

**BY ORDER OF THE COMMANDER
AIR EDUCATION AND TRAINING
COMMAND**

**AIR EDUCATION AND TRAINING
COMMAND MANUAL 11-2T-7, Volume 1**

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Flying Operations

T-7 AIRCREW TRAINING



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This publication implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and is consistent with Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*. This Air Education and Training Command (AETC) manual prescribes standard procedures used by all pilots and weapons system operators (WSOs) aviating an Air Force T-7 aircraft and applies to all AETC Regular Air Force, Air Force Reserve, and Air National Guard instructors flying the T-7. This publication does not apply to the United States Space Force. Refer recommended changes and questions about this manual to the Office of Primary Responsibility (OPR) listed above using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Product*; route DAF Form 847 from the field through the appropriate Standardization and Evaluation functional chain. 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 Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the OPR for non-tiered compliance items. This publication may be supplemented at any level. Field units will coordinate proposed supplements to this volume through Air Education and Training Standardization and Evaluations Division (AETC/A3V) prior to publication. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, Records Management and Information Governance Program, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. This Instruction requires the collection and/or maintenance of information

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Chapter 1

GENERAL GUIDANCE

1.1. Roles and Responsibilities: This manual establishes the minimum Air Force standards for training, qualifying, and certifying personnel performing aircrew duties in the T-7. Note: For the purposes of this instruction, certification denotes a commander's action, whereas qualification denotes a formal evaluation. Reference AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, for an explanation of qualifications versus certifications. AETC/A3/6 is designated the responsible agency for this volume IAW AFPD 11-2, *Aircrew Operations*.

1.1.1. AETC A3/6 personnel will:

1.1.1.1. Review and revise guidance herein as required in conjunction with AETC/A3F. **(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 AETC/A3V and other applicable major command (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 AETC/A3F for review. **(T-2)**

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

1.1.3. Squadron Commanders will:

1.1.3.1. Manage squadron continuation training to ensure adequate continuity and supervision of individual training requirements, experience, and proficiencies of assigned and attached aircrew. **(T-2)** **Note:** This requirement may be delegated no lower than the squadron assistant operations officer.

1.1.3.2. Establish policies and guidance to include, but not limited to, theater indoctrination (TI), continuation training, buddy instructor programs (BIP), and unit certifications. **(T-2)**

1.1.3.3. Brief newly assigned aircrew on their responsibilities and BIP program policies before the new aircrew accomplishes the unit mission and any student training. **(T-2)** **Note:** The squadron director of operations may conduct this brief if the squadron commander is unavailable.

1.1.3.4. Fly at least one sortie with newly assigned aircrew during TI to discuss policies, techniques, and grading practices. **(T-2)** Document any deficiencies or emphasis areas in

the new aircrew's training folder and assign additional training sorties tailored to correct deficiencies or emphasis areas on a case-by-case basis. **(T-2) Note:** The squadron director of operations or assistant director of operations may fly this sortie if the squadron commander is unavailable.

1.1.3.5. Review completed TI and BIP documentation, assign qualified individuals to a training status, and certify instructor pilots (IPs) and instructor WSOs (IWSOs). **(T-2)** Maintain training documentation until the Air Force (AF) Form 4348, *USAF Aircrew Certifications*, is complete, and then dispose of the training documentation IAW the Record Disposition Schedule (RDS). **(T-2)**

1.1.3.6. Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, qualified, certified, and current. **(T-2)** This requirement does not apply to activities that are part of an upgrade syllabus or program leading to qualification or certification, nor does it apply to regaining currency.

1.1.3.7. Report end-of-cycle training shortfalls through the operations group commander. **(T-2)**

1.1.3.8. Report the number of aircrew members who are only qualified as direct support mission pilots (DSMP) to AETC/A3F quarterly. **(T-2)**

1.1.3.9. Assign a squadron training officer who will supervise overall schedule, training, and progress of aircrew in the TI program. **(T-2)** The training officer will maintain training documentation and forward completed documentation to the squadron commander for certification of mission ready (MR) or basic aircraft qualification (BAQ) status, as applicable. **(T-3)**

1.1.4. Individual Aircrew Members will:

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

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

1.1.4.3. 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-7 aircraft. See [Chapter 2](#) for IQT program requirements. The maximum completion time for IQT will be IAW 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 or increase flight qualifications. It provides minimum ground and flight training event requirements. This training is also necessary to develop the

instructor force and certify aircrew 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. Squadron commanders will designate all aircrew as experienced or inexperienced, as follows: **(T-2)**

1.2.3.1. Experienced Aircrew. For the purposes of this manual, the wing commander, deputy wing commander, operations group commander, deputy operations group commander, squadron commander, and squadron operations officer are designated as experienced aircrew. **(T-2)** Squadron commanders will designate aircrew as experienced IAW [Table 1.1](#) below. **(T-2)** Document experienced designation on the AF Form 4348 or unit certification document IAW AFMAN 11-202, Volume 2, and on the squadron Letter of Xs. **(T-2)**

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.

Table 1.1. Experienced Aircrew Minimum Flying Requirements.

I T E M	Crew position	Minimum Flying Hour Requirements
1	Pilot	150 total rated hours of either primary or instructor flight time in the T-7 and 600 hours total rated time, or 250 total rated primary or instructor flight time in the T-7 and 450 hours total rated time.
2	WSO (Note)	500 hours of total fighter time and 100 hours total time in the T-7.
Note: For WSOs, fighter time is hours logged in the F-15, F-18, T-7, or T-38.		

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 (e.g., functional check flight pilot). Individuals selected for training will accomplish appropriate formal course training to certify in these specialized areas or will comply with locally developed syllabi and squadron-developed training programs IAW [Chapter 5](#). **(T-2)**

1.2.5. Night Vision Goggles Training. The MAJCOM will define the night vision goggles training program.

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

1.4. Aircrew Utilization Policy. Commanders will ensure aircrew fill only authorized positions IAW unit manning documents and aircrew status is properly designated. **(T-3)**

1.4.1. Supervisors may assign aircrew to valid, short-term tasks (e.g., escort officer, flying evaluation board member, mishap board member, etc.) after giving due consideration to other factors (e.g., level of aircrew tasking, flying proficiency, currency, and experience).

1.4.2. 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, mobility and contingency plans, training (excluding air resource tool enterprise mission information system (ARTEMIS) documentation), standardization/evaluation liaison officer, squadron aircrew flight equipment continuation training instructor, electronic combat officer, and other duties directly related to flying operations.

1.4.2.1. API-1 pilots will not be attached to wing staffs or man wing staff positions unless total wing API-1/6 aircrew manning at or above 100 percent. **(T-2)**

1.4.2.2. Commanders will ensure wing staff aircrew (API-6) perform duties justified in MAJCOM manpower standards documents and authorized in unit manning documents. **(T-2)**

1.5. Training Records and Reports. Units will:

1.5.1. Maintain aircrew records for individual training and evaluations according to AFMAN 11-202, Volume 1, AFMAN 11-202, Volume 2, and the RDS. **(T-2)** Graduate/Training Integration Management System (G/TIMS) is the system of record for maintaining training documentation.

1.5.2. Maintain documentation on an AF Form 4348, or G/TIMS equivalent, according to AFMAN 11-202, Volume 2 for each certification listed on the squadron Letter of Xs. **(T-2)** Paper records may be converted to a digital format after signature. Corresponding training records maintained during the certification process must be retained a minimum of 6 months after AF Form 4348 is signed, and then the records may be handled IAW the RDS. **(T-2)**

1.6. Flying Training Wing Key Personnel.

1.6.1. Wing commanders, wing deputy commanders, operations group commanders, and operations group deputy commanders will complete IQT and MQT and be fully qualified in their primary mission aircraft before assuming duties in that position. **(T-2)**

1.6.2. Wing flight safety officers will complete IQT and MQT in their primary mission aircraft. **(T-2)** Wing safety offices will have at least one flight safety officer for each primary mission aircraft. **(T-2)**

1.6.3. The operations group commander and operations group deputy commanders will maintain flight examiner (FE) certification in their primary mission aircraft. **(T-2)**

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Information. This chapter outlines the IQT program for the T-7. IQT provides the training necessary to qualify aircrew in a basic position and flying duties without regard to a unit's mission. Upon completion of IQT, aircrew attain BAQ status. 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://usaf.dps.mil/teams/app10-etca/SitePages/Home.aspx>. Completing the appropriate formal course satisfies basic qualification training requirements. IAW AFMAN 11-202, Volume 1, 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. **(T-2)**

2.1.1. Upon completion of the IQT program, aircrew will be qualified IAW AFMAN 11-202, Volume 2; and Air Education and Training Command Manual (AETCMAN) 11-2T-7, Volume 2, *T-7 Aircrew Evaluation Criteria*. **(T-2)**

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)** Units will not use aircrew members undergoing qualification training in unit jobs or other duties until the completion of training. **(T-2)** Units will notify the gaining wing commander whenever aircrew fail to complete training within the specified time limit; notification will include the aircrew's name, grade, reason for delay, planned actions, and estimated completion date. **(T-2)**

2.1.3. Completion of IQT qualifies pilots to act as pilot-in-command.

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, Volume 1. **(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, Volume 1; and centrifuge training IAW 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 the operations group commander may tailor the training to the individual's background and experience as well as local conditions. **(T-2)**

2.4. Flying Training. Aircrew will complete normal course syllabus mission objectives and tasks as the minimum requirements to complete IQT. **(T-2)** Additional training is available within the constraints of the formal course syllabus. Aircrew may satisfy MQT and upgrade training requirements during IQT if the appropriate instructor is available and the formal course training allows it.

2.5. Basic Aircraft Requalification Training. An aircrew member is unqualified upon expiration or removal of their qualification evaluation, or loss of currency exceeding 6 months for any ground or flying training events necessary to maintain BAQ status. Units will follow the

requalification guidance in AFMAN 11-202, Volume 1, and the guidance within [paragraph 4.6.2](#) of this manual. **(T-2)**

2.6. Multiple Qualifications. Qualification in more than one mission design series is authorized according to AFMAN 11-202, Volume 1, but multiple qualifications are not authorized for general officers. **(T-2)** Aircrew with multiple qualifications must complete IQT as specified in this chapter. **(T-2)** Aircrew with multiple qualifications must meet all T-7 CT requirements IAW [Table 4.2](#) and [Table 4.3](#). **(T-2)**

2.7. Senior Officers Qualifications. Senior Officer (colonel selects and above) training will follow the appropriate formal course syllabus and comply with guidance provided in DAFMAN 11-401, *Aviation Management*, and AFMAN 11-202, Volume 1. **(T-2)**

2.7.1. General officer flying training wing commanders will be fully qualified instructors and have a completed AF Form 8, *Certificate of Aircrew Qualification*, according to the requirements of DAFMAN 11-401 and AFMAN 11-202, Volume 2. **(T-2)**

2.7.2. If current and qualified, general officers in command billets may fly without an instructor in their primary aircraft.

2.7.3. Other general officers, and those maintaining basic qualifications or less will fly with an instructor in the same aircraft. **(T-2)**

2.8. Flight Surgeon Qualification. In addition to applicable requirements in AFMAN 11-202, Volume 1, flight surgeon training will consist of the following ground training:

2.8.1. A review of aircraft systems and emergency procedures with an instructor. **(T-2)**

2.8.2. One-time cockpit/crew resource management (CRM) training in accordance with AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*. **(T-2)**

2.8.3. Aircrew flight equipment and procedures training and egress training in accordance with AFMAN 11-301, Volume 1, *Aircrew Flight Equipment (AFE)*. **(T-2)**

2.8.4. Completion of a flight surgeon qualification examination according to AFMAN 11-202, Volume 2. **(T-2)**

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. Completion of MQT in accordance with AFMAN 11-202, Volume 2, and this regulation qualifies T-7 aircrew as a basic mission capable (BMC) IP, IWSO, or DSMP in the T-7, or as a DSMP. **Exception:** Refer to the “Senior Officer Limited MQT” section in this chapter.

3.1.1. MQT is normally conducted in conjunction with IQT according to the formal course instructor training or DSMP syllabus. **Note:** The squadron commander may determine any additional sorties and requirements for a certification to teach other instructors.

3.1.2. Aircrew will not be designated as MR until completion of TI training and certification by the squadron commander. **(T-2)** Pilots who have completed a DSMP Qualification Evaluation are considered BMC flight leads while accomplishing the remainder of their syllabus. **(T-2)**

3.1.3. Aircrew will complete T-7 IQT, as well as prerequisites in the appropriate formal course training syllabus and AFMAN 11-202, Volume 1, prior to beginning MQT. **(T-2)**

3.1.4. When MQT is not conducted in conjunction with IQT:

3.1.4.1. Minimum ground training will consist of the ground training required by the instructor phase of the formal course instructor syllabus. **(T-2) Exception:** Refer to the “Senior Officer Limited MQT” section in this chapter.

3.1.4.2. Minimum flying training will consist of the instructor phase sorties required by the formal course instructor syllabus or the DSMP sorties required by the DSMP syllabus. **(T-2) Exception:** Refer to the “Senior Officer Limited MQT” section in this chapter.

3.1.5. Aircrew will log MQT sorties as mission support sorties when MQT is not completed by formal course training. **(T-2)** MQT sorties may be used to meet sortie and event requirements during the training cycle in which flown.

3.2. Senior Officer Limited MQT. Senior officer pilots with previous fighter, undergraduate or graduate pilot training, IFF, or T-38 fighter/bomber fundamentals experience may complete a locally developed, AETC/A3V-approved MQT program. The program will include a mission evaluation in accordance with AFMAN 11-202, Volume 2. **(T-2)** Upon completion of the mission evaluation, aircrew will be assigned BMC status. **(T-2)** Aircrew will only fly events for which they are qualified (e.g., air-to-air or air-to ground) or as part of training leading to qualification. **(T-2)**

3.2.1. Air-to-Air Mission Qualification. The MAJCOM will define the minimum requirements for a senior officer limited air-to-air mission qualification.

3.2.2. Air-to-Ground Mission Qualification. The MAJCOM will define the minimum requirements for a senior officer limited air-to-ground mission qualification.

3.3. Theater Indoctrination (TI) Training. TI is the beginning of the local upgrade process for new aircrew, where skills learned during IQT and MQT are reinforced in the local flying environment.

3.3.1. Minimum TI Sortie Requirements:

3.3.1.1. Squadron commanders will define a standard TI program for each of the qualifications in the squadron (e.g., IP, IWSO, DSMP, etc.). **(T-2)** At minimum, new aircrew will fly at least one T-7 sortie in every category they are certified to lead or instruct (e.g., formation, low-level, basic fighter maneuvers, etc.). **(T-2)**

3.3.1.2. New aircrew will fly a local orientation mission prior to the specific TI category missions. **(T-2)** This local orientation mission will focus on terminal area procedures, special use airspace procedures, and pattern operations to allow new unit aircrew to absorb as many of the local idiosyncrasies as possible before concentrating on required category missions. **(T-3)**

3.3.1.3. Sortie profiles for each type of TI category missions should focus on training techniques, local constraints, common student errors, and should use local routes and bases to the maximum extent possible.

3.3.2. Aircrew in TI will fly with specific TI aircrew, designated by the squadron commander. **(T-3)**

3.3.3. Aircrew will not perform instructor duties or the unit mission prior to completing TI. **(T-2)**

3.3.4. Record TI progress and completion G/TIMS or a MAJCOM-approved alternate program. **(T-2)**

3.3.5. TI sorties and events may be applied toward CT requirements during the period in which they are flown.

3.3.6. TI sorties may be combined where all training objectives can be met for each individual sortie. TI sorties will include normal operations and emergency situations in the local area such as diversions, single runway operations, and emergency airfields. **(T-2)**

3.3.7. After successfully completing TI, the squadron commander may certify the new aircrew as MR, BMC, or BAQ, as applicable.

3.3.8. Squadron commanders may waive TI for aircrew that remain at the same base in which they completed MQT.

3.4. Loss of MR status. Non-Mission Ready (NMR) instructors will not accomplish instructor duties (neither simulator events nor flight events), except under instructor supervision to regain MR status. **(T-2) Exception:** Certified T-7 military simulator instructors follow Air Education and Training Command Instruction (AETCI) 11-203, *Flying Training Simulator Instructor Programs*, guidance.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General Information. This chapter outlines minimum ground and flying training requirements for T-7 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 ARTEMIS database IAW AFMAN 11-202, Volume 1, and AFMAN 11-421, *Aviation Resource Management*. **(T-2)** Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember.

4.2. Training Cycle. There are two semiannual CT training cycles each calendar year: 1 January to 30 June and 1 July to 31 December.

4.3. Quarterly CT Meetings:

4.3.1. 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 CRM topic or scenario should be discussed in each CT meeting referring to core concepts from AFMAN 11-290.

4.3.2. Aircrew must attend CT meetings. **(T-2)** 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)**

4.3.3. Associate aircrew (e.g., wing staff, group staff, and Air Reserve Component associate aircrew, etc.) attend CT meetings held by the flying unit to which they are attached.

4.4. CT Administration:

4.4.1. Requirements. Squadron commanders will approve profiles for all required CT sorties. **(T-2)** Sorties and events accomplished during MQT may be credited toward CT requirements for the training cycle in which they were accomplished.

4.4.1.1. BMC aircrew will maintain the same sortie and event requirements as an instructor, based on the crewmember's experience level. **(T-2) Exception:** BMC aircrew are not required to accomplish instructor development (ID) and student instructional sorties.

4.4.1.2. BAQ aircrew members maintain the minimum requirements listed in [Table 4.1](#). **(T-2)** Currencies that affect BAQ status are listed in [Table 4.2](#) of this supplement.

4.4.1.3. DSMP follow BMC aircrew requirements in [Table 4.3](#). **(T-2)**

4.4.1.4. AETC/A3V is the reviewing, additional training, and waiver authority for Command FEs.

4.4.2. 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, Volume 1. Round off prorated numbers resulting in fractions of less than 1/2 to the next lower whole number, but units will ensure no requirement is prorated below 1. (T-2)

4.4.3. Failure to Complete Semiannual CT Requirements: See AFMAN 11-202, Volume 1. Aircrew members who fail to maintain training requirements according to [Table 4.1](#) and [Table 4.3](#), and minimum MR, BMC, or BAQ CT requirements according to AFMAN 11-202, Volume 1 will be placed in NMR or non-basic aircraft qualified (N-BAQ) status as applicable. (T-2)

4.5. Minimum Training Requirements. Training accomplished during IQT, MQT, and TI, and BIP training may be credited toward CT requirements for the training cycle in which it was accomplished. AFMAN 11-202, Volume 1 and [Table 4.1](#) establish aircrew minimum training requirements. CRM continuation training frequency is 12 months (see [paragraph 5.7](#)). (T-2)

Table 4.1. Aircrew Minimum Requirements Table.

I T E M	A	B	C	D
	Subject (Note 1)	Prescribing Directive	Grounding	Status if overdue (Note 2)
1	Flight Physical	DAFMAN 48-123	Yes	N-BAQ
2	Physiological Training	AFMAN 11-403	Yes	N-BAQ
3	Instrument/Qual Evaluation (Note 3)	AFMAN 11-202, V2	No	N-BAQ
4	Mission Evaluation	AFMAN 11-202, V2	No	NMR
5	CRM continuation training (Note 4)	AFMAN 11-290	No	N-BAQ
6	Aircrew flight equipment familiarization (LL01)	AFMAN 11-301, V1	Yes	N-BAQ
7	Emergency egress training, ejection seat (LL02)	AFMAN 11-301, V1	Yes	N-BAQ
8	Aircrew flight equipment training (LL06)	AFMAN 11-301, V1	Yes	N-BAQ
9	Aircrew Flight Equipment Fit Check (LL07)	AFMAN 11-301, V1	Yes	Grounded
10	Local area survival training (SS01) (Note 5)	AFI 16-1301	Yes	N-BAQ
11	Water survival training (SS05) (Note 6)	AFI 16-1301	Note 6	Note 6
12	Emergency parachuting training (SS06)	AFI 16-1301	Yes	N-BAQ
13	Instrument refresher course	AFMAN 11-210	No	N-BAQ
14	CAPs testing	This AETCMAN	Yes (Note 7)	Grounded
15	Flight Surgeon Examination (Note 8)	AFMAN 11-202, V2	Yes	N-BAQ

16	Centrifuge Training	AFMAN 11-404	No (Note 9)	N-BAQ
17	AIR Card® Training	AFI 11-253	No	Restricted (Note 10)

Notes:

1. This is a consolidated list. The most current frequency requirement is found in the prescribing directive.
2. See **paragraph 4.4.3**.
3. WSOs complete qualification examinations only.
4. For multiple-qualified T-7 aircrew, accomplishment of annual CRM CT in their primary aircraft fulfills the T-7 annual CRM CT requirement in this table. For Flight Surgeons, CRM is a one-time requirement in the primary assigned aircraft.
5. The unit will train visiting aircrew on unique/local Aircrew Flight Equipment and local area survival requirements, to include equipment configurations and individual survival components and 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. **(T-2)** Reference AFI 16-1301 and the associated MAJCOM supplement.
7. Aircrew must complete this before the first flight of the month. **(T-2)**. An unsatisfactory CAPS sheet will result in grounding until successful re-accomplishment. **(T-2)**. Ops limits exams are correctable to 100 percent.
8. Flight Surgeons only.
9. Successful centrifuge completion is required for pilots to become Mission-qualified or fly the T-7 solo.
10. Aircrew will not use the AIR Card® until they have a current and completed user training and statement of understanding. **(T-2)**

Cited publications: DAFMAN 48-123, *Medical Examinations and Standards*; AFMAN 11-403, *Aerospace Physiology Training Program*; AFMAN 11-202, Vol. 2, *Aircrew Standardization and Evaluation Program*; AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*; AFMAN 11-301, Vol. 1, *Aircrew Flight Equipment (AFE)*; AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*; AFMAN 11-210, *Instrument Refresher Program (IRP)*; AFMAN 11-404, *Fighter Aircrew Acceleration Training Program*; AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*

4.6. Flying Training:

4.6.1. All aircrew will maintain currency requirements as applicable in **Table 4.2**. **(T-2)** Units will document operations group commander reviews of training cycle shortfalls and additional training requirements in the individual's training folder. **(T-2)**

4.6.1.1. Aircrew become noncurrent in a particular currency if they exceed the specified timeframe listed in **Table 4.2** (e.g., an inexperienced pilot becomes noncurrent for landing after 30 days from last landing). Aircrew must accomplish the appropriate recurrency item in **Table 4.2** and the appropriate section from **paragraph 4.6.3**. **(T-2)**

4.6.1.2. Aircrew become unqualified for loss of landing or instructor currencies.

Table 4.2. T-7 Aircrew Currencies.

Event or Sortie Type	Inexperienced	Experienced	To Update, Accomplish:	If Expired:	Notes
Landing	30	45	In aircraft, a day or night landing from either cockpit	Non-current, may become unqualified	1
Rear Cockpit (RCP) Landing (IP only)	60	90	In aircraft, a day or night landing from the RCP	Non-current, unable to instruct from the RCP	2
RCP Night Landing (IP only, if certified)	90		In aircraft, a night landing from the RCP	Non-current, unable to instruct from the RCP at night	3
Instrument Approach (both pilots and WSOs)	30	45	In aircraft or sim, to the decision altitude or minimum descent altitude	Non-current, unable to instruct this area	4, 5
Precautionary Flame Out (PFO) Pattern (both pilots and WSOs)	30	45	In aircraft or sim		6, 7
RCP PFO Pattern (IP only)	60	90	In aircraft	Non-current, unable to instruct from the RCP	6, 7
Formation Takeoff (both pilots and WSOs)	120	180	In aircraft, either cockpit, as lead or wing	Non-current, unable to instruct the applicable area	8
Formation Approach (both pilots and WSOs)	60	90	In aircraft, either cockpit, as lead or wing		8
Demanding Mission (both pilots and WSOs)	30	45	A demanding mission		9, 10
Low-Level Navigation (both pilots and WSOs)	60	90	In aircraft, for two legs of a published low-level route below 1,000' above ground level (AGL)		10, 11
Low Altitude Training (LOWAT) (both pilots and WSOs)			In aircraft, tactical maneuvering below 5,000' AGL		10, 11
Air Combat Training (ACBT) (both pilots and WSOs)			A basic fighter maneuvers, air combat maneuvering, or air combat tactics sortie		10, 12
Weapons Delivery (both pilots and WSOs)			A weapons delivery event in either cockpit		13
Student Instructional Sortie (both IPs and IWSOs)	30	60	By instructing a syllabus-directed student sortie		Non-current, unable to instruct any area
Student Direct Support Sortie (DSMP only)	30	60	By supporting a syllabus-directed student sortie	Non-current, unable to direct-support a student sortie	14

Notes:

1. See **paragraph 4.6.3.1.** of this manual.
2. See **paragraph 4.6.3.2.** of this manual.
3. See **paragraph 4.6.3.3.** of this manual.
4. See **paragraph 4.6.3.4.** of this manual.
5. Instrument approach currency may be updated from either cockpit whenever an instrument approach is flown.
6. See **paragraph 4.6.3.5.** of this manual.
7. If updating PFO currency in the simulator, the visual system must allow the aircrew to see the runway environment throughout the entire pattern. **(T-2)**
8. See **paragraph 4.6.3.6.** of this manual.
9. See **paragraph 4.6.3.7.** of this manual.
10. This currency is not applicable to Direct Support BMC pilots who are not qualified for this mission type.
11. See **paragraph 4.6.3.8.** of this manual.
12. See **paragraph 4.6.3.9.** of this manual.
13. See **paragraph 4.6.3.10.** of this manual.
14. Recurrency is a CT sortie with another instructor. **(T-2)**

4.6.2. Restrictions:

4.6.2.1. Aircrew will not fly sorties, events, mission, and currency items in which they are not qualified, current, and certified. **(T-2)** Instructors will only instruct airborne events in which they are current and qualified and have been certified to instruct. **(T-2)**

4.6.2.2. First pilots will not fly touch-and-go landings, formation sorties, or low-level sorties without a current IP at a set of controls. **(T-2)** **Exception:** First pilots enrolled in a formal AETC course of training, or First pilots flying formation or two-ship low-level sorties during TI training are exempt from these restrictions if the First pilot is under the direct supervision of an IP in the other formation aircraft.

4.6.3. Currency and Recurrency. Unless otherwise restricted, aircrew may log and update currencies during any sortie (including student sorties) if the maneuver or item is demonstrated. The MAJCOM will define which flying currencies or events must only be accomplished in the aircraft and which may be updated in the simulator, subject to simulator certification. If an aircrew loses an event currency, the aircrew will not perform that event except for the purpose of regaining currency under the supervision of a qualified instructor, current in that event. **(T-2)**

4.6.3.1. Expired Landing Currency: Landing currency is required to maintain BAQ (see **paragraph 2.5**). **(T-2)** Front cockpit landing currency is good day or night. Pilots become unqualified after loss of landing currency plus 180 days (e.g., an inexperienced pilot who has not landed for 211 days). **(T-2)** Currency may be regained by flying at least three satisfactory landings with an IP who is current. **(T-2)** Loss of landing currency exceeding 90 days requires the following action: **(Note:** Timing starts from date of last landing.)

4.6.3.1.1. For 91 through 135 days. Accomplish at least three satisfactory landings with an IP who has landing currency, on a dedicated T-7 CT sortie, complete an instructor-supervised emergency procedure review session, and complete an instructor-supervised instrument review session covering normal, emergency, and instrument procedures. **(T-2)**

- 4.6.3.1.2. For 136 through 210 days (to 225 days Experienced) (e.g., an inexperienced pilot who has not landed for 136 to 210 days). Accomplish at least three satisfactory landings with an IP who has landing currency, on a dedicated T-7 CT sortie, complete an instructor-supervised emergency procedure review session, complete an instructor-supervised instrument review session, and accomplish both AETCMAN 11-2T-7, Volume 2, qualification written examinations and an emergency procedures evaluation. **(T-2)** AF Form 8 documentation is not required.
- 4.6.3.1.3. For 211 days (Inexperienced) or 226 days (Experienced) up to 39 months at the end of a nonflying assignment or 48 months at the end of any active flying assignment. Accomplish a locally administered qualification program approved by the operations group commander, to include an AETCMAN 11-2T-7, Volume 2 instrument/qualification evaluation. **(T-2)** AF Form 8 documentation is required. **(T-2)**
- 4.6.3.1.4. For periods of time greater than **paragraph 4.6.3.1.3**, accomplish basic aircraft requalification IAW AFMAN 11-202, Volume 1, and accomplish instructor/mission requalification according to MAJCOM direction. **(T-2)**
- 4.6.3.2. Expired RCP Landing Currency. To regain RCP landing currency, the IP must complete a RCP landing with another IP in the front cockpit. **(T-2)** RCP landings update both RCP landing currency and landing currency.
- 4.6.3.3. Expired RCP Night Landing Currency. 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)** To regain RCP night landing currency, the IP must accomplish a minimum of three, night landings from the RCP with another IP in the front cockpit. **(T-2)** The front cockpit IP must be qualified (not necessarily current) in RCP night landings. **(T-2)**
- 4.6.3.4. Expired Instrument Approach Currency. Non-current instrument aircrew must have an instrument-qualified safety observer in the aircraft to gain or regain currency or must have an IP in a chase aircraft to monitor the instrument approach and the weather must allow the entirety of the approach to be flown in Visual Meteorological Conditions (VMC). **(T-2)** For non-current instrument aircrew to fly solo or with another non-qualified instrument aircrew, the weather at the intended field of landing must permit a Visual Flight Rules (VFR) descent to a VFR approach. **(T-2)**
- 4.6.3.5. Expired PFO Pattern Currency or Expired RCP PFO Pattern Currency. Aircrew who are non-current for PFO patterns for greater than 30 days must fly with an IP in the formation who has PFO currency and can monitor the PFO pattern as a chase aircraft. **(T-2)** To regain RCP PFO pattern currency, IPs who are non-current for RCP PFO patterns must fly and RCP PFO with an IP in the front cockpit. **(T-2)**
- 4.6.3.6. Expired Formation Takeoff or Expired Formation Approach Currency. Aircrew with an expired formation takeoff or expired formation approach currency must fly a formation takeoff or formation approach with an IP in the formation to monitor the event. **(T-2)**
- 4.6.3.7. Expired Demanding Mission Currency. Aircrew who are expired in demanding mission currency must fly either a non-demanding mission, with an instructor in the

formation who has demanding mission currency, or a demanding mission with an instructor in the RCP. **(T-2)**

4.6.3.8. Expired Low-Level Currency or Expired LOWAT Currency. Aircrew with expired low-level navigation currency must fly at least two legs of a published low-level route below 1000' AGL with an instructor in the formation who can monitor the event. **(T-2)** To regain LOWAT currency, aircrew must demonstrate satisfactory performance in tactical maneuvering for the following events below 5000' AGL, and with an instructor in the formation who can monitor the events: vertical awareness training, hard turns, tactical formation, offensive/defensive maneuvering, and one LOWAT air-to-air intercept. **(T-2)**

4.6.3.9. Expired ACBT Currency. Aircrew who are expired in ACBT currency, are non-current for any basic fighter maneuvers (BFM), air combat maneuvering (ACM), or air combat tactics (ACT) mission types, and must update with an instructor in the RCP. **(T-2)**

4.6.3.10. Expired Weapons Delivery Currency. To regain weapons delivery currency, aircrew must accomplish a weapons delivery with an instructor in the formation to monitor the event and validate the parameters.

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

4.6.4.1. Cause IAW AFMAN 11-202, Volume 2. **(T-2)** (**Note:** This may also drive a loss of BAQ IAW [paragraph 2.5.](#))

4.6.4.2. A failed flight evaluation. **(T-2)** (**Note:** This may also drive a loss of BAQ IAW [paragraph 2.5.](#)) To regain instructor status, an instructor must successfully complete a flight evaluation IAW AFMAN 11-202, Volume 2. **(T-2)**

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

4.6.4.4. Expiration of the required periodic mission evaluation.

4.6.4.5. Instructors become unqualified 226 days after their last student instructional sortie. **(T-2)** In addition to applicable requalification requirements in AFMAN 11-202 Volume 2, instructors who have not performed a student instructional sortie for:

4.6.4.5.1. A period of up to 225 days will fly at least one ID sortie with a current and qualified instructor and update all expired currencies in [Table 4.2.](#) **(T-2)** The squadron commander will define the mission type and profile. **(T-2)** This ID sortie may not be accomplished in the simulator. **(T-2)**

4.6.4.5.2. A period of 226 days to 24 months may complete a locally generated training program tailored to the pilot's previous experience and currency, in lieu of a formal requalification syllabus. The operations group commander is the approval authority. **(T-2)** Send an informational copy of the training program to AETC/A3F. **(T-2)**

4.6.4.5.2.1. Only use experienced instructors to administer the flying portions of the local training program. **(T-2)**

4.6.4.5.2.2. The training plan must conclude with the appropriate instructor/mission requalification evaluation. **(T-2)** AF Form 8 documentation is

required. (T-2) Accomplish any basic aircraft requalification events prior to accomplishing any instructor/mission training and qualification events. (T-2)

4.6.4.5.3. A period of 2 to 5 years will complete the appropriate formal requalification syllabus that culminates in an AF Form 8. (T-2)

4.6.4.5.4. A period of more than 5 years will complete the appropriate IQT and MQT syllabi. (T-2)

4.6.5. Semiannual Event Requirements. All aircrew will accomplish semiannual event requirements listed in [Table 4.3](#). (T-2) The MAJCOM will define the minimum semiannual numbers for each event. The MAJCOM will define which semiannual events may be accomplished in the simulator. See [paragraph 4.4.3](#) for information regarding a failure to complete all required semiannual events.

Table 4.3. T-7 Semiannual Event Requirements.

I T E M	Requirement	IP (Inexperienced / Experienced)	BMC (Inexperienced / Experienced)	WSO (Inexperienced / Experienced)	Notes
1	Sortie (Total)	Will be defined by the MAJCOM	Will be defined by the MAJCOM	Will be defined by the MAJCOM	1
2	- Formation				2
3	- Instrument/Navigation				2, 3
4	- Low Level Navigation				2
5	- Advanced Handling Characteristics				2
6	- Air Combat Training				2, 4, 5
7	- Surface Attack				2, 6
8	Emergency Procedure (EP) / CRM Simulator				7
9	Precautionary Flameout Approach				
10	Instrument Approach (Total)				
11	- Published Approach Procedure				8
12	- Precision Approach				9
13	- Non-precision Approach				9
14	- Heads-up Display (HUD)-off Instrument Approach				10
15	Circling Maneuver				11
16	Night Landing				12
17	Formation Takeoff				13
18	Formation Approach				13
19	Weapons Delivery				

Notes:

1. Flown as ID sorties (IPs and IWSOs) or as CT sorties for proficiency (BMC aircrew).
2. Updates Sortie (Total) (**item 1** in this table).
3. Instrument/Navigation ID sorties should be flown off-station to the maximum extent possible.
4. Not applicable to BMC aircrew qualified for air-to-ground missions only.
5. Air Combat Training (ACBT) encompasses BFM, ACM, or ACT mission types.
6. Not applicable to BMC aircrew qualified for air-to-air missions only.
7. Reference the “Annual EP and CRM Training” guidance in **paragraph 5.7** of this publication.
8. Accomplish a complete procedure (high or low altitude) from the initial approach fix to a landing, missed approach, or climb out. Log in conjunction with **item 11**, **item 12**, **item 13**, or **item 14** in this table, as appropriate.
9. Also updates Instrument Approach (Total) (**item 10** in this table).
10. Accomplish an instrument approach from either cockpit without reference to the HUD. In the front cockpit, accomplish with the HUD blanked or dimmed from view. Log in conjunction with **item 12** or **item 13** in this table, as appropriate.
11. Accomplish a circling maneuver at the end of a non-precision approach (or low closed pattern where local procedures are established).
12. IP only, if pilots are certified and assigned/attached to units with night requirements.
13. Accomplish from either the lead or wing position. Interval takeoffs do not satisfy formation takeoff requirements. Formation drag maneuvers do not satisfy formation approach requirements.

4.7. Special Categories:

4.7.1. Demanding Sortie. The MAJCOM will define the T-7 sorties or events requiring demanding mission currency. See **paragraph 4.6.3.5** regarding regaining demanding mission currency.

4.7.2. Flight Surgeon. Flight Surgeons will accomplish ground-training requirements IAW **Table 4.1** of this manual. **(T-2)** Flight Surgeons will accomplish a written evaluation every 17 months IAW AFMAN 11-202, Volume 2 and CT flying requirements IAW AFMAN 11-202, Volume 1. **(T-2)**

4.7.3. Higher Headquarters API-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:

4.7.3.1. Aircrew will ensure appropriate ARTEMIS data is maintained and provided IAW DAFMAN 11-401. **(T-3)**

4.7.3.2. 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)**

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

4.8. Indoctrination Flier Training.

4.8.1. In addition to DAFMAN 11-401 and supplemental guidance, indoctrination fliers will accomplish the following:

4.8.1.1. A review of the T-7 technical order/flight manual, AETCMAN 11-2T-7, Volume 3, *T-7 Operations Procedures*, and applicable supplements. **(T-2)**

4.8.1.2. Egress training in accordance with AFMAN 11-301, Volume 1, or AFMAN 11-202, Volume 1. **(T-2)**

4.8.1.3. Survival training according to DAFI 10-3004. **(T-2)**

4.8.1.4. An aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics including the pilot priority switch and the electronic inter-seat sequencer. **(T-2)**

4.8.2. Indoctrination fliers will complete an annual ground training program to include review of aircraft systems, emergency procedures, and egress training in accordance with **paragraph 4.8.1.2** above. **(T-2)**

4.8.3. Indoctrination fliers have no continuation training or flying currency requirements.

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 unit requirements or an aircrew's previous experience, qualifications, and documented performance. Units will develop academics and scenarios for these programs unless governed by a formal course syllabus. **(T-2)** Flight training will be conducted IAW a program approved by the squadron commander. **(T-2)**

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

5.3. Night Landing Qualification Training:

5.3.1. Accomplish all ground training events prior to the first night sortie. **(T-2)**

5.3.2. 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 the IP will place special emphasis on spatial disorientation prevention, recognition and recovery during the briefing. **(T-2)**

5.3.3. Flying Training initial qualification. An IP current and qualified in RCP night landings will occupy the front cockpit. **(T-2)** The IP gaining night qualification will accomplish a minimum of three RCP landings. **(T-2)**

5.4. Formation and/or Flight Lead Upgrade. Completion of a formal instructor upgrade course syllabus satisfies this requirement.

5.5. Low Altitude Training Upgrade. Completion of a formal instructor upgrade course syllabus satisfies this requirement.

5.6. Functional Check Flight Training. The MAJCOM will publish functional check flight aircrew training requirements.

5.7. Annual EP and CRM Training:

5.7.1. All aircrew will maintain EP and CRM mission currency. **(T-2)** Accomplish the mission in the simulator with a certified, T-7 civilian simulator instructor, T-7 military simulator instructor, or a T-7 FE. **(T-2)** Military simulator instructors and FEs may take credit for an EP and CRM simulator when administering the simulator.

5.7.2. Because of local emergency scenarios, a locally generated simulator EP and CRM instructor guide will be used when administering the simulator. **(T-2)** The EP simulator mission will include the following as a minimum:

5.7.2.1. All critical action procedures. The instructor will also emphasize selected noncritical action emergencies. **(T-2)**

5.7.2.2. Use of HUD-only and standby instrument use. **(T-2)**

5.7.2.3. One emergency procedure per phase of flight. **(T-2)**

5.7.2.4. At least one CRM practice scenario using CRM core concepts from AFMAN 11-290. **(T-2)**

5.7.2.5. A compounding emergency scenario which ties two aircraft emergencies closely together. **(T-2)**

5.7.2.6. Applicable mishap lessons learned identified by MAJCOM, wing, or unit safety staffs. **(T-2)**

5.7.3. All aircrew must attend a CRM refresher each calendar year. **(T-2)**

5.8. G-Awareness Continuation Training. Units will develop a continuation program that provides feedback to aircrew and imprints a proper L-1 anti-G strain maneuver (AGSM) so that it becomes an integral part of pulling Gs. **(T-2)**

5.8.1. The basis of this program is to give each flight lead, squadron supervisor, flight surgeon and, if available, aerospace physiologist the skills needed to evaluate video data transfer system to ensure a proper AGSM is being performed. This program also makes assessment of the AGSM a normal debrief item after every flight.

5.8.2. Use the following minimum guidance to implement the unit's program:

5.8.2.1. When maneuvers above five Gs are anticipated on any particular flight, the flight brief must emphasize G-awareness. **(T-2)**

5.8.2.2. AGSM technique and assessment will be incorporated into the squadron CT training program. **(T-2)** Academics will include a discussion of the limitations imposed on aircraft performance as a result of an ineffective AGSM.

5.8.2.3. The G-awareness exercise will be flown IAW the guidance in AETCMAN 11-2T-7, Volume 3. **(T-2)**

5.8.2.4. Flight leads will assess the AGSM effectiveness of flight members during mission debriefings and should not be limited to the G-awareness exercise. **(T-2)** Evaluate the AGSM after the aircrew has had the time to fatigue to get an accurate assessment of a aircrew's AGSM during a tactically and G-demanding portion of flight.

5.8.3. Instructors or squadron supervisors will identify aircrew having poor AGSM technique or low G-tolerance to the flight commander or appropriate operations supervisor. **(T-2)** The squadron director of operations or appropriate operations supervisor will determine what action is required to improve the aircrew's G-tolerance. **(T-2)** The squadron commander will determine if refresher training is required IAW AFMAN 11-404. **(T-2)**

5.9. Buddy Instructor Program (BIP). The MAJCOM will provide guidance about BIP.

5.10. Special Mission Training. The MAJCOM will provide guidance about special mission training.

5.11. Student Break-in-Training Guidance. The MAJCOM will provide guidance about student break-in-training requirements.

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

AETCI 11-203, *Flying Training Simulator Instructor Programs*, 2 February 2022

AETCMAN 11-2T-7V2, *T-7 Aircrew Evaluation Criteria*, 17 February 2026

AETCMAN 11-2T-7V3, *T-7 Operations Procedures*, 17 February 2026

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

AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*, 16 December 2025

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

AFMAN 11-202, Volume 1, *Aircrew Training*, 27 September 2019

AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

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

AFMAN 11-214, *Air Operations Rules and Procedures*, 29 November 2022

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

AFMAN 11-301, *Aircrew Flight Equipment (AFE)*, 23 September 2025

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

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

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

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

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

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

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

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

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

DAF Form 847, *Recommendation for Change of Product*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

ACBT—air combat training

ACM—air combat maneuvering

ACT—air combat tactics

AETC—air education and training command

AETCI—air education and training command instruction

AETCMAN—air education and training command manual

AF—Air Force

AFI—Air Force instruction

AFMAN—Air Force manual

AFPD—Air Force policy directive

AGL—above ground level

AGSM—anti-G strain maneuver

API—aircrew position indicator

ARTEMIS—air resource tool enterprise mission information system

BAQ—basic aircraft qualification

BFM—basic fighter maneuvers

BIP—buddy instructor program

BMC—basic mission capable

CRM—cockpit/crew resource management

CT—continuation training

DAF—Department of the Air Force

DAFMAN—Department of the Air Force manual

DSMP—direct support mission pilot

EP—emergency procedure

ETCA—education and training course announcement

FE—flight examiner

G/TIMS—graduate/training integration management system

HUD—heads-up display

IAW—in accordance with

ID—instructor development

IP—instructor pilot

IQT—initial qualification training
IWSO—instructor weapons system operator
LOWAT—low altitude training
MAJCOM—major command
MQT—mission qualification training
MR—mission ready
N-BAQ—non-basic aircraft qualified
NMR—non-mission ready
OPR—office of primary responsibility
PFO—precautionary flame out
RCP—rear cockpit
RDS—records disposition schedule
TI—theater indoctrination
VFR—visual flight rules
VMC—visual meteorological conditions
WSO—weapons system operator

Office Symbols

AETC/A3F—Air Education and Training Command, Undergraduate Formal Training Division
AETC/A3V—Air Education and Training Command, Standardization and Evaluations Division

Terms

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 (AFMAN 11-214, *Air Operations Rules and Procedures*).

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

Basic mission capable (BMC)—An aircrew member who has satisfactorily completed initial and mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR status (AFMAN 11-202, Volume 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. This is distinct from ID sorties.

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

Demanding sortie—A sortie that tasks the aircrew to the extent that flying frequency and continuity are most critical. Sorties and events requiring demanding sortie currency include similar and dissimilar ACBT (BFM, ACM, and ACT), LOWAT, surface attack tactics, close air support, and basic surface attack (except level passes at, or above, 1000 feet AGL). **(T-2)** The squadron commander may add sorties and events to the demanding sortie list.

Emergency procedures evaluation—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures conducted by a Standardization and Evaluation FE, whether orally or in a simulator.

Experienced—Aircrew who meet the minimum flying requirements and are certified as such by the squadron commander (see inexperienced).

Flight lead—As designated on flight orders, the individual responsible for overall conduct of the mission from preflight preparation and briefing to postflight debriefing, regardless of actual position within the formation. A certified four-ship flight lead may lead formations and missions with more than four aircraft (see AETCMAN 11-2T-7, Volume 3), unless restricted by the unit commander. A two-ship flight lead may lead an element in a larger formation.

Formal course—Training courses listed in Air Force ETCA.

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

Initial qualification 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.

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.

Instructor Development (ID)—The program that provides instructors with the volume, frequency, and mix of training necessary to maintain proficiency and develop additional instructional skills in the assigned qualification level.

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

Mission qualification training—Training needed to qualify aircrew for a unit's operational mission. This training is the minimum requirement for BMC.

Mission qualification—Training needed to qualify aircrew in an assigned aircrew position to perform the command or unit mission.

Mission ready (MR)—An aircrew member who has satisfactorily completed initial and mission qualification training and maintains qualification and proficiency in the command or unit operational mission (AFMAN 11-202, Volume 1).

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 accomplished between the end of evening civil twilight and the beginning of morning civil twilight.

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.

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 non-flying period. Authorized sorties and events flown for or on a non-demanding sortie include instruments, advanced handling characteristics, formation, low level navigation at or above 1000 feet AGL, and level weapons deliveries at or above 1000 feet AGL.

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, Volume 1).