

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

**AIR COMBAT COMMAND MANUAL
11-2EA-37B, VOLUME 1**



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Flying Operations

EA-37B AIRCREW TRAINING

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This publication implements Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*. It establishes USAF aircrew training policy for all EA-37B COMPASS CALL aircraft and aircrew. This publication applies to all Regular Air Force (RegAF) COMPASS CALL active duty and contract personnel. This publication does not apply to the Air Reserve Component (ARC) units or the United States Space Force (USSF). This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code (USC), Section (§) 9013, *Secretary of the Air Force*. The applicable System of Records Notice (SORN) F011 AF XO A, Aviation Resource Management System (ARMS) is available at: <https://pclt.defense.gov/DIRECTORATES/Privacy-and-Civil-Liberties-Directorate/Privacy/SORNS/>. 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 of in accordance with the Air Force Records Disposition Schedule 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 (DAF) Form 847, *Recommendation for Change of Product*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, 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, or alternately, to the OPR of this publication for

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Chapter 1

GENERAL GUIDANCE

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

1.2. Roles and Responsibilities.

1.2.1. Air Combat Command (ACC) Director of Operations (ACC/A3): is designated as the agency responsible for this volume in accordance with (IAW) AFD 11-2, *Aircrew Operations*. **ACC/A3 will:**

1.2.1.1. Chair annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include ACC/A3 representatives and Air Combat Command Airborne Reconnaissance Operations (ACC/A3CR) representatives as appropriate.

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements to meet expected wartime tasking, contingency operations, and other unit missions.

1.2.1.4. When submitted per [paragraph 1.2.2.4](#), review subordinate unit supplemental instructions and supplemental training programs.

1.2.1.5. Approve EA-37B COMPASS CALL courseware.

1.2.2. Wing (WG)/Group (GP) Commanders (CCs) will:

1.2.2.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.2.2. Attach each WG/GP/operations support squadron (OSS) Aircrew Position Indicator (API)-6/B flyer to a flying squadron.

1.2.2.3. Designate the training level to which each API-6/B flyer trains. Upon request, provide ACC/A3CR with a list of Basic Mission Capable (BMC) and combat mission ready (CMR) designated manning positions No Later Than (NLT) the beginning of each training cycle. Review programs and manning position designations annually.

1.2.2.4. If applicable, forward supplements to this publication and other supporting documents to ACC/A3CR for review. Review supplements annually.

1.2.2.5. Review squadron training health reports and identify training shortfalls/Limiting Factors (LIMFACs) that adversely impact combat capability, and route through appropriate channels.

1.2.2.6. Publish guidance detailing procedures for student management at the EA-37B Formal Training Unit (FTU), and maintenance of records for both students and qualified crewmembers.

1.2.3. Squadron Commanders (SQ/CC) will:

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

1.2.3.2. Authorize specific, individual crewmembers to carry BMC qualification and are notified by the squadron training office if a CMR designated crewmember fails to maintain CMR status. Review training/evaluation records to determine the training required for newly assigned crewmembers and formal training graduates to achieve BMC/CMR status.

1.2.3.3. Ensure ready aircrew program (RAP) missions further develop basic combat skills/tactical employment, simulating conditions anticipated in the unit mission. Only effective RAP missions are logged as RAP sorties. See RAP Tasking Message (RTM) for RAP mission definitions.

1.2.3.4. Review qualifications and training requirements of flight surgeons (FSs) and determine appropriate flight restrictions.

1.2.3.5. Determine missions/events in which individual BMC crewmembers maintain qualification versus familiarization.

1.2.3.6. Determine utilization of BMC crewmembers.

1.2.3.7. Determine how many and which BMC and CMR crewmembers carry special capabilities/qualifications.

1.2.3.8. Where necessary, identify the supervisory level required for accomplishment of training.

1.2.3.9. Assist the WG/GP in developing the unit training programs.

1.2.3.10. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.3.11. Ensure crewmembers are qualified/current for sorties, events, and tasks they are scheduled against.

1.2.3.12. Identify shortfalls for all RAP and non-RAP events. Report shortfalls to the GP/CC utilizing the most current reporting guidance as dictated by the most current RTM.

1.2.4. Individual crewmembers will:

1.2.4.1. Hand carry or digitally send all available training records to the gaining unit for qualification and training assessment.

1.2.4.2. Complete training requirements and currencies within the guidelines of this publication.

1.2.4.3. Participate only in activities for which they are qualified and current.

1.3. Processing Changes. Refer recommended changes or questions about this publication to the OPR using DAF Form 847; route DAF Forms 847 from the field through the appropriate functional chain of command Stan/Eval channels.

1.3.1. **ACC/A3 will:**

1.3.1.1. Process recommendations for change.

1.3.1.2. Forward recommended changes to Air Force Training and Certification (AF/A34T) for Air Force Deputy Chief of Staff for Operations (AF/A3) approval.

1.3.1.3. Address time-sensitive changes by immediate action message.

1.4. Training. EA-37B aircrew training is designed to progress aircrew from basic flying qualification training, to Mission Qualification Training (MQT) and finally to Continuation Training (CT). Training limitation times are listed in the respective course syllabi. Training scenarios are based on employment plans, location, current intelligence, and threat capabilities. A balanced mixture of flight, simulator, and academic training in each phase prepares aircrew members for the next phase of qualification. For the EA-37B, Initial Qualification Training (IQT)/Requalification Training (RQT) and MQT as defined below:

1.4.1. Initial Qualification Training (IQT) and Requalification Training (RQT).

1.4.1.1. All EA-37B pilots receive initial Gulfstream™ G550 training at Commercial Training Facility (CTF). This training provides Basic Aircraft Qualification (BAQ) on C-37 and EA-37B aircraft. BAQ aircrew will complete differences training at the 42d Electronic Combat Squadron (42 ECS) prior to being designated to fly unsupervised on the EA-37B. All EA-37B Electronic Warfare Officers (EWOs), Airborne Maintenance Technicians (AMTs), Analysis Operators (ANOs) and Acquisition Operators (AOs) accomplish IQT in the 42 ECS.

1.4.1.2. RQT is accomplished at the direction of the member's respective SQ/CC and is based on the duration of the member's unqualified status.

1.4.1.3. Refer to AFMAN 11-202, Volume 1, *Aircrew Training*, and/or the respective ACC-approved crew position syllabi for further guidance.

1.4.2. Mission Qualification Training (MQT). Due to the unique mission requirements onboard the EA-37B COMPASS CALL, all EA-37B COMPASS CALL crew positions accomplish MQT in an operations squadron after completion of an IQT syllabus.

1.4.3. Continuation Training (CT). The two aspects of CT are non-RAP and RAP requirements. Non-RAP requirements consist of aircrew training in basic flying skills that ensure safe operation of the aircraft. RAP requirements consist of specific mission-related training and focus on capabilities needed to accomplish a unit's core tasked missions.

1.4.4. Specialized Training. Specialized training consists of training in special skills necessary to carry out the unit's assigned mission. Specialized training includes crew position upgrades, specialized mission equipment training, Quick Reaction Capabilities (QRCs) training, Alternate Mission Equipment (AME) training, etc. and CT to maintain proficiency in special capabilities. Specialized training is accomplished upon assignment to CMR/BMC status. Unless otherwise specified, crewmembers in CMR/BMC positions may hold special certifications/qualifications provided additional training requirements are accomplished.

1.4.4.1. QRCs are capabilities requiring one-time training and certification and may have additional RAP requirements. Units will document specialized training in personnel training records. **(T-3)**

1.4.4.2. AMEs are capabilities which have formal training and certification requirements and may have RAP requirements as well.

1.4.4.3. The RTM designates RAP events for specialized mission equipment, number of crews required to meet capability levels, and may include any SPINS for QRCs (events, currencies, crews, etc.)

1.5. Aircrew Status.

1.5.1. **Combat Mission Ready (CMR).** CMR crewmembers maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR crewmembers maintain currencies that affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status unless waived by the 55th Electronic Combat Group Commander (ECG/CC). While N-CMR, crewmembers may perform missions, including exercises, in which they are current and qualified, similar to BMC crewmembers. CMR positions are filled by crewmembers completing minimum training for the individual to be qualified in all primary missions of the assigned unit and weapon system.

1.5.2. **Basic Mission Capable (BMC).** crewmembers maintain familiarization with all unit missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency and qualification in 30 days or less. **(T-3)** BMC crewmembers accomplish all mission-related ground training designated by their attached SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, crewmembers may not perform RAP training sorties without supervision until a SQ/CC-approved recertification program is completed. BMC positions are filled by crewmembers who complete the minimum training required for the individual to be familiar with all and qualified in some of the primary missions tasked to their assigned unit and weapon system.

1.5.2.1. BMC crewmembers may be upgraded to CMR and deploy/participate in any mission for which they are qualified. The SQ/CC will determine any additional training requirements. **(T-3)**

1.5.2.2. N-CMR/N-BMC. Crewmembers regressing to N-CMR/N-BMC status will accomplish the requirements identified in [paragraph 4.7](#). **(T-3)**

1.5.2.3. Unqualified (UQ). UQ crewmembers require additional training and a flight evaluation for progression to higher qualification levels. All crewmembers UQ in the aircraft must perform their duties under the direct supervision of an instructor/evaluator. UQ crewmembers include personnel: enrolled in IQT, RQT, downgraded for lost currency, downgraded for demonstrated lack of ability, or downgraded for failure to meet standards during flight evaluation.

1.5.2.4. BAQ (pilots only). BAQ personnel undergo MQT prior to designation as BMC or CMR.

1.6. Training Concepts and Policies.

1.6.1. Units.

1.6.1.1. Units design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. The need for realistic training is balanced against the expected threat, aircrew capabilities, and safety. This publication provides training policies for use with procedures specified in applicable flying/operations publications.

1.6.1.2. All mission training sorties include at least one contested Electromagnetic Spectrum (EMS) training event as defined in the RTM.

1.6.2. ACC Training Support Squadron (TRSS): will develop and validate training programs when/where tasked.

1.6.3. Squadron Commanders (SQ/CCs). Ensure training missions enhance combat capability in squadron-tasked roles and maintain crewmember proficiency. RAP training missions should emphasize basic combat skills using scenarios based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures applicable to combat scenarios is desired, e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reporting, threat reactions, contested EMS operations, and intelligence briefing/debriefing.

1.6.4. In-flight Supervision. The following personnel must be under direct supervision of an instructor when performing aircrew duties:

1.6.4.1. All UQ and non-current crewmembers.

1.6.4.1.1. Non-current crewmembers are supervised when performing those events in which they are non-current.

1.6.4.1.2. Pilots who are UQ or non-current in the aircraft per RTM Attachment 2 require direct supervision during critical phases of flight.

1.6.4.2. "Senior officers" as defined in AFMAN 11-202V1, and [paragraph 2.7](#) of this publication.

1.6.4.3. Staff personnel whom the WG/CC or GP CC have determined require instructor supervision.

1.6.4.4. Personnel undergoing upgrade or specialized training as defined in [Chapter 5](#), or an approved training plan. Exception: Pilots in upgrade or specialized training only require direct supervision if the training is for skills required during critical phases of flight.

1.7. Ready Aircrew Program (RAP) Policy and Management.

1.7.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and currencies as determined by ACC and unit commanders.

1.7.2. The total number of RAP sorties is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline. Variations in sortie/mission types may be used as a basis for determining qualification level. Qualification is determined by the SQ/CC in consideration of ACC guidance and crewmember capabilities.

1.7.3. An effective RAP sortie requires accomplishment of a mission sortie. See RTM to determine how to credit a RAP sortie.

1.7.4. Progression from BMC to CMR requires:

1.7.4.1. A 1-month lookback at the CMR sortie rate.

1.7.4.2. Qualification in all core missions required to be CMR.

1.7.4.3. Confirmation that the progressed crewmember can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.7.4.4. Completion of mission-related ground training, to include a current verification or certification (see RTM Attachment 2)

1.7.4.5. SQ/CC certification.

1.7.5. CMR/BMC crewmembers will fly the required monthly sortie rate. (T-3) If unable, refer to regression in [paragraph 4.9](#).

1.7.6. Aircrew Experience Level. Experience levels identify the number of events needed by aircrews to maintain BAQ, BMC, or CMR. The flying hour requirements for a crewmember to be considered experienced are listed in [Table 1.1](#).

1.7.7. Crewmembers are classified as “inexperienced” when initially certified BMC/CMR by the squadron commander. SQ/CCs may reclassify crewmembers as “experienced” when they meet minimum hours in [Table 1.1](#) and demonstrate sufficient proficiency to handle the reduced CT requirements. Squadron training will document reclassification to “experienced” in the crewmember’s training record. (T-3)

1.7.8. End-of cycle training requirements are based upon the crewmember's experience level on the last day of the current cycle. See [Table 1.1](#) for definitions of crewmember experience.

1.7.9. Units converting to another Mission Design Series (MDS) or undergoing aircraft block/Baseline (BL) modification may fly crewmembers in CMR positions at the BMC rate until one month prior to reaching Initial Operating Capability (IOC) if the Utilization Rate (UTE) does not support CMR sortie rates.

1.7.10. The aircrew training cycle is based on the annual RAP cycle. Units will complete training requirements during the appropriate training cycle unless otherwise excepted. (T-3)

1.7.11. References to “mission crew” will be defined as referring to AMT, Mission Crew Commander (MCC), Mission Crew Supervisor (MCS), ANO and AO crew positions.

Table 1.1. COMPASS CALL Experienced Crewmember Requirements.

Crew Position	Total Hours ¹	G-550 Hours ¹	EA-37B Hours
AC	900	300	100 ²
MCC	500	-	300
MCS, ANO, AO	300	-	150
AMT	500	-	300
Notes:			
1. Includes COMPASS CALL Mission Crew Simulator (CCMCS)/Flight Simulation Training Device (FSTD)/Weapons System Trainer (WST) for all crewmembers.			
2. EA-37B hours after certification as Aircraft Commander (AC).			

1.8. Training Sortie Program Development.

1.8.1. RAP sortie and event requirements (see RTM for definitions) apply to CMR/BMC aircrew as well as those carrying special capabilities or qualifications. The standard sortie requirements in the annual RTM establishes the minimum number of sorties per training cycle for CMR/BMC levels of training. The annual RTM takes precedence over this publication and may contain an updated sortie requirement or missions/events.

1.8.2. Units must consider non-RAP requirements in addition to RAP requirements. (T-3)

1.8.3. Units must consider collateral or cost-of-business sortie requirements when developing unit flying hour programs. (T-2) These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include, but are not limited to, ferry flights, incentive/orientation flights, deployments, and air shows.

1.8.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training. Attrition sorties are logged when a training sortie, RAP or non- RAP, is planned but a major portion of training valid for that mission is not accomplished. Attrition can be caused by poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that attrition sorties are logged appropriately.

1.9. Training Records and Reports.

1.9.1. Units will maintain aircrew records for individual training IAW the following manuals and instructions, as supplemented:

1.9.1.1. AFMAN 11-202, Volume 1, *Aircrew Training*

1.9.1.2. DAFMAN 11-401, *Aviation Management*

1.9.1.3. AFMAN 11-421, *Aviation Resource Management*

1.9.1.4. ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*

1.9.1.5. DAFI 36-2670, *Total Force Development*

1.9.2. Units will track the following information for all aircrew:

1.9.2.1. Ground training.

1.9.2.2. Accomplished individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.9.2.3. RAP sortie accomplishments using 1-month and 3-month running totals for lookback.

1.9.2.4. Currencies.

1.9.3. Units will maintain permanent flying training folders IAW the above listed regulations and store them in the respective operational flying squadron training office. (T-2) Units will preclude unauthorized access by maintaining folders under positive control at all times. Individuals will place an Air Resource Tool Enterprise Mission Information System (ARTEMIS) printout in the permanent flying training record upon permanent change of assignment (PCA)/permanent change of station (PCS) to another flying unit.

1.9.4. The folder is divided into six sections. Six-part folders may be used. The folder is arranged as follows:

- 1.9.4.1. *Section 1. Training Record Review*
- 1.9.4.2. *Section 2. Mission Qualification Training (MQT)/Continuation Training (CT)*
 - 1.9.4.2.1. Combat Mission Ready (CMR) Certification
 - 1.9.4.2.2. AF Form 4348, *USAF Aircrew Certifications* (e.g., Differences Training, Touch and Go)
 - 1.9.4.2.3. Memos for Record
- 1.9.4.3. *Section 3. Activity Record*
 - 1.9.4.3.1. ACC Form 166, *Student Activity Record*
 - 1.9.4.3.2. ACC Form 206, *Individual Mission Grade Sheet*
- 1.9.4.4. *Section 4. Aircrew Specialty Training*
 - 1.9.4.4.1. Enlisted:
 - 1.9.4.4.1.1. Career Field Education and Training Plan (CFETP)
 - 1.9.4.4.1.2. DAF Form 2096, *Classification/On-The-Job-Training Action*
 - 1.9.4.4.1.3. Career Development Program correspondence
 - 1.9.4.4.2. Officers: Miscellaneous Correspondence
- 1.9.4.5. *Section 5. Language Records (if applicable)*
 - 1.9.4.5.1. Defense Language Proficiency Training (DLPT)
 - 1.9.4.5.2. Cryptologic Skills Proficiency Test (CSPT)
 - 1.9.4.5.3. Significant Language Training Event (SLTE)
- 1.9.4.6. *Section 6. Language Remedial Training Records (if applicable)*
 - 1.9.4.6.1. Individual Language Training Plan (ILTP)
 - 1.9.4.6.2. Remediation Training Phase I/II Entry Letters
 - 1.9.4.6.3. Letter Removing Individual from Remedial Training
 - 1.9.4.6.4. Skill Level/Air Force Specialty Code (AFSC) Waivers

1.10. Waiver Authority. Unless otherwise indicated, waivers to this publication are valid until the end of the annual RAP training cycle.

1.10.1. RAP Tasking Memorandum (RTM). With ACC/A3 approval, waiver authority for all requirements of the RTM is the ECG/CC.

1.10.1.1. The RTM takes precedence when there are discrepancies with this publication. Additional guidance may be provided in the RTM.

1.10.1.2. Unless specifically noted otherwise in the appropriate section, ACC/A3 may delegate waiver authority to the ECG/CC for individual requirements in **Chapter 4** and

Chapter 5, on a case- by-case basis, to accommodate variations in aircrew member experience and performance.

1.10.1.3. For all other provisions of this volume, and IAW AFMAN 11-202V1, the default waiver authority for compliance items not identified with a tier number or an office specifically identified/delegated to approve waivers is ACC/A3. Waiver authority for supplemental guidance is as specified in the supplement and approved through higher-level coordination authority.

1.10.2. Units subordinate to a Numbered Air Force (NAF) will forward requests directly to ACC Command and Control, Intelligence, Surveillance, and Reconnaissance (C2ISR) Division (ACC/A3C) and provide their NAF/A3 with an informational copy. Follow the format as listed in **Attachment 4**.

1.10.3. Formal Course Waivers.

1.10.3.1. Waiver for In-Unit IQT/RQ/Upgrade.

1.10.3.1.1. In-Unit instructor upgrade training is defined in this publication as that EA-37B instructor upgrade training normally performed at 42 ECS, Davis-Monthan AFB, AZ.

1.10.3.1.2. In-Unit IQT/RQ/upgrade is conducted using an approved IQT, RQ or instructor upgrade syllabus. In-Unit IQT/RQ/upgrade waivers are requested IQT IAW **Attachment 4**. (T-3) When In-Unit IQT/RQ/upgrade training is authorized, ACC assumes responsibility for the burden of providing this training.

1.10.3.1.3. ACC/A3 is the approval authority to conduct In-Unit IQT/RQ/Upgrade and is the waiver authority to change formal requirements of In-Unit IQT/RQ/Upgrade.

1.10.3.2. Waiver for IQT. ACC/A3 is the waiver authority for all ACC/A3-approved training syllabi taught at the 42 ECS. ACC/A3 can delegate this waiver authority in each syllabus to the wing commander, further delegable in whole or in part no lower than the FTU SQ/CC.

1.11. Aircrew Training While in DOWN Status. Crewmembers whose status is DOWN may complete ground training events, including simulator training, if the member's physical condition allows. Consult the FS initiating the Department of Defense (DD) Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, if the DOWN status includes ground training limitations.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General. This chapter outlines IQT of crewmembers in the EA-37B aircraft. AMTs, EWOs, AOs and ANOs will complete IQT at the 42 ECS IAW this chapter. These crew positions will complete MQT and accomplish CT at their assigned operational squadron as described in **Chapter 3** and **Chapter 4. (T-3)**

2.1.1. Formal EA-37B IQT is administered by the 42 ECS in accordance with ACC/A3-approved course syllabi. Students may be assigned to operational units while awaiting class start dates.

2.1.2. The 42 ECS normally performs all student academics, course management and registrar duties. Formal syllabus training in the aircraft and CCMCS/WST is normally conducted under the supervision of the 42 ECS instructor corps on dedicated lines. By exception, formal syllabus training can be conducted on other squadron's sorties with the operational SQ/CC, Squadron Director of Operations (SQ/DO) or designated representative approval.

2.1.3. The Student Training Flight Commander manages students during IQT. Academic training is scheduled by the 42d ECS Registrar (42 ECS/DTR) in coordination with course managers and civilian contractors. Part-task training, CCMCS training, and flying training are coordinated and monitored by the training offices of the 42 ECS.

2.2. In-Unit Initial Qualification Training (IQT)/Requalification (RQT) (Pilot).

2.2.1. When C-37/G550 IQT is not available, IQT may be administered by the 42 ECS IAW the provisions of this paragraph. IAW AFMAN 11-202V1 training is initiated within 45 days of reporting for duty and completed as specified in the applicable syllabus.

2.2.2. Units must use waiver approval IAW **paragraph 1.10**. ACC/A3 is the approval authority to conduct In-Unit IQT/RQT and the waiver authority for changes to requirements.

2.2.3. IQ/RQ flight evaluations not conducted at a CTF may be accepted from other MAJCOMs provided they meet ACC and unit standards.

2.3. Ground Training.

2.3.1. Units will credit ground training events meeting time requirements accomplished during IQT towards CT requirements listed in RTM Attachment 2. (T-3) Individuals must complete annotated items from **Table 2.1** and grounding items from RTM Attachment 2 prior to the first flight.

2.3.2. Units must ensure examinations satisfy the requirements of AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, AFMAN 11-202V2 *_ACCSUP*, *Aircrew Standardization and Evaluation Program*, and ACCMAN11-2EA-37B, Volume 2, *EA-37B Aircrew Evaluation Criteria*, and ACC guidance. (T-2)

Table 2.1. Required Ground Training.

Task ID ¹	Description	Reference Directive	Grounding	Affect BMC/CMR	Notes
Note: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, reference directives take precedence. Credit ground training accomplished during IQT and MQT toward CT requirements for the training cycle in which it was accomplished.					
AIRCREW TRAINING					
GA06EC	Cockpit/Crew Resource Management (CRM)	AFMAN 11-290 ACC Sup	Yes	No	
	Initial Physiological Training	AFMAN 11-403	Yes	No	
AIRCREW LIFE SUPPORT INITIAL TRAINING					
LL01EC	AFE Familiarization Training	AFMAN 11-301	Yes	No	3
LL03ZC	EET-Non-Ejection Seat	AFMAN 11-301	Yes	Both	3
LL06EC	AFE Training	AFMAN 11-301	No	No	3
LL08EC	ACBRN Fit Check	AFMAN 11-301	No	Both	7
INITIAL SURVIVAL TRAINING					
SS01XC	SMO	DAFI 10-3004	Yes	No	3
SS05XC	Water Survival Training, Non-Parachuting (S-V90-A)	DAFI 10-3004	Yes	No	4, 8
SS37XC	Advanced SERE skills Training (S-V97-A)	DAFI 10-3004	Yes	No	4
SS38XC	Long Term Survival Training (S-V98-A)	DAFI 10-3004	Yes	No	4
SS29XC	PGHD (S-V92-A)	DAFI 10-3004	Yes	No	4
DOD SECURITY TRAINING					
GA09EC	COMSEC	DAFMAN 17-1302-O	Yes	No	6
GA50EC	Annual Security Training	DoDM 5105.21V3	No	Both	5
Notes:					
<ol style="list-style-type: none"> 1. See Attachment 2 for event definitions. All initial training events meet the requirements for their corresponding recurring event listed in RTM Attachment 2. 2. Pilots and AMTs are required to test within 30 days of PCS. (T-3) Not required if tested at a formal school within the previous 6 months. 3. Required prior to first flight. 4. Required prior to first flight for Non-Rated Officers and Enlisted only. Optional for rated officers for MQT but required for CMR. 5. Personnel without GA50XC currency will not be allowed access to classified materials to include disk packs for mission sorties and WST/CCMCS missions. Their access badge to any 55 ECG Sensitive Compartmented Information Facility (SCIF) and the WST/CCMCS will be suspended until training is accomplished. 6. EWOs and AMTs are required to maintain Communication Security (COMSEC) training. COMSEC is a grounding requirement only when the mission profile requires the use of COMSEC. Proficiency sorties do not require current COMSEC training. 7. Event must be completed prior to an aircrew performing their initial Aircrew Chemical Defense Task Qualification Training (ACDTQT) flight requirement and prior to deploying to a Chemical, Biological, Radiological, Nuclear (CBRN) threat environment. 8. Water survival training is a grounding requirement only when a sortie has a planned overwater flight that exceeds power off gliding distance from land. 					

2.4. Flying Training.

2.4.1. Formal course syllabus mission objectives and tasks are the minimum requirements for IQT and MQT. Additional training due to lack of student progression is available within the constraints of the formal course syllabus.

2.4.2. Training may be conducted during large force exercises, provided exercise objectives are not impacted. The ECG/CC may authorize training during operational missions.

2.4.3. BAQ flight crew may log non-RAP events listed in RTM Attachment 2.

2.4.4. Aircraft Commander (ACs).

2.4.4.1. Pilots undergoing MQT will not be designated as pilot-in-command (PIC). (T-3)

2.4.4.2. Crossflow Pilots. Crossflow pilots are previous ACs from other aircraft, with no prior C-37 pilot qualification. Manage training IAW [paragraph 5.3.6](#) of this volume.

2.5. Time Period for IQT. Training is completed within the time specified by the syllabus. Failure to meet the specified time limit requires notification to ACC/A3 through ACC/A3C with the crewmember's name and rank, reason for delay, planned actions, and estimated completion date.

2.6. Initial Qualification Training (IQT) for Senior Officers (Colonel Selects and Above).

2.6.1. AFMAN 11-202V1 identifies senior officer qualification requirements.

2.6.2. ECG/CC and deputy group commanders (ECG/CD) should, at minimum, be BMC in an assigned MDS and may be a fully certified flight examiner. These individuals are not required to maintain instructor certification or CMR status.

2.6.2.1. Pilots may attain BAQ or BMC status through either an initial or requalification course (as required).

2.6.2.2. EWOs may attain BMC status through either an initial or requalification course (as required)

2.6.3. WG/CC and deputy wing commanders (WG/CD) who qualify in an EA-37B as their primary aircraft will complete all training necessary to be designated as BMC. **(T-2)**

2.6.4. Senior officers occupying a primary position and performing flight evaluations for UQ pilots/EWOs will be fully qualified instructors. **(T-2)** These crewmembers will complete all IQT/MQT necessary to be designated as BMC and may fly unsupervised. **(T-2)**

2.6.5. All other senior officers will attend a Senior Officer's Course (SOC). **(T-2)** Pilot's SOC is conducted at a CTF. Senior officers who were previously qualified C-37A/EA-37B pilots do not need to attend the Basic G550 training at a CTF unless UQ for more than 5 years.

2.6.6. Senior officers must meet course entry prerequisites and complete all syllabus requirements unless waived IAW this chapter and [paragraph 1.9](#). **(T-2)**

2.6.7. Senior officers enrolled in a SOC are in formal training status.

2.7. Flight Surgeons (FSs). AFMAN 11-202V1, establishes FS IQT requirements. FSs will complete a qualification examination (pertaining to their primary assigned aircraft) administered by 55th ECG Standardization and Evaluation (Stan/Eval) (55 ECG/EGV) and all training required by [Table 4.2](#). **(T-3)**

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. This chapter outlines the minimum requirements criteria and training requirements for MQT and mission certification (assignment of BMC or CMR). Aircrew must be BMC/CMR within 90 days after completion of IQT syllabi. **(T-3)**

3.2. Mission Qualification Training (MQT). MQT is an ECG/CC-approved squadron training program that upgrades EA-37B crewmembers into BMC or CMR status and enables the crewmembers to accomplish unit-specific missions.

3.2.1. Ground training accomplished during IQT is credited toward MQT, BMC, and CMR requirements.

3.2.2. Upgrade to BMC will follow the guidance of this regulation and SQ/CC training requirements. SQ/CCs must develop and maintain their unit's BMC training programs **(T-3)** Aircrew must at a minimum complete all BMC requirements listed in **Table 3.1** and **paragraph 4.3.5**.

3.2.3. Upgrade to CMR will follow the guidance of this regulation and SQ/CC training requirements. SQ/CCs must develop and maintain their unit's CMR training programs. **(T-3)** Aircrew must at a minimum complete all CMR requirements listed in **Table 3.1** and **paragraph 4.3.6**.

Table 3.1. Ground Training Required for Mission Qualification Training (MQT).

Task ID	Subject ¹	Reference Directive	Grounding	Affect BMC/CMR	Notes
Note: Waiver authority for specified ground training is IAW the reference directive. This list is intended as a single source reference. For any discrepancies, the reference directive takes precedence. Ground training accomplished during IQT/RQ/MQT may be credited toward CT requirements for the training cycle in which it was accomplished.					
AIRCREW TRAINING					
ME08EC	ACDTQT	Paragraph A2.2.2	No	CMR	2
GS47EC	Verification Training - Initial	Paragraph A2.2.2.1	No	Both	
AIRCREW LIFE SUPPORT TRAINING					
LL05EC	Egress w/ ACBRN Equipment	AFMAN 11-301	No	CMR	3
Notes:					
<ol style="list-style-type: none"> 1. See Attachment 2 for event definitions. All initial training events meet the requirements for their corresponding recurring event listed in RTM Attachment 2. 2. Must wear equipment in the aircraft or simulator for initial training only. 3. Required before first flight with Aircrew Chemical, Biological, Radiation, Nuclear (ACBRN) Equipment. 					

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General. This chapter specifies training requirements for BAQ, BMC, and CMR crewmembers. Crewmembers must be qualified IAW AFMAN 11-202V2 and ACCMAN 11-2EA-37BV2 and complete IQT and MQT to maintain BAQ/BMC/CMR status.

4.2. Ground Training. Unit Commanders will direct additional training, as necessary, to ensure all aircrew attain and maintain a state of proficiency which will permit immediate and successful completion of the unit's assigned mission. Ground training will be accomplished IAW the aircrew specific ground training tables in local guidance and the current EA-37B RTM. The waiver authority for the ground training specified is IAW the reference directive.

4.2.1. RTM Attachment 2. designates ground training requirements for all crewmembers. For grounding items, crewmembers will not perform flight duties until training for the item has been accomplished. **(T-3)** For CMR items, crewmembers will be regressed to N-CMR/N-BMC until training for the item has been accomplished. **(T-3)**

4.2.2. BMC crewmembers need not maintain currency on CMR ground training events for which they maintain familiarization only but must regain currency on the events prior to flying operational or training missions for which that training event applies. Alert status is considered an operational flying mission.

4.2.3. Ground training accomplished during IQT and MQT is credited toward CT requirements, provided the currency requirements listed in RTM Attachment 2 are met.

4.2.4. Most ground training events do not follow the traditional CAF training cycle. Currency expires on the last day of the calendar month indicated for expiration in RTM Attachment 2.

4.2.5. Units are encouraged to combine like courses whenever possible and teach only those portions applicable to their aircraft and mission. Course descriptions are listed in local guidance.

4.2.6. Waivers for Aircrew Flight Equipment Continuation Training (AFECT) events are routed through the ECG Aircrew Flight Equipment (AFE) Officer and reviewed and forwarded IAW guidance in AFMAN 11-301, *Aircrew Flight Equipment (AFE) Program*, with ACC/A3CR as an informational addressee.

4.2.7. Waivers for Code of Conduct Continuation Training (CoCCT) events are routed through the wing Survival, Evasion, Resistance, and Escape (SERE) Program Manager and reviewed and forwarded IAW DAFI 10-3004, *Survival, Evasion, Resistance, and Escape Program*, with ACC/A3CR as an informational addressee.

4.2.8. Simulated Emergency Procedures Training (SEPT).

4.2.8.1. SEPTs are designed to review abnormal/emergency procedures and aircraft systems operations during realistic scenarios. SEPTs should be accomplished in crew-sized groups so all members may fully participate. An abnormal or emergency situation should be presented, and the crew should discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Discussion of affected system indications, effects on

other systems, aircraft performance, mission degradation, and crew coordination should be included. Emergency procedures and special interest items should be emphasized.

4.2.8.2. SEPT discussions are normally conducted on the ground, but continuation of the training may be conducted in flight on a limited basis IAW the restrictions of ACCMAN11-2EA-37B, Attachment 2. These airborne SEPTs are tailored to the particular SEPT discussed during preflight planning. Document SEPT accomplishment on the Go/No-go portion of Flight Crew Information File review and/or IAW local guidance. Crewmembers will not fly unsupervised unless a SEPT was accomplished during the current or previous month. (T-3)

4.2.9. Ground training event definitions are contained in [Attachment 2](#).

4.2.10. A qualified instructor who instructs a class receives credit for that academic training requirement. The instructor must be current on the event prior to teaching the class.

4.2.11. Crewmembers that enter N-BMC/N-CMR status because of overdue ground training regains BMC/CMR status upon completion of training.

4.3. Flying Training.

4.3.1. Crewmembers will require additional training IAW [paragraph 4.10](#) when they fail to accomplish requirements of RTM Attachment 2 during the annual training cycle, but failure does not affect BMC/CMR status. (T-3)

4.3.2. Do not credit landings events in the simulator toward events in RTM Attachment 2 unless the events are accomplished in an approved G550, C-37 or EA-37B WST. Code simulator events logged in an approved G550, C-37 or EA-37B WST with an "S" prefix, or within ATREMIS use the Restrictions tab under Profile Task Information.

4.3.2.1. BAQ Requirements. BAQ crewmembers will complete a Qualification (QUAL) evaluation (IAW AFMAN 11-202V2, and ACCMAN 11-2EA-37BV2), all ground training items in RTM Attachment 2 which do not affect BMC/CMR status, non-RAP requirements in RTM Attachment 2, and non-RAP currencies in RTM Attachment 2. (T-2)

4.3.2.2. BMC Requirements. BMC crewmembers will:

4.3.2.2.1. Complete all requirements for BAQ status. (T-3)

4.3.2.2.2. Complete a mission (MSN) evaluation IAW AFMAN 11-202V2, as supplemented, and ACCMAN11-2EA-37BV2. (T-3)

4.3.2.2.3. Maintain all currencies in RTM Attachment 2. (T-3)

4.3.2.2.4. Accomplish RAP requirements in the annual RAP tasking memorandum. (T-3)

4.3.2.2.5. Accomplish all ground training items in RTM Attachment 2 which affect BMC status. (T-3)

4.3.2.2.6. Maintain the RAP BMC sortie rate (lookback) detailed in RTM Attachment 2. (T-3)

4.3.2.2.7. Maintain non-RAP BMC annual requirements in RTM Attachment 2 (T-3)

4.3.3. CMR Requirements. CMR crewmembers will:

4.3.3.1. Complete all requirements for BMC status. **(T-3)**

4.3.3.2. Accomplish all ground training in RTM Attachment 2. **(T-3)**

4.3.3.3. Maintain the RAP CMR sortie rate (lookback) detailed in RTM Attachment 2. **(T-3)**

4.3.3.4. Maintain non-RAP CMR annual requirements in RTM Attachment 2. **(T-3)**

4.3.4. Instructor Training Requirements.

4.3.4.1. Instructors will be current and qualified/certified in an event in order to instruct that event. **(T-2)** Instructors will maintain BMC or CMR status to instruct RAP events. **(T-3)**

4.3.4.2. Instructors/Evaluators may log their RAP requirements while instructing/evaluating with the exception of takeoffs and landings if the Instructor/Evaluator is not manipulating a set of controls. Instructors/Evaluators may log their RAP requirements if they are physically performing the maneuver as a demonstration while instructing/evaluating.

4.3.5. Specialized Certifications/Training:

4.3.5.1. Units will conduct specialized training IAW **Chapter 5**, guiding syllabi, and the annual RTM. **(T-3)** Sortie requirements are dictated by the annual RTM. Failure to accomplish specialized certifications requirements specified in the annual RTM results in loss of currency only for the specialized certifications. Units will follow **paragraph 4.7** for recurrency/recertification requirements for specialized capabilities/certifications. **(T-3)**

4.3.6. Designated Training (TF-coded) or Test (CB-Coded) Aircraft Unit Requirements. Crewmembers assigned/attached to TF- or CB-coded units will be designated as experienced and accomplish the requirements as shown in RTM Attachment 2 for BMC/BAQ as applicable. **(T-3)** In addition, crewmembers will comply with currencies in RTM Attachment 2 for events in which they are qualified. **(T-3)**

4.3.7. Supervisory Aircrew Personnel Requirements:

4.3.7.1. Units will ensure Senior Officer training is IAW AFMAN 11-202V1. This paragraph applies to Colonel selects and above occupying positions designated as requiring operational flying. This paragraph does not apply to Colonel selects and above assigned to a Stan/Eval function.

4.3.7.2. Supervisory personnel who accomplish a SOC will fly under the direct supervision of an instructor if required by their AF Form 8.

4.3.7.3. Senior officers assigned or attached for flying to EA-37B units will maintain BAQ status but may be designated BMC or CMR as required. These officers will be designated as experienced and maintain 50 percent of BAQ/BMC RAP/non-RAP requirements and all currencies.

4.3.7.4. Senior Officers who maintain standard BMC/CMR requirements may fly in unrestricted status.

4.3.7.5. Commanders and their deputies who supervise EA-37B units, and are qualified in another aircraft they supervise, may fly under the direct supervision of an instructor. Direct

supervision is not required for individuals who have obtained multiple MDS qualification in the EA-37B IAW AFMAN 11-202V1.

4.4. Special Categories.

4.4.1. FS flying rates, requirements and currencies are IAW AFMAN 11-202V1 and [Table 4.1](#).

4.4.2. ACC and NAF API-8/D crewmembers performing aircrew duties:

4.4.2.1. Higher Headquarters (HHQ) personnel will pre-coordinate with the supporting unit and be in appropriately coded API billets in order to fly, unless supporting a formal inspection or evaluation. ACC division chiefs (flight safety and/or inspector general) or the 16th AF Stan/Eval Division (16AF/A3V) are reviewing authorities for assigned personnel. ACC and/or 16AF will:

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate ARTEMIS data is maintained and provided IAW DAFMAN 11-401 and supplements.

4.4.2.1.2. Review attached crewmember accomplishments and currencies prior to authorizing participation in training.

4.4.2.2. HHQ flying personnel maintaining BMC status are exempt from continuation ground training affecting BMC. These individuals will be designated as experienced and fly all annual RAP/non-RAP requirements at 50% of the BMC rate. All event currencies apply.

4.4.3. ACC-assigned Flight Test Engineers (FTEs). FTEs are engineers or scientists occupying duty positions requiring them to conduct or participate in flight test missions on a regular basis. These personnel are on aeronautical orders, hold an AFSC of X61S or X62E, and have an aviation service code of 9D. FTEs are authorized to log time as primary crewmembers when performing duties IAW DAFMAN 11-401 and AFI 65-503, *US Air Force Cost and Planning Factors*. FTEs may fly to maintain proficiency and improve knowledge in employment of the weapon system, when not performing test duties. FTEs will be attached to one of the operational COMPASS CALL squadrons for flying if primary aircraft is the EA-37B. (T-3)

4.4.3.1. FTE Initial Ground Training.

4.4.3.1.1. FTEs are exempt from academic ground training, periodic exams, all mobility training, and special training programs within authorized

4.4.3.1.2. Mission Areas. FTEs will complete grounding items in [Table 4.2](#) and LL01EC prior to first flight. (T-3) FTEs assigned/attached to units, who have not flown unit-assigned aircraft in the past, will be given an Aircraft/Mission System overview by an Instructor MCC prior to flight. Training completed during previous flying assignments may count towards AFE and SERE requirements when training is similar in nature. FTEs are encouraged, but not required, to attend COMPASS CALL mission crew academic courses.

4.4.3.2. FTE Initial Flying Training. The first flight in the unit-assigned aircraft is with an Instructor MCC and may be flown in conjunction with other training sorties. The briefing and sortie emphasize crew coordination, aircraft egress, communications, emergency

equipment, normal mission timing/checklist items, and mission equipment use. Upon completion of the flight, the FTE is considered mission qualified for test and training missions.

4.4.4. FTE Recurring Training. Consider FTEs with more than 6 months of flying as experienced. Maintain the training requirements in [Table 4.1](#) and basic sortie currency in RTM Attachment 2 Loss of Currency. Upon loss of currency, the next flight is with a mission crew instructor.

Table 4.1. Flight Surgeon (FS) and Flight Test Engineer (FTE) Training.

Task ID	Subject ¹	Frequency	Reference Directive	Grounding	Affect Mobility Status	Notes
Note: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during MQ training may be credited toward CT requirements for the training cycle in which it was accomplished.						
AIRCREW TRAINING						
GA0EC	Initial CRM	One-time requirement	AFMAN 11-290	No	Yes	3
GA06EC	CRM Refresher	24 Mos.	AFMAN 11-290, AFI 11-290 ACC Sup AFMAN 11-202V1	Yes	No	4
	Flight Physical	12 Mos.	AFI 48-170	Yes	No	
	Physiological Refresher	5 Years	AFMAN 11-403 ACC Sup	Yes	No	
AIRCREW FLIGHT EQUIPMENT CONTINUATION TRAINING (AFECT)						
LL01EC	AFE Familiarization Training	Initial	AFMAN 11-301	Yes	No	
LL03EC	EET, Non- Ejection Seat	12 Mos.	AFMAN 11-301	Yes	No	
LL04EC	ACBRN Training	24 Mos.	AFMAN 11-301	No	Yes	2, 5
LL06XC	AFE Training	24 Mos.	AFMAN 11-301	No	Yes	
CODE OF CONDUCT CONTINUATION TRAINING (CoCCT)						
SS02XC	Combat SERE Preparation	36 Mos.	DAFI 10-3004			
SS03XC	Conduct After Capture (CAC)	36 Mos.	DAFI 10-3004			
SS05XC	Water Survival Training	36 Mos.	DAFI 10-3004			
Notes:						
1. See Attachment 2 for event definitions.						
2. FSs without a mobility requirement do not need to accomplish.						
3. Applicable only to FTEs.						
4. For FSs, One-time requirement in the primary assigned aircraft unless required to perform aeromedical evacuation duties.						
5. N/A to FTEs. Physicals become due 12 months (366 days) from the last Periodic Health Assessment (PHA) completion date and expire 90 days later (456 days total). (T-2)						

4.5. Difference Certification.

4.5.1. Difference certification/qualification is normally conducted when training in a different series aircraft in the same MDS. Difference qualification is conducted IAW AFMAN 11-202V1.

4.5.2. The EA-37B is considered a variant of the Gulfstream™ G550. Completion of difference training certifies pilots in the EA-37B as “basic” (First Pilot [FP]). Training and certification are documented in individual training records. Difference training is normally accomplished concurrently with the MQT syllabus.

4.6. Baseline (BL) Certification. This section applies to future BL versions of COMPASS CALL. The 755th Operations Support Squadron (755 OSS) in conjunction with 42 ECS will develop Baseline Certification Training Plans to outline required training for all crewmembers. (T-3)

4.6.1. Crewmembers may be certified in multiple BLs of EA-37B aircraft with SQ/CC approval, after completion of required certification training. BL certification accomplished in IQT/MQT is documented in individual training records.

4.6.2. Once BL-certified in another BL of the EA-37B, all RAP, non-RAP, and currency requirements may be logged in any BL.

4.7. Currency/Recurrency.

4.7.1. RTM Attachment 2 defines flying currency requirements for all EA-37B crewmembers.

4.7.2. Crewmembers are non-current the day currency expires (e.g., an event with a 45-day currency completed on 1 September becomes non-current on 16 October).

4.7.3. Recurrency:

4.7.3.1. When the crewmember is non-current in an event for up to 6 months, currency may be regained by demonstrating proficiency under the direct supervision of a current instructor of same crew position. The non-current event is completed as defined in [Attachment 2](#).

4.7.3.2. A mission crewmember may regain Basic Sortie currency under the supervision of any crew position instructor, if current in all other areas. Mission Crew Instructors may supervise up to two crewmembers of the same crew position requiring Mission Sortie recurrency. ANOs and AOs may regain currency from an instructor MCS regardless of the instructor's crew position as an AO or ANO.

4.7.4. Loss of qualification. Units will ensure loss of currency for more than 6 months affects qualification as described below. For those events which result in a loss of qualification, requalification is accomplished as directed in AFMAN 11-202V1.

4.7.4.1. Loss of currency for more than 6 months in any event identified in the RTM, making the crewmember non-current in the aircraft results in loss of basic qualification. A QUAL evaluation is accomplished to regain basic qualification.

4.7.4.2. Loss of mission sortie currency for more than 6 months results in loss of mission qualification. An MSN evaluation is accomplished to regain mission qualification.

4.7.5. Ground Training. Units must ensure overdue ground training requirements are satisfied before a crewmember is considered qualified and current to perform tasks applicable to that type of training. Ground training not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed (e.g., AFE currency training). Duration of grounding and status of sortie lookback determines the effect on CMR status.

4.8. Event Credit. Credit events accomplished on satisfactory qualification, requalification, instrument, mission, and special mission evaluations towards individual training and currency requirements. BAQ flight crew undergoing MQT will log non-RAP events listed in RTM Attachment 2 if accomplished during MQT flights.

4.9. Regression.

4.9.1. CMR/BMC Regression for Failure to Meet Lookback. Lookback requirements are listed in RTM Attachment 2.

4.9.1.1. RAP lookback requirements are treated as an ongoing process independent of annual RAP training cycle. Crewmembers who meet 1-month and 3-month lookback requirements without completing annual RAP training cycle requirements will be handled IAW [paragraph 4.10](#).

4.9.1.2. Non-RAP events may not be used for lookback.

4.9.1.3. Failure to meet 1-month sortie lookback requires a review of the crewmember's 3-month sortie history. If the 3-month sortie lookback has been met, the SQ/CC may allow the individual to remain CMR/BMC. Failure to meet this 3-month lookback requires the SQ/CC to either place the individual on probation for 1 month, regress the individual to N-CMR/N-BMC (as applicable), remove the crewmember from a CMR manning position, or initiate action to remove the crewmember from active flying status. If probation is chosen, the only way to remove the individual from probation and preserve current status is to reestablish a 1-month lookback at the end of the probation period (see [Figure 4.1](#)). Units will ensure probation and regression are documented in the individual's training record by Memorandum for Record following the sample formats in [Attachment 5](#).

4.9.1.4. CMR/BMC crewmembers regressed to N-CMR/N-BMC for lookback must complete a SQ/CC-approved recertification program that ensures the individual returns to CMR/BMC standards. As a minimum, this consists of one RAP sortie. Upon completion of the recertification program, CMR/BMC crewmembers must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the recertification program are credited towards their total sortie and event requirements for the training cycle, as well as their monthly sortie requirement.

4.9.1.5. Lookback computations begin after designation as CMR/BMC. Crewmembers must maintain 1-month lookback requirements until a 3-month lookback is established.

4.9.2. Crewmembers who fail a qualification, instrument, or mission evaluation will be handled IAW AFMAN 11-202V2, and ACCMAN 11-2EA-37BV2. These individuals regress to N-CMR/N-BMC, as applicable, and remain in N-CMR/N-BMC status until successfully completing required corrective action, requalification, and recertification by the SQ/CC.

4.9.3. See [Figure 4.1](#) for Regression Flow Chart.

4.10. End-of-Cycle Requirements.

4.10.1. Crewmembers failing to complete sortie and/or event requirements by the end of the training cycle may require additional training. **Paragraph 4.11** dictates proration criteria. Units must report mass training shortfalls IAW **paragraph 1.2.3.5**.

4.10.2. Crewmembers failing to meet total annual non-RAP sortie/event requirements are considered noncurrent for the sorties/events not completed and may not perform those sorties/events except under instructor supervision to regain currency. Recurrency requirements are listed in **paragraph 4.7**.

4.10.3. Crewmembers failing to meet annual RAP training cycle requirements will be regressed to N-CMR/N-BMC unless lookback is maintained, or the SQ/CC determines the deficiency is not significant. To regain CMR/BMC, regressed crewmembers will complete all deficient events. Events may be counted against requirements for the new training cycle.

4.10.4. Crewmembers failing to accomplish sorties/events required for special mission capabilities or qualifications are considered non-current for those capabilities or qualifications and must perform those sorties/events under instructor supervision to regain currency.

4.11. Proration of End-of-Cycle Requirements. At the end of the annual RAP training cycle, the SQ/CC may prorate all training requirements when DOWN, on emergency leave, in a non-flying Temporary Duty (TDY)/exercise, or when combat/contingency operations preclude training for portions of the training period. Aircrew should log an event during contingency operations if it meets the requirement for effective training per this regulation and the RTM. Normal annual leave is not considered for proration. Aircraft unavailability and extended bad weather precluding units from flying for more than 15 consecutive days can be considered for proration.

4.11.1. Proration is only used to adjust for genuine circumstances of non-availability, not to mask training or planning deficiencies. The following guidelines apply to proration of training.

4.11.2. Determine number of months to prorate based on cumulative calendar days of non-availability for flying using **Table 4.2**.

4.11.3. If RQT is accomplished, a crewmember's training cycle starts over at the prorated share of training remaining.

4.11.4. Round prorated fractions less than 0.5 to next lower whole number, not lower than one. See **Table 4.3**.

4.11.5. Crewmembers achieving CMR/BMC after the 15th of the month are considered to be in CT the first day of the following month for proration purposes.

4.11.6. A crewmember's last month on station prior to departing PCS may be prorated. Individuals departing for PCS may be considered CMR for reporting purposes for up to 60 days after last flight, until loss of CMR currency, port call, or sign-in at new duty station.

4.11.7. CMR crewmembers attending USAF Weapons School (USAFWS) courses in TDY and return status and/or participating in actual flying contingency operations may be reported as CMR. Upon return, those crewmembers will accomplish a prorated share of sortie/event requirements.

4.12. Initial Operational Assignment. IAW [paragraph 1.8](#), commanders and supervisors will monitor the development of their assigned personnel throughout the first year following graduation from IQT. Special consideration must be taken and provisions afforded to the member to attain BMC/CMR status within 90 days IAW [Chapter 3](#) and complete their respective Electronic Attack Development Guide (EADG) within their first year following IQT graduation. Furthermore, additional duties not directly related to combat or combat training will be minimized within that first year of operational duty or until the member achieves experienced status, whichever occurs first.

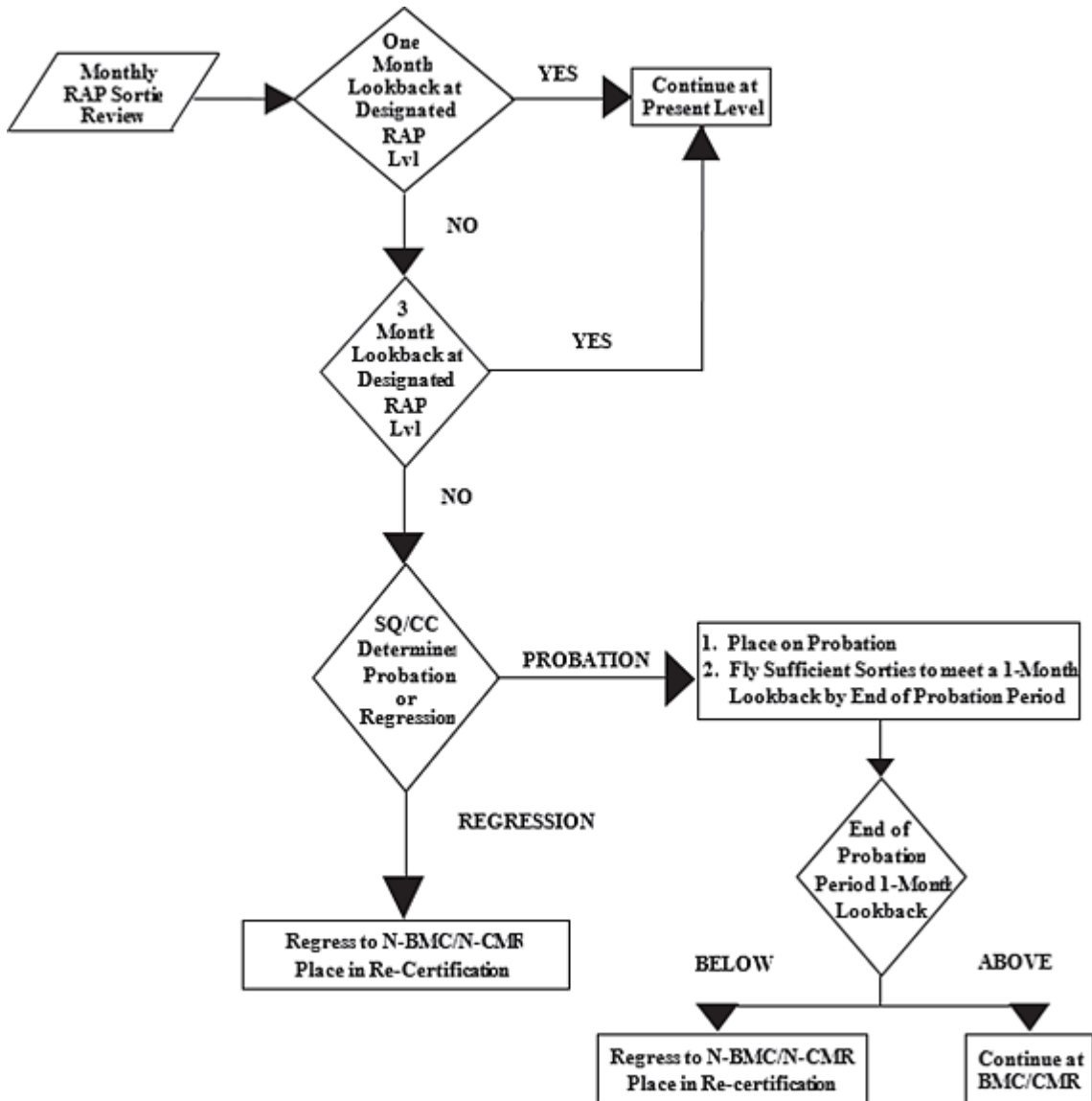
Table 4.2. Proration Allowance.

Cumulative 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
226 - 255	8
256 - 285	9
286 - 315	10
316 - 345	11
346 - 365	12

Table 4.3. Event Proration Calculation Table (based on 12-Month RAP Training Cycle).

		<u>Months Remaining After Proration</u>											
		11	10	9	8	7	6	5	4	3	2	1	
T O T A L	50	46	42	38	33	29	25	21	17	13	8	4	
	40	37	33	30	27	23	20	17	13	10	7	3	
	30	28	25	23	20	18	15	13	10	8	5	3	
	27	25	23	20	18	16	14	11	9	7	5	2	
	23	21	19	17	15	13	12	10	8	6	4	2	
	22	20	18	17	15	13	11	9	7	6	4	2	
	A N N U A L	20	18	17	15	13	12	10	8	7	5	3	2
		18	17	15	14	12	11	9	8	6	5	3	2
		15	14	13	11	10	9	8	6	5	4	3	1
	E V E N T S	13	12	11	10	9	8	7	5	4	3	2	1
		10	9	8	8	7	6	5	4	3	3	2	1
		8	7	7	6	5	5	4	3	3	2	1	1
7		6	6	5	5	4	4	3	2	2	1	1	
6		6	5	5	4	4	3	3	2	2	1	1	
5		5	4	4	3	3	3	2	2	1	1	0	
4		4	3	3	3	2	2	2	1	1	1	0	
3		3	3	2	2	2	2	1	1	1	1	0	
2	2	2	2	1	1	1	1	1	1	0	0		
1	1	1	1	1	1	1	0	0	0	0	0		

Figure 4.1. Regression Flow Chart.



Chapter 5

UPGRADE AND SPECIALIZED TRAINING

5.1. General. This chapter contains information for specialized training and upgrades. This training applies to crewmembers upgrading to instructor or flight examiner and positional upgrades or certifications.

5.1.1. The flying time prerequisites for upgrade are based on a crewmember having gained the knowledge and judgment required to safely and effectively perform assigned duties in support of the unit's missions. Therefore, it is essential that unit-level training programs focus efforts to develop each crewmember's knowledge and judgement as he/she progresses through their flying career.

5.1.2. General Requirements for Formal Upgrade Courses. The following items are basic requirements for formal upgrade training programs (not all-inclusive).

5.1.2.1. Completion of applicable ground and flying requirement required by this publication.

5.1.2.2. Completion of academic prerequisites and special requirements detailed in the Education & Training Course Announcement (ETCA) or formal course syllabi.

5.1.2.3. In-depth knowledge of aircraft systems, operating policies, governing instructions, and applicable tactics, techniques and procedures for the MWS.

5.1.2.4. Achieve the minimum flying hour prerequisite.

5.1.3. Waiver Authority for Formal Course Prerequisites. ECG/CC is the designated waiver authority for flying-hour prerequisites required for entry into formal upgrade courses. Consult the course syllabus and/or the organization establishing the requirements for other waiver authority determinations.

5.2. Upgrade Training Time Limits. Crew members upgrading to instructor must complete training within 120 days of the class start date. **(T-3)** Exceeding 120 days requires notification to ACC/A3 through ACC/A3C with name, rank, reason for delay, planned actions, and estimated completion date.

5.3. Aircraft Commander (AC).

5.3.1. General. Commanders will consider experience, knowledge, and judgment prior to nominating a pilot as an AC and designating a pilot as PIC on the flight authorization. Pilots will normally be qualified as an AC after completion of AC MQT. In addition, crossflow pilots must complete upgrade training designated in **paragraph 5.4.3** prior to AC qualification. **(T-3)** AC qualification is documented IAW AFMAN 11-202V2.

5.3.2. AC Candidacy. An AC candidate is a pilot designated by the SQ/CC for entry into training before a formal AC upgrade course. Commanders will consider pilot experience, knowledge, and judgment prior to identifying an individual as an AC Candidate. AC candidate certification is documented in the individual's training record. Prior to designation as an AC candidate, Pilots must:

5.3.3. Meet the flying hour prerequisites in **Table 5.1** for AC Upgrade.

5.3.4. Meet requirements for Combat Mission Ready status.

5.3.5. Complete the Pilot EADG. **(T-3)**

5.3.6. Crossflow ACs. A crossflow pilot who was qualified as an AC in another MDS may be qualified as an AC following EA-37B IQT. However, prior to being designated as PIC on the flight authorization, crossflow ACs will complete the following requirements.

5.3.6.1. 100 hours EA-37B primary/secondary time post IQT graduation.

5.3.6.2. Meet requirements for CMR status.

5.3.6.3. Complete the Crossflow Pilot EADG. **(T-3)**

5.3.6.4. Be identified by the SQ/CC as eligible for training at the Squadron quarterly Training Review Board.

Table 5.1. Aircraft Commander (AC) Upgrade Flying Time Prerequisites.

Total Hours ^{1, 2, 4, 5}	G550 Hours ^{3, 4, 5}
>1000	300
<1000	600
Notes: (This table does not apply to previously qualified ACs from other airframes. Reference paragraph 5.3.6 from above.): 1. Includes OFT/WST. Does not include Undergraduate Pilot Training (UPT) student flying time. 2. Does not include Remotely Piloted Aircraft (RPA) time. 3. WST hours count as G550 hours and count towards total hours. 4. Total Hours and G550 Hours can be waived by ECG/CC. 5. "Other" flying time counts toward no more than 10% of these requirements.	

5.4. Mission Crew Positional Upgrades.

5.4.1. Mission Crew Supervisor (MCS).

5.4.2. MCS Candidacy. SQ/CCs will consider ANO/AO experience, knowledge, and judgment prior to identifying an individual as an MCS candidate. Prior to designation as an MCS candidate, ANOs/AOs must:

5.4.3. Meet the flying hour prerequisites in **Table 5.2** for MCS Upgrade.

5.4.4. Complete the MCS EADG . (T-3)

5.4.5. Be identified by the SQ/CC as eligible for upgrade at the Squadron quarterly Training Review Board.

5.4.6. Completion of Core 2 academics.

Table 5.2. Mission Crew Supervisor (MCS) Upgrade Flying Time Prerequisites.

Crew Position	Total Hours ^{1,2}	EA-37B Hours ²
ANO/AO	300	150
Notes: 1. Includes CCMCS time. 2. Total Hours and EA-37B hours may be waived by ECG/CC		

5.5. Mission Commander (MC) Upgrade. MC Candidacy. SQ/CCs will consider crew position experience, knowledge, and judgment prior to identifying an individual as an MC candidate. Prior to designation as an MC candidate, ACs/MCCs must:

- 5.5.1. Meet the flying hour prerequisites in [Table 5.3](#) for MC Upgrade.
- 5.5.2. Complete the MC EADG. (T-3)
- 5.5.3. Be identified by the SQ/CC as eligible for training at the Squadron quarterly Training Review Board.
- 5.5.4. Previously certified MCs who have changed crew positions (e.g., Nav to Pilot) are eligible to re-certify as a MC once gaining AC/MCC qualification and SQ/CC approval.

Table 5.3. Mission Commander (MC) Upgrade Flying Time Prerequisites.

Crew Position	Total Hours ³	EA-37B Hours ^{1,3}
AC	600	100 ²
MCC	400	400
Notes: 1. Includes EA-37B WST, CCMCS, and EA-37B aircraft hours. 2. Post AC upgrade. 3. Total hours and EA-37B hours may be waived by ECG/CC.		

5.6. Instructor Upgrade. SQ/CCs will personally review each instructor candidate's qualifications to ensure the individual possesses skills necessary to upgrade to instructor. Instructor candidates must be considered Experienced as listed in [Table 1.1](#) and meet the hour requirements listed in [Table 5.4. \(T-3\)](#)

5.6.1. Aircraft Commanders (ACs).

5.6.1.1. ACs must complete the in-unit Instructor Preparatory Exam prior to starting instructor upgrade training. Courseware is available from the 42 ECS. Individuals not completing the exam require ACC/A3C waiver to attend training. 42 ECS administers the Instructor Preparatory Exam. The individual's flying squadron administers flight training.

5.6.1.2. ACs normally attend the FTD as the primary method for initial instructor upgrade training commensurate with an Instructor Top-Off course at the 42 ECS.

5.6.1.3. Waiver requests for In-Unit Upgrade to instructor should be sent to ACC/A3C IAW [paragraph 1.9.4](#) using the format detailed in [Attachment 4](#). Units must ensure that individuals completing In-Unit Upgrade incur an Active Duty Service Commitment IAW AFMAN 36-2100, *Military Classification, Technical Training, and Retraining*.

5.6.1.4. Instructors may instruct basic EA-37B events upon completion of an INIT Instructor (INSTR) evaluation and difference training in the EA-37B. They may be certified to instruct RAP and other additional events IAW [paragraph 5.6](#).

Table 5.4. Instructor Upgrade Hour Requirements.

Crew Position	Total Hours ¹	EA-37B Hours ¹
AC ⁴	800 ^{2,3,5}	200 ^{2,6,7}
AMT	>750	300
	<450	450
MCC	500	350 ⁸
MCS/ANO/AO ⁹	300 ⁸	150 ⁸

Notes:

1. Total Hours and EA-37B Hours may be waived by the ECG/CC
2. “Other” flying time counts towards no more than 10% of these requirements.
3. Includes OFT/WST. Does not include undergraduate student flying time.
4. Requirements apply to crossflow pilots.
5. Does not include RPA time; can be waived by ECG/CC.
6. EA-37B hours *after* certification as AC. For Crossflow pilots: EA-37B hours *after* meeting the requirements in **paragraph 5.3.6. (T-3)**
7. Simulator time counts towards EA-37B hours for AC
8. EA-37B/CCMCS hours.
9. ANO/AO instructors that upgrade to MCS are required to complete MCS MQT prior to certification as an instructor at the MCS position. **(T-3)**

5.6.2. Mission Crew.

5.6.2.1. Mission crew (MCC, MCS, ANO, AO and AMTs) complete initial instructor upgrade training at the 42 ECS using the ACC/A3-approved syllabus. Local training restrictions may require courseware modification and deviations from the syllabus.

5.6.2.2. Mission crew instructors may instruct upon completion of an initial instructor evaluation IAW AFMAN 11-202V1 and ACCMAN 11-2EA-37BV2.

5.6.3. Instructor Requalification.

5.6.3.1. Previously qualified Instructor Pilots (IPs) in any C-37 MDS, including the EA-37B, who have been UQ for more than 2 years, must requalify in-unit, using the flying portion of the ACC/A3-approved syllabus. **(T-3)**

5.6.3.2. Previously qualified COMPASS CALL mission crewmember instructors, who have been UQ for more than 2 years, must requalify in-unit using the flying portion of ACC/A3-approved syllabus. Previously qualified MCCs or MCSs may requalify by completing the academics portions of the ANO/AO syllabi and proceeding to the corresponding MCC or MCS upgrade syllabi. **(T-3)**

5.6.3.3. Requalification of previously qualified C-37A/EA-37B instructors, UQ for less than 2 years, is at SQ/CC’s discretion.

5.6.3.4. Requalified instructors may instruct upon completion of an RQ INSTR evaluation.

5.6.4. **Instructor Transfers.** Crewmembers who were instructor certified in any USAF aircraft and have previously attended a formal instructor qualification course for instructor qualification are eligible for upgrade to EA-37B instructor using provisions of this section.

5.6.4.1. ACs who previously attended a formal instructor course for IP qualification, were instructor qualified in any USAF aircraft, are experienced per **Table 1.1**, and meet the hour requirements listed in **Table 5.4** may upgrade in-unit without an In-Unit Upgrade waiver. Unit commanders will determine training required for upgrade and may require formal course attendance. In-Unit upgrade requires ECG/CC approval. Upon completion of training, ACs require an INIT INSTR evaluation.

5.6.4.1.1. Transfer ACs who are qualified C-37 (any MDS) instructors may instruct basic EA-37B CT events once they have completed EA-37B difference training. They may be certified to instruct RAP and additional events after they have met the flying requirements necessary to be designated as experienced as listed in **Table 1.1** and meet requirements of **paragraph 5.6.6.1**.

5.6.4.2. Mission crew and AMT's who were previously qualified as instructors in other aircraft must be experienced per **Table 1.1** for upgrade to EA-37B instructor. **(T-3)** MCCs will meet the hour requirements listed in **Table 5.4** prior to instructor upgrade. **(T-3)** In-unit upgrade requires ECG/CC approval. Upon completion of training, mission crew and AMTs require an INIT INSTR evaluation.

5.6.4.3. Crewmembers transferring to the EA-37B as previously qualified instructors on the EC-130H are assessed to be experienced per **Table 1.1** and meet the hours requirements in **Table 5.4**; and may upgrade in-unit without an In-Unit Upgrade Waiver. In-unit upgrade requires ECG/CC approval. In-unit upgrade under this provision will utilize a training plan determined by the SQ/CC. Upon completion of training, crew members will require an INIT INSTR evaluation. The completed training plan will be filed in the members' permanent training record.

5.6.4.4. Instructor transfers may instruct upon completion of an INIT INSTR evaluation.

5.6.5. **Cockpit/Crew Resource Management (CRM).** All instructors will complete instructor CRM training prior to assuming duties as an instructor. Instructor CRM is a one-time requirement and is included in all instructor upgrade syllabi as a 2-hour block of instruction. Initial instructor candidates receive this training as part of the formal instructor upgrade course. Aircrew members who have previously completed a MAJCOM-approved Instructor Qualification Course will complete instructor CRM training prior to entering instructor upgrade training. If contractor training is not available before or during the period of instructor upgrade, waivers can be requested IAW AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, until the next available training date but NLT 1 year after upgrade. Aircrews taking the instructor CRM training will receive credit for CT training requirements. **(T-2)**

5.6.6. **Mission Instructor Certification (All Crew Positions).** Prior to certification for instructing mission events in the EA-37B, individuals will complete training on ACCMAN 11-2EA-37BV1, crew position syllabi, and meet CT standards (administered by the 42 ECS). **(T-3)**

5.6.6.1. Pilots. Pilots will complete a 55 ECG, Group Training Plan or ACC approved syllabus, managed and administered by 42 ECS, prior to instructing mission events in the EA-37B. **(T-3)** Place individuals on the letter of restrictions until completing certification. Document certification in the individual's permanent flying training folder.

5.6.6.2. Crewmembers already qualified as instructors before upgrading to MCS will not instruct in the upgrade position (MCS) until they have been certified as an MCS instructor. **(T-3)** Prior to certification, they must complete 2 mission sorties (EA-37B or CCMCS) as an MCS and one certification sortie with an instructor MCS, validating instructional abilities in the MCS position. Document this certification in individual training records.

5.6.6.3. MCS-qualified crewmembers who complete instructor upgrade training may instruct in both of their qualified positions (ANO/MCS or AO/MCS).

5.6.7. **Flight Examiner Certification.** Flight examiner certification is IAW AFMAN 11-202V2 as supplemented.

5.6.8. **Specialized Mission Equipment Certification.** The 755 OSS will coordinate with the 42 ECS to develop training plans to include certification and currency requirements. **(T-3)**

5.6.9. **Additional Event Training/Certification.** Commanders may identify other events for which they determine an additional certification and training is necessary. Channel requests for training plans and certification standards to 755 OSS.

5.6.10. **Retraining.** AFMAN 11-202V1, specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

BRIAN S. LAIDLAW, Brigadier General, USAF
Director of Operations

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

10 USC § 9013, *Secretary of the Air Force*

ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, 27 September 2023

ACCMAN 11-2EA-37BV2, *EA-37B Aircrew Evaluation Criteria*, 25 March 2025

ACCMAN 11-2EA-37BV3, *EA-37B Operations Procedures*, 25 March 2025

AFDP 3-50, *Personnel Recovery*, 26 September 2025

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

AFI 48-170, *Periodic Health Assessment*, 7 October 2020

AFI 65-503, *US Air Force Cost and Planning Factors*, 13 July 2018

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

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DAFI 10-3004, *Survival, Evasion, Resistance, and Escape Program*, 18 March 2025

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

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

DoDM 5105.21V3, *Sensitive Compartmented Information (SCI) Administrative Security Manual: Administration of Personnel Security, Industrial Security, and Special Activities*, 19 October 2012

DoWI 5160.71, *DoW Language Testing Program*, 30 June 2022

JP 3-50, *Personnel Recovery*, 14 August 2023

Prescribed Forms

None

Adopted Forms

ACC Form 166, *Student Activity Record*

ACC Form 206, *Individual Mission Grade Sheet*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 8, *Certificate of Aircrew Qualification*

DAF Form 2096, *Classification/On-the-Job-Training Action*

DAF Form 847, *Recommendation for Change of Product*

DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*

Abbreviations and Acronyms

AC—Aircraft Commander

ACBRN—Aircrew Chemical, Biological, Radiation Nuclear

ACCA—Aircrew Contamination Control Area

ACC—Air Combat Command

ACDTQT—Aircrew Chemical Defense Task Qualification Training

ADA—Air Defense System

AETC—Air Education and Training Command

AFB—Air Force Base

AFDP—Air Force Doctrine Publication

AFE—Aircrew Flight Equipment

AFECT—Aircrew Flight Equipment Continuation Training

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques, and Procedures
AGL—Above Ground Level
AME—Alternate Mission Equipment
AMT—Airborne Maintenance Technician
ANO—Analysis Operator
AO—Acquisition Operator
API—Aircrew Position Indicator
ARTEMIS—Air Resource Tool Enterprise Mission Information System
ATD—Aircrew Training Device
AZ—Arizona
BAQ—Basic Aircraft Qualification
BL—Baseline
BMC—Basic Mission Capable
C2ISR—Command and Control, Intelligence, Surveillance, and Reconnaissance
CAC—Conduct After Capture
CAF—Combat Air Forces
CAT/CWD—Contract Aircrew Training/Courseware Development
CBRN—Chemical, Biological, Radiological, Nuclear
CC—Commander
CCMCS—COMPASS CALL Mission Crew Simulator
CCST—Compass Call Support Team
CD—Deputy Commander
CFETP—Career Field Education and Training Plan
CMCT—Cryptologic Mission Certification Training
CMR—Combat Mission Ready
CoCCT—Code of Conduct Continuation Training
COMSEC—Communications Security
CPT—Cockpit Procedures Trainer
CRM—Cockpit/Crew Resource Management
CSP—Combat SERE Preparation
CSPT—Cryptologic Skills Proficiency Test
CT—Continuation Training

CTF—Commercial Training Facility
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DD—Department of Defense (Forms only)
DLPT—Defense Language Proficiency Training
DoDI—Department of Defense Instruction
DO—Director of Operations
DOW—Department of War
DPT—Deployment Planning Team
EADG—Electronic Attack Development Guide
ECG—Electronic Combat Group
ECS—Electronic Combat Squadron
EET—Emergency Egress Training
EMS—Electromagnetic Spectrum
EOM—End of Month
ETCA—Education & Training Course Announcements
EW—Electronic Warfare
EWO—Electronic Warfare Officer
EXP—Experienced
FAA—Federal Aviation Administration
FP—First Pilot
FS—Flight Surgeon
FTE—Flight Test Engineer
FTU—Formal Training Unit
HHQ—Higher Headquarters
ID—Identification
IFE—In Flight Emergency
ILTP—Individual Language Training Plan
INIT—Initial (evaluation type)
INSTR—Instructor (evaluation type)
INTREP—Intelligence Report
IOC—Initial Operating Capability

IP—Instructor Pilot
IQ—Initial Qualification
IQT—Initial Qualification Training
ISOPREP—Isolated Personnel Report
ISR—Intelligence, Surveillance and Reconnaissance
Letter of Xs—Letter of Certifications
LIMFAC—Limiting Factor
MAJCOM—Major Command
MCC—Mission Crew Commander
MC—Mission Commander
MCS—Mission Crew Supervisor
MDS—Mission Design Series
MISREP—Mission Report
Mos.—Months
MPC—Mission Planning Cell
MQT—Mission Qualification Training
MSN—Mission (Evaluation type)
N/A—Not Applicable
NAF—Numbered Air Force
Nav—Navigator
N-BMC—Non-BMC
N-CMR—Non-CMR
NLT—No Later Than
OFT—Operational Flight Trainer
OPR—Office of Primary Responsibility
OSS—Operations Support Squadron
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PGHD—Peacetime Governmental and Hostage Detention
PHA—Periodic Health Assessment
PIC—Pilot-in-Command
PTT—Part-Task Trainer

QRC—Quick Reaction Capability
QUAL—Qualification (Evaluation type)
RAP—Ready Aircrew Program
RPA—Remotely Piloted Aircraft
RQ—Requalification Training
RTM—RAP Tasking Memorandum
RTRB—Realistic Training Review Board
SAM—Surface-to-Air Missile
SCIF—Sensitive Compartmented Information Facility
SEAD—Suppression of Enemy Air Defense
SEPT—Simulated Emergency Procedures Training
SERE—Survival, Evasion, Resistance, and Escape
SLTE—Significant Language Training Event
SMO—SERE Mission Orientation
SOC—Senior Officer’s Course
SORN—System of Records Notice
SPINS—Special Instruction
SQ/CC—Squadron Commander
Stan/Eval—Standardization and Evaluation
TDY—Temporary Duty
TRSS—Training Support Squadron
UCMJ—Uniform Code of Military Justice
UPT—Undergraduate Pilot Training
UQ—Unqualified
USAF—United States Air Force
USAFWS—USAF Weapons School
USC—United States Code
UTE—Utilization Rate
VT—Verification Training
WG—Wing
WST—Weapons System Trainer or Water Survival Training

Office Symbols

16AF/A3V—16th AF Stan/Eval Division

42 ECS/DTR—42d ECS Registrar

55 ECG/CC—55th Electronic Combat Group Commander

55 ECG/EGV—55th Electronic Combat Group Stan/Eval

755 OSS/OST—755th Operations Support Squadron Group Training

ACC/A3—ACC Director of Operations

ACC/A3C—ACC C2ISR Division

ACC/A3CR—ACC Airborne Reconnaissance Operations Branch

AF/A34T—Air Force Training and Certification

AF/A3—Air Force Deputy Chief of Staff for Operations

Terms

Academic Training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal and emergency procedures, and various CT requirements.

Aircraft Commander (AC)—A pilot, certified by the SQ/CC, to perform “PIC” duties.

Aircrew Training Device (ATD)—Hands-on training aids that includes cockpit familiarization trainer (CFT), cockpit procedures trainers (CPTs), part-task trainers (PTTs), weapon system trainers (WST), and simulators.

Alternate Mission Equipment (AME)—Equipment that may or may not be loaded on the COMPASS CALL aircraft, depending on mission requirements. However, CT will be required, and the system is logistically supported via technical orders, flight manuals, spare parts, etc. AME are normally maintained by USAF maintenance personnel.

Air Crew Position Identifier (API)-6—API Code that applies to rated staff or supervisory positions at wing level and below that have responsibilities and duties that require the incumbents to actively fly. Includes flying squadron commander and operations officer positions.

Air Crew Position Identifier (API)-8—API Code that applies to rated staff or supervisory positions above wing level that have responsibilities and duties that require the incumbents to actively fly.

Attrition Sortie—A sortie planned and launched as a RAP training sortie, non-RAP sortie, or collateral sortie, that due to circumstances such as weather, an In Flight Emergency (IFE), maintenance, etc. fails to accomplish that planned mission. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts on the quality of unit training programs.

Basic Mission Capable (BMC)—A crewmember who has satisfactorily completed MQT, is qualified in some aspect of the unit’s mission, but does not maintain CMR status. The crewmember must be able to attain full qualification to meet operational taskings within 30 days.

Basic Aircraft Qualified (BAQ)—A crewmember who has satisfactorily completed IQ/RQ IQT training and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for that specific weapons system.

Baseline Certification—Process used for COMPASS CALL crewmembers certified in multiple BLs of the EA-37B. Training will be documented in the individual's training record. The Letter of Certifications (Letter of Xs) will indicate which BLs the crewmember is certified (e.g., BL 2.5) to operate.

Certification—The process of certifying crewmembers with certain skills or capabilities in a specified sortie/event/procedure. Or having been certified (e.g., to hold a certification.)

Cockpit Procedures Trainer (CTP)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

Cockpit/Crew Resource Management (CRM)—A training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.**Combat Mission Ready (CMR)**—The status of a crewmember who has satisfactorily completed MQT and maintains qualification and proficiency in all basic unit missions.

COMPASS CALL—A uniquely configured aircraft designed to perform Electronic Warfare (EW), Suppression of Enemy Air Defenses (SEAD), and Information Operations (IO) missions.

COMPASS CALL Analysis and Targeting Team (CCATT)—A team of intelligence analysts who are part of the Mission Planning Cell (MPC) and are integral to the target analysis and selection process. These individuals also build cryptologic targeting aids and interface with the cryptologic intelligence community to meet MPC requirements. The CCATT is a COMPASS CALL Support Team (CCST) with expanded scope, connectivity, and enhanced EW targeting responsibilities.

COMPASS CALL Support Team (CCST)—A team of IO analysts who assist in the target analysis and selection process. The analysts are qualified in the use of the Mission Support Facility..

Continuation Training (CT)—Ground and flying training applicable to all crewmembers. Used to maintain proficiency and improve aircrew capabilities to perform unit missions and is generally flown on proficiency sorties not used for formal syllabus missions, flight tests, and evaluations.

Contract Aircrew Training/Courseware Development (CAT/CWD)—An ACC-funded, ACC TRSS-managed contract which provides contractor platform instructors, contractor written courses and syllabi, and contractor developed and instructed CCMCS missions.

Course Training Document—Normally an ACC/A3-approved course syllabus.

Courseware—Training materials and programs developed for training crewmembers at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable AF Forms for documenting training.

Critical Phases of Flight—Take-off, approach to landing, landing, flight below 3,000 feet Above Ground Level (AGL), or any flight maneuver stipulated in AFMAN 11-2EA-37B-series manuals specifically requiring direct instructor supervision for qualified or UQ crewmembers.

Crossflow Pilot—Pilot gained from another MDS. Crossflow pilots have no prior C-130 pilot qualification.

Currency—The minimum frequency required to safely perform an event or sortie.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. An IP must occupy one of the pilot seats when a pilot requires direct supervision, while for other crew positions the instructor must be readily available to assume primary crew duties if necessary.

Event—The accomplishment of a specific training element, function, or task.

Experienced/Inexperienced Aircrew—A designation used to determine the level of training a crewmember receives within the RAP. (See [Table 1.1](#).)

Flight Crew—Crewmembers whose primary responsibility is the safe ground and flight operation of an EA-37B aircraft. These members consist of the AC and pilot.

Formal IQT/RQ—Formal IQT/RQ training performed at a FTU according to an approved syllabus (ACC or Air Education and Training Command [AETC]).

Initial Qualification Training (IQT)—Training to qualify in basic aircraft operations and the mission profiles of the EA-37B. IQT is a prerequisite for attaining BAQ status.

In-Unit IQT/RQ/Upgrade—Formal training administered by the 42 ECS that is normally performed at a CTF.

Mission Crew—Crewmembers whose primary in-flight duties are to execute airborne electronic attack (e.g., EW, SEAD) as performed from the mission crew compartment of a COMPASS CALL aircraft. Members consist of the MCC, MCS, AMT, AO, and ANOs.

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

Night Event—Events accomplished during the period between the end of evening civil twilight and the beginning of morning civil twilight IAW DAFMAN 11-401 and DAFMAN 11-401_ACCSUP, *Aviation Management*.

Operational Flight Trainer (OFT)—A training device that dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, war fighting tasks, and skills integration training. Also known as a WST.

Pilot-in-Command (PIC)—The pilot responsible for the operation and safety, both on the ground and in flight, of an aircraft. Will be a current and qualified AC and designated on the flight authorization as in command.

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

Quick Reaction Capability (QRC)—Equipment that has been quickly developed and fielded in response to an operational need. QRCs may or may not be loaded on the COMPASS CALL aircraft, depending on mission requirements. Only minimal training is provided during fielding and the system is *NOT* logistically supported via technical orders, flight manuals, spare parts, etc. QRCs may eventually become AME, but that is not always the case. Minimal CT may be directed if the QRC is designated a Special Capability. QRCs are normally maintained by contractor field-service representatives.

Ready Aircrew Program (RAP)—ACC directed EA-37B COMPASS CALL CT program that provides the BL training requirements for use in developing a realistic training program tailored to EA-37B COMPASS CALL specific requirements.

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

Specialized Mission Equipment—Equipment on-board some but not all COMPASS CALL aircraft; not including QRC or AME.

Specialized Training—Training in specialized tactics/sorties/events/equipment done in addition to MQT and CT.

Supervised Status—Crewmember will fly under instructor supervision as designated by the squadron commander or an evaluator.

Squadron Supervisors—SQ/CC, Operations Officer, Assistance Operations Officers, and Flight CCs.

Verification—A ground training process aimed at ensuring a crewmember's tactical employment knowledge. Verification is a unit tactics program conducted in initial training. Initial verification occurs after IQT at the discretion of the operations SQ/CC as required.

Attachment 2

GROUND TRAINING EVENT DEFINITIONS

A2.1. Aircraft Defensive Systems. Training will be conducted IAW the 55 ECG training certification plan, managed by the 755th Operations Support Squadron Group Training (755 OSS/OST).

A2.2. Aircrew Chemical Defense Task Qualification Training (ACDTQT). ACDTQT is an exercise emphasizing hands-on training, dressed out in partial ACBRN equipment. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Observers should closely monitor crewmember actions during the exercise as heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can be experienced during the exercise. The equipment will immediately be removed when the observer or crewmember feels it is unsafe to continue.

A2.2.1. Crewmembers will wear the following equipment:

A2.2.1.1. M-69 hood and mask assembly.

A2.2.1.2. Intercom assembly.

A2.2.1.3. Glove set (cotton, butyl, Nomex®).

A2.2.2. Initial ACDTQT requires both ground and flying training.

A2.2.2.1. Ground training should mirror instruction provided during ACBRN equipment refreshers, allowing additional time to thoroughly cover the material.

A2.2.2.2. Flying training must be conducted on an aircraft. Crewmembers who completed initial ACDTQT during a previous tour in any MDS are not required to re-accomplish initial ACDTQT. Crewmembers must complete initial ACDTQT during MQT. Initial ACDTQT may be accomplished in the CCMCS with SQ/CC approval.

A2.2.2.3. These restrictions apply with the additional requirement that the observer will always be an instructor. Mission crew and AMTs also require an instructor of the same crew position, and ANOs/AOs require an Instructor (I-), I-ANO, I-AO, or I-MCS.

A2.2.3. ACDTQT Refresher Training. Crewmembers must accomplish this training at their designated crew position. Failure to accomplish ACDTQT results in regression to N-CMR/N-BMC status.

A2.2.4. Mission crew: ACDTQT is preferably conducted in the CCMCS but may be conducted in the aircraft.

A2.2.5. When conducting ACDTQT in the aircraft, the following restrictions apply:

A2.2.5.1. Only one pilot will be dressed out at any time.

A2.2.5.2. An observer will always be assigned to monitor safety and signs of fatigue/stress. Observers will never wear the ACBRN equipment.

A2.2.5.3. The AC will be observed by an IP or experienced AC occupying the other seat.

A2.2.5.4. All other pilots will be observed by an IP or experienced AC in the other seat.

A2.2.5.5. All pilots will review emergency procedures; accomplish at least one take-off, approach, and landing; and complete all associated checklists.

A2.2.5.6. All other crewmembers will demonstrate proficiency or ability to perform wartime duties, and training will include 30 minutes of an in-flight scenario.

A2.2.6. When conducting ACDTQT in the simulator, there are no restrictions on which or how many crewmembers may wear the gear. Observation can be provided by other crewmembers or contract instructors as applicable.

A2.3. Aircrew Flight Equipment Continuation Training (AFECT). Crewmembers are required to complete AFECT IAW AFMAN 11-301 and this volume.

A2.3.1. AFE Familiarization (LL01XC). All crewmembers will accomplish training prior to their first flight at home station IAW AFMAN 11-301. This is a one-time event, per base assignment, conducted prior to the first flight at home station to familiarize crewmembers with local aircrew life support equipment availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base.

A2.3.2. Emergency Egress Training (EET) (Non-Ejection Seat) (LL03XC). All crewmembers will accomplish EET IAW AFMAN 11-301 and this volume. Evaluates aircrew ability to demonstrate proficiency in air and ground emergency egress procedures. Stresses the importance of aircrew coordination, responsibilities, and use of appropriate emergency egress equipment. IAW AFMAN 11-301, members must use an actual aircraft to demonstrate proficiency in opening all ground emergency exits. Crewmembers arriving on a PCS who can produce source documentation of currency on this item from any C-37 MDS are not required to re-accomplish training but must be provided difference training on the EA-37B configuration. Difference training will be provided by squadron AFE personnel.

A2.3.3. ACBRN (LL04XC). All crewmembers will accomplish ACBRN refresher IAW AFMAN 11-301, and this volume. Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to don and doff ACBRN equipment and utilize buddy dressing procedures. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate aircrew contamination control area (ACCA) processing procedures.

A2.3.4. Egress Training (Non-Ejection Seat) with ACBRN (LL05XC). All crewmembers will accomplish egress training with ACBRN equipment IAW AFMAN 11-301 and this volume. Training will be conducted like normal egress training with the added burden of wearing the ACBRN equipment.

A2.3.5. Aircrew Flight Equipment Training (AFET) (LL06XC). All crewmembers will accomplish AFET IAW AFMAN 11-301 and this volume. Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard the EA-37B or issued to aircrews. Crewmembers arriving on a PCS who can produce source documentation of currency on this item from any C-37 MDS are not required to re-accomplish training but must be provided

difference training on the EA-37B configuration. Difference training will be provided by squadron AFE personnel.

A2.4. Code of Conduct Training (CoCCT). Aircrew are required to complete CoCCT IAW DAFI 10-3004.

A2.4.1. SERE Mission Orientation (SMO) (SS01XC). SMO provides local standard operating procedures preparing aircrew for possible aircraft emergencies near the base of assignment to include local environmental aspects and local recovery procedures. SMO is a one-time requirement prior to first flight at every assignment. Personnel who PCS and then return for subsequent assignments must accomplish this training during each reassignment.

A2.4.2. Combat SERE Preparation (CSP) (SS02XC). Aircrew will conduct field escape and evasion exercises and ignite flares. They will discuss global survival, field medical techniques, and the five phases of evasion.

A2.4.3. Conduct After Capture (CAC) (SS03XC). Students discuss resistance training, the Code of Conduct, the Uniform Code of Military Justice (UCMJ) and the Articles of the Geneva Convention as they apply to wartime, peacetime government, and hostage detention.

A2.4.4. Water Survival Training (WST) (SS05XC). Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to use EA-37B- specific flotation devices and equipment available during an overwater emergency. Crewmembers arriving on a PCS who can produce source documentation of currency on this item from any C-37 MDS are not required to re-accomplish training but must be provided difference training on the EA-37B configuration. Difference training will be provided by squadron Air Crew Equipment personnel.

A2.4.5. Peacetime Governmental and Hostage Detention Training (PGHD) (SS29XC) A form of CoCCT that prepares military personnel to meet their obligations as detainees of a foreign government.

A2.5. Cockpit/Crew Resource Management (CRM). All crewmembers will accomplish an initial CRM course, followed by biennial refresher training IAW AFMAN 11-290. Crewmembers who have completed initial CRM training in any aircraft MDS or while attending formal flying training will not re-accomplish initial training. Refresher courses are normally provided concurrent with simulator refresher training for pilots, navigators, and FEs, and locally for mission crew and AMTs.

A2.6. Cryptologic Mission Certification Training (CMCT). Initial cryptologic training completed at the line flying unit designed to certify ACLAs and Intelligence, Surveillance and Reconnaissance (ISR) Operators in their language/mission management position for the unit mission. It also includes the CT required to maintain currency of cryptologic mission skills. Refer to 55ECG CSP OI for more information.

A2.7. Cryptologic Skills Proficiency Test (CSPT). A proficiency test designed to measure cryptologic skills necessary to accomplish unit mission objectives. Testing and administration will be conducted IAW the ACCMAN 11-2EA-37B V1_55ECG guidance.

A2.8. Defense Language Proficiency Test (DLPT). Department of War (DOW) standardized testing system for measuring an individual's proficiency in a foreign language. It consists of a battery of tests that measures the general ability of a native or near-native speaker of English to

comprehend a spoken and written foreign language and to speak the language. Refer to the 1A8X1 CFETP, DoWI 5160.71, *DoW Language Testing Program*, and AFI 36-4005, *Total Force Language, Regional Expertise, and Culture Program* for more information.

A2.9. Flight Physical. All crewmembers will accomplish an annual flight physical IAW DAFMAN 48-123, *Medical Examination and Standards*; and AFI 48-170, *Periodic Health Assessment*. Flight physicals should normally be done in conjunction with the PHA.

A2.10. Initial Survival School. Accomplish IAW ETCA.

A2.11. Initial Water Survival. Accomplish IAW ETCA.

A2.12. Intelligence Training. All crewmembers will complete annual intelligence training. This training should be closely aligned with unit weapon/tactics programs and will include, as a minimum (items may be tracked collectively or separately in ARTEMIS):

A2.12.1. Knowledge of Threats. Instruction should cover Integrated Air Defense Systems (ADAs)/surface-to-air missile (SAM) threats, and air-to-air threats as detailed in Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1, *Threat Guide*, Chapters 1, 4, and 5. Focus instruction on those items appropriate and applicable to execution of the unit mission.

A2.12.2. Visual Recognition of Rotary- and Fixed-Wing Aircraft, ground assets, and Naval Vessels. Crewmembers should identify type of aircraft they are likely to encounter – to include variants and paint schemes – from various aspects and determine whether the aircraft is a threat or non-threat. In addition, crewmembers will utilize major features to recognize ground targets and major categories of naval vessels.

A2.12.3. Evasion and Recovery. Evasion and recovery training prepares crewmembers for the possibility of evasion, captivity, and escape in hostile territory. This training may be completed in conjunction with high threat CSP.

A2.12.4. Collection and Reporting Systems. Training will enable crewmembers to initiate aircrew-originated reports and will familiarize them with the information requirements of the intelligence-generated mission report (MISREP) and intelligence report (INTREP). Intelligence oversight concerns should also be addressed.

A2.13. Isolated Personnel Report (ISOPREP) Review. All crewmembers will review their ISOPREP cards IAW JP 3-50, *Personnel Recovery* and AFDP 3-50, *Personnel Recovery*.

A2.14. Marshalling Exam. Pilot's and AMT's must complete a marshalling exam IAW AFMAN 11-218, *Aircraft Operations and Movement on the Ground*. Initial exams must be accomplished prior to first flight. Exams must be accomplished prior to first flight, but NLT 30 days following PCS arrival to a flying unit.

A2.15. Mission Planning Cell (MPC). Dual log with Initial Verification Training (VT). Credit an MPC event for planning an exercise/operational mission or CCMCS event. Planners will prepare and brief said mission IAW local planning and briefing guides. Planners will also debrief upon mission completion, paying particular attention to lessons learned, actual mission employment, threats, and any unforeseen circumstances. Planners will also consider the following items in preparation for the mission, and brief, as applicable, to the aircrew (this list is not all-inclusive):

A2.15.1. Deployment Planning Team (DPT) actions (Flight Crew) (for initial deployments)

A2.15.2. Aircraft structural and configuration limitations

A2.15.3. Any additional/non-standard Combat Search and Rescue Procedures

A2.15.4. Non-Standard Local Area Procedures

A2.16. ROE/SPINS.

A2.16.1. Authentication Procedures

A2.17. Physiological Training. All crewmembers will accomplish academics and either an altitude chamber flight or an ECG/CC approved syllabus utilizing the Reduced Oxygen Breathing Device/Hypoxia Familiarization Trainer IAW AFMAN 11-403, *Aerospace Physiological Training Program*. Both an initial course, and refresher training are required. Individuals are required to accomplish a refresher every 5 years.

A2.18. Significant Language Training Event (SLTE). At least 150 hours of immersion training or 6 consecutive weeks of 5-hour-a-day classroom training, or other significant event as defined by the Secretaries of the Military Departments and the Heads of Defense Agencies and DOW Field Activities. Refer to DoDI 5160.71 for more information.

A2.19. Simulator Refresher. Pilots will complete a simulator refresher course. This will be accomplished in the 55 ECG WST according to the ECG/CC approved Group Training Plan, or at a FAA approved recurrent G550 training course at a CTF. This is an annual requirement, but crewmembers may go up to 17 months between refreshers when simulator slots are not readily available. Extensions must be granted by the SQ/DO or above and will be filed in the individual's training record. Completion of an AC upgrade commensurate with the above guidance will also complete simulator refresher.

A2.20. Tactics Training. Refresher training will be provided in aircraft defensive systems, enemy systems and tactics, tactical approaches and departures, and other current information deemed essential by the group weapons and tactics office.

Attachment 3

TRAINING SHORTFALL REPORT

Figure A3.1. Example Memorandum for Training Shortfall Report.

CUI



DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS, 55TH WING (ACC)
 OFFUTT AIR FORCE BASE, NEBRASKA

DD Month YYYY

MEMORANDUM FOR HQ ACC/A3C

FROM: xx ECS/CC
 6120 E. Rivet Fire Rd., Bldg. 253
 Davis-Monthan AFB, AZ 85707

SUBJECT: (41/42/43) ECS Training Shortfalls

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater crew force).

EVENT/SORTIE

- a. PERCENT OF CMR/BMC CREWS (by crew position) AFFECTED
 - b. SPECIFIC REASONS FOR SHORTFALL
 - c. CORRECTIVE ACTION (if any)
 - d. LIMFACS
2. COMMANDER'S COMMENTS (Comments to improve the training and reporting system).
3. If there are any questions, please contact XX (provide a Squadron POC for training shortfall information, including name, rank, office symbol, and DSN).

FIRST M LAST, Rank, USAF
 Commander, xx Electronic Command
 Squadron

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CUI

Figure A3.2. Example Memorandum for Training Shortfall Report Page 2.

CUI

2

1st Ind, 55 ECG/CC, DD Month YYYY, (41/42/43) ECS Training Shortfalls

55 ECG/CC

DD Month YYYY

MEMORANDUM FOR xx ECS/CC

FIRST M LAST, Rank, USAF
Commander, 55th Electronic Combat Group

cc:
25 AF/A3

Attachment 4**SAMPLE WAIVER REQUEST MEMORANDUM FORMAT**

A4.1. Waiver Request Format. Provide the following information on all waiver requests. Number items as listed; mark unused items as "N/A". Provide asterisked (*) item information on all waivers. Provide double asterisked (**) item information on all In-Unit IQT/RQ/Upgrade waivers. **Note:** All example MFR are CUI once filled in. The examples are not CUI.

Figure A4.1. Sample Waiver Request Memorandum Format.



CUI

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS, 55TH WING (ACC)
 OFFUTT AIR FORCE BASE, NEBRASKA

DD Month YYYY

MEMORANDUM FOR HQ ACC/A3C

FROM: 55 ECG/CC
 5340 Herky Blvd, Bldg. 220
 Davis-Monthan AFB, AZ 85707-4524

SUBJECT: (state the specific type of waiver) Waiver Request

1. Request a waiver (state the purpose of waiver request, the specific AFMAN/AFI, syllabus, prerequisite, required upgrade, etc., to be waived.) The following information is provided per ACCMAN 11-2EA-37B, Vol. 1, Attachment 6:

- a. *Student's name (Last Name, First Name, MI, and rank)
- b. *Specific nature of waiver, to include prerequisite, syllabus, course, etc., as required.
- c. *Reason and justification for waiver. If asking for a prerequisite waiver, include reasons prerequisite was not accomplished and gameplan for accomplishing the prerequisite.
- d. *Training Class and start date.
- e. **Present crew qualification including special qualifications.
- f. **Total flying time and primary aircraft authorization (PAA) time (including instructor or evaluator time if applicable).
- g. **Crew qualification to which person is qualifying or upgrading, and next available opportunity to accomplish training.
- h. ** Previous attendance at any formal instructor course (including course identifier and graduation date). (Required for in-unit instructor upgrade waivers only).
- i. **Impact if not approved and mandatory upgrade or qualification date, if applicable.
- j. *Additional remarks, to include formal school courseware required.

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CUI

Figure A4.2. Sample Waiver Request Memorandum Format Page 2.

CUI

2

2. 55 ECG POC for this waiver request is XX (provide an ECG POC for the requested waiver, including name, rank, office symbol, and DSN).

FIRST M LAST, Rank, USAF
Commander, 55th Electronic Combat Group

1st Ind, 55 WG/CC

MEMORANDUM FOR 55 ECG/CC

FIRST M LAST, Rank, USAF
Commander, 55th Wing

cc:
25 AF/A3
HQ ACC/A3T (for all front-end aircrew and all AFE prerequisite waivers)

Attachment 5

SAMPLE READY AIRCREW PROGRAM (RAP) PROBATION LETTER

Figure A5.1. Memorandum For Record Sample Ready Aircrew Program (RAP) Probation Letter.

CUI



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 55TH WING (ACC)
OFFUTT AIR FORCE BASE, NEBRASKA

DD Month YYYY

MEMORANDUM FOR RECORD

FROM: xx ECS/CC

SUBJECT: Probation for Failing RAP Sortie 1 and 3-Month Lookback for EOM MMM YY

1. RAP sortie requirements can be found in ACCMAN 11-2EA-37B, Vol 1, ASYY RTM. The following individuals have failed their 1 and 3- Month Lookback and are on probation for 1 month.

+	ASSIGNED	ATTACHED
	Rank First Last	

2. Scheduling and Training Offices will ensure the above individuals meet their 1-Month Lookback requirements by the end of the probation period. If the lookback is not satisfied, the individual will be regressed to N-CMR / N-BMC and must complete the SQ/CC re-certification program as defined in the Training Office Operating Instructions.

3. A copy of this letter will be placed in Section 2 of the individual's Continuation Training Folder. Please direct all questions to the xx ECS Training Office, DSN 228-xxxx.

FIRST M LAST, Rank, USAF
Commander

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CUI

Attachment 6

SAMPLE REGRESSION LETTER

Figure A6.1. Memorandum For Record Sample RAP Regression Letter.

CUI



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 55TH WING (ACC)
OFFUTT AIR FORCE BASE, NEBRASKA

DD Month YYYY

MEMORANDUM FOR RECORD

FROM: xx ECS/CC

SUBJECT: Regression to N-CMR/N-BMC for Unaccomplished CMR Ground Training Items

1. ACCMAN 11-2EA-37B, Vol 1, ASYY RTM, lists all required ground training items to maintain CMR/BMC status.
2. IAW ACCMAN 11-2EA-37B, Vol 1, ASYY RTM, the following individuals have been regressed to N-CMR/N-BMC until all CMR ground training items have been accomplished.

ASSIGNED	ATTACHED
Rank First Last (list unaccomplished ground training items here)	

3. The above individuals were identified from the ARTEMIS reports. Names and unaccomplished ground training items of the regressed individuals will be passed to their respective flight leadership. Flight commanders and flight chiefs will notify and track their individuals to ensure all CMR ground training items are accomplished as soon as possible. xx ECS/DOT will use the ARTEMIS reports to prioritize the scheduling of ground training events.
4. Please direct all questions to xx ECS/DOT, DSN 228-xxxx |

FIRST M LAST, Rank, USAF
Commander

Relentless & Ready

CUI