training Requirements.

Event	Required	Note
Mission Sortie	7	1
Notes:		
1. No more than 2 CT sorties can be substituted for mission sorties.		

7.5. Telemetry Relay System (TMRS) and Sea Surveillance Radar (SSR) Instructor Operator Upgrade Program.

7.5.1. General. The 82 ATRS/CC will select only the most qualified E-9A TMRS/SSR operators as instructors, considering ability, judgment, technical knowledge, skill, and experience. The 82 ATRS/CC may waive requirements based on previous instructor experience. **(T-3)**

7.5.2. Instructor Prerequisites:

7.5.2.1. Must be experienced as primary TMRS/SSR operator in the E-9A. **(T-3)**

7.5.2.2. Must possess and demonstrate communications skills, technical knowledge, abilities, and experience suitable to assume instructor duties and responsibilities. **(T-3)**

7.5.3. Ground Training. Upgrading aircrew members must satisfactorily complete the following blocks of instruction prior to certification as a TMRS or SSR instructor operator:

7.5.3.1. Principles of Instruction. Learning objectives, instructor responsibilities, instructor/student relationship, training facilities, and publications (to include syllabus). **(T-3)**

7.5.3.2. Techniques of Flight Instruction. Training objectives and environment, recognition and analysis of common student errors, instructor demonstrations, and instructor- only mission restrictions. **(T-3)**

7.5.3.3. Conduct of Flight Briefing. Training objectives, order of presentation, use of briefing guides and audio-visual aids, and debriefing techniques. **(T-3)**

7.5.3.4. Student Evaluations. Grading systems and preparation/use of ACC Form 206, *Individual Mission Gradesheet*. **(T-3)**

7.5.3.5. Emergency Procedures Review.

7.5.4. Flying Training. **Table 7.6** outlines the minimum items to be performed during instructor flying training. The total number of sorties will vary, depending on previous instructor qualification and performance. However, flight training will not be less than 2 sorties.

Table 7.6. Telemetry Relay System/Sea Surveillance Radar (TMRS/SSR) Instructor Operator Upgrade Flying Requirements.

Event	Required	Note
Mission Sortie	4	1
Notes: 1. No more than 2 CT sorties may be used towards instructor upgrade flights.		

7.5.5. Successful completion of TMRS or SSR instructor upgrade training requires an Initial Instructor Flight Evaluation. **(T-2)**

DAVID G. SHOEMAKER, Major General, USAF
 Director of Operations

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

ACCMAN 11-2E-9V2, *E-9—Aircrew Evaluation Criteria*, 13 November 2023

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 3 August 2017

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI 33-332, *Air Force Privacy and Civil Liberties Program*, 10 March 2020

AFI 91-202_ACCSUP, *The US Air Force Mishap Prevention Program*, 23 August 2021

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 21 December 2021

AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021

AFMAN 11-301V1, *Aircrew Flight Equipment (AFE)*, 31 May 2023

AFMAN 11-403, *Aerospace Physiological Training Program*, 18 March 2024

AFPD 11-2, *Aircrew Operations*, 31 January 2019

DAFMAN 11-401, *Aviation Management*, 27 October 2020

DAFMAN 48-123, *Medical Examinations and Standards*, 8 December 2020

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

Prescribed Forms

None

Adopted Forms

ACC Form 206, *Individual Mission Gradesheet*

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

ACCMAN—Air Combat Command Manual

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFSC—Air Force Specialty Code
AFPD—Air Force Policy Directive
ALSE—Aircrew Life Support Equipment
API—Aircrew Position Indicator
ASR—Airport Surveillance Radar
ATRS—Aerial Targets Squadron
BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CC—Commander
CP—Copilot
CRM—Cockpit/Crew Resource Management
CT—Continuation Training
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DNIF—Duty Not Including Flying
DoD—Department of Defense
EP—Emergency Procedure
FAA—Federal Aviation Administration
FEB—Flight Evaluation Board
FP—First Pilot
FS—Flight Surgeon
IAW—In accordance with
ILS—Instrument Landing System
IP—Instructor Pilot
IPUG—Instructor Pilot Upgrade
IQT—Initial Qualification Training
LOC—Localizer
MAJCOM—Major command
MC—Mission Copilot
MP—Mission Pilot
MQT—Mission Qualification Training
MSN—Mission

OPR—Office of Primary Responsibility
PAR—Precision Approach Radar
PP—Pilot Proficiency
RNAV—Radar Navigation
SEFE—Stan/Eval Flight Examiner
SEPT—Situational Emergency Procedures Training
SQ/CC—Squadron Commander
SSR—Sea Surveillance Radar
TACAN—Tactical Air Navigation
TDY—Temporary Duty
TMRS—Telemetry Relay System
UHF—Ultra High Frequency
VFR—Visual Flight Rules
VOR—Very High Frequency Omni-directional Radio-Range
WEG—Weapons Evaluation Group
WSEP—Weapons System Evaluation Program

Office Symbols

53 WEG/CC—53d Weapons Evaluation Group Commander
82 ATRS/CC—82d Aerial Targets Squadron Commander
82 ATRS/DOT—82d Aerial Targets Squadron Training Office (or Chief of Training)
ACC/A3—Air Combat Command Director of Operations
ACC/A3TO—Air Combat Command Flight Operations and Training Branch
ACC/A3TV—Air Combat Command Standardization and Evaluation

Terms

Ancillary Training—Ground training given to aircrews that relate to flying operations (category 2) as well as being a member of the Air Force (category 3).

Basic Mission Capable (BMC)—A status of an aircrew member who has satisfactorily completed training prescribed to perform the unit mission.

Experienced Aircrew—For pilots: hours are IP/MP/FP/MC hours logged in aircraft with an assigned Air Force Specialty Code (AFSC) of 11xx. Either 200 hrs. E-9A or Dash 8 time, or 1,000 hrs. IP/MP/FP/MC, of which 100 are E-9A or Dash 8 time, whichever occurs first. For MSOs: 75 hours in primary crew position (TM/SSR).

Initial Qualification Training (IQT)—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission.

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions.

Proficiency—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this volume, proficiency also requires currency in the event, if applicable.

Specialized Training—Training in specialized systems or flight responsibilities such as instructor. This training may be conducted in MQT or CT, as required.

Squadron Supervisor—SQ/CC, operations/assistant operations officers, flight commanders.