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SECRETARY OF THE AIR FORCE**



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**T-38 AIRCREW TRAINING**

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This publication implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and Air Force Manual (AFMAN) 11-202, V1, *Aircrew Training*. This manual prescribes standard procedures used by all pilots operating an Air Force T-38 aircraft and applies to all Regular Air Force, Air Force Reserve, and Air National Guard instructor pilots flying the T-38. Ensure that records created as a result of processes prescribed in this manual are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, Secretary of the Air Force. The applicable SORN F011 AF XO A, *Aviation Resource Management System (ARMS)* is available at: <http://dpclo.defense.gov/Privacy/SORNS.aspx>. Refer recommended changes and

questions about this manual to the Office of Primary Responsibility (OPR) listed above using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate Standardization and Evaluation functional chain. This publication may be supplemented at any level. Major commands (MAJCOM) will coordinate proposed MAJCOM-level supplements to this volume through 19 AF/DOV to AF/ACTF for coordination prior to publishing. Field units below MAJCOM level will coordinate copies of their supplements with their parent MAJCOM OPR prior to publishing. The authorities to waive wing/unit level requirements in this manual are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the OPR for non-tiered compliance items.

**(ACC) AFI 11-2T-38V1 is supplemented as follows:** This supplement applies to all aircrew flying ACC T-38s. This publication applies to all Air Combat Command (ACC) -assigned and attached military and civilian Air Force personnel, members of the AF Reserve Command (AFRC), Air National Guard (ANG), and contractor support personnel in accordance with (IAW) appropriate provisions contained in memoranda support agreements and AF contracts. Unless otherwise specified in this supplement, ACC/A3 is the waiver authority. Send waiver requests through Standardization/Evaluation (Stan/Eval) channels to ACC/A3TV. The operations group commander (OG/CC) or equivalent is the waiver authority for subordinate unit supplements. ACC field units will coordinate copies of their supplements with the OPR prior to publishing. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System Records Disposition Schedule. Contact supporting records managers as required. ACC field units may submit suggested improvements to this supplement on AF Form 847, *Recommendation for Change of Publication*, through Stan/Eval channels, to ACC/A3TV, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789. **Attachment 1** is for reference only and is not mandatory. Compliance with **Attachments 2, 3, and 4** is mandatory.

## ***SUMMARY OF CHANGES***

This document has been substantially revised and must be completely reviewed

**(ACC)** Realigned information to match updated AFMAN11-2T-38V1 and removed obsolete information. Corrected references, amended training tables and addressed and/or identified waiver authority as needed.

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Roles and Responsibilities:

##### 1.1.1. 19 AF/DO personnel will:

1.1.1.1. Review and revise guidance herein as required in conjunction with 19 AF/DOU. **(T-2)**.

1.1.1.2. Host annual conferences to review ground and flying training requirements and programs for applicable units. **(T-2)**. Conference participants will include 19 AF/DOV and other applicable MAJCOM representatives. **(T-2)**.

1.1.1.3. Review subordinate unit training programs. **(T-2)**.

1.1.1.4. Review unit training waivers and semi-annual training deficiencies. **(T-2)**.

##### 1.1.2. Wing and Group Commanders will:

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

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

1.1.2.3. Forward copies of unit training programs and unit supplements that expand on the minimum guidelines of this manual and subsequent changes as directed by 19 AF/DOU for review. **(T-2)**.

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

1.1.2.5. **(Added-ACC)** Certify and publish monthly letter of pilot qualifications (Letter of Xs, LOX).

##### 1.1.3. Individual Aircrew Members will:

1.1.3.1. Hand-carry all available training records to assist the gaining unit in assessing certifications and training requirements. **(T-3)**.

1.1.3.2. Complete training requirements and maintaining currencies within the guidelines of this manual. **(T-2)**.

1.1.3.3. Participate only in ground and flying activities for which they are adequately prepared, trained, qualified, certified and current unless the activity is part of an upgrade or program leading to qualification or certification, or for regaining currency. **(T-2)**.

**1.2. Phases of Training: Note:** All references to “days” in this publication are to “calendar days” unless specifically noted otherwise:

1.2.1. **Initial Qualification Training (IQT).** This training is necessary to qualify aircrew for duties in the T-38 aircraft. See **Chapter 2** for IQT program requirements. The maximum completion time for IQT will be in accordance with the applicable IQT syllabus. **(T-2)**.

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

1.2.3. **Continuation Training (CT).** This training is necessary for qualified aircrew to maintain their assigned level of proficiency and/or increase flight qualifications. It provides minimum ground and flight training event requirements. This training is also necessary to develop the instructor pilot (IP) force and certify pilots in specific unit or local area requirements. Individual aircrew CT requirements are based on unit assignment as inexperienced or experienced. See **Chapter 4** for CT program requirements. Using MAJCOMs will detail their CT program in their MAJCOM supplement and squadron commanders will designate all pilots as experienced or inexperienced, as follows: **(T-2)**.

1.2.3.1. **Experienced Aircrew.** For the purposes of this manual, the wing commander, wing vice commander, operations group commander (OG/CC), deputy OG/CC, squadron commander, and squadron operations officer are designated as experienced aircrew. If Using MAJCOMs choose to expand this definition, it will include the definition of “experienced” aircrew in their MAJCOM supplement. **(T-2)**. Document experienced designation on the AF Form 4348, *USAF Aircrew Certifications* or unit certification document in accordance with AFI 11-202, V2, *Aircrew Standardization/Evaluation Program*.

1.2.3.1.1. **(Added-ACC)** An experienced T-38 pilot must be certified by the squadron commander on the letter of Xs and have 100 hours of First Pilot (FP)/IP/Mission Pilot (MP) time in the T-38, if previously or currently experienced in another fighter or attack aircraft, or 500 hours of FP/IP/MP time in the T-38 if not. **(T-3)**.

1.2.3.2. **Inexperienced Aircrew.** Aircrew who do not qualify as experienced or who are not certified as such by the squadron commander are considered inexperienced. Aircrew designated as inexperienced will progress through a program managed by the flight commander to develop sound flying and instructional skills. **(T-2)**. Flight commanders will tailor each program based on the aircrew’s past flying experience and performance during IQT and MQT. **(T-2)**. No time limit is established to transition from inexperienced to experienced.

1.2.4. **Specialized/Certification Training.** This training is necessary to carry out the unit’s assigned missions, but is not required of every crewmember. Examples of specialized training include, but are not limited to, stall pilot, and functional check flight pilot. Individuals selected for training will accomplish appropriate formal course training to certify in these specialized areas, or comply with locally developed syllabi and squadron-developed training programs in accordance with **Chapter 5**. **(T-2)**.

1.2.5. **Night Vision Goggles Training.** Night vision goggles training is not authorized.

**1.3. Aircrew Graduate Evaluation Program.** Refer to the appropriate formal course syllabus or command directive for aircrew graduate evaluation procedures.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

**2.1. General Information.** This chapter outlines the IQT program for the T-38. The primary method of initial qualification is to attend and complete the appropriate formal training course listed in education and training course announcement (ETCA), available at <https://etca.randolph.af.mil>. Completing the appropriate formal course satisfies basic qualification training requirements. In accordance with AFMAN 11-202, V1, when attendance is not practical or quotas are not available, units will request waivers from the MAJCOM/A3 to conduct in-unit qualification training, using formal school courseware.

**2.1. (ACC) General Information.** T-38 IQT will be conducted using either ACC Course T38IQT for the U-2 Companion Trainer Program or ACC T-38 Adversary Air program Course (T38ADAIR). **(T-2).** Appropriate syllabus tracks, flow programs, and requirements will be followed for those respective syllabi. **(T-2).** Air Education and Training Command (AETC) formal T-38 qualification courses (T-38 Pilot Instructor Training (PIT) and T-38 Introduction to Fighter Fundamentals (IFF) IP) with appropriate T-38C-A/B differences training fulfill qualification requirements.

2.1.1. Upon completion of the IQT program, aircrew will be qualified in accordance with AFI 11-202, V2; and AFMAN 11-2T-38, V2, *T-38 Aircrew Evaluation Criteria*.

2.1.2. Except for unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with minimum interruption and complete training within the time specified by the syllabus. **(T-2).** Aircrew members undergoing qualification training will not be utilized in unit jobs or other duties until the completion of training. **(T-2).** (Exception: Students enrolled in Pilot Instructor Training (PIT) or PIT Theater Indoctrination (TI) may serve as runway supervisory unit (RSU) observers after their instrument/qualification check.) Failure to complete training within the specified time limit requires notifying the gaining wing commander of the aircrew's name, grade, reason for delay, planned actions, and estimated completion date.

2.1.2.1. **(Added-ACC) Multiple-Qualification Candidates.** An upgrading T-38 pilot is removed from primary mission design series (MDS) flying duties when the flying portion of the T-38 qualification course begins. The pilot is in this status until completion of or removal from the course. **Note:** This restriction only applies to IQT and IP upgrade. **(T-3).**

2.1.3. Completion of IQT qualifies pilots to act as pilot-in-command of the model (T-38A/B or T-38C) the instrument/qualification evaluation was accomplished in.

**2.2. Prerequisites.** For listings of formal training courses or administrative and reporting requirements see the ETCA. The formal course syllabi list waiver authorities for course entry prerequisites. Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus and AFMAN 11-202, V1. **(T-2).** In addition, all personnel maintaining flying status will meet the physical examination; physiological training; survival, evasion, resistance, and escape training requirements in AFMAN 11-202, V1; and centrifuge training in accordance with AFMAN 11-404, *Fighter Aircrew Acceleration Training Program*, before flying. **(T-2).**

**2.3. Ground Training.** Ground training will follow the current formal course syllabus flow, but may be tailored to the individual's background and experience as well as local conditions. **(T-2).**

**2.3. (ACC) Ground Training.** Complete the ancillary/ground training listed in **Table 4.4.**

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

2.3.1.1. **(Added-ACC)** Accomplish SEPT each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed. **(T-2).**

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

2.3.1.3. **(Added-ACC)** Incorporate the following elements into the squadron SEPT program:

2.3.1.4. **(Added-ACC)** Squadron Commander (SQ/CC) or DO involvement in the selection of a monthly SEPT topic.

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

2.3.1.6. **(Added-ACC)** Discuss at least one Emergency Procedure (EP) for each phase of flight (takeoff, cruise and landing) during each session.

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

2.3.2. **(Added-ACC)** Anti-G Straining Maneuver (AGSM) Training. Companion Trainer Program (CTP) Pilots do not require centrifuge training as long as maneuvering is limited to less than 6.0Gs. Pilots are required to attend AGSM academic training conducted by a qualified aerospace physiologist and must be evaluated in the aircraft by a qualified T-38 instructor pilot on AGSM performance during IQT. **(T-2).** Aircrew identified as needing additional training will be required to complete commander-directed training under the provisions of AFMAN 11-404, Chapter 1. **(T-2).**

**2.4. Flying Training.** Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training is available within the constraints of the formal course syllabus. Pilots may satisfy MQT and upgrade training requirements during IQT if the appropriate IP is available and the formal course training allows it.

**2.4. (ACC) Flying Training.** Pilots may "sandbag" rides in the T-38 IAW syllabus requirements or as directed by the OG/CC. Pilots are responsible to ensure all flying prerequisites are complete prior to sandbagging.

**2.5. Basic Aircraft Requalification Training.** Follow the requalification guidance in AFMAN 11-202, V1, and **paragraph 4.5.2** along with its sub-paragraphs of this manual.

**2.6. Conversion and/or Difference Qualification.** Conversion qualification follows the guidance in this chapter and the formal course conversion syllabus. Difference training is authorized for pilots converting from the T-38C to the T-38A/B or vice-versa. MAJCOMs will provide difference training guidance. **(T-2).**

**2.6. (ACC) Conversion and/or Difference Qualification.** T-38C-qualified pilots will complete an OG/CC-approved difference qualification course prior to flying unsupervised in the T-38A/B, containing the following minimum requirements: **(T-2).**

2.6.1. **(Added-ACC)** Ground Training. T-38A/B systems review, with specific focus on electrical, communications, navigation, and weapons delivery systems. Ground training will include egress training if the visiting aircrew is not current in the legacy ejection seat. **(T-2).**

2.6.2. **(Added-ACC)** Device Training. T-38A/B cockpit procedure differences, including normal and emergency checklist procedures.

2.6.3. **(Added-ACC)** Flying Training. Flying training will include two dual sorties with a qualified ACC T-38A/B IP in the rear cockpit. **(T-2).** Additional sorties are at the discretion of the SQ/CC. Pilots must demonstrate proficiency in normal and emergency patterns and landings, precision and non-precision approaches, and, as applicable, Low-Altitude Training (LOWAT). **(T-2).**

**2.7. Multiple Qualifications.** Qualification in more than one mission design series is authorized according to AFMAN 11-202, V1. **(Note:** Multiple qualifications are not authorized for general officers.) Multiple qualifications require completion of IQT as specified in this chapter.

**2.8. Senior Officers Qualifications.** Senior Officers' (colonel selects and above) training will follow the appropriate formal course syllabus and comply with guidance provided in AFI 11-401, *Aviation Management*, and AFMAN 11-202, V1. **(T-2).**

### Chapter 3

#### MISSION QUALIFICATION TRAINING (MQT)

**3.1. General.** Using MAJCOMs will determine MQT requirements.

## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General Information.** This chapter outlines minimum ground and flying training requirements for T-38 aircrew CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills, which ensures safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions or taskings. Taskings may be locally generated or higher headquarters directed. All CT will be maintained in the Aviation Resource Management System database in accordance with AFMAN 11-202, V1 and AFMAN 11-421, *Aviation Resource Management*. Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember. Using MAJCOMs will define additional currencies and requirements in their MAJCOM supplement. **(T-2).**

**4.2. Training Cycle.** Using MAJCOMs will define the training cycles in their MAJCOM supplement. **(T-2).**

**4.2. (ACC) Training Cycle.** The ACC aircrew training cycle is 12 months.

#### **4.3. CT Administration:**

##### **4.3.1. Quarterly CT Meetings:**

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. **(T-2).** The purpose of these meetings is to discuss standardization, safety, mission-related topics, instructional techniques, grading practices, and to increase general knowledge. A cockpit/crew resource management (CRM) topic or scenario should be discussed in each CT meeting referring to core concepts from AFI 11-290, *Cockpit/Crew Resource Management Program*.

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

**4.3.2. Requirements.** MAJCOMs may add to the minimum annual or semi-annual requirements listed in this chapter. Squadron commanders will approve profiles for all required CT sorties. **(T-2).** Profiles will detail the minimum events and currency items to be accomplished on the sortie (for example, aircraft handling characteristics maneuvers, approaches, or emergency patterns and landings). **(T-2).** Sorties and events accomplished during MQT may be credited toward CT requirements (ground and flying events) for the training cycle in which they were accomplished. Before an aircrew member who fails to meet minimum CT requirements may fly in the new training cycle, the OG/CC will determine if additional training is required. **(T-2).** **(Note:** Additional training may be required, depending on the type and magnitude of the deficiency.)

**4.3.2. (ACC) Requirements.** Aircrew members will accomplish sortie and event requirements listed in [Table 4.1](#), [Table 4.2](#), [Table 4.3](#), and the requirement listed in [Attachment 2](#), and [Attachment 3](#). **(T-3).** If an aircrew member fails to maintain sortie or event requirements, the OG/CC will review the pilot's status to determine if additional training is required. **(T-3).**

**4.3.3. Prorating End-of-Cycle Requirements.** At the end of the training cycle, the squadron commander may prorate training requirements, for aircrew members who were not available for flying duties according to AFMAN 11-202, V1. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but prorate no requirement below 1.

**4.3.4. Failure to Complete Annual and Semiannual CT Requirements.** Aircrew members who fail to maintain training requirements according to [Table 4.1](#), [Table 4.2](#), additional MAJCOM flying or ground requirements, and minimum mission ready, basic mission capable or basic aircraft qualification (BAQ) CT requirements according to AFMAN 11-202, V1, will be placed in non-mission ready (NMR) or non-basic aircraft qualified (N-BAQ) status as applicable. **(T-2)**. Aircrew members will not fly in the new training cycle until the OG/CC determines the cause of the deficiency and whether additional training is required. **(T-2)**.

**4.3.5. Multiple Qualifications.** MAJCOMs will specify which sorties and events flown in other aircraft may be used to satisfy T-38 sortie, event, and currency requirements in their MAJCOM supplement. **(T-2)**.

**4.4. Minimum Training Requirements.** Training accomplished during IQT, MQT, TI, and Buddy Instructor Program training may be credited toward CT requirements for the training cycle in which it was accomplished. AFMAN 11-202, V1, and [Table 4.1](#) establish aircrew minimum training requirements. **(T-2)**. Using MAJCOMs may specify additional ground training requirements in their MAJCOM supplement. For ancillary, readiness, mobility, and other training requirements, refer to the Advanced Distributed Learning Service website.

**4.4. (ACC) Minimum Training Requirements.** Pilots will maintain the currency requirements in [Table 4.1](#) as applicable. In addition, the requirements in [Table 4.2](#) will be maintained. **(T-2)**.

**Table 4.1. Aircrew Minimum Requirements Table.**

I T E M	A	B	C	D	E
	Subject (Note 1)	Frequency (Note 2)	Prescribing Directive	Grounding	Status if overdue (Note 3)
1	Flight Physical	455 days	AFI 44-170/AFI 48-123	Yes	N-BAQ
2	Physiological Training	60 months	AFI 11-403		N-BAQ
3	Emergency egress training, ejection seat (LL02)	12 months	AFMAN 11-202, V1		N-BAQ
4	Emergency parachuting training (SS06)		AFI 16-1301		N-BAQ
5	Instrument/Qual Evaluation	17 months	AFI 11-202, V2	No	N-BAQ
6	Mission Evaluation				NMR
7	CRM continuation training (Note 4)	Note 4	AFI 11-290		N-BAQ

8	Aircrew flight equipment familiarization (LL01)	One time/ assignment	AFMAN 11-202, V1	Yes	N-BAQ
9	Aircrew flight equipment training (LL06)	12 months		No	N-BAQ
10	Aircrew Flight Equipment Fit Check (LL07)	4 months		Yes	N/A
11	Local area survival training (SS01)	One time/ assignment (Note 5)	AFI 16-1301	Yes	N-BAQ
12	Water survival training (SS05)	Note 6		Note 6	Note 6
13	Instrument refresher course	17 Months	AFMAN 11-210	No	N-BAQ
14	Boldface and operations limits testing	Monthly	This AFMAN	Yes (Note 7)	Note 7
15	Flight Surgeon Written Exam (Note 8)	17 months	AFI 11-202, V2	Yes	N-BAQ
16	Centrifuge Training	One time (Note 9)	AFMAN 11-404	No (note 9)	N-BAQ
17	Marshalling Exam	One time/ assignment (Note 10)	AFMAN 11-218	No	NMR
18	Air Card Training	36 months (Note 11)	AFI 11-253	No	NMR

**Notes:**

1. This is a consolidated list. Units will comply with grounding/frequency requirements of most restrictive guidance when differences exist between this AFI and prescribing directives. **(T-2)**.
2. *n* Months – Expires at the end of the last day of the *n*th calendar month after last accomplished. For example, if last accomplished 10 Jan 16, expires on 31 Jan 17, overdue on 1 Feb 17.
3. See **paragraph 4.3.4.1**.
4. MAJCOM's determine frequency. For multiple-qualified T-38 pilots, accomplishment of annual CRM CT in their primary aircraft fulfills the T-38 annual CRM CT requirement in this table. For Flight Surgeons, CRM is a one-time requirement in the primary assigned aircraft.
5. Visiting aircrew are required to be trained on unique/local Aircrew Flight Equipment & local area survival requirements to include equipment configurations and individual survival components/scenarios. **(T-2)**. Once accomplished on the initial TDY at each location, this training is current for the duration of the assignment.
6. Units required to conduct routine over-water flights will maintain water survival training currency. **(T-2)**. An over-water flight is defined as a flight in which the aircraft is flown outside the safe glide ratio to land at any time during the flight. Aircrew non-current in water survival training must accomplish water survival training prior to conducting over-water flight. Reference AFI 16-1301 and MAJCOM Supplements.

7. Required before the first flight of the month. **(T-2)**. An unsatisfactory boldface exam will result in grounding until successful re-accomplishment. **(T-2)**. Ops limits exams are correctable to 100 percent.

8. Flight Surgeons only.

9. Refresher training is designed for aircrew reassigned to the T-38 following a non-flying assignment or converting from a non-sustained high-G aircraft or lower-G sustained aircraft to the T-38. See AFMAN 11-404, Chapter 5, for more guidance on refresher training.

10. N/A if tested at a formal school within the previous 6 months.

11. Complete initial AIR Card user training before using the card.

Cited publications: AFI 11-403, *Aerospace Physiological Training Program*; AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*; AFI 44-170, *Preventive Health Assessment*; AFI 48-123, *Medical Examinations and Standards*; AFMAN 11-210, *Instrument Refresher Program (IRP)*; AFMAN 11-218, *Aircraft Operations and Movement on the Ground*.

**4.5. Flying Training.** All pilots will maintain currency requirements as applicable in **Table 4.2. (T-2)**. Units will document OG/CC reviews of training cycle shortfalls and additional training requirements in the individual's training folder. **(T-2)**. Using MAJCOMs may specify additional events or sortie currencies in their MAJCOM supplement.

**4.5. (ACC) Flying Training.** Maintain source documents certifying and/or decertifying pilots for flying and flying related qualifications in the individuals training folder for all qualifications maintained on the squadron LOXs. Source documentation may include electronic training folders as well as scanned and electronically archived versions of paper training folders.

**Table 4.2. T-38 Pilot Currencies.**

Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
Landing	30	45	Yes	1
Instrument Approach			No	2
IP RCP Landing	60	90	No	3
IP RCP Night Landing	90			3, 4

**Notes:**

1. See **paragraph 4.5.2.1.** of this manual.
2. Instrument approach currency may be updated from either cockpit when an instrument approach is flown at day, night, or during actual instrument meteorological conditions. Non-qualified instrument pilots will only gain/regain currency in simulated or actual meteorological condition with a qualified safety observer as a crewmember. **(T-2)**. MAJCOMs will determine limitations when instrument approach currency is expired. **(T-2)**.
3. Rear cockpit (RCP) landings update both RCP landing currency and landing currency. Front cockpit landing currency is good day or night.
4. Accomplish night landings between the end of evening civil twilight and the beginning of morning civil twilight. **(T-2)**. To regain RCP night landing currency, three night landings must be accomplished from the RCP and the front cockpit must be qualified (not necessarily current) in front cockpit and RCP night landings. **(T-2)**. See **paragraph 5.3.** of this manual.

**Table 4.2. (ACC) T-38 Pilot Currencies.**

<b>I T E M</b>	<b>Event/Sortie</b>	<b>Inexp</b>	<b>Exper</b>	<b>Affects BAQ</b>	<b>Notes</b>
<b>1</b>	Landing	30	45	Yes	1
<b>2</b>	Instructor Sortie	60	60	Yes	1, 2
<b>3</b>	Formation Takeoff	60	90	No	1, 3
<b>4</b>	Formation Landing	60	90	No	1, 3
<b>5</b>	Low-Level Navigation	90	120	No	1, 4
<b>6</b>	Night Sortie	90	90	No	1
<b>7</b>	Precision Approach	30	45	No	1
<b>8</b>	FCF	-	120		1

**Notes:**

1. To regain currency requires IP supervision, qualified and current in the event, in the aircraft or in the element.
2. Flight Examiners can update instructor sortie currency when performing flight evaluations.
3. Flight Leads (FLs) and IPs may update currency from either lead or wing position.
4. Low-Level Navigation (LLNAV) currency is required to fly sorties on Military Training Routes (MTRs) or at or below 1,000 feet Above Ground Level (AGL) in Military Operations Area (MOAs), restricted airspace or warning areas.

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

<b>I T E M</b>	<b>Event/Sortie</b>	<b>Number</b>	<b>Remarks</b>
<b>1</b>	AHC Sortie	2	Sortie profile is determined by the OG/CC.
<b>2</b>	Instrument Sortie	4	Operations at other than home base (e.g., instrument approaches at local divert bases) and cross-country flights
<b>3</b>	Night Sortie	7	Only if pilot maintains night qualification.
<b>4</b>	Weather Penetration	10	High or low altitude penetration or local published recovery routing.
<b>5</b>	Precision Approach	20	
<b>6</b>	Nonprecision Approach	20	OG/CC discretion on mixture of circling and straight-in approaches.
<b>7</b>	Formation Sortie	13	Only applies to formation-qualified pilots. Formation sorties can be logged in conjunction with T-38 Adversary Air missions.

<b>I T E M</b>	<b>Event/Sortie</b>	<b>Number</b>	<b>Remarks</b>
<b>8</b>	Traffic Pattern (TP) Stalls	7	Only two events may be logged per sortie.
<b>9</b>	No-Flap Pattern	10	OG/CC may waive landing requirement. Events may be flown from either visual or instrument patterns.
<b>10</b>	LLNAV Sortie	7	Requirements for this sortie are determined by the OG/CC. Only applies to Low-Altitude Step-Down Training (LASDT) certified pilots. LASDT sorties can be logged in conjunction with T-38 Adversary Air missions.
<b>11</b>	Single Engine (SE) Pattern	10	SE landing and SE go-around requirements are at the discretion of the OG/CC. Events may be flown from either visual or instrument patterns.
<b>12</b>	Functional Check Flight (FCF)	6	Only applies to FCF qualified pilots.

**Table 4.4. (Added-ACC) Pilot Ancillary/Ground Training (See Note).**

<b>I T E M</b>	<b>Subject</b>	<b>Frequency</b>	<b>Reference Directives</b>	<b>Grounding</b>
<b>1</b>	Flight Physical	Annually	AFI 48-123	Yes
<b>2</b>	Physiological Refresher Training/Reduced Oxygen Breathing Device (ROBD)	5 years	AFI 11-403; AFI 11-202V1	Yes
<b>3</b>	CRM Training (GA06)	24 Months	AFI 11-290 as supplemented; AFI 11-202V1	Yes (post-IQT, OG/CC waiverable)
<b>4</b>	Aircrew Flight Equipment (AFE) Training a. Emergency Egress Training, Ejection Seat (LL02) b. AFE Training (LL06) c. AFE Familiarization (LL01) d. Flight Equipment Fit Check (LL07)	a. 12 Months b. 12 Months c. Prior to first flight of each assignment d. Prior to first flight of each assignment and every 120 days thereafter	AFI 11-301V1 as supplemented; AFI 11-202V1	a. Yes b. No c. Yes d. Yes

I T E M	Subject	Frequency	Reference Directives	Grounding
5	SERE Training a. Emergency Parachuting Training (SS06) b. Local Area Survival (SS01) c. Water Survival (SS05)	a. 12 Months b. Prior to first flight of each assignment c. 36 Months	AFI 16-1301 as supplemented; AFI 11-202V1	a. Yes b. Yes c. No
6	Instrument Refresher Course (IRC) (GS06)	17 Months	AFMAN 11-210 and AFI 11-202V2, as supplemented	Yes (OG/CC waiverable)
7	Situational Emergency Procedures Training (SEPT) (GS03)	1 per Month	AFMAN 11-2T-38V1 as supplemented	Yes
8	BOLDFACE Examination	Monthly		Yes
9	AGSM Training	12 Months	AFMAN 11-404	No
10	Flying Safety Training (GS26)	3 Months	AFI 91-202	No
11	Marshalling Training (GA07)	Within 30 days upon PCS to a flying unit as directed by the Wg/CC or Equivalent	AFMAN 11-218, as supplemented	No
12	Aircraft Servicing (GS25)	24 Months	This supplement	No
<b>Note:</b> This is a consolidated list. Units will comply with grounding/frequency requirements of most restrictive guidance when differences exist between this AFI and prescribing directives.				

4.5.1. **Restrictions.** Pilots will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. **(T-2).** First pilots will not fly simulated emergency patterns, touch-and-goes, traffic pattern stalls, formation, or low-level without a current IP at a set of controls. **(T-2). Exception:** First pilots enrolled in a formal Air Education and Training Command course of training (i.e., PIT), or First pilots flying sorties during Wing Theater Indoctrination training, are exempt from these restrictions. In these cases, formation sorties will be performed under the direct supervision of an IP in the other formation aircraft. **(T-2).**

4.5.1. **(ACC) Restrictions.** First pilots (FPs) flying as a part of the U-2 Companion Trainer Program may fly without restriction sorties, events, mission, and currency items in which they are qualified, current, and certified. **(T-2).**

4.5.1.1. **(Added-ACC)** Report in conjunction with primary MDS (U-2, F-22) RAP Reporting requirements.

**4.5.2. Currency and Recurrency.** Unless otherwise restricted, pilots may log and update currencies during any sortie (including student sorties) if the maneuver or item is demonstrated. Pilots must log all flying currencies/events in the aircraft. **(T-2)**. If a pilot loses an event currency, the pilot will not perform that event except for the purpose of regaining currency under the supervision of a current and qualified instructor. **(T-2)**. Unless otherwise specified in this manual, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the squadron commander.

**4.5.2.1. Landing Currency.** Landing currency, in accordance with **Table 4.2**, is required to maintain basic aircraft qualification (BAQ). **(T-2)**. Currency may be regained by flying at least three satisfactory landings with a landing-current IP. A landing from either the front cockpit or RCP updates landing currency. Loss of landing currency exceeding 90 days requires the following action: (**Note:** Timing starts from date of last landing.)

4.5.2.1.1. For 91 through 135 days. Same as **paragraph 4.5.2.1**, plus an instructor-supervised emergency procedure and instrument review session (normal, emergency, and instrument procedures). **(T-2)**.

4.5.2.1.2. For 136 through 210 days (to 225 days Experienced). Same as **paragraph 4.5.2.1** and **paragraph 4.5.2.1.1**, plus a recurrency flight (in accordance with **paragraph 4.5.2.1**), qualification written examinations, and an emergency procedures evaluation. **(T-2)**. AF Form 8, *Certificate of Aircrew Qualification*, documentation is not required.

4.5.2.1.3. For 226 days up to 39 months at the end of a nonflying assignment or 48 months at the end of any active flying assignment. For basic aircraft requalification, accomplish items in **paragraph 4.5.2.1**, **paragraph 4.5.2.1.1** and **paragraph 4.5.2.1.2**, plus a locally administered qualification program approved by the OG/CC, to include an instrument or qualification evaluation. **(T-2)**.

4.5.2.1.4. For periods of time greater than **paragraph 4.5.2.1.3**. Accomplish basic aircraft requalification in accordance with AFMAN 11-202, V1, and accomplish instructor/mission requalification according to MAJCOM direction. **(T-2)**.

#### **4.6. Special Categories:**

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

4.6.1.1. Cause in accordance with AFI 11-202, V2. **(T-2)**.

4.6.1.2. A failed flight evaluation. **(T-2)**. To regain instructor status, an instructor must successfully complete a flight evaluation in accordance with AFI 11-202, V2. **(T-2)**.

4.6.1.3. A failed qualification or instrument written examination. **(T-2)**. To regain instructor status, an instructor must successfully re-accomplish the written examination. **(T-2)**.

**4.6.2. Demanding Sortie.** MAJCOMs will list sorties or events requiring demanding sortie currency in their MAJCOM supplement. **(T-2)**. Aircrew who do not have demanding sortie or event currency will not participate in demanding sorties without the proper level of supervision as determined by the squadron commander. **(T-2)**.

4.6.3. **Flight Surgeon.** Flight Surgeons will accomplish ground-training requirements in accordance with **Table 4.1** of this manual. **(T-2)**. Flight Surgeons will accomplish a written evaluation every 17 months in accordance with AFI 11-202, V2 and CT flying requirements in accordance with AFMAN 11-202, V1. **(T-2)**.

4.6.3. **(ACC) Flight Surgeon.** Must review applicable EPs (e.g., ejection) with a T-38 pilot once per week (when scheduled) prior to flying that week. **(T-2)**.

4.6.4. **Higher Headquarters Aircrew Position Indicator 8 Aircrew.** For training other than that conducted in support of a formal inspection, higher headquarters personnel will coordinate with the supporting unit as follows:

4.6.4.1. Aircrew will ensure appropriate Aviation Resource Management System data is maintained and provided in accordance with AFI 11-401. **(T-3)**.

4.6.4.2. Units will review the qualifications and currencies of higher headquarters-assigned aircrew before authorizing them to fly. **(T-2)**. Units will evaluate the demands of each mission scenario and ensure higher headquarters-assigned aircrew ability and proficiency will not be exceeded. **(T-2)**.

4.6.4.3. Aircrew will submit qualification and authorization documentation to the supporting squadron commander or operations officer prior to flying with that squadron. **(T-2)**.

4.6.5. **(Added-ACC) Pilot Utilization Policy:**

4.6.5.1. **(Added-ACC)** Commanders will ensure that wing pilots fill only authorized positions IAW unit manning documents (UMDs) and that pilot status is properly designated. The overall objective is for pilots to perform operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board [FEB] member, mishap board member, etc.) but must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience. **(T-2)**.

4.6.5.2. **(Added-ACC)** Duties required by various publications that may be assigned to Aircrew Position Indicator (API)-1 pilots are weapons and tactics officer, programmer, flying safety officer, supervisor of flying (SOF), mobility/contingency plans, training (except Aviation Resource Management System (ARMS) documentation), Stan/Eval liaison officer (SELO), Aircrew Flight Equipment Officer, electronic combat officer, and other duties directly related to flying operations. API-1s will not be attached to wing staffs or man wing staff positions unless total wing pilot API-1/6 manning is 100 percent or better. **(T-2)**. Commanders will ensure wing staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs. **(T-2)**. API-8 and staff personnel on FAC-6 wavers will provide sufficient availability to meet all lookback and currency requirements, pilot meetings, testing, Duty Officer (when qualified and on days scheduled to fly), or other flying related duties. **(T-2)**.

## Chapter 5

### SPECIALIZED TRAINING PROGRAMS

**5.1. Overview.** This chapter outlines upgrade training programs for special capabilities and qualifications. These programs are intended to provide a basic starting point and may need to be modified by the squadron commander, based on the unit's requirements and the aircrew's previous experience, qualifications, and documented performance. Unless governed by a formal course syllabus, ground and device training for these programs will consist of unit-developed academics and scenarios. **(T-2).** Flight training will be conducted in accordance with a program approved by the squadron commander. **(T-2).** Using MAJCOMs may specify additional specialized training programs in their MAJCOM supplement.

**5.2. Instructor Upgrade.** Follow a MAJCOM-approved formal course syllabus. **(T-2).**

**5.2. (ACC) Instructor Upgrade.** Upon completion, the pilot is qualified according to DAFMAN 11-401 and AFI 11-202V2, as supplemented, and applicable grading volumes. IP upgrade should normally be conducted using the ACC T-38 Instructor Pilot Upgrade Training Course (ACC Course T-38IP) or T-38ADAIR IP syllabus tracks, flow programs, and requirements. An AETC T-38 PIT or AETC IFF UI may also be used for IP qualification. Multi-qualified pilots upgrading to T-38 IP is relieved of primary MDS flying duties when the flying portion of the T-38 IP course begins. The pilot will remain in this status until completion of or removal from the course. **(T-3).**

5.2.1. **(Added-ACC)** Course prerequisites for Instructor upgrade include:

5.2.1.1. **(Added-ACC)** Pilot must be Flight Lead and LLNAV qualified and have 50 hours in T-38 since initial qualification or requalification. **(T-3).** The OG/CC is the waiver authority for IP entry requirements.

5.2.2. **(Added-ACC)** Following satisfactory completion of upgrade requirements, the OG/CC interviews the upgrading IP and reviews IP responsibilities, scope of duties, authority, and philosophy. The SQ/CC certifies the upgrading IP by providing the necessary documentation, including any restrictions, in appropriate written format.

### 5.3. Night Landing Qualification Training:

5.3.1. **Spatial Disorientation Ground Training.** Spatial disorientation ground training will consist of both a briefing and a training system demonstration that focus on prevention, recognition and recovery. **(T-2).** Spatial disorientation briefing requirements are met by currency in the instrument refresher course. If spatial disorientation training system is not available, ground training may consist of a briefing only, but special emphasis on spatial disorientation prevention, recognition and recovery will be made during the briefing. **(T-2).**

5.3.2. **Flying Training.** For initial qualification, an IP qualified in RCP night landings will occupy the front cockpit. **(T-2).** The IP being night qualified will accomplish a minimum of three RCP landings. **(T-2).** Night landings to gain or regain night landing qualification will be accomplished between the end of evening civil twilight and the beginning of morning civil twilight. **(T-2).**

**5.4. Formation and/or Flight Lead Upgrade.** Using MAJCOMs will publish formation and/or flight lead training programs in their MAJCOM supplement. **(T-2).** Completion of a formal course syllabus may satisfy this requirement.

**5.4. (ACC) Formation and/or Flight Lead Upgrade.** Refer to [Attachment 2](#) or [Attachment 3](#), as applicable. The T-38 ADAIR Flight Lead Upgrade (FLUG) program is at the direction of the OG/CC.

**5.5. Low Altitude Training Upgrade.** Using MAJCOMs will publish low altitude upgrade programs in their MAJCOM supplement. **(T-2).** Completion of a formal course syllabus may satisfy this requirement.

**5.5. (ACC) Low Altitude Training (LOWAT) Upgrade.** T-38 ADAIR CAT-1 LOWAT-qualified pilots may conduct low-level navigation training and mission-oriented operations (aerial attack or threat reactions) associated with air combat tactics (ACT) down to CAT-1 LOWAT minimums (500 feet AGL). T-38 CTP pilots may execute low-level navigation training down to CAT-1 LOWAT minimums, but may not conduct mission-oriented operations associated with ACT.

**5.6. Functional Check Flight Training.** MAJCOMs will publish functional check flight pilot training requirements in their MAJCOM supplements. **(T-2).**

**5.6. (ACC) Functional Check Flight (FCF) Pilots.** Also refer to FCF pilot currency listed in [Table 4.2](#) of this supplement. If an FCF is flown dual, it may be counted as an FCF flight for both pilots provided a proportionate number of test items are accomplished by each pilot. If an FCF pilot fails to meet sortie currency, see [paragraph 4.5.1](#). **Note:** For further information about the FCF program, see [Attachment 4](#). Units will train and certify FCF pilots as follows:

5.6.1. **(Added-ACC)** Prerequisites.

5.6.1.1. **(Added-ACC)** FCF pilots will have a minimum of 750 total flying hours and 200 IP, MP or FP hours in the T-38, or 650 total hours and 300 IP or FP hours in the T-38. **(T-3).**

5.6.1.2. **(Added-ACC)** FCF IPs must have at least 4 months of experience conducting T-38 FCFs. **(T-2).** The FCF section chief should take into consideration the number of FCFs actually flown before recommending FCF pilots for FCF IP status. FCF IPs will train new FCF pilots and administer FCF certification flights according to local unit training programs. **(T-2).**

5.6.2. **(Added-ACC)** Ground Training. Ground training will include a review of applicable technical orders and publications, including, as a minimum, AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300; *Technical Manual, Acceptance/Functional Check Flight and Maintenance Operational Checks*; 1T-38A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual*, USAF Series T-38A- Aircraft; and local FCF procedures. **(T-2).**

5.6.3. **(Added-ACC)** Flying Training. Pilots fly a representative sample of FCF profiles with FCF IP supervision. Upon completion of the training program, the FCF IP will complete an AF Form 4287, *Functional Check Flight Certification Record T-38 Aircraft*. **(T-2).** **Note:** For further information about the FCF program, see [Attachment 4](#).

**5.7. (Added-ACC) LLNAV.** Low-level navigation flight will be conducted IAW AFMAN 11-250, Volume 1, *T-38 Flying Fundamentals* and AFI 11-2T-38V3. **(T-1).** Refer to [Attachment 2](#) or [Attachment 3](#), as applicable.

5.7.1. **(Added-ACC) General.** LASDT certification is required for all flights on MTRs and flights conducted at or below 1,000 feet AGL in MOAs, restricted airspace, or warning areas. T-38 IPs are certified to fly and instruct low-altitude navigation and formation down to 500 feet AGL upon completion of ACC Syllabus T-38IP or T-38 PIT.

5.7.2. **(Added-ACC) Certification and Currency.** LASDT certification incrementally qualifies a pilot to fly LLNAV down to 500 feet AGL. Currency is required for operations on MTRs and operations at or below 1,000 feet AGL. LASDT-1 and LASDT-2 can be combined for previously qualified CAT-1 LOWAT pilots at the SQ/CC's discretion. LASDT certification levels are as follows:

5.7.2.1. **(Added-ACC) LASDT-1.** Qualifies a pilot to perform unsupervised single-ship operations at or above 1,000 feet AGL.

5.7.2.2. **(Added-ACC) LASDT-2.** Qualifies a pilot to perform unsupervised single-ship operations down to 500 feet AGL.

5.7.2.3. **(Added-ACC) LASDT-3.** Qualifies a pilot to perform unsupervised formation operations down to 500 feet AGL.

**5.8. (Added-ACC) Night Qualification.** Prior to flying unsupervised at night, pilots will complete an OG/CC-developed night qualification program. **(T-3).** The program should address night-time considerations for aircraft lighting, spatial disorientation, landings and emergency procedures. Record night qualification training information in the individual's training folder and annotate on the LOX. For operations between sunset and sunrise, the Pilot in Command must be current and qualified (as applicable) for night operations. **(T-2).**

MARK D. KELLY, Lt Gen, USAF  
Deputy Chief of Staff, Operations

**(ACC)**

MARK H. SLOCUM, Major General, USAF  
Director of Operations

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

**(Added-ACC)** 1T-38A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-38A Aircraft*, 01 April 2019

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

AFI 11-200, *Aircrew Training, Standardization/ Evaluation, and General Operations Structure*, 21 September 2018

AFI 11-202, V2, *Aircrew Standardization/Evaluation Program*, 6 December 2018

**(Added-ACC)** AFI 11-202V2\_ACCSUP, *Aircrew Standardization/Evaluation Program*, 23 April 2019

AFI 11-202, V3, *General Flight Rules*, 10 August 2016

AFI 11-214, *Air Operations Rules and Procedures*, 14 August 2012

AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*, 19 August 2013

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

**(Added-ACC)** AFI 11-290\_ACCSUP, *Cockpit/Crew Resource Management Program*, 18 August 2014

**(Added-ACC)** AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 10 October 2017

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

**(Added-ACC)** AFI 11-401\_ACCSUP, *Aviation Management*, 25 March 2013

AFI 11-403, *Aerospace Physiological Training Program*, 30 November 2012

**(Added-ACC)** AFI 11-403\_ACCSUP, *Aerospace Physiological Training Program*, 29 May 2015

**(Added-ACC)** AFI 11-404, *Fighter Aircrew Acceleration Training Program*, 9 June 2017

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

**(Added-ACC)** AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

AFI 33-360, *Publications and Forms Management*, 1 December 2015

**(Added-ACC)** AFI 36-2644, *Self-Aid and Buddy Care Training*, 19 Aug 2014

AFI 44-170, *Preventive Health Assessment*, 30 January 2014

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013

**(Added-ACC)** AFI 51-401, *The Law of War*, 3 August 2018

**(Added-ACC)** AFI 71-101V2, *Protective Service Matters*, 21 May 2019

(Added-ACC) AFI 91-202, *The US Air Force Mishap Prevention Program*, 12 March 2020

AFMAN 11-2T-38, V2, *T-38 Aircrew Evaluation Criteria*, 14 May 2020

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

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 4 October 2019

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 5 April 2019

(Added-ACC) AFMAN 11-250V1, *t-38 Flying Fundamentals*, 23 June 2009

AFMAN 11-404, *Fighter Aircrew Acceleration Training Program*, 27 November 2019

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

(Added-ACC) DAFMAN 11-401. *Aviation Management*, 27 October 2020

(Added-ACC) TO 1-1-300; *Technical Manual, Acceptance/Functional Check Flight and Maintenance Operational Checks*, 14 Nov 2007

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

(Added-ACC) AFPD 51-4, *Operations and International Law*, 24 July 2018

### ***Prescribed Forms***

(Added-ACC) None

### ***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

(Added-ACC) AF Form 4287, *Functional Check Flight Certification Record T-38 Aircraft*.

AF Form 4348, *USAF Aircrew Certifications*

### ***Abbreviations and Acronyms***

(Added-ACC) **A-A**—Air to Air

(Added-ACC) **ACC**—Air Combat Command

(Added-ACC) **ACT**—Air Combat Tactics

(Added-ACC) **ADAIR**—Adversary Air

(Added-ACC) **ADO**—Assistant Director of Operations

(Added-ACC) **AETC**—Air Education and Training Command

(Added-ACC) **AFE**—Aircrew Flight Equipment

**AFPD**—Air Force Policy Directive

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

(Added-ACC) **AGL**—Above Ground Level

(Added-ACC) **AGSM**—Anti-G Straining Maneuver  
(Added-ACC) **AHC**—Aircraft Handling Characteristics  
(Added-ACC) **ANG**—Air National Guard  
(Added-ACC) **API**—Aircrew Position Indicator  
(Added-ACC) **ARMS**—Aviation Resource Management System  
**BAQ**—basic aircraft qualification  
(Added-ACC) **CC**—Commander  
**CRM**—cockpit/crew resource management  
**CT**—continuation training  
(Added-ACC) **CTP**—Companion Trainer Program  
(Added-ACC) **DACT**—Disimilar Air Combat Tactics  
(Added-ACC) **DAFMAN**—Department of the Air Force Manual  
(Added-ACC) **DCA**—Defensive Counter Air  
(Added-ACC) **DO**—Director of Operations  
(Added-ACC) **EP**—Emergency Procedure  
(Added-ACC) **EP**—Evaluator Pilot  
**ETCA**—education and training course announcement  
(Added-ACC) **FCF**—Functional Check Flight  
(Added-ACC) **FCIF**—Flight Crew Information File  
(Added-ACC) **FCP**—Front Cockpit  
(Added-ACC) **FE**—Flight Examiner  
(Added-ACC) **FEB**—Flying Evaluation Board  
(Added-ACC) **FL**—Flight Lead  
(Added-ACC) **FLUG**—Flight Lead Upgrade  
(Added-ACC) **FP**—First Pilot  
(Added-ACC) **I/Q**—Instrument/Qualification  
(Added-ACC) **IAW**—In Accordance With  
(Added-ACC) **IFF**—Introduction to Fighter Fundamentals  
**IP**—instructor pilot  
**IQT**—initial qualification training  
(Added-ACC) **LASDT**—Low Altitude Step Down Training  
(Added-ACC) **LLNAV**—Low-Level Navigation

(Added-ACC) **LOX**—Letter of (pilot) Qualifications  
**MAJCOM**—major command  
(Added-ACC) **MC**—Mission Commander  
(Added-ACC) **MDS**—Mission Design Series  
(Added-ACC) **MOA**—Military Operations Area  
(Added-ACC) **MP**—Mission Pilot  
**MQT**—mission qualification training  
(Added-ACC) **MTR**—Military Training Route  
**N-BAQ**—non-basic aircraft qualified  
**NMR**—non-mission ready  
(Added-ACC) **OCA**—Offensive Counter Air  
(Added-ACC) **OG**—Operations Group  
**OG/CC**—operations group commander  
(Added-ACC) **OIF**—Operational Information File  
**OPR**—Office of primary responsibility  
(Added-ACC) **OST**—Off Station Training  
(Added-ACC) **PAI**—Primary Aircraft Inventory  
**PIT**—Pilot Instructor Training  
(Added-ACC) **RAP**—Ready Aircrew Program  
**RCP**—rear cockpit  
(Added-ACC) **ROBD**—Reduced Oxygen Breathing Device  
**RSU**—Runway Supervisory Unit  
(Added-ACC) **RTM**—RAP Tasking Message  
(Added-ACC) **SE**—Single Engine  
(Added-ACC) **SELO**—Standardization/Evaluation Liaison Officer  
(Added-ACC) **SEPT**—Situational Emergency Procedures Training  
(Added-ACC) **SERE**—Survival, Evasion, Resistance and Escape  
(Added-ACC) **SOF**—Supervisor of Flying  
(Added-ACC) **SQ**—Squadron  
(Added-ACC) **SQ/CC**—Squadron Commander  
(Added-ACC) **Stan/Eval**—Standardization and Evaluation  
(Added-ACC) **SUPT**—Specialized Pilot Upgrade Training

(Added-ACC) **TDY**—Temporary Duty

**TI**—Theater Indoctrination

(Added-ACC) **TP**—Traffic Pattern

(Added-ACC) **WG**—Wing

### *Terms*

(Added-ACC) **Air Combat Tactics (ACT)**—Adversary support of offensive and defensive maneuvering to achieve a tactical air-to-air objective. DCA, OCA, Force Protection and other A-A centric missions that include element/multi-ship tactics are examples of ACT. ACT may be accomplished under Limited TRs (IAW AFI 11-214).

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

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

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

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

**Emergency procedures evaluation**—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures conducted by a Standardization and Evaluation flight examiner orally or in a cockpit training device.

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

(Added-ACC) **Experienced Aircrew (EXP)**—T-38 Adversary Air pilots T-38 must have 100 hours of First Pilot (FP)/IP/Mission Pilot (MP) time in the T-38, if previously or currently experienced in another fighter or attack aircraft, or 500 hours of FP/IP/MP time in the T-38 if not.

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

(Added-ACC) **Flight Lead (FL)**—As designated on flight orders, the individual responsible for overall conduct of mission from preflight preparation/briefing to postflight debriefing, regardless of actual position within the formation. A certified 4-ship FL may lead formations and missions

in excess of four aircraft, unless restricted by the unit CC. A 2-ship FL is authorized to lead an element in a larger formation.

**Formal course**—Training courses listed in Air Force ETCA.

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

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

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

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

**(Added-ACC) Mission Commander (MC) Sortie**—Special qualification sortie. Sortie where aircrew acted in the capacity of a MC for a joint/composite mission responsible for two or more types of aircraft with four or more total aircraft, or more than four own MDS aircraft versus a minimum of two pre-planned adversary aircraft.

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

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

**Night**—The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time (AFI 11-202V3).

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

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

**Proficiency**—A measure of how well a task is completed. Aircrew members are considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety (AFMAN 11-202, V1).

**(Added-ACC) Sandbag**—To occupy the rear cockpit without providing aircrew responsibilities.

**(Added-ACC) Squadron Supervisor**—SQ/CC, SQ/DO, SQ/ADO, Flight CCs. (ANG: As designated by the OG/CC.)

**Attachment 2 (Added-ACC)****T-38 ADVERSARY AIR PROGRAM (F-22)**

**A2.1. (ACC) General.** The T-38 is used to support adversary air requirements of the F-22 program.

**A2.2. (ACC) Eligibility Requirements.** Participants will have completed the Introduction to Fighter Fundamentals (IFF) course. **(T-2).** Pilots assigned T-38 Adversary Air from T-38C Specialized Pilot Upgrade Training (SUPT) will complete AETC IFF syllabus B/F-V5A-K, Track E (F-22). **(T-2).** The number of multi-qualified fighter pilots is determined by the OG/CC. Additionally, participants from outside the owning Wing (e.g., attached rated staff) will be on API-8 active flying status or on an API-4 Flying Activity Code (FAC)-6 waiver per DAFMAN 11-401. **(T-1).** Waiver authority resides with ACC/A3.

**A2.3. (ACC) Training Program.** ACC T-38 Adversary Air Course (T-38ADAIR) or a combination of AETC PIT or ACC T-38 Initial Qualification Training (T38IQT) and OG/CC MQT.

A2.3.1. **(ACC) Formation Training.** Formation training and checkout may be accomplished during either IQT or MQT as part of a syllabus sortie. Completion of the formation sortie will be documented on the gradesheet and in the training folder. **(T-2).**

A2.3.2. **(ACC) T-38 Adversary Air Instructor:**

A2.3.2.1. **(ACC) General.** T-38 Adversary Air instructor pilots must have completed either AETC PIT with OG/CC-approved ADAIR IP top-off or the ACC T38ADAIR IP course. **(T-2).** Upon completion, the pilot is qualified to instruct all phases of T-38 training including:

A2.3.2.1.1. **(ACC) T-38 Initial Qualification Training (ACC T38IQT).**

A2.3.2.1.2. **(ACC) T-38 Instructor Upgrade Course (ACC T38IP).**

A2.3.2.1.3. **(ACC) T-38 Adversary Air course (ACC T-38ADAIR).**

A2.3.2.1.4. **(ACC) OG/CC MQT Program.**

A2.3.3. **(ACC) T-38 Flight Examiner (FE):**

A2.3.3.1. **(ACC) General.** These pilots have completed an ACC- or AETC-approved IP upgrade program and the local OG/CC T-38 FE upgrade training program and support the Group by:

A2.3.3.2. **(ACC) Conducting T-38 periodic instrument/qualification and mission flight evaluations.**

**A2.4. (ACC) Other Duties Requiring T-38 Qualification:**

A2.4.1. **(ACC) Operations Group and Squadron Supervisors.** These pilots usually are in Top-3 or flight commander positions in the OG or flying squadrons. They fly the T-38 to supervise the conduct of flying operations within the units (F-22 and T-38 operations). When an F-22 pilot that is not multi-qualified in the T-38 is acting as Top-3, an experienced T-38 pilot Duty Officer must be available in the F-22 squadron (or in the T-38 ADAIR OPS building

monitoring unit ops radio frequency(s)) to provide T-38-specific expertise and support to the Top-3. (T-3).

**A2.5. (ACC) Sortie Requirements.** The annual sortie requirements are depicted in **Table A2.1** and **Table A2.2**.

A2.5.1. (ACC) Failure to meet 1-month look back requires a review of 3-month look back. (T-2). No further action is required if the pilot's 3-month look back is met. If 3-month look back is not met the pilot will be placed on probation status. (T-2). If the pilot makes the monthly sortie look back on the following month, he is removed from probation status. If the pilot fails to make look back on the following month, the pilot will complete a SQ/CC-defined requalification program that will include as a minimum an IP- supervised SEPT and an IP- supervised sortie. (T-2).

**Table A2.1. (ACC) T-38 Adversary Air Sortie Requirements.**

Category	Minimum (12 month)	1-month look back	3-month look back
T-38A/B IP	60	5	15
T-38A/B Inexp	60	5	15
T-38A/B Exp	48	4	12

**Table A2.2. (ACC) T-38 Adversary Air Currencies.**

ITEM	Event or Sortie	Inexperienced	Experienced	Affects BAQ?	Notes
1	ACT	60	90	No	1, 2, 6
2	Demanding	30	45	No	1, 3, 6
3	Low-Altitude Training	90	90	No	1, 4, 5, 6

**Notes:**

1. For IPs, accomplishing or instructing the event from either cockpit updates currency.
2. Currency may only be regained from the Front Cockpit (FCP) with an IP or qualified and current squadron supervisor in the aircraft or in the element.
3. Currency may be regained by flying a non-demanding sortie or a demanding sortie with an IP or qualified and current squadron supervisor in the aircraft or in the element.
4. To regain currency, the supervision level is the IP or squadron supervisor qualified and current in the event, in the aircraft or element.
5. LOWAT currency is required after low-altitude step-down training (LASDT) certification to fly low-altitude tactical employment (other than low-level navigation/formation) sorties below 1,000 feet AGL.
6. Definitions of demanding and non-demanding sorties:
  - a. Demanding sortie – Sorties that task the pilot to the extent that flying frequency and continuity are most critical. Authorized sorties/events requiring demanding mission currency are: (D)ACT and LOWAT (below 1,000 feet AGL), SQ/CCs may add sorties/events to the demanding sortie list, depending on unit tasking and the individual's capabilities.
  - b. Non-demanding Sortie - A sortie that provides the aircrew with the opportunity to regain basic flying proficiency without excessively tasking those skills unused during the nonflying

period. Authorized sorties/events flown for/on a non-demanding sortie include instruments, AHC, formation, and low level navigation at or above 1000 feet AGL. SQ/CCs may delete sorties/events from this non-demanding sortie list, depending on unit tasking and the individual's capabilities.

### Attachment 3 (Added-ACC)

#### U-2 COMPANION TRAINER PROGRAM

**A3.1. (ACC) General.** The T-38 is used to support the proficiency, instrument, evaluation, off-station training (OST) requirements, and other mission support duties as directed by the wing (WG) and Squadron (SQ) leadership.

A3.1.1. **(ACC) Basic Proficiency.** The primary purpose of T-38 flying in the U-2 program is to provide a level flying proficiency and continuity due to limited number of training sorties and hours available in the U-2.

A3.1.2. **(ACC) Instrument Training.** The majority of instrument training for U-2 pilots is accomplished in the T-38 because the U-2 is not equipped to effectively simulate instrument conditions.

A3.1.3. **(ACC) Pilot Evaluation.** Because of limited U-2 training resources, pilot flying evaluations are administered in the T-38. This provides supervisors with first-hand knowledge of pilot capability.

A3.1.4. **(ACC) OST.** Due to complex U-2 launch and recovery procedures and the multiple TDY locations required by the U-2 mission, the T-38 provides valuable training in strange-field procedures.

**A3.2. (ACC) Eligibility Requirements.** T-38 pilots will be on active flying status assigned to an API-1/6/8 U-2 flying position. **(T-3).** Selected pilots assigned to API-6/8 flying positions not flying the U-2 must be approved by 9 RW/CC. **(T-2).** Staff pilots will not be entered into the flying portion of the T-38 program until approval is granted. **(T-2).**

**A3.3. (ACC) T-38 Support and Qualifications.** There are two T-38 qualifications required to meet the instructor, upgrade, supervisory, and evaluation support needs of the U-2 program. They are:

A3.3.1. **(ACC) T-38 Instructor:**

A3.3.1.1. **(ACC) General.** These are pilots who have completed a MAJCOM-approved IP upgrade program and are qualified to instruct all phases of T-38 training, to include:

A3.3.1.1.1. **(ACC) ACC syllabus course T38IQT.**

A3.3.1.1.2. **(ACC) T-38 Instructor Upgrade Course--ACC Syllabus Course T38IP.**

A3.3.1.1.3. **(ACC) Continuation Training upgrade programs.**

A3.3.2. **(ACC) Basic T-38 Qualified:**

A3.3.2.1. **(ACC) General.** The basic T-38 qualified pilot is checked out in order to build flying experience. This qualification allows a pilot to perform basic instruments, AHC, transition, cross-country, and contact flights. With CT upgrade training, the pilot is qualified to fly formation and LLNAV.

A3.3.2.1.1. **(ACC) Basic qualification allows pilots to fly traffic pattern stalls and all AHC demonstrations described in AFMAN 11-250V1 except for low-speed stability exercises and full aft-stick stalls, which require an IP. The required AHC sorties stipulated in [Table 4.3](#) will be flown with an IP. (T-2).**

A3.3.2.2. (ACC) Training Program. Use ACC syllabus course T38IQT for training.

**A3.4. (ACC) Other Duties Requiring T-38 Qualification:**

A3.4.1. (ACC) T-38 FE or SELO. These pilots are assigned to OG/OGV (FE) or to individual flying squadrons (SELO) and maintain CTP IP qualification. Their primary duties are to administer initial instrument/qualification (I/Q) and periodic I/Q flight evaluations.

A3.4.2. (ACC) WG and SQ Supervisors. These pilots are usually in Top-3 and flight commander positions. They provide the basic supervision of flying operations within both the T-38 and U-2 squadrons.

**A3.5. (ACC) Continuation Training.** Pilots assigned or attached to the U-2 program are upgraded in the T-38 in phases. One phase of training is not necessarily a prerequisite of another phase. This training is accomplished according to 9 RW T-38 Continuation Training program. The objectives of these courses are to produce pilots proficient and qualified in T-38 formation, LLNAV, and night.

**A3.6. (ACC) Sortie Requirements.** T-38 CTP sortie requirements are defined in the U-2 RAP Tasking Message (RTM). (T-2).

**Attachment 4 (Added-ACC)****FUNCTIONAL CHECK FLIGHT (FCF) PROGRAM****A4.1. (ACC) The OG/CC will:**

A4.1.1. (ACC) Designate one pilot as the chief T-38 FCF pilot. The chief FCF pilot will be assigned to the operations group or at the discretion of the OG/CC. (T-2). The chief T-38 FCF pilot will be an IP. (T-2).

A4.1.2. (ACC) Determine the number of additional duty FCF pilots required. The minimum number of FCF pilots for each OG is one.

A4.1.3. (ACC) Squadron-assigned additional duty FCF pilots and FCF instructors will be appointed by a memorandum from the OG/CC. (T-2).

**A4.2. (ACC) The chief FCF pilot will:**

A4.2.1. (ACC) Work closely with maintenance quality assurance personnel.

A4.2.2. (ACC) Maintain an FCF operational information file (OIF) in the FCF briefing areas. (The FCF OIF will not duplicate the flight crew information file [FCIF].) (T-2).

A4.2.3. (ACC) Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. (T-2). The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

A4.2.4. (ACC) Monitor FCF pilot CT requirements. (T-2).

A4.2.5. (ACC) Act as a liaison member of the wing stan/eval division. (T-2).

A4.2.6. (ACC) Ensure local flight clearance is coordinated with air traffic control agencies. (T-2)