

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

**AIR COMBAT COMMAND MANUAL
11-2RC-135, Volume 1**



29 JANUARY 2025

Flying Operations

RC/WC/TC-135—AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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RELEASABILITY: There are no release restrictions on this publication.

OPR: ACC/A3CR

Certified by: ACC/A3T

Pages: 48

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It applies to all Air Combat Command (ACC), Air National Guard (ANG) and Air Force Reserve (AFR) aircrew operating the RC/WC/TC-135. This publication establishes the minimum Air Force standards for training and qualifying personnel performing duties in the RC/WC/TC-135. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 37 United States Code (USC) Section (§) 301a, *Incentive Pay: Aviation Career* and § 320, *Incentive Pay: Career Enlisted Flyers*. The applicable System of Record Notice (SORN) F011 AF XO A is available at: <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, 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 Publication*; Route DAF Forms 847 from the field through the appropriate functional chain of command. This manual may be supplemented at the Wing or Group level, but all supplements must be routed to the OPR of this publication for review and coordination prior to publishing. Field activities must send implementing publications to the ACC functional OPR for review and coordination before publishing. The authorities to waive wing, unit, or delta level requirements in this publication are identified with a tier (“T-2 or T-3”) number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. See 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 IAW [paragraph 1.11](#).

Chapter 1—GENERAL GUIDANCE	4
1.1. Responsibilities.....	4
1.2. Processing Changes.	8
1.3. Aircrew Status.....	8
1.4. Training.....	10
1.5. Training Concepts and Guidance.....	10
1.6. Ready Aircrew Program (RAP).....	11
Table 1.1. Inexperienced to Experienced Progression.....	12
1.7. Multiple Qualification.....	12
1.8. Training Records and Reports.	13
1.9. Aircrew Utilization Policy.....	14
1.10. Sortie Allocation Guidance.....	14
1.11. Waiver Authority.....	15
Chapter 2—FORMAL TRAINING	16
2.1. General.....	16
2.2. Prerequisites.....	16
2.3. Ground Training.	16
2.4. Flying Training.	16
2.5. CMR/BMC Certification.	17
2.6. Initial Qualification Training (IQT).....	17
2.7. Mission Qualification Training (MQT).	18
2.8. Requalification Training (RQT).	18
2.9. Conversion Training.	19
2.10. Difference Training (DT).....	20
2.11. Senior Staff Qualification Training (SSQT).....	21
2.12. Instructor Training.....	21
2.13. Special Mission Training.....	21
2.14. Formal Training Critique.....	22

Chapter 3—CONTINUATION TRAINING	23
3.1. General.....	23
3.2. Ground Training.	23
3.3. Flying Training.	23
3.4. Formal Training Unit-Assigned Instructors.....	23
3.5. Continuation Training (CT).	23
3.6. Special Categories.....	23
3.7. Loss of currency.....	24
3.8. Ready Aircrew Program (RAP) Policy and Management.	25
3.9. RAP 1-Month and 3-Month Lookback and Regression.....	25
Figure 3.1. Regression Flow Chart.....	27
3.10. Failure to Meet End-of-Cycle Training Requirements.	27
3.11. Proration of End-of-Cycle Requirements.	27
Table 3.1. Proration Allowance.	29
3.12. Aircrew Training Devices (ATDs).	29
Chapter 4—INSTRUCTOR AND UPGRADE TRAINING	30
4.1. General.....	30
4.2. Instructor Upgrade Training.	30
Table 4.1. Instructor Upgrade Hour Requirements.....	30
4.3. Aircraft Commander (AC) Upgrade Training.	32
Table 4.2. Aircraft Commander (AC) Upgrade Flying Time Prerequisites.....	32
4.4. Tactical Coordinator (TC) Upgrade Training.	33
Table 4.3. Tactical Coordinator (TC) Upgrade Flying Time Prerequisites.	33
4.5. Airborne System Engineer (ASE) Multiple Qualification Training.	33
4.6. Airborne Mission Supervisor (AMS)/Airborne Analyst (AA)/Data Link Operator (DLO) Upgrade Training.	33
Table 4.4. Airborne Mission Supervisor (AMS)/Airborne Analyst (AA)/Data Link Operator (DLO) Upgrade Flying Time Prerequisites.	34
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	35
Attachment 2—TRAINING SHORTFALL REPORT	45
Attachment 3—WAIVER REQUEST MEMORANDUM FORMAT	46
Attachment 4—QUALIFICATION, UPGRADE, AND DIFFERENCE CERTIFICATION MATRIX	47

Chapter 1

GENERAL GUIDANCE

1.1. Responsibilities.

1.1.1. Air Combat Command Directorate of Operations (ACC/A3) is the agency responsible for this instruction IAW Department of the Air Force Policy Directive (DAFPD) 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapons Systems, Non-Weapon Systems, and Activities*. ACC/A3 will:

1.1.1.1. Chair annual ACC Realistic Training Review Boards to review ground and flying training requirements/programs for Combat Air Forces units. Realistic Training Review Board participants will include applicable ACC representatives.

1.1.1.2. Process all change requests.

1.1.1.3. Provide Air Combat Command Standardization and Evaluations Branch (ACC/A3TV), a copy of approved supplements to this instruction.

1.1.1.4. Review subordinate unit supplemental instructions and supplemental training programs yearly.

1.1.1.5. Standardize aircrew flying training requirements.

1.1.1.6. Determine training requirements to meet expected unit tasking.

1.1.1.7. Determine the number of training quotas needed to meet operational requirements. The 338th Combat Training Squadron (338 CTS) determines the formal school capacity.

1.1.1.8. Provide policy and guidance to units to develop their respective training programs.

1.1.1.9. Review subordinate unit training programs yearly.

1.1.1.10. Approve all Formal Training Unit (FTU) courses and syllabi and act as the approval authority for any changes.

1.1.1.11. Review instructional texts biannually.

1.1.2. 55th Operations Group Commander (55 OG/CC) will:

1.1.2.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs and provide necessary staff support.

1.1.2.2. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills or practicing tactical employment simulating circumstances anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties.

1.1.2.3. Determine missions/events in which individual Basic Mission Capable (BMC) aircrew maintain qualification versus familiarization.

1.1.2.4. Identify levels of supervision needed to accomplish required training. Training conducted according to this volume that is intended to result in initial mission qualification or requalification in a crew position may result in an active-duty service commitment

(ADSC) per AFMAN 36-2100, *Military Utilization and Classification*, and the Education and Training Course Announcement (ETCA).

1.1.2.5. Review programs and manning position designations yearly.

1.1.2.6. Attach each Aircrew Position Indicator (API)-6/B, to a flying squadron and designate an appropriate training level. Designate the training level to which each API-6/B flyer should train. Upon request, provide Air Combat Command Airborne Reconnaissance Operations Branch (ACC/A3CR), Air Force Reserve Command Intelligence, Surveillance, and Reconnaissance (AFRC/A2) and National Guard Bureau Intelligence, Surveillance, and Reconnaissance (NGB A2/6I) with a list of BMC and Combat Mission Ready (CMR) designated manning positions no later than the beginning of each training cycle. Commanders should ensure wing/group staff crewmembers (API-6/Bs) perform duties justified in ACC manpower standards documents and authorized Unit Manning Documents (UMDs).

1.1.2.7. Forward supplemental instructions and supplemental training programs to ACC/A3CR. Review supplements yearly.

1.1.2.8. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification training is considered unsatisfactory by the 338 CTS.

1.1.2.8.1. Determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board (FEB) for rated officers or Aeronautical Review Board for Career Enlisted Aviator (CEA)/non-rated flyers on receiving documentation and recommendations from the 338 CTS and the gaining unit.

1.1.2.8.2. Notify ACC/A3C (ANG: NGB/A2/6I, ARC: AFRC/A2) when an FEB or Aeronautical Review Board is recommended.

1.1.2.8.3. Transmit Training Health Report every quarter of the aviation schedule (December, March, June, and September) via email to ACC/A3CR at acc.a3crairborne@us.af.mil.

1.1.3. 55 OG Operations Group Training (55 OG/OGT) will:

1.1.3.1. Serve as a focal point for post-qualification training programs and policy.

1.1.3.2. Lead coordination for development, review and standardization of training requirements, guidance, materials, events and equipment for RC/WC-135 mission readiness.

1.1.3.3. Lead re-write efforts for this volume, RAP Tasking Memo (RTM), all local guidance, and coordinate inputs from 55 OG Intelligence Squadrons to the 16AF Cryptologic Skills Program.

1.1.3.4. Be the designated OG focal point for new aircraft baseline (BL) delivery training and policies.

1.1.3.4.1. Develop BL delivery policies and procedures in concert with 55th Wing RC-135 Requirements (55 WG/XP)

1.1.3.4.2. Lead creation of difference qualification and certification training plans and coordinate with appropriate agencies for approval.

- 1.1.3.4.3. Directly participate in 645th Aeronautical Systems Squadron (AESS) hosted training and information sharing events related to delivery of a new BL.
 - 1.1.3.5. Lead quarterly Training Review Boards (TRB) to determine training readiness in relation to Higher Headquarters (HHQ) taskings and identify training gaps in entity specific target sets. Collaborate with squadrons to provide a glidepath and requisite get-well plans as required.
 - 1.1.3.6. Lead and manage 55 OG Continuation Training (CT) Program.
 - 1.1.3.7. Be the 55 OG executive representative and execution authority for the 1A8 Mission Certification Training (MCT) program. All portions of development, execution and monitoring of the 1A8 MCT program to include but not limited to; scenario development, syllabus approval, staff assistance visits (SAV) and waiver authority (not including mission readiness determination) are delegated to Director, OGT. Program guidance will be produced at regular intervals in the 1A8 Process Guide.
 - 1.1.3.8. Review all In-Unit Formal Training Letters, waiver requests and assist with staffing of these documents where appropriate.
 - 1.1.3.9. Attend Syllabus Review Boards to provide input for syllabus updates, review proposed training task lists (TTLs) and review newly proposed syllabi. Assist Air Combat Command Training Support Squadron Det 10 (ACC TRSS Det 10) in updating -135 syllabi, in coordination with operational squadrons.
 - 1.1.3.10. Be the point of contact for 55 OG Aircrew Training Device (ATD) Management.
 - 1.1.3.10.1. Inform the OG/CC on training shortfalls and coordinate with 55 WG RC-135 Requirements regarding future ATD requirements.
 - 1.1.3.10.2. Assist contractor operations with ATD support, simulator development, and/or training coordination.
 - 1.1.3.11. Coordinate appropriate actions with Host Aviation Resource Management office or OGT Aviation Resource Management System (ARMS) training manager to account for and track new and/or updated training requirements in ARMS.
 - 1.1.3.12. 55 OG/OGT will coordinate with 55 OG/OGV to track training deficiencies identified in quarterly trends reports and Stan/Eval Boards.
- 1.1.4. Squadron Commanders (SQ/CC) will:
- 1.1.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew.
 - 1.1.4.2. Ensure review of training and evaluation records of all assigned/attached aircrew and those completing formal training to determine the training required to achieve BMC or CMR and to ensure provisions of this manual have been met.
 - 1.1.4.3. Determine utilization of BMC aircrew.
 - 1.1.4.4. Determine how many and which BMC and CMR aircrew will receive special mission training (e.g., low altitude operations, hull run, or specific Quick Reaction Capability).

- 1.1.4.5. Assist the 55 OG/CC in developing training programs.
- 1.1.4.6. Monitor individual assigned/attached aircrew currencies and requirements.
- 1.1.4.7. Ensure aircrew members participate only in sorties, events, and tasks for which they are adequately prepared, trained, and current.
- 1.1.4.8. Review qualifications and training requirements of squadron-assigned flight surgeons and determine appropriate flight restrictions.
- 1.1.4.9. Check quality of training accomplished, identify deficiencies, and advise wing/group of additional training needs.
- 1.1.4.10. Conduct progress reviews. Notify the gaining unit's commander when a student's progress during qualification/certification training is considered unsatisfactory by the SQ/CC.
- 1.1.4.11. Submit a training report during the training cycle as directed.
 - 1.1.4.11.1. Report RAP health, summarizing critical training issues IAW the guidance and examples available on the Air Combat Command Flight Operations Division (ACC/A3T). Submit reports to the 55 OG/OGT. Attach a current squadron-training health slide to summarize critical training issues.
 - 1.1.4.11.2. Report only significant shortfalls or limiting factors of events/sorties that affect 15 percent or greater of the squadron's aircrew force. Include planned corrective action or specific assistance required as appropriate. ACC/A3CR will coordinate to correct or minimize noted shortfalls or limiting factors while the training cycle is underway.
 - 1.1.4.11.2.1. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, etc. Example: unable to accomplish training sorties due to aircraft availability.
 - 1.1.4.11.2.2. Limiting factors are constraints, restrictions, etc., that degrade training effectiveness.
 - 1.1.4.11.3. Report training requirement deviations, following proration, to ACC/A3CR IAW **Figure A2.1** of this volume. This report should include training requirements waived by the 55 OG/CC. E-mail training reports to ACC/A3CR RAP manager at acc.a3crairborne@us.af.mil.
- 1.1.5. Supervisors will:
 - 1.1.5.1. Monitor individual assigned/attached aircrew currencies and requirements.
 - 1.1.5.2. Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.
 - 1.1.5.3. Identify areas where additional training is needed and direct training accordingly.
 - 1.1.5.4. Ensure mission objectives are pre-briefed, debriefed, and evaluated to determine successful accomplishment.
- 1.1.6. Individual aircrew members will:

1.1.6.1. When an electronic training folder does not exist, hand-carry copies of all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.1.6.2. Complete training requirements and currencies within the guidelines of this publication and local guidance.

1.1.6.3. Log training events IAW AF, ACC, and local directives for submission to the squadron aviation resource management (SARM) section for input into ARMS.

1.1.6.4. Participate only in ground and flying activities in which they are current and qualified unless under the direct supervision of an instructor or flight examiner possessing like-qualification(s).

1.1.7. The SARM section will ensure all training and qualifications status are correctly documented and tracked in ARMS.

1.1.8. Formal school aircrew training system contractors will: develop, update, and maintain courseware, and perform task and media analysis consistent with the applicable aircrew training system contract as managed by Air Combat Command Training Support Squadron (ACC/TRSS).

1.2. Processing Changes.

1.2.1. Refer recommended changes to this manual to ACC/A3 via DAF Form 847.

1.2.2. ACC will forward approved recommendations to, AFRC/A2, and NGB/A2/6I.

1.2.3. ACC/A3 will:

1.2.3.1. Coordinate changes to the basic instruction with all applicable AFRC and NGB/A3s and A2s.

1.2.3.2. Address time sensitive changes by immediate action message.

1.2.3.3. Forward recommended changes to Air Force Integration Division (AF/A3TP) for Air Force Operations Deputy Chief of Staff (AF/A3) approval, IAW AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*.

1.2.3.4. Determine training requirements for the subordinate units. This includes making changes, additions, or deletions to this instruction at any time.

1.3. Aircrew Status. As defined in AFMAN 11-202, Volume 1, *Aircrew Training*, all aircrew will be assigned to CMR, BMC, or Basic Aircrew Qualified (BAQ) status.

1.3.1. Combat Mission Ready (CMR). A CMR crewmember is proficient in their qualification(s) and certification(s) in all of the primary missions tasked to their unit or weapon system. The SQ/CC or the 55 OG/CC may increase training currency requirements for any crewmembers above the CMR/BMC rate to meet training requirements for any mission tasking. The 55 OG/CC may designate other API-6/B positions within the wing as CMR. **Exception:** If a unit is over-manned, the SQ/CC may elect to train the front line of their UMD APIs-1/2/A/Z to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers with at least 50%, if available, designated CMR. Reserve/ANG Drill Status FTU graduates will train at a minimum of BMC status.

1.3.1.1. All API-1/2/A/Z positions and Flight Examiners (FEs), positions will be designated as CMR positions.

1.3.1.2. Chief of Weapons and Chief of Safety will maintain CMR unless 55 OG/CC deems it is unfeasible.

1.3.1.3. Other staff crewmembers at the forward operating locations, including Detachments, will normally be designated API-6/B and maintain BMC rates.

1.3.1.4. Failure to complete training or maintain currency events, as defined in ground and flying CT tables in the RTM and local guidance, results in regression to Non-CMR (N-CMR) status.

1.3.1.5. FTU students may be N-CMR upon completion if they fail to meet requirements (ground and/or flight) for the unit's mission. They will train at the CMR-Inexperienced (CMR/N) requirement level to establish lookback requirements and will complete the SQ/CC certification requirements. Graduates may fly unsupervised provided they are current and qualified for the events or sorties to be flown.

1.3.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed Initial Qualification Training (IQT) and Mission Qualification Training (MQT), is qualified in some aspect of the unit mission, but does not maintain CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days. BMC aircrew may deploy and may participate in any mission for which, they are proficient and qualified, without additional training. The SQ/CC will determine if additional training is required for BMC crewmembers prior to each deployment. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status.

1.3.2.1. FTU instructors are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing FTU duties, wing/NAF supervision or staff functions that directly support the flying operation. However, these aircrew members are required to provide additional sortie generation capability, either in lieu of, or in addition to, the personnel assigned to the flying squadrons.

1.3.2.2. AFR members and ANG members in Reserve/Drill status (API-1/2/A positions and FEs) will maintain a minimum of BMC status. **(T-3)**

1.3.3. Basic Aircrew Qualification (BAQ). Applies to an aircrew member who has satisfactorily completed IQT 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 within this manual. BAQ personnel must accomplish mission qualification training prior to designation as BMC or CMR.

1.3.3.1. Senior staff officers and enlisted transitioning to the RC-135 will be trained to a BAQ level. BAQ aircrew members have completed a flight evaluation and are qualified to perform basic aircrew duties. SQ/CCs or Squadron Directors of Operations (SQ/DOs) will carefully choose those missions on which BAQ aircrew members may fly unsupervised. Without an instructor/evaluator, BAQ aircrew members will only fly local training sorties performing those duties for which they have been trained and qualified. BAQ aircrew will not participate on operational missions or other advanced exercises without an instructor.

1.3.3.2. BAQ pilots will fly a supervised sortie with an instructor at least once every 60 calendar days.

1.3.4. N-CMR/BMC. Aircrew members who regress to N-CMR/BMC status will comply with **Chapter 2** and **Chapter 3. (T-3)**

1.4. Training. RC/WC/TC-135 aircrew training is designed to progress aircrew from initial/mission qualification training (I/MQT), difference training (DT) or requalification training (RQT) to 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.

1.4.1. Formal training combines both IQT and MQT. IQT and MQT progress concurrently and provide the training necessary to initially qualify or requalify a crewmember in a specific aircrew position and flying duties to perform the mission assigned to a specific unit or aircraft series. Completion of I/MQT is a pre-requisite for BMC and CMR. I/MQT is accomplished by the 338 CTS in association with formal training course attendance. **(T-3)**

1.4.2. Continuation Training (CT). The CT program provides crewmembers with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned certification/qualification level IAW the RTM and local guidance.

1.4.3. Special Mission Training. Training in any special skills necessary to carry out the unit's assigned missions that are not required by every crewmember. Special Mission Training is normally accomplished after the crewmember is assigned CMR or BMC status and is normally in addition to CMR or BMC requirements. Special mission training may be an additional certification or qualification as determined by this manual, ACCMAN 11-2RC-135, Volume 2, *RC/WC/TC-135—Aircrew Evaluation Criteria*, or their subordinate guidance.

1.5. Training Concepts and Guidance.

1.5.1. Units should design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flight publications.

1.5.2. Training missions should be designed to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. Training missions should emphasize either basic combat skills or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and enemy capabilities. Crewmembers should practice procedures/actions applicable to combat scenarios or reconnaissance operations (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, an intelligence briefing, and debriefing).

1.5.3. ACC/TRSS will develop and validate training programs when/where tasked by the ACC/A3. AFRC and NGB may submit requests for training program support to the ACC/A3. If validated, these requests will be prioritized and tasked to ACC/TRSS. These syllabi will be

adjusted through the 55 OG/CC and submitted to ACC/TRSS for coordination and ACC/A3 approval.

1.5.4. The SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. Use flight evaluators and instructors for any phase of training to capitalize on their expertise and experience.

1.5.4.1. The following personnel will be supervised by an instructor possessing like qualification(s) when performing aircrew duties:

1.5.4.1.1. All non-current aircrew members.

1.5.4.1.2. All aircrew members in initial, difference, upgrade, or requalification flying training.

1.5.4.1.3. Unqualified crewmembers and senior officers as defined in AFMAN 11-202V1 and any other staff personnel the Wing (WG), OG, or SQ/CCs designate as required to fly with an instructor.

1.5.4.1.4. For unqualified, non-current, or senior officer pilots, the instructor pilot (IP) must be at a set of controls during critical phases of flight.

1.5.4.2. Every attempt should be made to ensure instructor continuity for crewmembers in initial mission qualification, requalification, difference training, and upgrade training. If the number of instructors exceeds five, document in the individual's training folder.

Exception: SQ/CCs, SQ/DOs and CTS Specialty Chiefs will not be included in this limitation.

1.5.5. The aircrew training cycle is 12 months concurrent with the fiscal year. Units should complete training requirements during the appropriate training cycle. Training shortfalls during this period should be reported IAW with the RTM and local guidance.

1.5.6. Aircrew may credit events for currency and training cycle requirements using certified Aircrew Training Devices IAW RC/WC-135 RAP Tasking Memo.

1.6. Ready Aircrew Program (RAP).

1.6.1. RAP is a CT program designed to focus training on capabilities needed to accomplish a unit's basic tasked missions. RAP tasking is executed IAW the RC/WC-135 RAP Tasking Memo. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types and associated events as determined by ACC and unit commanders.

1.6.2. Progression from Inexperienced (N) to Experienced (E). The fourth letter in each crew position designates experience levels. The minimum progression criteria for advancement from inexperienced to experienced is listed in [Table 1.1](#). SQ/CCs may progress crewmembers at their discretion once crewmembers have met these minimum requirements or have acquired sufficient simulator sorties that would approximate these requirements.

Table 1.1. Inexperienced to Experienced Progression.

Crew Position	Minimum Qual Time	Total Flt Hours	RC/WC/TC-135 Hours
Aircraft Commander (AC) ⁵	6 months	1500 ³	300
Pilot ⁵	6 months	-	300
Navigator	6 months	1500 1000 -	200 300 500
Electronic Warfare Officer (EWO)	6 months ¹	1500 1000 -	200 300 500
RC-135 Airborne Systems Engineer (ASE) ²	6 months ¹	1500 1000 -	200 300 500
Cryptologic Mission Crewmember (CMC)	6 months	-	250 ³
Information Integration Officer (IIO)	6 Months	-	250 ³
Special Equipment Operator (SEO)	1 year	-	300 ⁴

Notes:

1. Qualified in a C2ISR/Electronic Attack (EA) MDS with like mission and equipment.
2. Multi-qualified ASEs may be designated experienced based on their primary assigned aircraft.
3. Total flying time is career military flying time logged in the crew position the individual will upgrade in. This includes simulator time, “student” time, and up to 150 hours of “other” time.
Exceptions: Total Flying Time (TFT) does not include time in another aircrew specialty or Remotely Piloted Aircraft (RPA) time. TFT does not include “simulator other” time. For IIOs, up to 75% of total flying time can be gained from the use of ATDs.
4. Must have at least 1 operational sortie as an SEO. Commander, Air Force Technical Analysis Center (AFTAC), Detachment 1 has the final authority for designating experience level.
5. Aircraft Commanders (ACs) and Pilots must complete associated 55 OG Pilot Progression Workbook.

1.7. Multiple Qualification.

1.7.1. Qualification in more than one RC/WC/TC-135 aircraft may not require ACC/A3 authorization. All RC/WC/TC-135 series are considered the same MDS for basic qualification purposes. However, crewmembers flying multiple series (i.e., RC-135V/W, RC-135S, and RC-135U) may need to obtain qualification or certifications in the various series depending on the requirements listed in this volume, [Attachment 4](#), and ACCMAN 11-2RC-135V2.

1.7.2. Crewmembers may be required to hold qualifications on multiple positions on the same RC/WC/TC –135 series. For qualifications on multiple positions on the same RC/WC/TC-135 outside approved upgrade training IAW this manual, the 55 OG/CC will forward multiple qualification requests to ACC/A3CR and ACC/A3TV for coordination and approval from ACC/A3 IAW AFMAN 11-202V1 and DAFMAN 11-401, *Aviation Management*, to allow retention of previous RC/WC/TC-135 position qualification. The owning squadron of the individual requiring a Multiple Qualification waiver will be responsible for generating and staffing the waiver through their Unit Standardization and Evaluation (Stan/Eval) to the 55 OG/OGV. All Multiple Qualification waivers will be placed in the individual's flight evaluation folder and will be reviewed yearly. Individuals are required to complete, at a minimum, all egress, emergency procedures, aircrew flight equipment and qualification training for the additional position they will qualify in.

1.7.3. Crew members qualified on multiple series and/or multiple crew positions will maintain the SQ/CC required proficiency level (CMR/ BMC) for each series or position they maintain qualifications on. Crew members are only required to update events that are different to maintain required proficiency level.

1.8. Training Records and Reports.

1.8.1. Units will maintain crewmember records for individual training and evaluations IAW:

1.8.1.1. AFMAN 11-202V1, *Aircrew Training*

1.8.1.2. AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*

1.8.1.3. DAFMAN 11-401, *Aviation Management*

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

1.8.2. Units will track the following information for all aircrew members (as applicable):

1.8.2.1. Ground training.

1.8.2.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.2.3. Total RAP sorties for 1-month and 3-month lookback.

1.8.2.4. Currencies.

1.8.3. Training Folder Requirements. Training folders are initiated for all qualification, upgrade, and additional training directed by the SQ/CC or a flight examiner. The training folder should include approved AF forms for all training reports and other applicable records used in the formal training program. The training documents should be placed in reverse chronological order with the most recent on top. 55 OG/OGT will determine folder standardization.

1.8.3.1. At a minimum all units will utilize the following forms to track flight and ground training and certifications as applicable.

1.8.3.1.1. ACC Form 134, *Training Summary*.

1.8.3.1.2. ACC Form 166, *Student Activity Record*, will be used to track all continuation training and formal training progress per event.

1.8.3.1.3. ACC Form 206, *Individual Mission Gradesheet*.

1.8.3.1.4. AF Form 1381, *USAF Certification of Aircrew Training*, will be used to chronologically track all certifications.

1.8.3.1.5. AF Form 1522, *ARMS Additional Training Accomplishment Report*.

1.8.3.1.6. AF Form 4348, *USAF Aircrew Certifications*.

1.8.3.2. Units will maintain training folders on each aircrew member. Training records will be retained by the aircrew member's flying unit for as long as the member is attached to the 55th Wing (55 WG).

1.9. Aircrew Utilization Policy.

1.9.1. Commanders will ensure that wing/group aircrew members (API-1/2/6/A/B/Z) fill authorized positions IAW UMDs and that crewmember status is properly designated. The overall objective is that aircrew members perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience.

1.9.2. Students assigned to the 338 CTS shall not be assigned additional duties upon entry into syllabus training. **(T-3)**

1.9.3. Aircrew members on DOWN status may log ground training events, including simulator, if the member's physical condition allows it. The flight surgeon should be consulted if the crewmember's ability to complete training is in question. Aircrew members that are on long term DOWN status, or have been suspended from flying operations, may perform non-flying related duties regardless of their experience level.

1.9.4. Aircrew should not perform long-term duties that detract from primary duties of training for or performing the unit flying mission.

1.10. Sortie Allocation Guidance.

1.10.1. Use the following guidance to determine sortie allocation priorities for scheduling.

1.10.1.1. CMR/API-1/2/A/Z. Currency events required for deploying aircrew members to be fully mission capable to perform their duties on operational sorties. Inexperienced API-1/2/A/Z aircrew members should receive sortie allocation priority over experienced aircrew members.

1.10.1.2. Syllabus sorties.

1.10.1.3. CMR/API-1/2/A/Z Proficiency and continuation training events. Inexperienced API-1/2/A/Z aircrew members should receive sortie allocation priority over experienced aircrew members.

1.10.1.4. CMR API-6/B.

1.10.1.5. BMC.

1.10.2. API-8 (above wing level) personnel flying authorizations will be IAW DAFMAN 11-401 and ACC guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events. Units should provide assigned API-6/8/B/D flyers adequate

resources to maintain minimum training requirements. However, API-6/8/B/D flyer support will not come at the expense of the flying squadron's primary mission. If attached units cannot meet attached flyer requirements, they must request relief IAW DAFMAN 11-401. Units requiring flying hour adjustments for attached API-8/D and applicable API-6 flyers must request program changes IAW AFI 11-102_ACCSUP, *Flying Hour Program Management*.

1.11. Waiver Authority.

1.11.1. The waiver authority for this volume is ACC/A3 IAW AFMAN 11-202V1. All waivers or issues involving ANG personnel will be coordinated with the 170th Group Commander (170 GP/CC) (Nebraska Air National Guard [NEANG]). All waivers or issues involving AFR personnel will be coordinated with 655th Intelligence Surveillance and Reconnaissance Group Commander (655 ISRG/CC).

1.11.1.1. Submit waivers to the requirements of this volume via memorandum through the 55 OG/OGT up to ACC/A3 for approval, unless otherwise specified. All waivers will be routed through ACC/A3CR.

1.11.1.2. The OG/CC is the delegated waiver authority for flying and ground training requirements. Groups will keep a record of waivers granted and will notify ACC/A3CR, NGB/A2/6I, and AFRC/A2 by message, memo, fax, or email when waivers are issued.

1.11.1.3. Copies of all waivers will be filed in the student's aircrew training folder.

1.11.1.4. All waivers will be valid until the end of the annual RAP training cycle or as noted in the waiver.

1.11.2. Some ground training items (e.g., small arms, aircrew flight equipment, etc.) are tasked by other agencies. Reference the source instruction to determine the waiver authority in these cases.

1.11.3. Waiver requests will be IAW [Attachment 3](#).

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines RC/WC/TC-135 formal training.

2.1.1. Formal training, to include I/MQT, RQT, central flight instructor course (CFIC), and senior staff qualification training (SSQT), should normally be conducted by the FTU.

2.1.2. Difference training (DT) should normally be accomplished by operational squadrons.

2.1.3. Formal training may be conducted or completed in operational squadrons IAW provisions of this chapter and with 55 OG/CC approval coordinated through the 338 CTS.

2.1.4. Evaluations for conversion training may be conducted by 645th Aeronautical Systems Squadron (645 AESS) personnel with ACC/A3C and unit approval.

2.1.5. The primary method of qualification training is to attend and complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies all qualification training requirements. The in-unit formal training will be conducted using appropriate USAF training syllabus, flow programs, and requirements. Unit training flights Director of Operations Training will contact 338 CTS for an approved training program. **(T-3)**

2.2. Prerequisites. Each aircrew member must comply with the appropriate formal training course prerequisites prescribed in the ETCA and the requisite ACC approved syllabus before entering qualification training. Prior to flight training, aircrew members will accomplish all ground training events required by AFMAN 11-202V1 and local guidance.

2.3. Ground Training.

2.3.1. 55 OSS will develop and instruct the following ground training:

2.3.1.1. Aircrew flight equipment training

2.3.1.2. Survival, Evasion, Resistance, and Escape (SERE) Training

2.3.2. Squadrons will develop and instruct the following ground training:

2.3.2.1. Mission Certification Training (as applicable)

2.3.2.2. Special Mission Training (as applicable)

2.3.3. Initial egress training will be accomplished using the aircraft, aircraft diagrams and pre-positioned aircrew flight equipment as training aids. For continuation training, see LL03 will be trained IAW local guidance. (See AFMAN 11-301, Volume1, *Aircrew Flight Equipment (AFE)*, for more information.)

2.3.4. Ground training accomplished during I/MQT, DT, or RQT establishes due dates for subsequent continuation training.

2.4. Flying Training. Units will prepare a training program designed to maintain mission qualification and prevent regression of proficiency. **(T-3)** Squadron-developed training programs should use profiles typical of squadron missions.

2.4.1. In-unit training must be accomplished according to applicable formal training or approved school courseware if available.

2.4.2. Academic training required for qualification will be completed prior to flight evaluation and certification in the unit operational mission. Exceptions will be noted and justified in the student's training records prior to in-flight evaluation.

2.4.3. CMR or BMC individuals transferring (Permanent Change of Station [PCS]/ Permanent Change of Assignment [PCA]) between units will complete mission certification training or difference training as determined by the gaining unit's SQ/CC. This training should be based on experience, proficiency, currency, and previous formal training of the moving individual. CMR or BMC individuals moving between units must complete the unit mission briefing. Use the multiple qualification section in **Chapter 1** to help determine when an evaluation is required.

2.4.4. I/MQT, RQT, DT, upgrade, or special mission training conducted during operational missions will be in accordance with ACCMAN 11-2RC-135 series and specific theater Operations Orders and directives. An instructor of like specialty will supervise students on these sorties. SQ/CC will ensure the training will not impact mission effectiveness nor expose crewmembers to unnecessary risks. **Note:** Like specialty for CMC is based on position qualification, not target specialty.

2.4.5. Ground and flight training requirements in ACC approved syllabi will be completed prior to the flight evaluation except as annotated in the syllabus. 1A8 aircrew members will have 120 days to complete in-unit MCT, or 55 OG approved equivalent, following enrollment. Aircrew who will be certified as BMC need only accomplish those ground and flight training events necessary to maintain BMC status.

2.4.6. Flight training events accomplished during I/MQT/RQT/SSQT are not creditable for CT requirements. Crewmembers undergoing RQT for loss of qualification less than one year will have their CT requirements pro-rated IAW **Table 3.1**. Events accomplished IAW AFMAN 11-202V2 are creditable for continuation training and establish currency. DT, Pre-CFIC, and CFIC instructor upgrade flight training events are creditable for continuation training requirements. Pilots enrolled in Pre-Pilot Upgrade Program training may continue to log flight training events flown in the right seat towards continuation training requirements.

2.5. CMR/BMC Certification. The gaining SQ/CC certifies aircrew members as CMR or BMC when training is complete.

2.5.1. Qualification documents are filed in the crewmember's flight evaluation folder. Certifications will be noted on the AF Form 4348 or equivalent in the crewmember's training folder.

2.5.2. A tailored training program should be used to recertify aircrew who have regressed from BMC or CMR for any reason. This training should specifically address deficiencies which caused regression to recertify regressed aircrew.

2.6. Initial Qualification Training (IQT). IQT is used for qualifying newly assigned crewmembers or re-qualifying crewmembers who have been unqualified for more than 8 years.

2.6.1. The primary method of initial qualification is to attend and complete the formal training course listed in the ETCA. Completing the formal course satisfies all qualification training requirements.

2.6.2. IQT will be conducted at the FTU IAW approved ACC syllabi. **(T-3)** Document IQT in the individual's training folder.

2.6.3. 55 WG units should forward the names of candidates to the 338th Combat Training Squadron Registrar Office (338 CTS/CCR) to fill given training quotas no later than 30 days prior to class start date.

2.6.4. Upon completion of a formal training program, crew members are considered mission qualified. The FTU will complete CMR I/MQT training events as required before releasing the student to the gaining squadron, unless waived by the gaining SQ/CC. When CMR events are not completed during IQT/MQT, the FTU will document those items still required on the individual's AF Form 4348 or equivalent and forward to the gaining SQ/DO (e.g., CMC require MCT completion to become CMR). **(T-3)**

2.7. Mission Qualification Training (MQT). MQT events are integrated into the aircrew qualification syllabus and are accomplished in conjunction with aircrew qualification. A separate mission qualification evaluation is not required for RC/WC/TC-135 aircrew. Mission certifications ensure that individuals can effectively execute duties essential to a specific region/target. Aircrew will be certified in their respective missions by their gaining SQ/CC IAW local restrictions or guidance. **(T-3)**

2.7.1. CMR crewmembers will be required to perform conventional Sensitive Reconnaissance Operations (SRO) and conventional contingency missions based on their respective aircraft mission. BMC crewmembers normally qualify/certify on all missions performed by their assigned primary aircraft but train to maintain familiarization rather than currency. The SQ/CC determines assigned/attached BMC aircrew utilization. **(T-3)**

2.7.2. The SQ/CC is the approval authority for mission certifying crew members on multiple -135 series. **Note:** ANG should coordinate through the 170 GP/CC, respective ANG SQ/CC and attached active flying SQ/CC. AFR should coordinate through the 655 ISRG/CC, 49th Intelligence Squadron (49 IS/CC), and attached active flying SQ/CC.

2.8. Requalification Training (RQT). An aircrew member is unqualified upon expiration of his or her qualification evaluation, loss of currency exceeding 6 months, or completion of a qualification evaluation in a different MDS (unless multiple qualification has been approved prior to the evaluation), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For aircrew members who are not authorized multiple qualification and who complete a qualification evaluation in a different MDS, members must complete RQT as specified below to regain qualification in the original MDS. As noted below, completing the Education and Training Course Announcement (<https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>) formal school flying training course is the desired standard. When attendance is not practical or quotas are not available, units will request approval from OG/CC, to conduct in-unit I/RQT, using formal school courseware. (Terms TX-1, TX-2 and TX-3 identify formal courses required, from longest to shortest course.) For all aircrew members except flight surgeons, requalification requirements are as follows:

2.8.1. Unqualified up to 39 months (not including the 39th month) at the end of a non-flying assignment, or up to 51 months (not including the 51st month) at the end of any active flying assignment. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a requalification evaluation in accordance with

AFMAN 11-202V2 and ACCMAN 11-2RC-135V2. Refer to the position specific syllabus for RQT training requirements.

2.8.2. Unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any active flying assignment, up to 8 years. Complete the appropriate ETCA (<https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>) formal school flying training course (TX-2) and a flight evaluation in accordance with AFMAN 11-202V2 and ACCMAN 11-2RC-135V2. Refer to the position specific syllabus for RQT training requirements.

2.8.3. Members unqualified in the MDS over 8 Years. Complete the appropriate ETCA (<https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>) formal school flying training (TX-1) and a flight evaluation in accordance with AFMAN 11-202V2 and ACCMAN 11-2RC-135V2. Refer to the position specific syllabus for IQT requirements.

2.8.4. Instructor Requalification. In accordance with AFMAN 11-202V2, and **paragraph 2.12**.

2.9. Conversion Training. Conversion training is usually conducted off station with the engineering specialists responsible for converting to the new system (e.g., new engines, BL upgrades, minor system upgrades). These personnel will provide conversion training for the initial cadre whenever possible. In some instances, it will be necessary for units to form an initial cadre of personnel for whom certain training requirements may be waived. 645 AESS, Greenville, Texas is considered the primary base for conversion training when new systems come online which represent significant changes from current aircraft configurations. Initial cadre completing conversion training will provide DT to other unit aircrew members at home station. Coordinate cross-command training/evaluations through 55 OG/CC.

2.9.1. The following circumstances apply to management of initial cadre aircrew qualification: Form a nucleus of instructor and FE personnel (initial cadre) to begin aircrew conversion.

2.9.1.1. The OG/CC will determine which training events are applicable after examining the training and evaluation records of initial cadre.

2.9.1.2. The OG/CC will review the proposed training qualification plan and forward to ACC/A3C for approval prior to beginning conversion training for major system changes.

2.9.1.3. Crewmembers will complete academic and ground training events before starting flight training on new systems.

2.9.2. Prior to evaluation/certification, crewmembers will complete all training recommended on any equipment, systems or crew procedures which differ from that in the RC/WC/TC-135 aircraft initial crewmembers are currently qualified.

2.9.3. Crewmembers will complete closed book qualification examination prior to unsupervised flight when emergency procedures are different.

2.9.4. Qualification or certification (as applicable) is the SQ/CC's validation that all DT is complete. DT that results in a qualification will be documented IAW AFMAN 11-2RC-135V2. The host unit providing conversion training will document all conversion training and maintain the training folder IAW AFRIMS.

2.10. Difference Training (DT). DT is used for two types of training. First, train crewmembers in a different system/tactic (e.g., BL or avionic upgrades) within the same series of an MDS. Second, train crewmembers already qualified in one series in additional series of the same MDS. DT will use formal flight and academic training prescribed by the formal syllabus (if available) or unit developed training profile. OG/CC approved DT may be completed at the FTU or trained in-unit and will be documented in the individual's training folder.

2.10.1. At a minimum difference training will require emergency equipment familiarization.

2.10.2. The OG/CC will determine whether DT requires a certification or flight evaluation. The following are **Exceptions**:

2.10.2.1. Pilots and navigators transitioning between different series require difference certification training approved by 55 OG/CC and SQ/CC certification (e.g., transitioning between COBRA BALL to RIVET JOINT).

2.10.2.2. Pilots and navigators qualified in the KC-135/B-707 and transitioning to the RC/WC/TC-135 require transition training IAW AFMAN 11-202V1.

2.10.2.3. EWO difference training is based on mission equipment utilization.

2.10.2.3.1. Crewmembers transferring between MDS series employing like equipment (e.g., CORVUS) require 55 OG/CC approved DT IAW **Attachment 4**. These training programs may be conducted in-unit or at 338 CTS.

2.10.2.3.2. Crewmembers transferring between RC-135 series required to operate different mission equipment require formal difference qualification flight and academic training followed by a flight evaluation IAW **Attachment 4**. Prior to beginning DT of this type, 55 OG/CC will review the training plan and forward it to ACC/A3C for final approval.

2.10.2.4. ASE DT is based on crew position.

2.10.2.4.1. ASEs transferring between RC-135 series IAW **Attachment 4** require only difference training.

2.10.2.4.2. ASEs obtaining additional position qualifications on the RC-135V/W/U/S require formal training at the FTU and ACC/A3 approval. Further information can be found in **Chapter 1** and **Chapter 4**.

2.10.2.5. CMC transitioning between RC-135U/S and RC-135V/W require a difference certification IAW **Attachment 4**.

2.10.3. The OG/CC in consultation with the 645th Aeronautical Systems Squadron Commander (645 AESS/CC), will determine what constitutes a major or minor system change.

2.10.3.1. A minor system change within the same MDS requires a difference training and certification as a minimum. Document all difference training completion in the individual's active training folder, maintain the folder IAW AFRIMS. Units will document the difference certification on the squadron letter of certifications (Letter of Xs).

2.10.3.2. A major system change will be handled as conversion training and will require an evaluation. Units will document the certification and evaluation on the squadron Letter of Xs.

2.10.3.3. For all system changes, ACC will coordinate with Air Force Materiel Command to ensure suitable training resources are provided as part of the acquisition program. ACC/A3CR will assist 55 OG/OGT in developing training programs in concert with 645 AESS. Prior to beginning difference training for a system upgrade, 55 OG/CC will review the training plan and forward it to ACC/A3C for final approval.

2.11. Senior Staff Qualification Training (SSQT). SSQT is designed for Senior Staff Officers (SSO) who are colonel selects and above, Senior Staff Enlisted (SSE) IAW 11-202V1 as well as a small number of wing senior staff positions.

2.11.1. Course prerequisites are listed in the ETCA and the RC-135 SSQT syllabus.

2.11.2. SSO's and SSE's will complete SSQT in the appropriate RC/WC/TC-135 based upon the manner they will perform flight duties. **(T-3)**

2.11.3. SSQT graduates will be BAQ and eligible for upgrade to BMC/CMR status with appropriate approval.

2.11.3.1. SSO's requires ACC/A3 approval.

2.11.3.2. SSE's requires OG/CC approval.

2.11.4. SSO's and SSE's must complete initial qualification/requalification requirements and must maintain BMC continuation flying requirements in the RC/WC/TC-135, including simulators, to fly unsupervised in the assigned RC/WC/TC-135. Only general officers in commander billets, senior officers in NAF, wing, OG/CC positions and the 170 GP/CC (NEANG) position who maintain BMC or higher are eligible to fly in their primary assigned aircraft without instructor supervision.

2.11.5. Formal training courses for SSO's and SSE's conducted at the FTU require approval at the following levels:

2.11.5.1. Colonel and colonel (selects): ACC/A3C (ANG: NGB/A2/6I, ARC: AFRC/A2).

2.11.5.2. General selects and above: ACC/A3.

2.11.5.3. Enlisted: 55 WG/CC

2.11.6. SSQT eligible crewmembers in training in the FTU are in formal training status. Unit duties should be turned over to appropriate deputy commanders until training is completed.

2.11.7. WG/CCs will qualify in only one of their wing's aircraft (preferably in their wing's predominant aircraft). Either the Deputy Wing Commander (WG/CD) or OG/CC should qualify in the wing's other aircraft.

2.12. Instructor Training. Flight instructors must be graduates of a formal instructor course in order to perform instructor duties IAW AFMAN 11-202V1.

2.13. Special Mission Training. The SQ/CC may determine certain special capabilities that crew members will need to maintain to accomplish certain missions IAW local restrictions and guidance.

2.13.1. RIVET JOINT Mission Commander (RJMC) Certification. Units will designate candidates for RJMC certification. Training will consist of both academic and flight phases IAW the formal syllabus.

2.13.2. RJMC Prerequisites. SQ/CCs select ACs, Instructor Navigators, and Instructor Tactical Coordinators for MC upgrade based on proficiency and experience.

2.14. Formal Training Critique. All students will complete an aircrew training system contractor generated end of course critique following completion of the aircrew training system phase of training (as required). ACC Training Support Staff Det 10 will send post-graduate training critiques to each student and their supervisor three to six months after graduation. The student and supervisor will complete their respective critiques and return them to Air Combat Command Training Support Squadron Detachment 10 (ACC/TRSS DET 10). ACC TRSS Det 10 will generate post-graduate critiques for all RC/WC/TC-135 training conducted in the 55 OG and will maintain the critique findings and actions taken for 24 months.

Chapter 3

CONTINUATION TRAINING

3.1. General. This chapter contains guidance on continuation ground and flying training requirements for CMR, BMC, and BAQ aircrew. Ancillary Training Requirements. Will be accomplished IAW applicable instructions and local guidance.

3.2. Ground Training. Commanders will ensure all crewmembers accomplish all training and maintain CMR/BMC or BAQ status as applicable. Ground training will be accomplished IAW the aircrew specific ground training tables in local guidance and the RC/WC-135 RTM. The waiver authority for the ground training specified is IAW the reference directive.

3.2.1. 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.

3.2.2. Ground training accomplished during any phase of qualification training may be credited toward continuation training requirements for the training cycle in which it was accomplished.

3.2.3. Crewmembers that enter N-CMR/BMC status because of overdue ground training will regain CMR/BMC status upon completion of training.

3.2.4. 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.

3.2.5. 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 mission for which that training event applies. Alert status is considered an operational flying mission.

3.3. Flying Training. All aircrew will accomplish the events shown in their respective continuation flight tables as stated in the RC/WC-135 RTM and local guidance. Failure to accomplish these events requires additional training as determined by the SQ/CC.

3.4. Formal Training Unit-Assigned Instructors.

3.4.1. FTU-assigned instructors will maintain BMC. They may provide simulator training while DOWN or N-BMC provided they maintain currency in the simulator.

3.4.2. Instructors cannot regain currency in any continuation training event they are non-current in by dual logging it as an instructor (e.g. basic sortie).

3.4.3. Instructors may credit/dual-log 50% continuation training events on sorties with unqualified students. An instructor flying on sortie M-1 may log a proficiency sortie when all syllabus demonstrations are completed.

3.5. Continuation Training (CT). Currency and events are found in the RC/WC-135 RTM and local guidance.

3.6. Special Categories.

3.6.1. Above wing level staff API-8/D aircrew members may be attached to 55 WG flying squadrons IAW DAFMAN 11-401 and ACC guidance.

3.6.1.1. Mission directed training for Higher Headquarters personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. ACC directors (division chiefs for flight safety and Inspector General) and NAF/A3V are the reviewing authorities for assigned personnel.

3.6.1.1.1. ACC and NAF/A3V will coordinate with the supporting agency to ensure appropriate ARMS data is maintained and provided IAW DAFMAN 11-401.

3.6.1.1.2. ACC and NAF/A3V will review API-8/D crewmember accomplishments and currencies prior to authorizing crewmembers to participate in mission directed training.

3.6.1.1.3. ACC and NAF/A3V will provide each API-8/D crewmember with written documentation specifying the sortie types and events the crewmember is authorized to fly.

3.6.1.1.4. API-8/D personnel maintaining BMC status are exempt from academic ground training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron by ACC/A3C to participate in squadron scenarios for mission directed training. API-8/D personnel must complete ground training and spin up training as directed by host flying SQ/CC prior to assuming alert duties or flying operational missions/deployments as a primary (required) crewmember.

3.6.1.1.5. API-8/D personnel will be trained to CMR status for the specific mission(s) to be performed before deploying in support of RC/WC/TC-135 operational missions.

3.6.1.2. Host units will coordinate with the supporting agency to ensure appropriate training information is documented in ARMS IAW AFMAN 11-421, *Aviation Resource Management*, and AFMAN 11-202V1.

3.6.1.3. Aircrew members will:

3.6.1.3.1. Review logged training and currencies for accuracy.

3.6.1.3.2. Submit qualification/authorization documentation, to include Department of Defense (DD) Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, showing current flight medical status, to the supporting SQ/CC or SQ/DO prior to flying with that squadron.

3.6.1.3.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

3.6.1.3.4. Perform instructor duties with the concurrence of the OG/CC if qualified and current for the applicable missions/events.

3.6.2. Flight Surgeons will maintain flying rates and requirements IAW AFMAN 11-202V1, RC/WC-135 RTM, and local guidance. **(T-2)**

3.7. Loss of currency. Crewmembers will not perform a sortie/event they are not current to perform unless under instructor supervision (direct supervision for pilots in critical phases of flight). Instructors must be current and qualified in the crew position/sortie/event they supervise.

3.7.1. Regaining currency is required whenever a crewmember does not meet the currency requirements of this volume or subordinate documents. Members non-current on training required for CMR/BMC status are regressed to N-CMR/BMC until the appropriate training, specified by SQ/CC and this volume, is completed. Training not affecting CMR/BMC status does not require regression unless it is a grounding event IAW the RTM, or any other applicable documents.

3.7.2. Loss of Instructor Status. SQ/CCs will disqualify instructors when one of the following conditions exists:

3.7.2.1. Failure of a flight evaluation. The instructor must successfully complete a flight evaluation IAW AFMAN 11-202V2 and ACCMAN 11-2RC-135V2 to regain instructor status.

3.7.2.2. Failure of a qualification, instrument, or mission written examination. Aircrew members must successfully re-accomplish the written exam to regain instructor status.

3.7.2.3. If in the judgment of the SQ/CC the candidate is not capable of performing instructor duties.

3.7.3. SQ/CCs may disqualify instructors if they become non-current in an event/sortie that causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option, or if the instructor becomes non-current in events/sorties that do not require removal from CMR/BMC status, then instructor status may be retained. Individual will not instruct the event/sortie until the required currency is regained.

3.8. Ready Aircrew Program (RAP) Policy and Management. The RAP policy is a training system designed to focus training on accomplishing a unit's wartime or primary operational tasking(s). RAP training levels are broken down into BMC or CMR. These training levels are further divided into experienced or inexperienced categories. The aircrew specific chapters establish the minimum number of RAP sorties and events per training cycle. Non-RAP requirements are in addition to RAP requirements. Non-RAP requirements ensure basic aircrew skills, necessary to operate in the civil airspace environment safely, are maintained.

3.8.1. SQ/CC will determine, assign, and certify aircrew that will train for and maintain special certifications or qualifications. Specialized training is normally accomplished in addition to CMR/BMC sortie/event requirements.

3.8.2. Aircrew members are normally classified as "inexperienced" when initially certified CMR/BMC by the SQ/CC. SQ/CC may reclassify aircrew members as "experienced" when they meet minimum progression criteria and SQ/CC determines that they can maintain sufficient proficiency in the squadron's assigned mission while training at the reduced rates. Units will track this progression using AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*. See [Table 1.1](#) for the minimum experience level and progression requirements.

3.9. RAP 1-Month and 3-Month Lookback and Regression. RAP mission and sortie requirements apply to CMR and BMC crewmembers. RC/WC-135 RTM establishes the minimum number of sorties per training cycle for CMR/BMC levels of training. OG/CC approved ATDs may be used to update RAP provided training objectives can be met as determined by the SQ/CC.

3.9.1. SQ/CCs ensure lookback calculations are performed the first duty day of every month. Lookback calculations begin following I/MQT and the aircrew must maintain a 1-month lookback sortie rate until 3-month lookback is established. In addition, the 1-month lookback will start the first full month of CMR/BMC status.

3.9.2. CMR and BMC aircrew members will fly the required monthly sortie rate. Lookback does not apply to BAQ aircrew members or API 8/D flyers above the wing. End-of-cycle training requirements are based on the crewmember's experience level on the last day of the current training cycle.

3.9.3. Failure to meet 1-month lookback requires a review of the crewmember's 3-month sortie history. If the 3-month lookback is met the crewmember may remain CMR/BMC.

3.9.4. Failure to meet the 3-month lookback will result in SQ/CCs placing a crewmember on either RAP probation or regression. An example of an appropriate use of probation is when crewmembers fail lookback due to an operational staff TDY or non-availability of the assigned primary aircraft. Probation is limited to one month following the date the crewmember failed the 3-month lookback requirement. See [Figure 3.1](#) for more information on regression.

3.9.5. If RAP requirements are not met at the end of the probation period, the crewmember will be regressed to N-CMR/BMC status or one of the following:

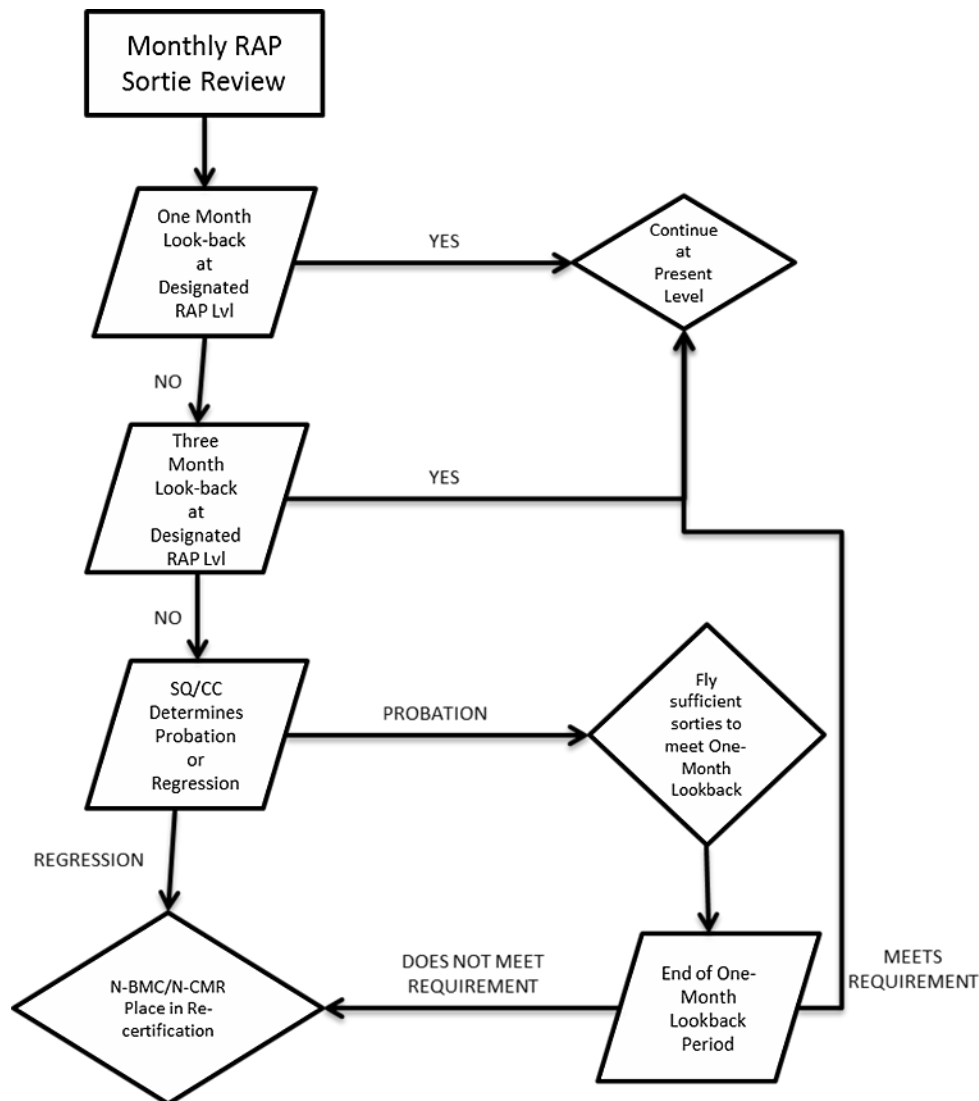
3.9.5.1. Removed from a CMR manning position

3.9.5.2. Action will be initiated to remove the crewmember from active flying status.

3.9.6. Crewmembers regressed to N-CMR/BMC for lookback for less than 180 days will complete a SQ/CC approved program to return the crewmember to CMR/BMC status. CMR/BMC aircrew must meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status upon completion of the SQ/CC directed program. The sorties and events accomplished during the program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirements.

3.9.7. Crewmembers regressed to N-CMR/BMC beyond 181 days will accomplish a flight evaluation using a standard RAP profile or an appropriate certification of the event that caused the regression.

Figure 3.1. Regression Flow Chart.



3.10. Failure to Meet End-of-Cycle Training Requirements. Aircrew who fail to complete both RAP and non-RAP event requirements by the end of the training cycle will accomplish training at the direction of the SQ/CC. Report all training shortfalls IAW [Chapter 1](#).

3.10.1. Failure to meet sortie and/or event requirements for CMR/BMC results in supervised status until successful training is accomplished, as determined by the SQ/CC.

3.10.2. Failure to accomplish sorties required for special certifications/qualifications will result in loss of that certification/qualification. The SQ/CC will determine recertification/requalification requirements.

3.11. Proration of End-of-Cycle Requirements. The SQ/CC may prorate all training requirements when members are DOWN, on emergency leave, at a non-flying TDY, at an exercise, or lack of aircraft preclude continuation training for a portion of the training period at the end of the training cycle. Normal annual leave will not be considered as non-availability. Extended bad

weather, which precludes the unit from flying for more than 15 consecutive days, may be considered as non-availability. The following guidelines apply:

- 3.11.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.
- 3.11.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use **Table 3.1** to determine the number of months to be prorated based on cumulative calendar days of non-availability. For example, Major Captain was granted 17 days of emergency leave in January and attended Squadron Officer School in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of three months proration from his training cycle: one month for emergency leave and two months for Squadron Officer School.
- 3.11.3. A crewmember's training cycle will start over at a prorated share following completion of training if initial mission qualification training is re-accomplished.
- 3.11.4. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.
- 3.11.5. For initial/RQT, the newly assigned crewmembers should be prorated upon achieving CMR/BMC status. If this occurs after the 15th of the month, begin tracking continuation training for proration on the first day of the following month.
- 3.11.6. An aircrew member's last month on station prior to departing on a PCS may be prorated. Departing crewmembers may be considered CMR for reporting purposes up to 60 days from date of their last flight, or until loss of CMR currency, port call date, or sign-in at a new duty station, whichever occurs first.
- 3.11.7. CMR aircrew members who attend USAF Weapons School in TDY-and-return status may be reported throughout the TDY as CMR. These aircrew members should accomplish a prorated share of sortie/event requirements IAW **Table 3.1** upon returning to home station.
- 3.11.8. Individuals enrolled in formal training who hold multiple qualifications may be prorated for their current qualification and the position for which they are in training.
- 3.11.9. Operational/contingency sorties that provide valid RAP training, based on the definition of a RAP sortie in this instruction, are to be logged as RAP sorties/events while deployed. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

Table 3.1. Proration Allowance.

CONSECUTIVE DAYS OF NONFLYING	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

3.12. Aircrew Training Devices (ATDs).

3.12.1. The 55 OG/CC will determine in which ATDs aircrew may update currencies based upon Simulation Certification (SIMCERT) results and/or recommendations from 55 OG/OGT. 55 OG/OGT will maintain a master list of these creditable flight training and currency events.

3.12.2. Flight surgeons will need to determine whether an individual can perform ATDs duties when placing the individual on DOWN status by annotating restrictions on the DD Form 2992.

3.12.3. The required recurring simulator training events for BMC, CMR, and BAQ aircrew members are listed in the RC/WC-135 RTM for specific crewmembers. Not applicable to API-8 and General Officer/General Officer-select BAQ aircrew.

Chapter 4

INSTRUCTOR AND UPGRADE TRAINING

4.1. General. This chapter contains information for instructor and upgrade training.

4.2. Instructor Upgrade Training. SQ/CCs will 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 4.1](#).

4.2.1. The Central Flight Instructor Course (CFIC). CFIC attendance is a prerequisite for flight instructor status. Prerequisites and time limitations are listed in the ETCA, the CFIC syllabus and this volume. [Table 4.1](#) outlines the minimum hour requirements for initial upgrade to instructor. Instructor requalification events may be accomplished with basic requalification events.

Table 4.1. Instructor Upgrade Hour Requirements.

	Total Flt Time^{1,2}	Total RC/WC/TC-135 Time¹
Current C-135 AC ³	-	300 hours
Former C-135 IP or B707 IP	N/A	N/A
Current C-135 MN	750 hours 1000 hours 1500 hours	500 hours 300 hours 100 hours
Former C-135 IN or B707 IN	N/A	N/A
RC-135V/W/S/U EWO ⁴	600 hours	300 hours
Non-RC IEWO ⁴	N/A	N/A
ASE ⁴	600 hours 1000 hours 1500 hours	500 hours 300 hours 200 hours
CMC ⁴	-	250 hours
IIO	-	250 hours
SEO ⁵	200 hours	-

Notes:

1. The OG/CC may waive the minimum flying hour requirements for instructor upgrade.
2. Total flying time is career military flying time logged in the crew position the individual will upgrade in. This includes simulator time, “student” time, and up to 150 hours of “other” time. **Exceptions:** TFT does not include time in another aircrew specialty or RPA time. TFT does not include “simulator other” time. IIO may log up to 75% of the total required flight time in an approved ATD.
3. Current C-135 ACs must have 300 hours as an AC in the RC/WC/TC.
4. Instructors who upgrade or change positions will be qualified in that position and have SQ/CC approval before performing instructor duties in that position.
5. Commander, AFTAC/Det 1 may waive the minimum flying hour requirements for instructor upgrade.

4.2.2. The instructor course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, flying skill, and technical knowledge.

4.2.3. Individuals who previously attended a formal MAJCOM flight instructor course and meet the minimum flying hour requirements may upgrade to an RC/WC/TC-135 instructor in-unit with OG/CC approval.

4.2.4. The academic training course must be satisfactorily completed prior to any flight training being accomplished. Training areas are specified in the CFIC syllabus.

4.2.5. Instructor upgrade candidates will arrive at CFIC current and qualified in their unit assigned aircraft. **(T-3)**

4.2.6. Multiple simulated emergencies may be required during CFIC flight training. The intent of these maneuvers is to broaden a candidate’s experience base and will only be accomplished at CFIC. These maneuvers must be approved by ACC/A3C.

4.2.7. If an instructor upgrade student experiences difficulties in an instructor upgrade course where the problem specifically concerns the students’ lack of instructional ability rather than a lack of proficiency, the FTU/CC may recommend, with OG/CC approval, suspension or disenrollment.

4.2.7.1. Candidates that are suspended will return to their squadron for additional training. The suspended candidate’s SQ/CC will determine what additional training is required. Upon completion of additional training, the suspended candidate’s SQ/CC will recommend to FTU/CC re-entrance into CFIC, disenrollment from CFIC, FEB Waiver or FEB.

4.2.7.2. Candidates who are dis-enrolled will be sent back to their respective squadron to fly as a non-instructor aircrew member.

4.2.8. Failure to complete an initial instructor evaluation for any reason requires appropriate action IAW AFMAN 11-402, *Aviation and Parachutist Service*, and AFMAN 11-202V2.

4.2.9. The FTU will submit a final training report to the unit at the completion of CFIC.

4.3. Aircraft Commander (AC) Upgrade Training.

4.3.1. Pilot Upgrade Program (PUP) is a formal training course for RC/WC/TC-135 copilots upgrading to AC. Formal school attendance at the FTU is the primary method for AC qualification training. In-unit upgrade using courseware provided by the FTU is the secondary method. In-unit AC upgrade flight training will be accomplished only when FTU upgrade quotas are not available, and a waiver has been granted by ACC/A3C.

4.3.2. Individuals selected for PUP training may occupy the left seat under direct IP supervision to perform orientation or SQ/CC directed pre-PUP training events as applicable. Document all PUP qualification training in the individual's training folder. **Table 4.2** outlines the requisites to upgrade from a Co-Pilot or other MDS AC to RC/WC/TC-135 AC.

Table 4.2. Aircraft Commander (AC) Upgrade Flying Time Prerequisites.

Crew Position	Total Flight Time ¹	Total RC/WC/TC-135 Flight Time
RC/WC/TC-135 CP/FP	950 hours	450 hours ^{2,3}
AETC First Assignment IP ^{4,6}		-
Other MDS AC or IP ^{5,6}		-
RC/WC/TC-135 CP/FP with Other MDS CP/FP Experience		250 hours ^{2,3}

Notes:

1. TFT represents all flying time logged aboard a fixed-wing aircraft as a military pilot including: simulator time, SUPT "student" time, and up to 150 hours of "other" time. Simulator time is creditable to meet TFT requirement. **Exceptions:** TFT does not include time in another aircrew specialty or RPA time. TFT does not include "simulator other" time.

2. Total RC/WC/TC-135 Flight Time represents strictly primary and secondary flight time logged as a pilot. Does not include "other" or simulator time.

3. 55 OG/CC may waive either TFT or Total RC/WC/TC-135 Flight Time, not both.

4. AETC First Assignment IP (FAIP) will complete PUP during IQT at the discretion of the 338 CTS Chief Pilot.

5. Other MDS AC or IP will complete PUP during IQT at the discretion of the 338 CTS Chief Pilot. Previous air refueling experience is desired.

6. Recommend pairing with an IP or Experienced AC during first operational flying trip.

4.4. Tactical Coordinator (TC) Upgrade Training. Units will designate candidates for TC upgrade/qualification. Training will consist of both academic and flight phases IAW the formal syllabus. **Table 4.3** lists the minimum flying time required for TC upgrade.

Table 4.3. Tactical Coordinator (TC) Upgrade Flying Time Prerequisites.

	Total Flight Time	MDS Time (See Note)
EWO	600	600
	1000	300
	1500	150
	2000	Current or former TC in any RC-135/EC-130
Note: MDS time is a combination of primary, instructor, and evaluator time on the specific RC-135 series (Rivet Joint (RJ), Cobra Ball (CB), Combat Sent (CS)) for which TC qualification is sought.		

4.5. Airborne System Engineer (ASE) Multiple Qualification Training.

4.5.1. Multiple Qualification is defined as qualification on multiple positions of the same MDS. For example, an ASE 1 on the RC-135V/W obtaining a qualification as an ASE 5 on the RC-135V/W or an ASE 3 on RC-135V/W obtaining qualification as an ASE 3 on RC-135U. Multiple qualification requires ACC/A3 approval IAW AFMAN 11-202V1 & AFMAN 11-202V2.

4.5.1.1. Qualification requires attendance of a formal course. This course must be taught by an instructor either at the FTU or in-unit using the approved syllabus with approval from 55 OG/CC.

4.5.1.2. ASEs seeking a multiple position qualification authorization must be experienced as identified in **Table 1.1** and have SQ/CC approval. Flying time is defined as time flown in the last crew position in which the aircrew member was qualified.

4.5.2. Crew positions not authorized in **Attachment 4** are considered multiple qualifications and must be IAW AFMAN 11-202V2_ACCSUP, paragraph 5.10.

4.5.3. Difference training between series will be IAW **Chapter 2** and **Attachment 4**.

4.6. Airborne Mission Supervisor (AMS)/Airborne Analyst (AA)/Data Link Operator (DLO) Upgrade Training.

4.6.1. Units will designate candidates for AMS/AA/DLO upgrade. Training will consist of both academic and flight phases IAW the appropriate syllabus.

4.6.2. Unit training sections will ensure that all individuals selected for DLO, AA, and AMS programs are qualified and experienced as an Airborne Cryptologic Language Analyst (ACLA) or Signal Search and Development (SSD) in the MDS as identified in **Table 1.1**. Individuals must also meet the flying time prerequisites specified in **Table 4.4**.

Table 4.4. Airborne Mission Supervisor (AMS)/Airborne Analyst (AA)/Data Link Operator (DLO) Upgrade Flying Time Prerequisites.

	Total Flying Time ²	RC-135 Time
AMS ¹	750 hours	650 hours
AA/DLO	300 hours	200 hours
Note: <ol style="list-style-type: none">1. AMS upgrade requires previous qualification as either an AA or a DLO.2. Hours logged as 1A8		

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

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

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

ACCMAN 11-2RC-135V2, *RC/WC/TC-135—Aircrew Evaluation Criteria*, 29 January 2025

AFI 11-102_ACCSUP, *Flying Hour Program Management*, 7 June 2007

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 3 May 2022

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

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

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

AFMAN 11-202V2_ACCSUP, *Aircrew Standardization/Evaluation Program*, 19 August 2022

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

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

AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019

AFMAN 11-421, *Aviation Resource Management*, 23 March 2020

AFMAN 36-2100, *Military Utilization and Classification*, 7 April 2021

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

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

DAFPD 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapons Systems, Non-Weapon Systems, and Activities*, 25 May 2021

Prescribed Forms

None

Adopted Forms

ACC Form 134, *Training Summary*

ACC Form 166, *Student Activity Record*

ACC Form 206, *Individual Mission Gradesheet*

AF Form 1381, *USAF Certification of Aircrew Training*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

AF Form 4348, *USAF Aircrew Certifications*

DAF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

AA—Airborne Analyst

AC—Aircraft Commander

ACC—Air Combat Command

ACCMAN—Air Combat Command Manual

ACCI—Air Combat Command Instruction

ACLA—Airborne Cryptologic Language Analyst

ADSC—Active Duty Service Commitment

AESS—Aeronautical Systems Squadron

AETC—Air Education and Training Command

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFR—Air Force Reserve

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFTAC—Air Force Technical Analysis Center

AMS—Airborne Mission Supervisor

ANG—Air National Guard

API—Aircrew Position Indicator

ARMS—Aviation Resource Management System

ASE—Airborne Systems Engineer

ATD—Aircrew Training Device

BAQ—Basic Aircrew Qualified

BL—Baseline

BMC—Basic Mission Capable

C2ISR—Command and Control, Intelligence, Surveillance, and Reconnaissance

CB—COBRA BALL (RC-135S)

CEA—Career Enlisted Aviator

CFIC—Central Flight Instructor Course

CMC—Cryptologic Mission Crewmember
CMR—Combat Mission Ready
CMR/N—Combat Mission Ready/Inexperienced
CP—Copilot
CS—COMBAT SENT (RC-135U)
CT—Continuation Training
CTD—Celestial Training Device
CTS—Combat Training Squadron
DAF—Department of the Air Force
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DD—Department of Defense (This designation only applies to forms)
DE—Directed Energy
DLO—Data Link Operator
DoD—Department of Defense
DT—Difference Training
EA—Electronic Attack
EM—Electromagnetic
EP—Electromagnetic Protection
ES—Electronic Warfare Support
ETCA—Education and Training Course Announcement
EWO—Electronic Warfare Officer
FAIP—First Assignment Instructor Pilot
FE—Flight Examiner
FEB—Flight Evaluation Board
FP—First Pilot
FTU—Formal Training Unit
HHQ—Higher Headquarters
HQ—Headquarters
I/MQT—Initial/Mission Qualification Training
IAW—In Accordance With
IEWO—Instructor Electronic Warfare Officer

IIO—Information Integration Officer
I/MQT—Initial/Mission Qualification Training
IN—Instructor Navigator
IP—Instructor Pilot
IQT—Initial Qualification Training
ISR—Intelligence, Surveillance, and Reconnaissance
Letter of Xs—Letter of Certifications and Evaluations
MAJCOM—Major Command
MC—Mission Commander
MCT—Mission Certification Training
MCTS—Mission Crew Training System
MDS—Mission Design Series (i.e., RC-135, WC-135, etc.)
MN—Navigator
MQT—Mission Qualification Training
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
N/A—Not Applicable
NAF—Numbered Air Force
NEANG—Nebraska Air National Guard
NGB—National Guard Bureau
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
PA—Privacy Act
PAA—Primary Aircraft Authorization
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PUP—Pilot Upgrade Program
RAP—Ready Aircrew Program
RJ—RIVET JOINT (RC-135V/W)
RJMC—RIVET JOINT Mission Commander

RPA—Remotely Piloted Aircraft
RQT—Requalification Training
RTM—RAP Tasking Memo
SARM—Squadron Aviation Resource Management
SAV—Staff Assistance Visits
SEO—Special Equipment Operator
SERE—Survival, Evasion, Resistance, and Escape
SIMCERT—Simulation Certification
SIPRNET—Secret Internet Protocol Router Network
SORN—System of Records Notice
SQ/CC—Squadron Commander
SQ/DO—Squadron Director of Operations
SSD—Signals Search and Development
SSE—Senior Staff Enlisted
SSO—Senior Staff Officer
SSQT—Senior Staff Qualification Training
STAN/EVAL—Standardization and Evaluation
TC—Tactical Coordinator
TDY—Temporary Duty
TFT—Total Flying Time
T.O.—Technical Order
TRB—Training Review Board
TS-SCI—Top Secret-Sensitive Compartmented Information
TTL—Training Task List
UMD—Unit Manning Document
WG—Wing

Office Symbols

49 IS/CC—49th Intelligence Squadron
55 OG/CC—55th Operations Group Commander
55 OG/OGT—55th Operations Group Training Office
55 OG/OGV—55th Operations Group Stan/Eval Office
55 WG/A3X—55th Wing Weapons and Tactics

55 WG/CC—55th Wing Commander

55 WG/XP—55th Wing RC-135 Requirements

170 GP/CC—170th Group Commander

338 CTS/CC—338th Combat Training Squadron Commander

338 CTS/CCR—338th Combat Training Squadron Registrar Office

645 AESS/CC—645th Aeronautical Systems Squadron Commander

655 ISRG/CC—655th Intelligence Surveillance and Reconnaissance Group Commander

ACC/A3—Air Combat Command Directorate of Operations

ACC/A3C—Air Combat Command, Command and Control, Intelligence, Surveillance, and Reconnaissance Division

ACC/A3CR—Air Combat Command Airborne Reconnaissance Operations Branch

ACC/A3T—Air Combat Command Flight Operations Division

ACC/A3TV—Air Combat Command Standardization and Evaluations Branch

ACC/TRSS DET 10—Air Combat Command Training Support Squadron Detachment 10

AF/A3—Air Force Operations Deputy Chief of Staff

AF/A3TP—Air Force Integration Division

NGB A2/6I—National Guard Bureau Intelligence, Surveillance, and Reconnaissance

AFRC/A2—Air Force Reserve Command Intelligence, Surveillance, and Reconnaissance

Terms

Annual—Accomplished every 12 months. Initial accomplishment establishes a currency reference month. Recurring accomplishment should be completed during the 6 months preceding the next currency reference month. Events due and completed ensure currency through the end of the currency reference month of the following year. For example, if an individual's currency reference month is January 01 and he/she completes the event in July 00, the currency reference month is updated to Jan 02. Units may change an individual's currency reference month to facilitate block ground training. In no case should an individual exceed 18 months between accomplishment of annual ground training events.

Academic Training—A course of instruction including, but not limited to, classroom instruction for aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

Airborne Systems Engineer (ASE)—The generic term for RC-135S/U/V/W system maintenance technicians. ASE requirements apply to all ASE positions unless otherwise indicated.

Aircraft Commander (AC)—The pilot designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Aircrew Training Device (ATD)—Includes OFT, RJMT, MCTS, celestial training device (CTD), and other flight simulators or part-task trainers approved by 55th Operations Support Squadron Training Office (55 OSS/OST).

Aircrew Training System—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most formal academic and ATD training; Air Force conducts most flight training.

Air Refueling—The refueling of an aircraft in flight by another aircraft.

Airborne Analyst (AA)—Oversees the analysis and reporting effort derived from collection by the cryptologic mission crew. Also maintains communications networks with national and tactical entities.

Airborne Cryptologic Language Analyst (ACLA)—Crewmember tasked with exploiting target data in order to satisfy local, theater, and national tasking. For the purpose of this instruction, a cryptologic language analyst is any 1A8X1 on board the mission aircraft.

Airborne Mission Supervisor (AMS)—Senior cryptologic authority on the mission aircraft. Oversees the cryptologic mission crew collection and reporting and supports local, theater, and national tasking, as required.

Assigned Aircraft—Aircraft or MDS series to which a crewmember is specifically assigned.

Basic Aircraft Qualification (BAQ)—Aircrew member who has successfully completed initial qualification training and has passed an in-flight evaluation but has accomplished no mission qualification events in an assigned aircraft.

Basic Mission Capable (BMC)—Aircrew member who has successfully completed initial mission/qualification training and has passed an in-flight evaluation, but has not been fully mission certified/qualified by the gaining SQ/CC.

Code Word—Series of designated words or terms used with a security classification to indicate that the material classified was derived through a sensitive source or method, constitutes a particular type of SCI, and is therefore, accorded limited distribution.

Combat Air Forces—Air forces that are directly engaged in combat operations. Examples include fighters; bombers; command and control; combat search and rescue; and intelligence, surveillance, and reconnaissance aircraft, and the forces that operate and support them.

Combat Mission Ready (CMR)—A crew member who has satisfactorily completed IQT and MQT, and maintains certification, currency and proficiency in the command or unit combat mission.

Command And Control—The exercise of authority and direction by a properly designated commander over assigned forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission.

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

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Critical Phases of Flight—As described in AFMAN 11-202V3. For the purposes of this manual, this term shall include: Terminal Area operations including taxi, takeoff and landing, low-level flight, air refueling, tactical/air combat operations and all portions of any test or functional check flight or any aerial demonstration.

Currency Event—Flying and ground continuation training events with prescribed maximum interval-between-accomplishment shown in the FREQ column.

Difference Training (DT)—Training necessary to qualify an individual in a different tactic or system within the same aircraft, or an aircrew member in an aircraft that is a different series other than the one in which currently qualified. Training is conducted IAW approved syllabi or as directed in this instruction.

Data Link Operator (DLO)—Oversees all data link operations required to satisfy local, theater, and national tasking. Coordinates with Electronic Intelligence (ELINT) compartment to fuse data with collection by the cryptologic mission crew.

DOWN—Duties not involving flying.

Education and Training Course Announcement (ETCA)—ETCAs are the AF approved formal training courses, formerly the AFCAT 36-2223, and are maintained at Keesler Air Force Base. Copies of these courses may be accessed at <https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>.

Electronic Warfare—Any military action involving the use of electromagnetic (EM) and directed energy (DE) to control the EM spectrum or to attack the enemy. The three major subdivisions within EW are: electronic attack (EA), electronic protection (EP), and electronic warfare support (ES).

Formal Training Unit (FTU)—A unit with a primary mission to train crew personnel according to approved syllabi.

In Support Of—Assisting or protecting another formation, unit, or organization while remaining under original control.

Information Integration Officer (IIO)—oversees the coordination of all-source intelligence real time via Top Secret-Sensitive Compartmented Information (TS-SCI) / Secret Internet Protocol Router Network (SIPRNET) chat and web communication systems onto and off of the RC-135 in connection with other ground/airborne ISR assets, national organizations, theater operation centers, and tactical units.

Initial Cadre—Those personnel assigned to conduct flight testing of experimental, developmental, or new aircraft for which there are no established formal training programs nor standardized evaluation criteria. Initial Cadre designations are appropriate through Initial Operational Capability.

Initial/Mission Qualification Training—Prepares aircrew members to perform duties in their respective aircraft. Training is conducted IAW approved syllabi.

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor to perform both ground and in-flight training.

Instructor Candidate—An aircrew member undergoing upgrade training to instructor.

Instructor Supervision—When a current instructor, who is qualified in the same crew position, supervises a maneuver or training event. For critical phases of flight, the IP must occupy one of the seats/stations, with immediate access to the controls.

Letter Of Xs—This document serves as the commander's tool to track specialized training. The Letter of Xs is not a source document for certifications and qualifications; it is a display of information found in the source documents.

Monthly—Accomplished each calendar month.

Mission Qualification Training (MQT)—Training needed to qualify mission crewmembers to perform their specific squadron mission in an assigned position. This training is a prerequisite for CMR or BMC status.

Navigator (N)—Crewmember fully qualified in navigator duties.

Non-Combat Mission Ready (N-CMR)—Individual who is unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission(s).

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

Proficient—Capable of meeting the 3 training standard for a particular event.

Quarterly—Accomplished four times each calendar year, once in each three-month quarter (Oct-Dec, Jan-Mar, Apr-Jun, and Jul-Sep).

Requalification Training (RQT)—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See [Chapter 2](#) for requalification training requirements.

Ready Aircrew Program (RAP)—RAP is a MAJCOM specific Continuation Training program that applies to CMR crew members. RAP guidance is issued either by memorandum to combat coded/DOC-tasked units or this manual to non-combat coded units. It is intended to focus training toward current and relevant combat skills. The MAJCOM RTM provides positional event requirements outlined in [Chapter 4](#) for combat coded units.

Special Certifications—Those certifications required for one of a kind or ad hoc equipment that has not met the criteria (over 50% of the fleet) for inclusion in an FTU approved course.

Specialized Training—This is additional training that may be identified to meet unforeseen tasking that would require specialized training (e.g., low altitude operations qualification) or a specific Quick Reaction Capability or Modern Collections System.

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

Survival, Evasion, Resistance, And Escape (SERE)—Actions performed by isolated personnel designed to ensure their health, mobility, safety, and honor in anticipation of or preparation for their return to friendly control.

Tactical Coordinator (TC)—Oversees mission crew in locating, collecting, and exploiting nationally tasked intelligence targets for the intelligence community and theater commanders. Assumes seat position 23 on the RC-135 V/W.

Training Aid—Any item developed or procured with the primary intent that it shall assist in training and the process of learning.

Unit Manning Document (UMD)—Identifies specifics about every authorized position in the Air Force; provides the organization structure and hierarchy for the organization; and identifies unit designations and office symbols.

Upgrade Training—Training to qualify an aircrew member in a higher crew position.

Attachment 2

TRAINING SHORTFALL REPORT

Figure A2.1. Training Shortfall Report Format.

MEMORANDUM FOR HQ ACC/A3T and

A3C FROM: XX SQ/CC

SUBJECT: xx SQ 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 of the crew force.)

EVENT/SORTIE – PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

--SPECIFIC REASON FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--Limiting Factors

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

SQ/CC Signature

Block 1st Ind, 55

OG/CC

Cc: NAF/OV

Attachment 3**WAIVER REQUEST MEMORANDUM FORMAT**

A3.1. Waiver Request Format. Provide the following information in all electronic waiver requests. Asterisked (*) items must be provided for all waivers. Fill in all other items as appropriate or mark N/A next to those that are not utilized.

Figure A3.1. Waiver Request Format.

MEMORANDUM FOR HQ
ACC/A3C FROM: 55 OG/CC

SUBJECT: (state specific type of waiver) Waiver Request

1. Request a waiver to (state purpose of the waiver, the specific AFI, syllabus, prerequisite, required upgrade, etc to be waived). The following information is provided per AFMAN 11-2RC- 135, Vol 1, **Attachment 4**:
 - a. *Student's Name and rank
 - b. *Flying organization (assigned or attached).
 - c. *Present crew qualification including special qualifications.
 - d. *Total flying time in PAA.
 - e. *Specific nature of waiver.
 - f. *Reason and valid justification for waiver.
 - g. Crew qualification to which person is qualifying or upgrading.
 - h. Previous attendance at any formal instructor course (include course identifier and graduation date).
 - i. Training start date.
 - j. The prescribed mandatory upgrade or qualification date.
 - k. Date event last accomplished and normal eligibility period.
 - l. Remarks, to include formal school courseware required.
2. 55 OG/CC POC for this waiver is (provide an OG POC for the requested waiver including name, rank, telephone number, and functional address symbol).

55 OG/CC Signature Block

Attachment 4

QUALIFICATION, UPGRADE, AND DIFFERENCE CERTIFICATION MATRIX

A4.1. General. The matrix below illustrates what crew positions are eligible to earn qualifications in upgraded positions while maintaining ability to perform duty on the base qualification position and/or perform duties on a multiple RC-135 series.

A4.2. EWO and ASE. Example 1: An RC-135U Raven 3 is eligible to upgrade to RC-135U MCC. That aircrew may execute either duty on the RC-135U but not any other position without approval IAW 11-202V2_ACCSUP, paragraph 5.10.2. **Example 2:** Aircrew who qualify as an ASE 1 on RC-135S is authorized to execute duty as an ASE 1 on the RC-135U after completing Difference Training IAW 11-2RC-135V1.

Table A4.1. EWO and ASE Position Matrix.

		Additional Series & Aircrew Position Authorization																	
		RC-135 V/W					RC-135S					RC-135U							
		TC	RX	ASE1	ASE3	ASE5	MCC	R1/2	R3	ASE1	ASE2	MCC	R1/2	R3-5	R6	R8	R9	ASE1	ASE3
Primary Series and Aircrew Position	RJ TC	Q	Q ¹																
	RJ RX	UP	Q																
	RJ ASE1			Q															
	RJ ASE3				Q														
	RJ ASE5					Q													
	CB MCC						Q	Q ¹											
	CB R1/2						UP	Q											
	CB R3						UP		Q										
	CB ASE1									Q									D
	CB ASE2										Q								
	CS MCC											Q		Q ¹					
	CS R1/2											UP	Q						
	CS R3-5											UP		Q					
	CS R6											UP			Q				
	CS R8											UP				Q			
	CS R9											UP					Q		
CS ASE1									D								Q		
CS ASE3																		Q	

Notes:
 1. Dependent on TC/MCC's base raven qualification

Key:
Q: Qualified in MDS Crew Position
D: Difference training required prior to unsupervised flight IAW 11-2RC-135V1; no eval required
E: Difference training IAW 11-2RC-135V1 & Eval required prior to unsupervised flight
UP: Eligible to upgrade to position and execute either crew position duty

A4.3. CMC Position. The matrix below illustrates what crew positions are eligible to earn qualifications in upgraded positions while maintaining ability to perform duty on the base qualification position and/or perform duties on a multiple RC-135 series. (Note: This chart assumes aircrew will conduct formal training on the V/W variant. If formal training is conducted on the S or U variants, difference training is required on the V/W IAW 11-2RC-135V1 prior to unsupervised flight).

A4.4. CMC Example: ACLA qualified aircrew are eligible to upgrade to either AA or DLO. That aircrew may execute either ACLA or AA/DLO duty.

Table A4.2. CMC Position Matrix.

		Additional Series & Aircrew Position Authorization															
		RC-135 V/W					RC-135S					RC-135U					
		AMS	AA	DLO	ACLA	SSD	AMS	AA	DLO	ACLA	SSD	AMS	AA	DLO	ACLA	SSD	
Primary Series and Aircrew Position	AMS	Q	Q ¹	Q ²	D	D ¹	D ²	D	D ¹	D ²	D	D ¹	D ²	D	D ¹	D ²	
	AA	UP	Q	Q ²		D	D ²		D	D ²		D	D ²		D	D ²	
	DLO	UP		Q	Q ²			D	D ²				D	D ²		D	D ²
	ACLA		UP ³	Q				D						D		D	
	SSD		UP ³		Q					D							D

Notes:

1. Dependent on DLO-AA upgrade qualification
2. Dependent on base ACLA-SSD qualification
3. ACLA or SSD qualified aircrew may upgrade to either AA or DLO. Maintaining qualification in both base qualifications requires approval IAW 11-202V2_ACCSUP paragraph 5.10.2

Key:

Q: Qualified in MDS Crew Position
D: Difference training required prior to unsupervised flight IAW 11-2RC-135V1; no eval required
E: Difference training IAW 11-2RC-135V1 & Eval required prior to unsupervised flight
UP: Eligible to upgrade to position and execute either crew position duty