COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This volume implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations,* and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation*, *and General Operations Structure*. It establishes the aircrew training guidance for C-17 aircraft to safely and successfully accomplish their mobility mission. This is a specialized publication intended for use by Airmen who have graduated from technical training related to this publication. This manual applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, and Air National Guard.

Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 the Major Command (MAJCOM) training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL 62225-5302, **AMC.A3T@us.af.mil**.

Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302, **AMC.A3T@us.af.mil**.

The authorities to waive wing or unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See 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 requestors commander for non-tiered compliance items.

Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System.

Although this publication governs C-17 aircrew training, it also refers to requirements and guidance contained in other documents. It is recommended that a review of external references be conducted prior to their use to ensure the specific reference is current and unchanged. The Ready Aircrew Program (RAP) Tasking Memorandum (RTM) is the primary source for aircrew training event frequency, where published. If a conflict exists between this manual and an externally-driven training requirement, other than frequency, comply with the guidance contained in the publication which takes precedence, unless a duly-authorized exemption or waiver is in effect.

SUPPLEMENTS. Each MAJCOM or equivalent may supplement this AFMAN. MAJCOM supplements may be more, but not less restrictive than this manual. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. **Note:** ANG is considered a MAJCOM for purposes of this manual. MAJCOM supplements are required to be coordinated through AMC/A3T and approved by HAF/A3TF, according to AFI 11-200, and AFMAN 11-202V1 *Aircrew Training*, before publication. Send one copy to AMC/A3T and one copy to HAF/A3TF.

Local Training Guidance. Units may further supplement this manual to be more restrictive or further define local training requirements. Submit a copy of local supplements to the parent MAJCOM OPR after approval by the OG/CC.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include, but are not limited to: 1) ARMS codes updates to standardize them across the Mobility Air Force (MAF), 2) introduction of the Ready Aircrew Program (RAP) Tasking Message (RTM) that removes tables in the **Chapter 4** and places them into a separate document that will allow more flexible training for MAF crews.

Chapter 1

GENERAL

1.1. Overview.   The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for the immediate and effective employment of the C-17 in exercises, peacekeeping operations, contingencies, and war in any environment.

1.1.1. C-17 Crewmembers achieve mission readiness and effective employment through the development and mastery of core competencies. These core competencies include the ability to conduct air refueling (AAR), tactical ingress, tactical egress, airdrop (for qualified crewmembers), assault landings, Night Vision Goggle (NVG) operations, instrument procedures, mission planning, landing zone ground operations, crew management, and C4/Air Operations Center (AOC) integration. The aircrew training program is linked to AFTTP 3-3.C-17, *Combat Aircraft Fundamentals*, requirements. These requirements are incorporated into mission and continuation training tables while retaining a combat culture, incorporating leading edge technologies, and pushing capabilities while anticipating warfighter needs.

1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "Note" indicates operating procedure, techniques, etc., which are considered essential to emphasize.

1.3. Administration.   (Reserved for Future Use).

1.4. Roles and Responsibilities.

1.4.1. **Lead Command.**

1.4.1.1. **Air Mobility Command (AMC)** is designated lead command for the C-17 Mission Design Series (MDS) aircraft according to AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems,* AFPD 11-2, *Aircrew Operations*, and AFPD 10-21, *Rapid Global Mobility.* The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands.

1.4.1.2. **AMC Directorate of Operations, Strategic Deterrence, and Nuclear Integration (AMC/A3/10).**

1.4.1.2.1. AMC/A3/10 is responsible for policy guidance and coordination with user commands related to C-17 training and operations.

1.4.1.2.2. AMC/A3/10 delegates to AMC/A3T the authority to manage training course requirements, training tasks, quota control, and the Aircrew Training System (ATS) contract management in coordination with AMC staff agencies, operational units, contracting officer, and user commands.

1.4.1.3. **Air Mobility Command Aircrew Operations and Training Division (AMC/A3T).** AMC/A3T is responsible for overall management of MDS training policy and programs, as stipulated in **paragraph 1.4.1.2.2** As such, AMC/A3T will coordinate with User Command A3Ts (or equivalent) and issue updated ground and flying continuation training guidance to Operations Group (OG)/CC for implementation via RTM, as necessary. Once issued, RTMs take precedence over guidance contained in the base manual.

1.4.1.3.1. Course Management. AMC/A3T, in coordination with Air Education and Training Command (AETC) and user commands, approves and fields continuation training requirements or adjustments, and fields short-notice specialized in-unit upgrade courses (e.g., Frequency Modulation (FM) Immunity, etc.).

1.4.1.3.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially, or more frequently, as required. The RTRB reviews all wing training programs for currency, applicability, compliance, and effectiveness. Attendees should include training representatives from the C-17 community, including AMC/A3T/A3V/A3D, USAF Expeditionary Center (EC), AETC, Air Force Reserve Command (AFRC), ANG, Pacific Air Force Command (PACAF), formal schools, selected unit representatives, and ATS instructors or staff, as applicable.

1.4.1.3.3. Course Change Proposals. The primary venue for recommending changes to C-17 training programs is the RTRB. Otherwise, send proposals for course modifications/deletions or amending course prerequisites to AMC/A3TA through the submitter's MAJCOM chain of command for awareness/approval. AMC/A3TA coordinates MAJCOM-recommended proposals and approves/rejects recommendations, then amends course listings where appropriate.

1.4.1.3.4. Student Management. AMC/A3T manages student requirements for AMC-assigned personnel and executes the overall formal course allocation process on behalf of all users (see also **paragraph 1.17**) AMC/A3T will coordinate with the FTU to assure completion of graduate surveys on first-assignment trainees arriving from Specialized Undergraduate Pilot Training (SUPT).

1.4.1.4. **Detachment 2, Air Mobility Command Air Operations Squadron (AMC/AOS Det 2).**

1.4.1.4.1. AMC/AOS Det 2 conducts Simulator Certification (SIMCERT) and Simulator Validation (SIMVAL) to determine the suitability of a device for aircrew training in accordance with AFI 16-1007, *Management of Air Force Operational Training Systems*, and the applicable AMC supplement. Do not conduct aircrew training on devices not certified by AMC/A3T. AMC/AOS Det 2 performs SIMCERT and SIMVAL evaluations for all common devices for which AMC is the lead command. The Aircrew Training Device (ATD) Certification Program combines objective and subjective quality evaluations of the command's aircrew training devices. The objective evaluations provide a direct comparison to the aircraft performance based on instrumented flight evaluations. Because aircrew acceptance is an important consideration, subjective tests include a qualitative assessment of the simulator by a SIMCERT pilot, and/or loadmaster current and qualified in a model of the series of aircraft being evaluated.

1.4.1.4.2. AMC/AOS Det 2 reports SIMCERT and SIMVAL results to AMC/A3T and the ATS contract management team.

1.4.2. **Training Command.** 19 AF/DOG is responsible for formal school syllabi and is the approval authority for changes in formal school curricula, in coordination with lead and user commands and the ATS contractor in accordance with AFMAN 11-202V1. AETC is responsible to oversee formal school courses and syllabus management in coordination with the ATS contractor. Formal school syllabi are available from the Education and Training Course Announcements (ETCA) course description. AETC develops and publishes the Program Flying Training (PFT) in accordance with the AF/A3O Flying Training Concept of Operations (CONOPS). AETC determines the formal school capacity.

1.4.2.1. Progress Review (PR). If a student fails to progress according to syllabus or training requirements, the command conducting the training will conduct a PR in accordance with AFMAN 11-202V1. The PR can recommend continuation in training or actions in accordance with AFMAN 11-402 *Aviation and Parachutist Service* (e.g., a Flying Evaluation Board (FEB)). The formal school will notify the gaining unit of any AFMAN 11-402 action taken and any delay in the student's graduation date. **(T-1).** If the formal school PR recommends a FEB, AETC will notify the student's gaining MAJCOM.

1.4.2.2. **97 TRS,** Altus AFB, is the quality assurance agency monitoring ATS performance with AMC/AOS Det 2.

1.4.2.3. AETC conducts the periodic Contract Compliance Evaluations (CCE) for C-17 ATS-supported sites according to AMC/AETC Memorandum of Understanding (MOU) for Realignment of Aircrew Training Systems Responsibilities, 1 Apr 2006. Report results to AMC/A3TA and ATS contract management. Include 19 AF/DOG for Altus AFB reports. Evaluation personnel assess ATS contractor performance of aircrew ground training programs to include contractor instruction, Computer-Based Training (CBT), simulator training, quality management, Government Furnished Equipment (GFE), safety, and facilities.

1.4.2.4. **Aircrew Training System (ATS) and C-17 Formal Courses.**

1.4.2.4.1. The C-17 ATS contractor is responsible for academic and ATD instruction and specialized training at all USAF C-17 training sites. This responsibility includes developing, updating, and publishing courseware and the formal school syllabus in accordance with the C-17 ATS contract (see **Chapter 6**).

1.4.2.4.2. Units requiring completion of formal school courseware for crewmembers using the secondary method (in-unit) to complete formal school courses should refer to requirements in AFMAN 11-202V1.

1.4.2.4.3. AMC-Managed Courses. AMC/A3T is the approval authority for AMC-managed courses, requirements, and/or attendance.

1.4.2.4.4. AETC- (19 AF-) Managed Courses. 19 AF/DOG is the approval authority for AETC-managed courses, requirements, and/or attendance.

1.4.2.4.5. Course and Course Requirements Coordination. Lead Command and Training Command will coordinate ATS and C-17 Formal Course requirements. **(T-1).**

1.4.2.4.6. AETC maintains a list of formal school courses on the ETCA site. See **paragraph 1.14**

1.4.3. **User Commands.**

1.4.3.1. Student Management. MAJCOM training staff manages student training requirements according to **paragraph 1.13**

1.4.3.2. Training Resources. User commands will evaluate training resources (aircraft, ATD, and aircrew) necessary to accomplish training requirements and identify known shortfalls to MAJCOM/A3T (or equivalent) for resolution. **(T-2).** This evaluation should be accomplished during the Mobility Air Forces (MAF) RTRB at a minimum.

1.4.3.3. Recall Procedures. Formal notifications to recall students from a formal school shall be sent from the student's Sq/CC (AFRC Sq/CC or Sq/DO) to OG/CC to MAJCOM/A3T (or equivalent) (email format is acceptable). **(T-2).** MAJCOM/A3T (or equivalent) submits approved recall letter (email or Fax) to19 AF/DOG for follow on coordination with 19 AF and the Formal Training Unit (FTU) Registrar. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow-up coordination with 19 AF/DOG on the next duty day (see also **paragraph 1.15** for failure to complete training).

1.4.4. **Wing Commander (Wg/CC) or Equivalent.** Wg/CCs ensure unit, local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide. **(T-2).**

1.4.5. **Operations Group Commander** (OG/CC) or equivalent.

1.4.5.1. Training Review Panel (TRP). The OG/CC (or equivalent) will convene a TRP chaired by the OG/CC or designated representative. **(T-2).** Panel members should include representatives from squadron training offices, tactics, operations, and safety; wing tactics (OSK), training (OST), and flight safety (SEF); and other areas as determined by the commander (e.g., Host Aviation Resource Management (HARM), and Squadron Aviation Resource Management (SARM)). Squadrons and detachments not collocated with their OG should participate in the primary TRP, but may conduct their own panel, as approved by their OG/CC. **Note**: It is recommended that non-collocated squadrons and/or detachments forward panel minutes to the Wing Training Office (OST) for discussion at the primary TRP and inclusion in the primary TRP minutes.

1.4.5.1.1. Frequency and Documentation. Convene the TRP semi-annually and document pertinent information in TRP minutes that will be maintained for a period of two years from the date of the panel meeting (commanders may increase meeting frequency at their discretion). **(T-2).**

1.4.5.1.2. Format/Content. The TRP should review staff and crewmember management actions necessary to complete group and squadron flight and ground training programs. Suggested TRP topics include, but are not limited to: current and forecasted flight training levels (FTL); upgrade and continuation training (CT) status; semi-annual requirement completion rates; crew position gains/losses; course critiques; instructor and examiner upgrades; relevant discussions of Military Flight Operations Quality Assurance (MFOQA) analysis; other proactive safety action programs (e.g.,

Airmen Safety Action Program (ASAP); and Line Operations Safety Audit (LOSA)) applicable to assigned weapons systems, if available. OG/CCs will review all unit-defined "X" events for relevancy to the unit's mission during the TRP. **(T-2)**

1.4.5.2. OG/CCs will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFMAN. **(T-2).** See AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information. OG/CCs may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements and/or programs in a local supplement to this AFMAN or a local Operating Instruction (OI).

1.4.5.3. OG/CC is responsible for establishing and maintaining academic training programs including non-ATS courses (may be delegated to squadron level). The OG/CC (or designated representative) will:

1.4.5.3.1. Appoint a primary and alternate instructor for each non-ATS course. **(T-2).**

1.4.5.3.2. Publish a ground training schedule (Air Reserve Component (ARC) as required) to include date, time, location, instructor/course OPR, and designated crewmembers for each course (both Training System (TS) and non-TS). **(T-2).** Units may include such details in a local supplement to this AFMAN or a local OI.

1.4.5.3.3. Use MAJCOM, TS, or unit-developed training products and/or syllabi for all courses, as applicable. **(T-2).** Units are allowed to reproduce courseware, as applicable. Document training in accordance with **Attachment 2**. **(T-2).**

1.4.5.3.4. Develop a procedure to monitor academic training programs for course content, currency of materials, instructor availability, and status of training aids. **(T-2).** Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.3.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3TA. **(T-2).**

1.4.5.4. Instructor Selection and Training. OG/CC (or designated representative) will select course instructors for non-TS courses based on professional qualifications and aptitude to teach. **(T-2).** Instructors receive credit for the courses they teach.

1.4.6. **Squadron Commanders (Sq/CC).** Sq/CC or designated representative will:

1.4.6.1. Squadron Training Offices (DOT). Maintain a DOT section to manage and administer aircrew training programs. **(T-2).**

1.4.6.1.1. Manning. Select and appoint a DOT Chief/Flight CC from the most highly-qualified and experienced instructors. **(T-3). Exception**: ARC units with a single squadron may use OST for this purpose. Appoint a minimum of one instructor for each crew position to the Squadron DOT office. **(T-3).** At least one instructor (any crew position) should be on duty in DOT during duty hours to the maximum extent possible.

1.4.6.1.2. Qualifications. Appoint DOT staff based on experience, availability, and time-on-station (TOS) to maximize continuity across training programs and all crew positions. **(T-3). Note**: Previous Evaluator or FTU experience is highly desired.

1.4.6.2. **(Reserved for Future Use)**

1.4.6.3. Squadron Training Review Panel (STRP). The Sq/CC (AFRC Sq/CC or Sq/DO) will convene a STRP chaired by the Sq/CC (may be delegated no lower than the Sq/DO). **(T-2).** Panel members should include representatives from squadron training, tactics, stan/eval, safety, and operations (i.e., operations officer, assistant operations officer, flight commanders, etc.), and any other areas determined by the Sq/CC (AFRC Sq/CC or Sq/DO) (e.g., SARM).

1.4.6.3.1. Frequency and Documentation. Convene the STRP at least monthly (quarterly for ARC) and maintain Sq/CC-approved minutes for a period of two years from the date of the panel meeting. **(T-2). Note**: DOT chiefs may reproduce, distribute, and store minutes, as required, for effective program administration.

1.4.6.3.2. Format and Content. The STRP will review appropriate subject matter to effectively manage the unit's flight and ground training programs and inform unit leadership on the overall status of training. **(T-2).** The STRP will review individual unit members' progress, evaluate that training objectives are being met across assigned training programs, and that the best candidates are selected for upgrade training by reviewing their experience, proficiency level, and retainability. **(T-2).** To accomplish these goals, suggested STRP topics include but are not limited to: instructor and evaluator manning; crew position gains and losses; status of crewmember training (i.e., crewmembers in an active training status); post-completion actions (i.e., individual's performance during training, closeout activities, certification actions, course critiques, FTL assignments, etc.); future training projections (i.e., unit course allocations, crewmembers' progress, timelines, completion of prerequisites, etc.); prioritization of upgrade candidates; current training waivers; projected training waivers; status of unit and individual continuation training; event proration; and semi-annual waiver projections and status.

1.4.6.4. Ensure crewmembers complete in-unit mission, ground, and continuation training programs. **(T-2).** Units will not enroll crewmembers into another aircrew course or upgrade until existing upgrades are complete. **(T-3).** Failure to reasonably progress may require action for removal. **Exception**: Pilots that have completed the C-17 Pilot Checkout (PCO) Course may attend the C-17 Aircraft Commander Airdrop (ACAD) Course prior to certifying to Aircraft Commander (AC) with OG/CC approval. See **Table 5.1**

1.4.6.5. Assign FTLs to all assigned and attached crewmembers before each semi-annual training period (see **Chapter 4**). **(T-2).** Continuation training requirements in the RTM are the minimum required events. **Note**: Unit commanders may assign additional requirements to any crewmember based on the individual crewmember's experience and proficiency level.

1.4.6.6. Unit commanders of returning or inbound trainees will ensure both the student and supervisor(s) complete post-graduate course surveys NLT 180 calendar days (ARC

240 calendar days) after the student's graduation from formal training. **(T-2). Note**: Surveys are located on the AETC website at: **https://www.my.af.mil/agepiftprod**.

1.4.6.7. Ensure effective training continuity and supervision of assigned and attached crewmembers. **(T-2).** Document all flying training and training reviews in the C-17 Training Management System (TMS) or MAJCOM-approved/directed electronic training database (e.g., Graduate Training Integration Management System (GTIMS), as defined by the unit's owning MAJCOM. The preferred (and in some instances, mandated) electronic equivalent for MAF is GTIMS. **(T-2). Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

1.4.6.8. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training, to determine the necessary training required to complete and certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR). **(T-2).**

1.4.6.9. Execute squadron-level aircrew certifications and qualifications described in this manual. **(T-2).**

1.4.6.10. Review qualifications and monitor training requirements for squadron-assigned flight surgeons (FS), where applicable. **(T-2).** Enter FS into TMS or MAJCOM-approved electronic equivalent (i.e., GTIMS) to ensure accountability. **(T-2).**

1.4.6.11. Ensure Sq/DO (or designated representative) monitors quality of training accomplished and identifies training deficiencies. **(T-2).** Flight commanders (or designated representative) advise the Sq/DO of additional training needs and ensure waiver documentation (when applicable) in the crewmember's training record. **(T-3). Note**: AMC and AFRC require the use of GTIMS for waiver management.

1.4.6.12. Designate and certify unit personnel (when required) to operate ATDs. **(T-2).** Only appropriately designated and certified personnel may operate ATDs. Establish a selection process and implement initial and recurring training programs to ensure designated and certified personnel are proficient in ATD operations. **(T-2).**

1.4.6.13. Ensure, to the maximum extent possible, that flight training sorties (including those conducted when all Vol 1 training requirements for all crew positions have been met) are required to meet aircrew, unit, or external user requirements. **(T-2).**

1.5. Waiver Authority.

1.5.1. MAJCOM/A3T (or equivalent) is designated as the waiver authority for managing training course requirements and training tasks for their assigned units. Lead MAJCOM/A3T (or equivalent) is designated as the waiver authority for managing applicable TS.

1.5.2. Flying Hour and FTU Course Prerequisites. Units will not send students to formal training without the required prerequisites or an approved waiver. **(T-2).** OG/CC is the designated waiver authority for flying hour prerequisites for formal upgrade courses (see **Table 5.1**). 19 AF/CC is the designated waiver authority for other FTU course prerequisites specified in the ETCA. Units will route prerequisite waiver requests through their owning MAJCOM/A3T (or equivalent) to AMC/A3T and 19 AF (in turn). **(T-2).** The unit will file a copy of all prerequisite waivers in the student's Flight Evaluation Folder (FEF). **(T-2).**

1.5.3. Waiver for In-Unit Training (Secondary Method) In Lieu of Formal School Training. MAJCOM/A3T (or equivalent) is approval and waiver authority for in-unit training via secondary method in coordination with the 19 AF/DOG and the FTU. See **Table 6.1** to determine when in-unit training is considered a secondary method for training. Before approval, review the appropriate syllabus and consider FTU course availability and ATD requirements.

1.5.4. Formal Training Unit (FTU) Syllabus Waivers. FTU course syllabus waivers and non-completed events will be annotated in each student's training record. **(T-2).** Students will complete all waived or non-accomplished syllabus and/or formal course training events that are required for the unit's assigned mission in-unit prior to being assigned MR status. **(T-2).**

1.5.5. Non-FTU Training Program Waivers. Submit waiver requests to the waiver authority for any planned or expected exception to a non-FTU syllabus, mission qualification or certification program, training plan, etc. **(T-2).** Provide sufficient time and detail for the waiver authority to make a determination before the exception occurs. **(T-2). Note**: Permanent or blanket waivers are not authorized in accordance with AFMAN 11-202V1.

1.5.6. Training Program Deviations or Exceptions without a Waiver. Report inadvertent or unintended deviations and/or exceptions through channels to the course's owning MAJCOM/A3T (or equivalent waiver authority listed in the course syllabus) who, in turn, makes the appropriate notifications for follow-on action, if required. **(T-2).** Document waivers and deviation(s) or exception(s) in the student's training record or electronic equivalent (i.e., GTIMS). **(T-2). Note**: A deviation is any unplanned variation to a syllabus, mission certification, or training plan (e.g., failure to meet established training timelines, prerequisite completion or flow, etc.). **Note**: An exception is a request to change or remove specific requirement(s) based on unforeseen circumstances that prohibited completion of the training event, as scheduled or written (e.g., mission delay or change, equipment failure, divert, etc.). A waiver is required for individual students prior to any planned exception. Permanent or blanket waivers are not authorized in accordance with AFMAN 11-202V1.

1.5.7. Senior Officer Course (SOC) Waiver. SOC syllabus waiver authority is AMC/A3 with concurrence of gaining MAJCOM/A3. Refer to AFMAN 11-202V1 for SOC policy and eligibility requirements.

1.5.8. Waiver Format and Routing. Units will adhere to their parent MAJCOM's prescribed format and routing requirements. **(T-2).** A sample hard-copy memo format can be found at **Figure 1.1 Note**: Unless otherwise stipulated, non-AMC units may use GTIMS to process OG-level and below waivers. In such cases, enter "Info only for HHQ" in the rationale section.

1.5.8.1. For AMC waivers, submission via GTIMS is mandatory. **(T-2). Note**: Ensure the Volume 1 reference paragraph to be waived is included in the waiver request. **(T-2).** Response is returned to the OST.

1.5.8.2. For United States Air Force in Europe (USAFE) waivers, send an eSSS to USAFE/A3TV (may use GTIMS, if available) with courtesy copy to AMC/A3TA. **(T-2).** Response returned to OG/CC and OST.

1.5.8.3. For PACAF waivers, send an eSSS to PACAF/A3TV. **(T-2).**

1.5.8.4. For AFRC waivers, use of GTIMS is mandated. **(T-2).** Users should refer to AFRC/A3M Memorandum, *Graduate Training Integration Management System (GTIMS)*, dated 2 Nov 17, for additional details.

1.5.8.5. For ANG waivers, send a memorandum, eSSS, or AF 1768 *Staff Summary Sheet* to National Guard Bureau (NGB)/A3M (may use GTIMS, if available) with courtesy copy to AMC/A3TA. **(T-2).** Response returned directly to the ANG unit.

1.5.9. Continuation Training Waivers. Ground, mobility, and flying continuation training waivers (volume and frequency) may be granted for events in the RTM for assigned or attached crewmembers on a case-by-case basis under the following guidelines. Ancillary training waivers (other than frequency) follow the waiver authorities or guidance contained in the prescribing publication (i.e., course content, instructor, etc.). **Note:** Waiver authorities should complete a thorough review of the circumstances and consider the crewmember's experience, proficiency, and recency in the event(s) prior to granting waivers for training requirements.

1.5.9.1. First-Time Waivers. First-time waivers for the individual event(s) may be granted by the Sq/CC (AFRC Sq/CC or Sq/DO).

1.5.9.2. Second-Time Waivers. Second-time waivers for the same individual event(s) missed in two consecutive training periods may be granted by the OG/CC.

1.5.9.3. Subsequent Waivers. Subsequent waivers for training events missed in three or more consecutive training periods may be granted by the MAJCOM/A3T (or equivalent).

1.5.9.4. Waiver Self-Approval. Commanders shall not waive their own semi-annual training requirements. **(T-2).** When a commander is the designated waiver authority and requires a waiver for their own continuation training flying events, the next higher-level waiver authority is designated as the waiver approval authority (e.g., OG/CC requires a waiver: first waiver resides with the Sq/CC (AFRC Sq/CC or Sq/DO) for the unit where the OG/CC is attached to fly and a second period waiver is elevated to either the Wg/CC or MAJCOM/A3T (or equivalent)).

1.5.10. Waiver Disposition.

1.5.10.1. Course-Related Waivers. Maintain course-related waivers in the student's training record or electronic equivalent (i.e., GTIMS) for a minimum of two years in accordance with AF Records Disposition Schedule at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. **(T-2).**

1.5.10.2. Continuation Waivers. Maintain a copy of approved continuation training (ground or flying) waivers for a minimum of 48 months from date signed. **(T-2).**

Figure 1.1. Sample Waiver Request Format.

(Date of Request)

MEMORANDUM FOR (*Waiver Authority*)
FROM: (Requester)
SUBJECT: Waiver Request (*Individual*), (*Type of Waiver*)
1. *Name, grade.
2. *Flying organization (assigned or attached).
3. *Present qualification (include special qualifications/certifications if appropriate).
4. *Total flying time; Primary Aircraft Authorized (PAA) Hours (include instructor or evaluator time, if applicable).
5. *Waiver request specifics e.g., cite requirement and requested deviation.
6. *Rationale or justification for waiver request.
7. Crew qualification to which person is assigned or qualifying/upgrading.
8. Previous attendance at any formal instructor course (include course identifier and graduation date).

9. Training start date.
10. If waiver request for time limit, specify mandatory upgrade or qualification date.
11. Date event last accomplished and normal eligibility period.
12. Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training).
13. *Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).
14. *Unit address (if requesting formal school courseware).

(Signature of Requester)
(Title)

The information herein is FOR OFFICIAL USE ONLY (FOUO) information which will be protected under the Freedom of Information Act (5 U.S.C 552) and/or the Privacy Act of 1974 (5 U.S.C. 552a). Unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in disciplinary action, criminal and/or civil penalties.

Table 1.1. Processing Waivers

If waiver is requested by:	Send waiver request to:	Approval or disapproval will be sent to:	With information copies to:
RegAF AMC Airlift Wing or Group	OST Training Office to AMC/A3T	OST Training Office	
AETC FTU	OST Training Office to 19 AF/DOG	OG/CC	AMC/A3TA
PACAF	OST Training Office to PACAF/A3T	OG/CC	AMC/A3TA

USAFE	OST Training Office to USAFE/A3T	OG/CC	AMC/A3TA
AFRC Unit	AFRC/A3M	AFRC Unit	AMC/A3TA NAF/A3T
ANG Unit	NGB/A3M	ANG Unit	AMC/A3TA
57 WPS (WIC)	USAFWS/CO to ACC/A3T	USAFWS/CO	AMC/A3TA

Notes: MAJCOMs determine the applicable form to request waivers.

1. References to operations groups and wings may be applied to airlift groups; references to operations group training offices may apply to wing-level training offices.

2. AFRC units will send request to AFRC/A3M and info copy Numbered AF (NAF) Training Office (or equivalent). **(T-2).** AFRC/A3M will determine if waiver needs 19 AF/DOG review. ANG units will send waiver to NGB/A3M. **(T-2).** NGB/A3M will determine if waiver needs 19 AF/DOG review. **(T-2).**

3. PACAF units will submit waiver requests through PACAF/A3TV via eSSS for PACAF/A3T approval. **(T-2).**

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training shall not degrade the intended training and will comply with applicable Department of Defense Instruction (DODI) Regulation 4515.13R, *Air Transportation Eligibility*, AFI 11-401, AFMAN 11-202V1, and applicable MAJCOM guidance. **(T-0).**

1.6.1.1. It is essential that all personnel at every level prevent the misuse of air mobility resources, as well as the perception of their misuse, when planning and executing local or off-station training missions.

1.6.1.2. See AFMAN 11-2C-17, Volume 3, *C-17 Operations Procedures*, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless prohibited or restricted specifically by weapon system operating procedures or theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 AOC (Tanker Airlift Control Center (TACC)) and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items that may be conveniently suited to concurrent operational mission segments. **(T-2).** Examples include low-levels, assault landings, Engine Running On/Off-Loads (ERO), circling approaches, and air refueling. If necessary, 618 AOC (TACC) and tasked units will coordinate training mission numbers for the specific mission segment. **(T-2).** Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. **(T-2).** Comply with passenger-carrying restrictions found in AFMAN 11-202, Volume 3, *General Flight Rules*,

AFI 11-401, and applicable AFMAN 11-2C-17V3 (including any supplements for each). **(T-2).**

1.6.3. Unit commanders will utilize aircrew training devices (Weapons Systems Trainers (WST), Loadmaster Station (LS), etc.) for continuation training to the maximum extent possible. **(T-2).**

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2 (T-2).** Crewmembers entered into an in-unit training program leading to qualification (or re-qualification) will be dedicated to that training program on a full-time basis. **(T-2).**

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit	Time Limit ARC
Re-qualification	90 calendar days	180 calendar days
Upgrade Qualification. (PCO, LMAD, CPAD, and ACAD)	90 calendar days	180 calendar days
Instructor Upgrade In-Unit (Time period to complete Instructor AC (IAC) in-unit)	60 calendar days	180 calendar days
Mission Certification leading to MR status following Initial Qualification (PIQ, ACIQ, LIQ, and LTX) or Requalification	90 calendar days	180 calendar days
Aircraft Commander Certification following PCO or Requalification (Runs concurrently with Mission Certification leading to MR status)	120 calendar days	240 calendar days
Aircraft Commander Certification following ACIQ (Does not run concurrently with Mission Certification leading to MR status)	180 calendar days	240 calendar days

1.7.1. Training start date is the date of the first significant training event contributing to qualification, certification or upgrade of the crewmember (e.g., LS, WST, flight, etc.), or 45 calendar days (90 calendar days for ARC) following a member's reporting to the unit following completion of a formal school, whichever occurs first. Training time ends with the syllabus completion.

1.7.2. Commanders should make every effort to ensure training is completed in the allotted time.

1.7.3. Training Time Extensions.

1.7.3.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may extend training time (prior to a crewmember exceeding course time limits specified in **Table 1.2**) for up to 60 calendar days (120-days ARC) using their MAJCOM-approved waiver process. **Note**: AMC/A3 has mandated use of GTIMS for waiver management for all AMC units. No notification to MAJCOM/A3T (or equivalent) is required. Subsequent extensions or extension requests exceeding 60-days (120-days ARC) require MAJCOM/A3T (or equivalent) approval and

will be requested before the crewmember exceeds authorized training time (standard or previously-waived). **(T-2).**

1.7.3.2. When a crewmember becomes unavailable for an extended period of time (e.g., deployment, down status, Professional Military Education (PME), etc.) the unit may request a waiver for the full unavailability period plus the estimated time required to complete training following the unavailability period or the unit may formally remove the crewmember from the training program, at the commander's discretion.

1.8. Training Documentation.   Document training using the C-17 TMS or an electronic equivalent (i.e., GTIMS). **(T-2).** C-17 units will utilize the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to document award of specific ARMS certification code identifiers. **(T-2).** Specifically, Block 22 will contain the following minimum information: certification code (i.e., CQ33Y), Certification Name (i.e., Phoenix Banner), and date of certification. See **Chapter 5** and **Chapter 7** for specific certification codes. **Exception**: Personnel may use an AF IMT 1522, *ARMS Additional Training Accomplishment Report,* to credit aircrew certification events that do not require assignment of associated training profiles. **Note**: GTIMS is a suitable electronic alternative for the AF Form 4324 and AF Form 1522 as long as all information is included and documentation certification can be verified and tracked through ARMS processing. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

1.9. Flight Examiner Usage.   Flight evaluators may be used as instructors for any phase of training to capitalize on their expertise and experience. Units may use flight evaluators as instructors for qualification, local upgrade, or corrective-action training. If an evaluator is the primary instructor to train an individual, the same evaluator should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. Instructors shall be current and qualified in any event that they instruct. **(T-2).** All instructors (wing level and below) should be MR. FTU instructors and MAJCOM staff are only required to maintain BMC. See **Chapter 4** for exceptions.

1.10.2. When performing crewmember duties, the following personnel will be under direct supervision of an instructor of like specialty:

1.10.2.1. All non-current or Non-Mission Ready (N-MR) crewmembers. **(T-2).** Direct Instructor supervision is required while performing the non-current event (See **paragraph 4.10** for additional guidance and exceptions.).

1.10.2.2. All crewmembers in initial, upgrade, or re-qualification flying training unless syllabus states direct supervision is not required. **(T-2).**

1.10.2.3. All crewmembers performing restricted flying events listed on the AF Form 8, *Certificate of Aircrew Qualification*, as prescribed by AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*. **(T-2).**

1.10.2.4. Pilot Initial Qualification (PIQ) graduate pilots in the Mobility Pilot Development (MPD) program performing pilot-flying (PF) duties during air refueling and assault landings. **(T-2).**

1.10.2.5. Loadmasters in mission ready training. **(T-2).** After completion of a local orientation flight with an Instructor Loadmaster (IL), loadmasters may fly unsupervised on local training sorties.

1.10.2.6. Unqualified (UNQ), FTL E, or MAJCOM Staff Crewmembers on Indoctrination Flight Orders. An instructor shall be at a set of controls during critical phases of flight for missions with unqualified or FTL E pilots. **(T-2).**

1.10.2.7. Senior Officer Qualified (SOQ) pilots. **(T-2).**

1.10.2.8. Any other personnel designated by the Wg/CC, OG/CC, or Sq/CC (AFRC Sq/CC or Sq/DO). **(T-2).**

1.11. Transfer of Aircrews. Before a crewmember may inter-fly from one unit to another, the gaining unit will review and assess their qualification and currency. **(T-2).** See AFI 11-401.

1.11.1. A crewmember qualified in the C-17 according to AFI 11-202V2 is qualified throughout the C-17 force. Certified or qualified MR crewmember transferring between units will accomplish events required after a change of duty station (see **Table 3.1**), unit-specific training, and any applicable events in which they have lost currency. **(T-2).** See also AFMAN 11-2C-17V3.

1.11.2. For Foreign Military Sales (FMS), guest pilot, and/or exchange officers see training requirements in AFI 11-401. Initial and/or continuation training requirements are specified in the appropriate MOU, Operations Plan (OPLAN), or agreement and should mirror requirements of this AFMAN to maximum extent possible.

1.12. Aircrew Training While in Down Status. Crewmembers in down status (formerly "duties not including flying") may complete ground training events or simulator training if the member's physical condition allows it. If unqualified, the crewmember may not participate in graded simulator events unless entered into a requalification program. Consult the flight surgeon initiating DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, action (prescribed by AFI 48-123, *Medical Examinations and Standards*) if the down status includes ground training limitations. **(T-2).**

1.13. Aircrew Rated Management Overview.

1.13.1. Programmed Flying Training (PFT). 19 AF/DOP in coordination with AMC/A3T fulfills the training command's role in accordance with AFMAN 11-202V1. A key product of this process is the PFT. The PFT balances available training quotas, ATS throughput, schoolhouse capacities and course requirements on a fiscal year basis. Annually, units will send projected PFT requirements to their respective MAJCOM Quota Managers (**paragraph 1.17.1**), who in turn compile and forward projections to Headquarters Air Force Total Force Aircrew Management (HAF/A3TF), for inclusion into the Graduate Program Requirements Document (GPRD). **(T-2).** Training commands determine training capacity and report shortfall in the GPRD to HAF/A3TF.

1.13.1.1. HAF/A3TF sponsors an annual PFT conference for attendees to balance training capacity, MAJCOM training requests, and pipeline Undergraduate Flying Training students (Rated and Career Enlisted Aviator (CEA)) against FTU capacity. The training command allocates approved quotas to user commands, which in-turn allocate training quotas to subordinate units. The training command publishes the annual PFT document.

1.13.1.2. Throughout the training year, MAJCOM training staff and PFT managers use assigned and allocated training quotas to assign individual crewmembers to formal training quotas. Quota management documents should be used to make daily student quota adjustments to the annual PFT.

1.14. Information Management.   The following online tools are used for Information Management.

1.14.1. AMC/A3T SharePoint®: **https://eim2.amc.af.mil/org/a3T/default.aspx**.

1.14.2. AETC hosts formal training courses on the ETCA website: **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**.

1.14.3. Formal School Post Graduate Questionnaire to be completed by crewmembers supervisor: **https://www.my.af.mil/agepiftprod**.

1.14.4. AFRC hosts crewmember training on web site: **https://afrc.eim.us.af.mil/sites/A3/A3M_new/SitePages/Home.aspx**.

1.14.5. Air & Space Expeditionary Force Center: **https://aef.afpc.randolph.af.mil/default.aspx**.

1.15. Failure to Progress or Complete Training.   If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a PR in accordance with AFMAN 11-202V1. **(T-2).** The ATS contractor identifies students who fail to progress according to the ATS contract (see **Chapter 6**).

1.16. Career Enlisted Aviators (CEA).   The determination of CEA qualification is separate and distinct from skill level upgrades. When an AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner (FE) qualifications are also separate and distinct from On-the-Job Training (OJT) Trainer or Certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew flight examiner) identifiers.

1.17. Aircrew Training Quota Management.   The following describes AMC's quota management policy and procedures. This policy is mandatory for all AMC units; all other units follow their MAJCOM guidance.

1.17.1. Administration. AMC/A3TF Quota Managers coordinate with wing training offices (OSS/OST) exclusively. OSS/OSTs are responsible for providing the name/phone number/e-mail address for their primary and alternate quota management points of contact to AMC/A3TF Quota Managers at DSN 779-3577/7881 or commercial (618) 229-3577/7881. **Note**: Squadrons or individuals work through servicing OSS/OST.

1.17.1.1. Quota Allocations. When quotas have been allocated, OSS/OSTs will submit the rank, full name, SSN, course, and class number via encrypted e-mail to AMC/A3TF Quota Managers NLT 45 days prior to class start date (CSD). **(T-2). Note**: Contact in accordance with **paragraph 1.17.1** for the appropriate e-mail address. Allocated training quotas that cannot be filled at least 45 days prior to CSD will be returned to AMC/A3TF Quota Managers, who will in turn offer them to units on the approved standby list. **(T-2).**

1.17.1.2. Prerequisites. All course prerequisites should be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units are responsible for identifying an alternate candidate for each allocated quota. If the primary candidate becomes unavailable, send AMC/A3TF Quota Managers a substitution request with the alternate's information. **(T-2).**

1.17.1.3. Foreign Exchange Officer Allocations. Foreign Exchange Officers shall be properly identified on requests for formal course allocations and shall not be locally substituted once an allocation has been loaded. **(T-2).** When a change is necessary, units will send justification along with the replacement's complete data to AMC/A3TF Quota Managers for consideration and approval. **(T-2).**

1.17.1.4. Late Changes or No-Shows. Unit leadership will submit a written explanation through OG/CCs to AMC/A3TF Quota Managers within five duty days following any student cancellation or substitution that occurs within 10 calendar days of CSD and for any student "no-show" for an allocated training course. **(T-2).**

1.17.1.5. Additional Allocation Requests. OSS/OSTs send requests for additional quotas to AMC/A3TF Quota Managers. **(T-2).** AMC/A3TF coordinates with Air Staff and AETC to add or reallocate quotas if unit capability is in jeopardy.

1.17.1.6. External Coordination. AMC units shall not coordinate quota exchanges with other commands. **(T-2).** OSS/OSTs will forward all requests to the AMC/A3TF Quota Managers for coordination with other commands. **(T-2).** Please allow for extended coordination time when considering this option.

1.17.2. HQ AMC Orientation Tour/GRACC. Global Ready Aircraft Commander Course (GRACC) is an Aircraft Commander overview of the offices and functions of HQ Air Mobility Command, 18 AF and the 618 AOC (TACC). Questions regarding GRACC may be referred to the AMC/A3TF Quota Managers at DSN 779-3576/7881 or commercial (618) 229-3576/7881.

1.17.3. Senior Officer Training Coordination. Questions regarding SOC availability and prerequisites may be forwarded to AMC/A3TF at DSN 779-7881 or commercial (618) 229-7881. Otherwise, take no formal actions.

1.18. Distribution. Units will establish distribution requirements of this AFMAN. **(T-3).**

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Requirements.   AFMAN 11-202V1 defines IQT. This chapter specifies minimum training requirements for IQT, re-qualification, conversion training, and senior officer courses. The primary method of IQT is to attend and complete the appropriate formal training course in the ETCA. When a quota is not available, units can request a waiver to conduct in-unit IQT using formal school courseware.

2.2. Initial Qualification Training Prerequisites.   Complete initial qualification prerequisites in accordance with the ETCA website, this manual, and the course syllabus. **(T-2).**

2.3. Ground Training Requirements.   Complete ground training requirements for IQT in accordance with AFMAN 11-202V1 and this instruction. **(T-2).** During formal training, aircrews may complete (and receive credit for) Aircrew-Specific Mobility Training events in the RTM**.** Additional information provided via the appropriate formal training course syllabus.

2.3.1. Ground training events from **Table 2.1** that are not accomplished at the FTU or formal course are completed at the gaining unit. The FTU will provide suitable documentation to the gaining unit for non-completed items that includes the appropriate ARMS Event Identifier(s) and Event Description. **(T-2).**

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

2.3.2.1. Use completion dates from initial SERE school(s) conducted in accordance with AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, and initial Aircrew Flight Equipment (AFE) training course(s) (usually accomplished during formal school) to establish the follow-on due dates for refresher training. **(T-2).**

2.3.2.2. Use graduation date from S-V80-A, *SERE Training*, for initial SS02, Combat Survival Training, and SS03, Conduct after Capture (CAC) training dates. **(T-2).**

2.3.2.3. Use graduation date from S-V85-A, *Emergency Parachute and Water Survival Training*, for initial SS05, Water Survival Training, and SS06, Emergency Parachute Training (EPT) dates. **(T-2). Note**: Loadmasters having accomplished only S-V90-A, *Water Survival, Non-Parachuting,* training in a previous weapon system training program will attend S-V85-A, *Emergency Parachute and Water Survival Training*, in order fulfill EPT in weapon systems where SS05 is required. **(T-2).**

2.3.2.4. Complete initial and periodic Local Area Survival refresher training in accordance with AFI 16-1301 and local requirements. **(T-2).**

2.3.2.5. Complete periodic SERE, EPT, and Water Survival refresher training in accordance with AFI 16-1301 and local requirements. **(T-2).**

2.3.3. Crew Resource Management/Threat and Error Management (CRM/TEM). CRM/TEM is designated as the MAF training standard for CRM training and will be integrated into aircrew training programs, where appropriate. **(T-2).** See **Chapter 6** and **Chapter 7** for specific details.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Location	Crew Position	Notes
	Flight Physical	FTU	P,LM	1,2
	Physiological Training	FTU	P,LM	1,2
GD11Y	Aircraft Marshaling Training and Examination	FTU	P,LM	3,5
GD13Y	Aircraft Servicing	FTU	P,LM	3
GD25Y	Initial CRM/TEM	FTU	P,LM	6
GD31Y	Emergency Nuclear Airlift Operations (ENAO)	FTU	P,LM	3,6
GD39Y	Hazardous Cargo Training	FTU	P,LM	3
GD55Y	Instrument Refresher Course (IRC)	FTU	P	
GM11Y	Passport (Application)	FTU	P,LM	3,4
GN01Y	Initial NVG Training	FTU	P,LM	6
LL03	Emergency Egress Training-Non-Ejection	FTU	P,LM	1
LL04	Aircrew Chemical Biological Radiological and Nuclear (ACBRN) Training	FTU	P,LM	3
LL05	Egress Training with ACBRN	FTU	P,LM	3,6
LL06	Aircrew Flight Equipment Training (AFET)	FTU	P,LM	1
SS20	Initial Combat SERE Training (S-V80-A)	Formal Course	P,LM	6
SS31	Emergency Parachute Training/Water Survival Training (S-V85-A)	Formal Course	LM	6
SS32	Water Survival Training, Non-Parachuting (S- V90-A)	Formal Course	P	6
SS35	Initial Emergency Parachute Training, (S-V80- B)	Formal Course	LM	6
TG02Y	Initial Visual Threat Recognition and Avoidance Training (VTRAT)	FTU	P,LM	3,6

Notes:

1. Mandatory grounding item. Individual will not fly until required training is accomplished. **(T-2).**

2. Track Flight Physical and Physiological Training on the top of each crewmember's Individual Training Summary (ITS). **(T-3).**

3. Not required for Basic Aircraft Qualification or Senior Officer Qualification.

4. Use the date application was processed to complete initial qualification. **(T-3).** Do not credit in ARMS until the passport has been issued. **(T-3).**

5. GD11Y does not need to be re-accomplished at first duty station if completed during initial qualification or requalification within the previous six months, in accordance with AFMAN 11-218, *Aircraft Operations and Movement on the Ground.*

6. One-time training event.

2.4. Flying Training Requirements. Complete flying training requirements for IQT using the formal school syllabus, AFMAN 11-202V1, and this manual. **(T-2).**

2.5. Conversion Training Requirements. If available, qualified personnel in other units should provide the initial cadre. In some instances, it may be necessary for units to waive certain training requirements for an initial cadre of crewmember personnel. The following conditions will apply to the management of initial cadre crewmember qualification:

2.5.1. MAJCOM, in coordination with lead and training command, will develop a training plan for unit conversions. The plan should include provisions to form a nucleus of crewmembers to include instructors and flight examiners (initial cadre). Converting units may request initial cadre waiver of PAA time requirement. Send waiver requests through MAJCOM training staff in the format in **Figure 1.1**. **(T-2).** In the request, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver. **(T-2).**

2.5.2. Initial cadre will not be designated in a crew position higher than currently held (e.g. C-130 Mission Pilot (MP) to C-17 Evaluator Pilot (EP), unless previously qualified in the higher-level position in the conversion aircraft. **(T-2)**.

2.5.3. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification. **(T-2).**

2.6. Multiple Qualifications. Crewmembers will attend a formal IQT course for multiple qualifications in different MDS aircraft (i.e., C-130 and C-17). **(T-1).** At a minimum, crewmembers will maintain FTL A currency requirements in each aircraft (N/A for Senior Officer Qualification). **(T-1).**

2.7. Senior Officer Qualification. AFMAN 11-202V1 identifies Senior Officer Qualification requirements.

2.7.1. After qualification in accordance with AFMAN 11-202V1, and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. OSS/OST office recommends training requirements based on the senior officer's flying experience and familiarity with the weapons system. OSS/OSTs will forward proposed training plans through OG/CC to MAJCOM/A3T (or equivalent) for approval prior to execution. **(T-2).**

2.8. Flight Surgeons. Flight Surgeons may fly with their assigned unit in accordance with local OG/CC policy and may log flight time during Initial Qualification Training (IQT). Flight Surgeon IQT includes Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Ground Training (LL04) (one-time requirement only), required ground training events from **paragraph 3.5,** and the first two sorties in the member's primary assigned aircraft. Designate Flight Surgeons as Mission Qualified/Mission Ready in their primary assigned aircraft upon completion of IQT. **(T-2).**

2.9. Requalification Training (RQT). An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding six months (for currency items specified in the RTM), or completion of a qualification evaluation in a different MDS (**Exception**: When an aircrew member is authorized multiple qualifications). The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For Active Duty Service Commitments for aircrew training, see AFI 36-2107. See AFMAN 11-202V1 for additional requalification training limits and requirements.

2.9.1. RQT may be conducted at the formal school or in-unit following the appropriate syllabus (see course list in **Chapter 6**). RQT students conducting training in-unit shall complete training using the appropriate re-qualification course syllabus, except as noted in the waiver request. **(T-2)**.

2.9.2. Requalification Training Courses. Unqualified crewmembers will complete the appropriate TX-1, TX-2, TX-3 courses outlined below. **(T-1).**

   2.9.2.1. Pilot TX-1, TX-2, TX-3 Courses:

      2.9.2.1.1. TX-1. Unqualified C-17 pilots (over eight years) or cross flow aircraft commanders from other MDS aircraft will complete the PIQ or Aircraft Commander Initial Qualification (ACIQ) formal school flying training course (TX-1) and a flight evaluation. **(T-1).** An active duty (AD) or reserve service commitment is required. **Note**: **Table 5.1** contains the list of prerequisites for PIQ and ACIQ.

      2.9.2.1.2. TX-2. Unqualified C-17 pilots (39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to eight years) will complete the Aircraft Commander Requalification (ACRQ) or Instructor Aircraft Commander Requalification (IACRQ) formal school flying training course (TX-2) as appropriate and a flight evaluation. **(T-1).** An active duty or reserve service commitment is required.

         2.9.2.1.2.1. TX-2 Airdrop. If a C-17 pilot has been unqualified from airdrop over 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to eight years, the pilot will be required to complete the ATS In-Unit Aircraft Commander Airdrop Requalification (ACADRQ) Course to regain airdrop qualification. **(T-1).** Reference **Table 6.1** and contact the local ATS for scheduling. **Note**: The TX-2 Airdrop program is for previous Aircraft Commander Airdrop qualified pilots.

         2.9.2.1.2.2. A TX-2 does not exist for Copilot Airdrop. In this case, to regain Copilot Airdrop Qualification, the C-17 pilot would need to re-accomplish the Copilot Airdrop (CPAD) Course.

      2.9.2.1.3. TX-3. Unqualified C-17 pilots (up to 39 months at the end of a non-flying assignment or up to 51 months at the end of any active flying assignment) will complete a Sq/CC developed local requalification plan (TX-3) course in-unit and a flight evaluation. **(T-1). Note**: A waiver is not required for this in-unit requalification.

         2.9.2.1.3.1. Squadron Commanders may tailor or expand the TX-3 course based on individual proficiency and experience.

         2.9.2.1.3.2. As a minimum, unqualified pilots will complete training in all delinquent items, additional training as directed, and a flight evaluation. **(T-1).** Crewmembers will accomplish CBTs for each missed quarter up to one year. **(T-3).** Delinquent phase simulator training is not required to be completed, but lessons from missed phase training should be included in the TX-3 training plan. If accomplished, credit phase simulator training upon completion of the requalification. **(T-2).** See **paragraph 4.5.2** for additional guidance for completing phase training with unqualified crewmembers.

2.9.2.1.3.3. If the requalification plan includes simulator training, the unit will be responsible for providing an Instructor Pilot (IP) unless accomplishing a simulator event defined in **Chapter 4**. **(T-2).** If accomplishing a simulator defined in **Chapter 4** the ATS Instructor fills the IP role.

2.9.2.2. Loadmaster TX-1, TX-2, TX-3 Courses

2.9.2.2.1. TX-1. Unqualified C-17 loadmasters (Over eight years) or cross flow loadmasters from other MDS aircraft will complete Loadmaster Initial Qualification (LIQ) or Loadmaster Transition (LTX-4) ETCA formal school flying training (TX-1/301/302) and a flight evaluation. **(T-1).** An active duty or reserve service commitment is required.

2.9.2.2.2. TX-2. Unqualified C-17 loadmasters (over 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to eight years) will complete the C-17 ATS Loadmaster Airland Requalification (LMRQ) flying training course in-unit and a flight evaluation.   **(T-1).** The TX-2 airland course allows prior qualified C-17 loadmasters to Permanent Change of Station (PCS) directly to their gaining units without requiring an AETC formal school allocation. Reference **Table 6.1** and contact the local ATS for scheduling. An active duty or reserve service commitment is required if filling a formal school allocation (listed on the ETCA) at the FTU. **Note**: A waiver is not required for this in-unit requalification. Reference **Table 6.1** and contact the local ATS for scheduling.

2.9.2.2.2.1. TX-2 Airdrop. If a C-17 LM has been unqualified from airdrop over 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment to eight years, the LM will be required to complete the Loadmaster Airdrop Requalification (LADRQ) course in-unit. **(T-1).**

2.9.2.2.2.2. Reference **Table 6.1** and contact the local ATS for scheduling.

2.9.2.2.3. TX-3. Unqualified C-17 loadmasters (up to 39 months at the end of a non-flying assignment or up to 48 months at the end of any active flying assignment) will complete a Sq/CC-developed local requalification plan (UNQLM). **(T-1).** No active duty or reserve service commitment is required. (**Note**: A waiver is not required for this in-unit requalification).

2.9.2.2.3.1. Squadron Commanders may tailor or expand the TX-3 course based on individual proficiency and experience.

2.9.2.2.3.2. As a minimum, unqualified loadmasters will complete training in all delinquent items, additional training as directed by the squadron commander, and a flight evaluation. **(T-1).** Crewmembers will accomplish CBTs for each missed quarter up to one year. **(T-3).** Delinquent phase simulator training is not required to be completed, but lessons from missed phase training should be included in the TX-3 training plan. If completed, credit phase simulator training upon completion of the requalification. See **paragraph 4.5.2** for additional guidance for completing phase training with unqualified crewmembers.

2.9.2.2.3.3. If the requalification plan includes simulator training, the unit is responsible for providing an IL unless accomplishing a simulator defined in

Chapter 4. If accomplishing a simulator defined in **Chapter 4** the ATS Instructor fills the IL role.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT) AND CERTIFICATION

3.1. General Requirements. This chapter establishes minimum criteria and training requirements for MQT. Crewmembers will complete MQT following initial or requalification training. **(T-2). Exception**: SOC graduates and crewmembers who will be designated as FTL E are not required to complete MQT. IQT shall be complete prior to beginning MQT, unless approved under an appropriate commander-directed requalification program. **(T-2).** MQT is normally accomplished by attending the formal school. Except where specifically prohibited (i.e., syllabus requirement), units conducting secondary method MQT may arrange mission sequence or sequence training events for the efficient use of flying training hours and/or to maximize effectiveness of training missions. **Note**: Crewmembers in MQT may participate in exercises in accordance with **paragraph 1.6.2**

3.2. Mission-Ready Certification. A crewmember is formally designated MR after successful completion of all MQT ground and flying training requirements, the Sq/CC (or designated representative) completes a review of the crewmember's training record, and the Sq/CC (or designated representative) approves and documents the crewmember's MR certification. **Note**: See **Table 1.2** for training time limitations. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

3.2.1. ACIQ Graduates. ACIQ graduates requalifying to aircraft commander will be coded as "FP" with the appropriate suffix in ARMS upon completion of all MQT requirements. **(T-2).** Units will then count them as MR pilots for Defense-Readiness Reporting System (DRRS) and TRP purposes and they may fly as a "FPL" on any mission (including operational missions). **(T-2)**. ACIQ graduates will be coded as "MP" in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-2)**. They shall not fly as pilot-in-command until formally certified as a "MP" by the Sq/CC (or designated representative). **(T-2).**

3.2.2. Pilot Initial Qualification (PIQ) Graduates. PIQ graduates will be coded as "FP" with the appropriate suffix in ARMS upon graduation from formal training and units will count these graduates as pilots for tracking purposes. **(T-2).** PIQ graduates will be coded as "MP" in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-2)**.

3.2.3. Graduate of a TX-2 Pilot Requalification Course (ACRQ and IACRQ). Upon completion of all ground and flying training requirements from **Table 2.1** and **Table 3.1**, count a graduate of a TX-2 course as a MR AC for AF-IT and TRP purposes. **(T-2).** TX-2 requalification graduates may not fly as an A-code pilot-in-command until certified by the Sq/CC via the R&C Board in accordance with AFMAN 11-202V2 and MAJCOM Sup.

3.2.4. LIQ, Loadmaster Transition (LTX) and Requalification Graduates. The maximum time period for loadmasters to complete the local orientation flight and mission certification is in accordance with **Table 1.2 Exception**: First term airmen awaiting the First Term Airman's Center (FTAC) course may accomplish ground training, phase training, and local orientation flights to maintain knowledge and skills learned during initial qualification training prior to the 90- day time period. If MQT is started prior to FTAC, the 90-day time period begins upon

completion of FTAC. Document the FTAC course dates in TMS or MAJCOM–approved/directed Electronic Training Database. **(T-2). Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

3.2.4.1. Loadmaster initial qualification and Loadmaster Transition graduates are coded "FL" for ARMS tracking and readiness reporting purposes until mission ready (this does not affect the "ML" qualification listed on the AF Form 8) (N/A for ARC).

3.2.4.2. Loadmasters will complete a MAJCOM–approved C-17 Loadmaster Mission Ready Guide upon completion of LIQ. **(T-2).** The latest version of the AMC C-17 Loadmaster Mission Ready Guide is posted on the AMC/A3T SharePoint® site (see **paragraph 1.14**). Further, loadmaster development is completed at the unit level.

3.2.5. ARMS Tracking. Mobility pilot designation codes are in accordance with AFI 11-401 AMCSUP 1, *Aviation Management*.

3.3. Ground Training Requirements. Complete all syllabus and ground training events in **Table 2.1** and **Table 3.1** before MR certification. **(T-2).** Training may be accomplished concurrently with other training.

Table 3.1. MQT Ground Training Requirements.

Code	Event	Crew Position	Notes
	Flight Physical	P,LM	1
	Physiological Training	P,LM	1
CE09Y	ILS PRM Certification (see paragraph **5.7.5**)	P	2,5
CQ33Y	Phoenix Banner Certification	P,LM	2,5
GC33Y	Anti-hijacking	P,LM	2
GD05Y	AIR Card User Training	P,LM	2
GD11Y	Aircraft Marshaling Training and Exam	P,LM	2,4
GD17Y	Aircrew Intelligence Training (AIT)	P,LM	2
GD63Y	Overwater Navigation Procedures	P	2,5
GD75Y	Tactics	P,LM	2
GE07Y	Use of Force	P,LM	2
GH01Y	Communication Procedures	P	2
GM09Y	Isolated Personnel Report (ISOPREP) Review	P,LM	2
GM12Y	Secondary Passport (Application)	P,LM	2,3
GM21Y	Small Arms Training	P,LM	2
LL01	Aircrew Flight Equipment Familiarization	P,LM	1,4,6
LL03	Emergency Egress Training-Non Ejection	P,LM	1
LL07	AFE Fit Check	P,LM	1,4
PC35Y	Have Quick	P	2
PC39Y	Secure Radio	P	2
SS01	Local Area Survival Training	P,LM	1,4,6
	Local Orientation Flight (See paragraph **3.4.3.**)	P,LM	2
	Air and Space Expeditionary Force (AEF) Requirements	P,LM	

Notes:

1. Ensure crewmember is current and/or initial clearance received prior to first flight. **(T-2).**

2. Not required for Basic Aircraft Qualification or Senior Officer Qualification crewmembers.

3. OG/CC determine if their crewmembers require a secondary passport for mission certification. If secondary passport is required, only the application needs to be completed for mission certification. **(T-3).** Secondary Passport Issue Date is the date accomplished in ARMS.

4. Re-accomplish upon arrival after each permanent change of station, initial or re-qualification from the FTU, or MDS change prior to first flight at new duty station. **(T-2).** **Note**: GD11Y does not need to be re-accomplished at first duty station if completed during initial qualification or requalification within the previous six months, in accordance with AFMAN 11-218.

5. One time training event.

6. Not required for Senior Officer Qualified Pilots and MAJCOM/NAF Staff Pilots/Loadmasters, not collocated with unit.

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned a FTL and accomplish continuation training requirements in accordance with the RTM. **(T-2).** Commanders may prorate continuation training requirements based on the training time start date as defined in **paragraph 1.7.1** Crewmembers may credit events accomplished during MQT in accordance with **paragraph 4.4.1**. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency or volume) will fly under supervision of an instructor when that event is required for a particular flight. **(T-2).**

3.4.2. Crewmembers in MQT who fail to accomplish all continuation training requirements will complete training in accordance with **paragraph 4.10** prior to being awarded MR status. **(T-3).** After thorough review by the Sq/CC (or Sq/DO, as designated), continuation training requirements may be waived on a case-by-case basis in accordance with **paragraph 1.5**, when deemed appropriate. **Note**: Document all waivers in TMS and/or GTIMS (based on respective MAJCOM's guidance). **(T-2).** Sq/CCs (AFRC Sq/CC or Sq/DO) may approve MR certification on a case-by-case basis when a crewmember lacks or is non-current for a required MR event(s), but that crewmember will then be designated as N-MR for that/those event(s) and will be supervised on any flight requiring that/those event(s) in accordance with **paragraph 4.10** **(T-2).**

3.4.3. Local Indoctrination. Sq/CC (or Sq/DO, as designated) shall ensure that newly-assigned crewmembers receive (as a minimum) a local-area briefing and local orientation flight with an instructor of like-specialty prior to awarding MR certification. **(T-3). Note**: Not applicable for secondary method (in-unit) MQT. Pilots will (as a minimum) accomplish a takeoff, approach, and landing under instructor supervision during their local orientation flight. **(T-3).**

3.4.4. Loadmaster Personnel Airdrop Qualification. Loadmasters receive a restricted AF Form 8 upon completion of MQT when an airdrop of actual personnel was not accomplished during training. Therefore, newly-qualified C-17 airdrop loadmasters will fly their first airdrop of actual personnel under the direct supervision of an instructor loadmaster. **(T-2).** The instructor will document satisfactory completion on the loadmaster's Initial Airdrop Qualification AF Form 8. **(T-2).** Once training is documented on the AF Form 8, unit Stan/Eval will remove personnel airdrop restriction for the crewmember. **(T-3).** Training shall be accomplished within 60 calendar days from the date on the loadmaster's Restricted AF Form 8. **(T-2). Exception**: Sq/CCs (AFRC Sq/CC or Sq/DO) may extend training deadline to the end of the semi-annual period in which MQT was completed, when more than 60 days remain in that semi-annual period. Loadmasters shall be considered non-current for personnel airdrop after 60 days (or at the end of the semi-annual period with Sq/CC (AFRC Sq/CC or Sq/DO)-approved extension). **(T-2).** Loss of personnel airdrop currency in excess of six months shall result in the LM becoming unqualified for personnel airdrop and will require a SPOT Evaluation in accordance with AFMAN 11-2C-17, Volume 2, *C-17 Aircrew Evaluation Criteria,* to re-establish personnel airdrop qualification. **(T-2).**

3.5. Flight Surgeon Requirements. Flight Surgeon requirements are established in AFI 11-202V1, AFI 16-1301, and AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. In addition to any external requirements from those publications, flight surgeons will complete the following training events prior to their first flight at a new base:

3.5.1. Expired or non-complete continuation ground and mobility events in **paragraph 4.6.1 (T-2).**

3.5.2. Unit Indoctrination (UI) Training (GD81Y). **(T-2).**

3.5.3. Aircrew Flight Equipment Familiarization (LL01). **(T-2).**

3.5.4. Local Area Survival Training (SS01). **(T-2).**

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements. This chapter combined with the RTM establishes the minimum ground and flying continuation training required to maintain currency. Individual proficiency may require a greater number of events. Unit commanders will ensure crewmembers receive sufficient continuation training to maintain individual proficiency. **(T-2).** Refer to the current RTM for continuation ground, mobility, and flying training requirements.

4.2. Aircrew Status. Aircrew members are assigned to one of the following statuses.

4.2.1. Mission Ready (MR). An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the unit's operational mission.

4.2.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed IQT and MQT, is qualified in some aspect of the unit's mission, but does not maintain MR status. The aircrew member must be able to attain full qualification to meet operational tasking's within 30 days. **(T-3).**

4.2.2.1. BMC aircrew members may include flying personnel assigned to MAJCOM headquarters; Numbered Air Force (NAF); Expeditionary Mobility Task Forces (EMTF); 618 AOC (TACC); US Air Force Expeditionary Center (USAF EC); Contingency Response Group (CRG); Air Mobility Operations Group/Wing (AMOG/AMOW); FTU; Direct Reporting Unit (DRU); or senior officers (or others).

4.2.2.2. FTU BMC instructors shall be certified by the commander in the unit's training mission before performing instructor duties. **(T-3)**. Once certified, FTU BMC instructors may conduct all aspects of the FTU's training mission. FTU BMC instructors may fly Higher Headquarters (HHQ)-tasked missions within CONUS (includes Alaska and Hawaii) and the Caribbean, but shall be MR for all other locations. **(T-2)**.

4.2.2.3. BMC crewmembers may log instructor or evaluator time, when required to perform duties in those capacities, during the portion of the mission for which they are current and qualified.

4.2.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set in this manual and current RTM. **(T-3).**

4.2.4. In addition to the above, MR, BMC, and BAQ crewmembers shall accomplish and/or maintain minimum requirements (for their assigned status) established in AFMAN 11-202V1, paragraph 3.1.5. **(T-2)**.

4.3. Flying Training Levels (FTL).

4.3.1. The Sq/CC (or designated representative) determines and assigns an appropriate FTL to individual crewmembers before the start of each semi-annual period, based on the crewmember's experience and aircraft proficiency. **(T-2). Exception**: Assign new unit crewmembers an appropriate FTL during in-processing and consider proration, when applicable. **Note**: Crewmembers may be assigned a different FTL for different flying

qualifications (i.e., a crewmember may be assigned FTL A for airland aircraft commander, but assigned FTL C for airdrop copilot).

4.3.1.1. FTL A – Highly-Experienced Crewmembers (e.g., as a guide, crewmembers having 10 or more years of operational flying experience). Examples include MAJCOM headquarters staff and 618 AOC (TACC) personnel; formal schoolhouse instructors; NAF personnel; USAF EC instructors; Wg/CC; OG/CC and Sq/CC; Operations Officers; crewmembers assigned to OG evaluation positions; and instructors assigned primarily to staff duties. Sq/CCs (AFRC Sq/CC or Sq/DO) have the discretion to assign highly-experienced MR line crewmembers to this level. **Note**: N-MR crewmembers assigned to MAJCOM staff and/or NAF instructor/flight evaluators, 618 AOC (TACC), USAF EC, CRG, AMOG, FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A and may fly unsupervised on local training missions provided they are current and qualified for that mission.

4.3.1.2. FTL B – Experienced MR Crewmember (as a recommendation, crewmembers having five years or more of operational flying experience). FTL B may also including highly-experienced BAQ crewmembers pursuing MR status.

4.3.1.3. FTL C – MR Crewmember. Inexperienced MR crewmembers or those pursuing MR status after completing IQT. May also be assigned to flight test, Weapons Instructor Course (WIC) cadre, or other staff crewmember.

4.3.1.4. FTL E – BAQ or BMC non-instructor staff. FTL E may include senior officers, MAJCOM, NAF, 618 AOC (TACC) staff, and AMLOs who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times. **(T-2). Note**: A C-17 pilot maintaining FTL E is coded FPN at all times.

4.3.2. Change of FTL. Do not move a crewmember to a new FTL requiring fewer events once the semi-annual period has begun. **(T-2). Exception**: Units associating FTLs with crew positions may change FTLs after an upgrade (i.e., instructor upgrade). BAQ crewmembers may be placed into a different FTL any time after attaining MR status. Commanders may prorate requirements when a crewmember's FTL changes.

4.4. Training Events and Tables. Standardized ARMS training event identifiers and descriptions are listed in **Chapter 7**.

4.4.1. Crediting Training Event Accomplishment. Credit events accomplished on training sorties and operational missions toward a crewmember's currency and continuation training requirements and establish a subsequent due date, where applicable. **(T-3).** Do not credit events accomplished as part of an upgrade or qualification program toward a crewmember's new qualification, except those events accomplished during a successful flight evaluation. **(T-2).** A crewmember may credit events accomplished during an upgrade or qualification program toward existing currency and continuation training requirements (e.g., takeoffs, approaches, landings, etc.), when the crewmember is qualified to perform those events and is assigned an existing continuation training profile. For example, a qualified airland crewmember in upgrade to an airdrop qualification (i.e., CPAD, ACAD, and LAD) may credit airland events they performed during their upgrade sorties, but may only credit airdrop events accomplished during a successful airdrop flight evaluation.

4.4.1.1. Initial training, upgrade, or requalification checkride date is used to establish initial due date(s) for currency events required by the current RTM. Award volume credit only to events accomplished on a successful flight evaluation. **(T-2). Note**: Training events accomplished during initial, upgrade, or requalification training that were not accomplished on a checkride will be input into ARMS with a volume accomplished of "0" and the checkride date as "accomplished date". **(T-2).** Loadmasters who complete an Interior Safety Inspection in an approved ATD as part of a requalification training plan may use their successful checkride date to credit GX63Y, Simulator-Interior Safety Inspection, for continuation training purposes.

4.4.1.2. Members overdue Q/I Evaluation may not log any flying continuation events until successful completion of the Q/I Evaluation. Members overdue MSN Evaluation may continue to log only those flying continuation events required on a Q/I Evaluation.

4.4.1.3. Members graded as "Unsat" (Q-3) during a flight evaluation will not log continuation training requirements for any item graded as Q-3 until requalified. **(T-2).**

4.4.2. Make-up training to regain currency (ground or flying) is creditable towards the new training period. **Exception**: Not applicable to phase training CBTs.

4.4.3. Instructor training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating. **Exception**: Instructor and flight examiner pilots may not credit takeoffs, landings, or air refueling flown by another pilot. **Note**: Landing includes assault events.

4.4.4. FTU OG/CCs and the Commandant USAF Weapons School (USAFWS) may develop (with MAJCOM approval) and publish ground and flying continuation training requirements in local training procedures.

4.4.5. Documenting Aircrew Training Events. Record appropriate training events, including one-time and PCS-related requirements, in ARMS. **(T-1). Note**: Events input directly to ARMS without using GTIMS will not be visible to GTIMS.

4.4.5.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.4.5.2. Combined training events may have only one ARMS entry.

4.5. Continuation Training Requirements. Individual crewmembers are responsible for completion and tracking of their own continuation training and are expected to actively work with unit schedulers and training officers to identify, schedule, and accomplish required events.

4.5.1. Ground Training Events. Crewmembers will comply with requirements of the RTM **(T-2).** Use this manual for items not addressed by the RTM.

4.5.1.1. Failure to accomplish continuation ground training events in the RTM shall result in N-MR status. **(T-1).** See **paragraph 4.10** for regaining mission ready status.

4.5.1.2. Failure to complete mobility training requirements in the RTM does not result in N-MR status, but may restrict member from certain missions requiring the associated training.

4.5.1.3. Geographic Combatant Commanders (CCMD) and/or Air Force Component Commanders (or their equivalents) may specify additional theater-specific training or

mobility requirements for their Area of Responsibility (AOR). Refer to AEF Center's Expeditionary Readiness Training (ERT) guidance and theater-developed Special Instructions (SPINS) (where applicable) for specific theater training requirements. In such cases, aircrew members are required to comply with theater-specific guidance in addition to requirements in this manual. If a conflict exists, comply with the more restrictive version.

4.5.1.4. Attached aircrew members (MAJCOM, NAF, etc.) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment's SARM office.

4.5.1.5. Crewmembers performing extended alert duty (more than 72 hours) may accomplish ground training during alert postures provided there is no degradation to required response time or mission accomplishment. Specify requirements and/or restrictions in a MAJCOM supplement and/or the unit supplement.

4.5.1.6. Crewmembers who will not remain in the command or will be assigned non-flying positions, are not required to complete ground training events that expire within four calendar months of the change in status date (e.g. reassignment occurs in the month of September, events expiring in May or later need not be accomplished).

4.5.1.7. Phase Training Computer Based Training.

4.5.1.7.1. Airland Phase CBTs 1-4 (GC11Y-GC14Y) and Airdrop Phase CBTs 1-4 (GC01Y-GC04Y) incorporate annual written examinations and are grounding events.

4.5.1.7.2. Aircrew members who are overdue any Phase CBT shall complete all delinquent CBTs prior to beginning their current-quarter's Phase Training. **(T-2).**

4.5.2. Flight and Simulator Continuation Training Events. The current RTM lists mobility-wide standardized semi-annual flying continuation training requirements by crew position. Event descriptions are located in **Chapter 7** and may be updated by the RTM. Flying continuation training events shall only be credited by individual crewmembers when those crewmembers are current and qualified in the event or are under the supervision of an instructor. **(T-2).** Crewmembers shall not credit continuation training events when their Q/I evaluation is past due. **(T-2)**. Crewmembers may credit only those events required on a Q/I evaluation when their MSN evaluation is past due.

4.5.2.1. ATD Credit for Training Requirements. Document and track all simulator and Distributed Mission Operations (DMO) accomplishments in ARMS in accordance with the RTM. Flying events authorized via the RTM to be accomplished using a simulator (e.g., OFT, BOWST, BOSS, etc.) or using a DMO-linked simulator will be logged in ARMS by replacing the first character of the ARMS code with an "S" (simulator) or "D" (DMO), as appropriate. **(T-2).** All simulator accomplishments must be documented and tracked in ARMS. **Note**: Both S- and D-codes dual credit the associated flying event when completion via simulator is authorized.

4.5.2.1.1. Fifty Percent (50%) Credit in an ATD. The definition of 50% creditable in the ATD/WST is that a minimum of 50% of the semi-annual volume requirements will be accomplished in the aircraft. **(T-2).** Crewmembers may accomplish remaining

percentage in either the WST or the aircraft. If event volume is reduced to one through proration, then that event shall be accomplished in the aircraft. **(T-2).**

4.5.2.1.2. Crewmember Qualification Requirements. Primary crewmembers may log continuation training events using an ATD per the RTM, provided the crew is qualified in their respective crew positions. The opposite pilot seat is required to be occupied by a qualified crewmember or ATS instructor in order for a pilot to credit continuation events. **(T-2). Exception**: Qualified crewmembers may credit continuation training events when paired with an unqualified crew member, if that event is defined in a requalification plan and a current and qualified Air Force or ATS instructor is present in the device.

4.5.2.1.3. Simulator Certification. Currency and training events will only be creditable in simulators holding a current Simulator Certification from AMC/AOS Detachment 2. **(T-2).** Specific currency and training events will not be creditable in a simulator that has been issued a partial decertification for those events by AMC/AOS Detachment 2 in accordance with the restrictions given under the partial decertification. **(T-2).**

4.5.2.1.4. Credit takeoff, instrument approach, and landing events only at airfields certified in the visual database by AMC/AOS Detachment 2.

4.5.2.1.5. Both the WST motion and visual system (Field of View (FOV) 1-5 with 150 degree continuous FOV) will be operational to log training and currency events creditable in the WST. **(T-2). Exception**: Either FOV 4 or 5 may be inoperable. In this case, conduct circling approaches, Visual Flight Rules (VFR) patterns, and Point Parallel Rendezvous only on the side of the operating FOV (4 or 5). **(T-2).**

4.5.2.1.6. The LS visual will be operable in order to credit LM training. **(T-2).**

4.5.2.2. ATD Training Restrictions. Accomplish training in the same manner as in the aircraft, to include the wear and use of professional gear (headsets, helmets, etc.). **(T-2).** In addition, the associated Student Guide for each phase simulator may stipulate additional required equipment for phase simulators. The Flight Crew Information File (FCIF) is required to be signed off prior to accomplishing the event. **(T-2).**

4.5.2.2.1. Schedule simulator sorties as ground events in the MAJCOM–approved scheduling system. **(T-3).** Sortie cancellation authority resides with the OG/CC or designated representative. See **paragraph 6.8.3** for additional guidance on cancelling simulators.

4.5.2.2.2. Phase CBTs should be completed prior to the current period's phase simulator training, but the sortie will not be canceled if not accomplished.

4.5.2.2.3. Phase Training, Pilot Proficiency Sortie (PPS), Instrument Simulator Sortie (ISS), and Interior Safety Inspection (ISI) Crew Requirements.

4.5.2.2.3.1. MP/IPs may accomplish phase simulators and PPSs alongside personnel of any crew qualification. FPK/FPLs fulfill the MP requirement for Phase and PPS training. FPs, however, will accomplish Phase and PPS training with an MP/IP. (**T-3). Note**: ARC may substitute an FTL A FPQ for an AC if needed.

4.5.2.2.3.1.1. Only Sq/CC or Sq/DO may waive this requirement with proper reasoning and documentation in TMS or MAJCOM–approved/directed

Electronic Training Database (i.e., GTIMS). **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

4.5.2.2.3.1.2. For newly qualified crewmembers (PIQ, ACIQ, LIQ, LTX, and newly requalified graduates), phase currency (for simulator and CBT lessons) begins during the next currency period.

4.5.2.2.3.2. Unqualified Pilots. Unqualified pilots will not participate in Phase, PPS, or ISS training unless the simulator event is included in a requalification training plan. **(T-2).** Two unqualified pilots may participate in the same event if both pilots have the simulator event as part of their training plan. Unqualified pilots will act in the capacity of the crew position requalifying towards to meet the intention of **paragraph 4.5.2.2.3.1 (T-2).** Following successful completion of requalification and a checkride, the crewmember may credit the Phase, PPS, ISS, and ISI events accomplished as part of the requalification training plan. **Note**: Pilots may credit the simulator event only (i.e., GX79Y, GX63Y, GX91Y - GX94Y, GX11Y - GX14Y, GX61Y). Individual events accomplished are not creditable (i.e., pilots may not credit a takeoff if accomplished during Phase Training).

4.5.2.2.3.3. Mixing Simulator events. Pilots are allowed to mix GX79Y, PPS, and GX61Y, ISS, only during training. Example: one pilot may complete a GX79Y, PPS, while the other pilot receives credit for a GX61Y, ISS during the same simulator sortie. In this case, the entire ISS profile is required to be used. Both pilots may only receive phase simulator credit or QUAL/INST Evaluation credit during a scheduled phase simulator or QUAL/INST Evaluation respectively.

4.5.2.2.3.4. Members overdue for their MSN Eval may still accomplish and credit phase simulator training.

4.5.2.2.3.5. Loadmasters may credit phase simulator or ISI training completed (if accomplished) as part of a LM requalification training plan. An ATS Instructor may act as the simulator instructor; an IL is not required.

4.5.2.3. Dual-Seat Qualification (see **paragraph 5.3** for detailed guidance).

4.5.2.3.1. PIQ Graduates. Pilots (FPC/FPQ) are dual-seat qualified and may accomplish training events in either seat. PIQ graduates are qualified to:

4.5.2.3.1.1. Fly and land in the left or right seat, accomplish up to full-flap approaches, and conduct full-stop landings to long runways (greater than 5,000 ft.).

4.5.2.3.1.2. Perform NVG takeoff and landing from either seat as PF.

4.5.2.3.1.3. Perform PF duties during assault landings under IP supervision from either seat with no passengers on board.

4.5.2.3.1.4. Attempt air refueling only under IP supervision with no passengers on board after achievement of the required on-load.

4.5.2.3.2. Aircraft Commanders. Aircraft Commanders (MP), PCO graduates (FPL), and ACIQ graduates (FPK/FPL) will only accomplish air refueling and assault landings from the left seat unless under direct IP supervision (see **Chapter 5**). **(T-2).**

4.5.2.3.3. Instructor Pilots: IPs may supervise any student in either seat.

4.5.2.4. Airdrop Proficiency and Currency Requirements. Both pilots may take credit for an airdrop event, provided they are performing their respective primary crew duties in either seat. See event descriptions in **Chapter 7** for guidance on loadmasters crediting airdrop events.

4.5.2.5. Flying Hours Allocation for Continuation Training. Each MAJCOM allocates flying hours as training, test, and ferry hours or operations and maintenance (O&M) hours to assigned wings. Allocated hours provide all crew positions with sufficient hours (based on FTL C) to accomplish required continuation flying training events.

4.5.3. High-Latitude Considerations. Crewmembers assigned to units north of the 60-degree parallel will handle night (not NVG events) currency as follows: Day events/sorties update night event/sorties from 1 April to 30 September. **(T-2).** OG/CCs determine crewmembers night currency status after 30 September.

4.6. Flight Surgeon Continuation Training Flying Requirements. AFMAN 11-202V1 defines Flight Surgeon requirements in Table 1 and is the source document for the following items.

4.6.1. Flight Surgeons shall be on Aeronautical Orders assigning Aviation Service Code (ASC) 8A status any time they log time in this MDS as a secondary airframe or when assigned to AMC and logging time in any DoD or foreign military aircraft for which authorization has been granted. **(T-1)**.

4.6.1.1. Flight Surgeons are required to complete the following ground training items for continuation training purposes in accordance with the timelines established in the most current RTM: Emergency Egress - Non-Ejection Seat (LL03), Aircrew Flight Equipment Training (AFET) (LL06), Aircrew Flight Equipment (AFE) Fit Check (LL07), Combat Survival Training (SS02), and Water Survival Training (SS05). **(T-2).**

4.6.1.2. Flight Surgeons are required to complete the following mobility training items for continuation training purposes in accordance with the timelines established in the most current RTM: ISOPREP Review (GM09Y), and Conduct after Capture (SS03). **(T-2).**

4.6.2. Flight Surgeons maintain the following flying proficiency and currency (as a minimum) in accordance with AFMAN 11-202V1, Table 1.

4.6.2.1. Six (6) Total Flight Surgeon Sorties per Semi-Annual Period (FF00). **(T-2)**.

4.6.2.2. Twelve (12) Total Flight Surgeon Sorties per Annual Period (FF00). **(T-2)**.

4.6.2.3. One (1) Night Sortie, Flight Surgeon (FF02) per Semi-Annual Period (credits FF00). **(T-2)**.

4.6.2.4. Two (2) Night Sorties, Flight Surgeon (FF02) per Annual Period (credits FF00). **(T-2)**.

4.6.2.5. To maintain currency, time between flights will not be more than 60 days. **(T-2)**.

4.6.3. Loss of Currency. MAJCOMs establish procedures for flight surgeons to regain flying currency. Flight Surgeons that exceed six months between sorties require completion of LL03, *Emergency Egress Training, Non-Ejection Seat*, with a certified aircrew instructor prior to the next flight. **(T-2)**. Flight Surgeons require an Aircraft Commander's signature on a copy of the AMC/SGP Memo or other approved form (e.g., AF Form 1522, locally generated form or memo, etc.) to certify that an egress procedures review was completed prior to flight. **(T-2)**.

Note: Documentation on AFTO 781, *ARMS Aircrew/Mission Flight Data Document*, is not acceptable. The Flight Surgeon is required to submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office upon mission completion. **(T-2)**. SARM/HARM files documentation in accordance with AFRIMS disposition.

4.7. Senior Officer Qualification Continuation Ground and Flying Requirements.

4.7.1. SOQ pilots will complete required ground training requirements in accordance with the RTM. **(T-2).** Units may tailor annual simulator refresher training events and profiles for senior officers. MAJCOM/A3T (or equivalent) is designated as the waiver authority for SOQ ground and flying continuation training events identified in this manual and the RTM.

4.7.2. SOQ pilots will complete flying training requirements associated with their assigned FTL in accordance with the RTM. **(T-2).** SOQ crewmembers will (as a minimum) maintain FTL-E continuation training requirements. **(T-2)**. **Note**: This requirement also extends to any additional aircraft in which the SOQ crewmember maintains a qualification.

4.7.2.1. SOQ pilots will be assigned to FTL-E and will not fly unsupervised in a primary crew position. **(T-2).**

4.7.2.2. SOQ pilots shall not perform in-flight maneuvers or fly as a primary crewmember on mission sets that exceed their SOQ course training and/or their restricted AF Form 8 (e.g., SOQ pilots who were not fully trained for NVG operations during their SOQ course, are not authorized to be a primary crewmember on missions requiring NVG use). **(T-2).** Instructors supervising SOQ crewmembers shall use sound judgment and Risk Management (RM) principles in reviewing the SOQ crewmember's previous training and experience, recency of flight, and overall proficiency to determine maneuvers (from those authorized) the SOQ crewmember may perform during flight. **(T-2). Note**: AMC/A3 retains waiver authority for SOQ waiver requests not otherwise specified by this manual.

4.7.2.2.1. Consider SOQ pilots as non-current in NVGs at all times due to limited NVG training during the SOC. Follow all restrictions for non-current NVG pilots in accordance with AFMAN 11-2C-17V3. **(T-2)**.

4.7.2.2.2. SOQ pilots may participate in assault or air refueling events after completing a one-time orientation trainer in a simulator. Sq/CCs establish the orientation training profile to be accomplished and ensure training is documented in TMS or MAJCOM–approved/directed electronic training database (i.e., GTIMS). **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).** Orientation training should (as a minimum) familiarize SOQ pilots with assault and/or air refueling procedures for both PF and PM duties.

4.7.2.3. SOQ pilots are not required to complete Phase CBTs or Phase Simulators, but are allowed and encouraged to complete them.

4.7.3. SOQ pilots are not exempt from CCMD or Air Force Transportation (AFTRANS) (or equivalent) requirements. See **paragraph 4.5.1.3**

4.8. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFMAN 11-2C-17V1 is not the governing directive for completion of ancillary training events. Aircrew members comply with published frequencies listed in the most current RTM, where

indicated. **(T-2).** Otherwise, consult the source publication and/or AEF Online ERT Checklist for required training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). **(T-2). Note:** Per AFMAN 11-202V1, this manual, AFMAN 11-202V1, and the RTM are the only publications that designate grounding an aircrew member.

4.8.1. Expeditionary Training Requirements. See Unit Deployment Manager (UDM) representative to ensure compliance with additional non-aircrew specific Expeditionary Readiness Training (ERT) requirements available on the Air and Space Expeditionary Forces website (AEF Online) located at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

4.8.2. ARMS Tracking for Ancillary Training Events. Not all ancillary training is tracked in ARMS. AMC/A3T has adopted a new ARMS coding structure. A master list of approved MAF-specific ARMS event identifiers will be maintained by AMC/A3TF. Units should continue to track ancillary training events in the appropriate training management system of record (e.g., Advanced Distributed Learning System (ADLS)) for events not tracked in ARMS. **Note**: Crews should continue to reference the source document that establishes the requirement for event specifics and frequency using the event name, as the MAF-specific codes could be different from the parent publication.

4.9. Proration of Training.   Crewmembers who are not available for flying duties due to extenuating circumstances for extended periods of time (generally 16 days or more) may be eligible for proration of training requirements in accordance with AFMAN 11-202V1 and this manual. Proration should be used judiciously, especially when considering prorating the same crewmember for consecutive semi-annual training periods.

Table 4.1. Individual Availability.

Calendar days Available	Months Available
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5

4.9.1. Proration Formula. Use **Table 4.1** to determine the number of months the crewmember is available during the training period (e.g., crewmember is on a non-flying TDY for 118 days during the semi-annual period (otherwise available for 64 days) equals two months available per **Table 4.1**). Multiply the number of months available by the event volume from the appropriate table, divided by the total number of months in the training period, then round down to the nearest whole number, but never less than 1 (e.g., two months available x 12 instrument approaches / six months in the semi-annual training period = 4 required). Subtract previous accomplishments from the prorated total to determine remaining requirements. **Note**: When the prorated volume is reduced to one for any event that is not 100% creditable in the simulator, then that event is required to be accomplished in the aircraft.

4.9.2. Permanent Change of Station Considerations. Crewmembers who PCS during the training period to a unit flying the same MDS aircraft and enter the same or lower FTL may credit training accomplished at the previous base. **Note**: There could be two proration

calculations needed when a PCS overlaps a change to a new semi-annual training period. **Note**: Use date departed last duty station through 7-days after a crewmember signs-in at a CONUS location or 14-days after a crewmember signs in at an OCONUS location to determine the number of days available. **Exception**: Use the date of the first training event for the calculation when the training event occurs prior to the 7- or 14-day standard.

4.9.3. Change in Flight Training Levels. Proration may be used for certain crewmembers who require a change in training levels during the semi-annual period (e.g., completion of MR certification) in accordance with **paragraph 4.3.2 Note**: Events accomplished while assigned to the prior FTL are not credited toward the new FTL.

4.9.4. C-17 Specific Requirements. Pilots and LMs will accomplish remaining events depending on the number of months remaining in the quarter in which they graduated from IQT or upon completion of requalification training. **(T-2).** Members who attended CPAD during the semi-annual period may subtract the time spent away from the unit to prorate airland events. Newly certified ACs may use their PCO graduation date to prorate remaining events. All volume training requirements should be prorated based on instructions in **paragraph 4.9.2** and **Table 4.1**

4.9.4.1. Two months remaining:

4.9.4.1.1. Pilots: Accomplish one ISS and one Integrated Mission Sortie (IMS). **(T-3)**.

4.9.4.1.2. Loadmasters: Accomplish one PS. **(T-3)**.

4.9.4.2. One month remaining:

4.9.4.2.1. Pilots: Accomplish one ISS and one IMS. **(T-3)**.

4.9.4.2.2. Loadmasters: No requirement.

4.9.4.3. Crewmembers enrolled in PCO, Instructor AC Course (IAC), CPAD, ACAD, Loadmaster Airdrop (LAD), and Instructor Loadmaster (ILM) courses are not exempt from quarterly phase training. Crewmembers enrolled in a TX-1, Initial Qualification Course, or TX-2, Requalification Course, at the formal training unit or approved in-unit training are exempt from quarterly phase training simulator and CBT requirements (based on projected graduation dates). Use course graduation date to establish phase training completion date. **(T-2)**.

4.9.4.3.1. CPAD and LAD graduates. All airdrop volume training requirements should be prorated based on instructions in **Table 4.1**

4.9.5. Sq/CCs (Sq/DO where appropriately authorized) are the approval authority for proration.

4.10. Failure to Complete Training Requirements. Declare individuals in Air Force Input Tool (AF-IT) as N-MR, non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete ground or flying continuation training requirements in AFMAN 11-202V1, paragraph 3.1.5, and the RTM. **(T-1)**. **Note**: This does not pertain to individuals pursuing MR status after initial qualification or requalification training.

4.10.1. Failure to Maintain Flying Currency. Currency events are denoted in the most current RTM Flying Continuation Training Tables under the "CUR" column with prescribed

maximum intervals between accomplishments. Failure to meet a currency requirement results in the crewmember being non-current for that training event.

4.10.1.1. Place individuals non-current in one or more currency events in N-MR/N-BMC/N-BAQ status (as appropriate) in those unit missions requiring that event. **(T-2)**.

4.10.1.2. Crewmembers are non-current on the day after an event currency expires (e.g., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November).

4.10.1.3. Crewmembers who are non-current for flying training events will be under direct instructor supervision while performing the non-current event(s) until currency has been regained or a waiver has been approved, except as provided below. **(T-2).**

4.10.1.3.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may approve non-current crewmembers to fly unsupervised on sorties where the events causing non-current status are not conducted. **Exception**: A crewmember who is non-current in takeoff (AT59Y), instrument approach (AP15Y), or landing (AL01Y) will be supervised on all sorties until currency is regained. **(T-2).**

4.10.1.3.2. Air Refueling Sorties. Aircraft commanders who are non-current for air refueling shall not fly in command on missions requiring air refueling until currency is regained. **(T-3).** Currency for aircraft commanders who are non-current for less than 15 days may be regained on operational AR missions when all of the following conditions are met: the crewmember is under the supervision of a qualified AC or higher, required fuel on-load for the mission is complete, and no passengers are aboard.

4.10.1.4. Individuals who, by the nature of their crew position are N-MR, or already require instructor supervision (i.e., some individuals in MQT, FTL E crewmembers) do not need to be separately placed in supervised status over and above what their crew position or training program already confers on them. Crew members in a training program who are already qualified, who have reached a point in their training program before the end of the semi-annual period that permits them to fly unsupervised (i.e., FF or FB), who fall within the currency window to revert to an earlier crew position (i.e., FPK, etc.), or who are undergoing training as a result of a failed evaluation will be tracked as N-MR for unit readiness purposes. **(T-2).**

4.10.2. Failure to Complete Semi-Annual Volume Training Requirements. Crewmembers who fail to accomplish the total number of each required semi-annual training event (full or prorated volume, as appropriate) in the most current RTM become non-current for the individual event(s) on the first day of the new semi-annual training period. Sq/CCs (or designated representative) will take the following actions at the end of the semi-annual training period. **(T-2).**

4.10.2.1. Review ARMS products for those crewmembers who become non-current for volume events. **(T-2)**.

4.10.2.2. Place each non-current crewmember in N-MR/N-BMQ/N-BAQ status (as appropriate). **(T-2)**.

4.10.2.3. Formulate a get-well plan to re-establish individual currencies. **(T-2)**.

4.10.2.4. Assure that each non-current crewmember is under direct instructor supervision while performing the non-current event(s) until currency is regained or a waiver has been approved. **(T-2)**.

4.10.2.5. Document by crewmember on an "End of Semi-Annual N-MR/N-BMQ/N-BAQ" letter incomplete events and required actions for each crewmember to regain currency. **(T-2)**. This allows for tracking of non-current events after ARMS tables are "rolled over" to the new semi-annual period. The default volume of training necessary will be one event unless documented as greater on the "End of Semi-Annual N-MR/N-BMQ/N-BAQ" letter. **(T-2). Note**: Overdue currency and ground continuation training are not included or tracked on the "End of Semi-Annual N-MR/N-BMQ/N-BAQ" letter. **Note**: Letters should be accomplished and maintained electronically using a MAJCOM-approved electronic training database (i.e., GTIMS), but may be accomplished and maintained manually if GTIMS is not yet adopted.

4.10.3. Regaining Currency for Flying Training Events. Non-current crewmembers may regain currency using one of two methods. Crewmembers either complete Sq/CC-assigned training events or they may be granted a waiver.

4.10.3.1. Completion of Assigned Training. Crewmembers become current upon completion of Sq/CC-assigned training event(s).

4.10.3.2. Waivers. Crewmembers may be granted a waiver in accordance with **paragraph 1.5.9** to re-establish flying training event currency. Document waivers, when determined appropriate, in accordance with this manual and/or the RTM. **(T-2)**. Commanders will base the decision to waive a flying continuation training event on the individual crewmember's experience and proficiency level. **(T-2).** Considerations such as a crewmember's availability, manning shortfalls, etc. are not appropriate reasons for granting continuation training waivers. **Note**: AMC and AFRC units are required to use GTIMS for waiver documentation. **(T-2)**.

4.10.3.3. Non-Current for up to Six Months. A non-current crewmember is required to demonstrate proficiency in an aircraft or simulator to the satisfaction of an Air Force Instructor (or ATS instructor for simulator-creditable events) for all events in the RTM Flying Training tables in which they have lost currency, except as otherwise noted above. **(T-2)**. **Note**: See RTM for exceptions to training events that do not require direct instructor supervision to regain currency. **Note**: In order to regain currency in an airdrop or formation event, a crewmember requires supervision by an airdrop-qualified instructor for that crew position.

4.10.3.4. Non-Current Exceeding Six Months.

4.10.3.4.1. A crewmember who remains non-current exceeding six months for flying training events identified as leading to unqualified status in the RTM Continuation Flying Training Tables is designated as unqualified in the aircraft. The crewmember shall complete Sq/CC-directed requalification training in accordance with **paragraph 2.9** followed by an aircrew evaluation in accordance with AFMAN 11-2C-17V2. **(T-2).** Sq/CC-directed training and evaluation will include all delinquent training items. **(T-2).** Updated currency will be established in accordance with **paragraph 4.4.1** upon

successful completion of the required evaluation. **(T-2). Note**: For all other currency events, refer to **paragraph 4.10.4.2**

4.10.3.4.2. A crewmember who remains non-current exceeding six months for specific events noted in the RTM Continuation Flying Training Tables as "Unqualified in this event only if non-current in excess of six months" is designated as unqualified for that and those events only. In this case, the unqualified crewmember shall complete Sq/CC-directed requalification training in accordance with **paragraph 2.9** (Requalification Training) followed by an aircrew RQ SPOT Evaluation in accordance with AFMAN 11-2C-17V2. **(T-2). Note**: Crewmembers are coded either FPN, MPN (aircraft commander and above), or MLN until mission qualification is regained.

4.10.4. Failure to Complete Ground Continuation Training Requirements.

4.10.4.1. Declare aircrew members who fail to complete ground continuation training events required by the RTM as non-current for that and those specific training event(s). **(T-2)**. Designate those crewmembers as N-MR/N-BMC/N-BAQ until currency is regained or a waiver is granted. **(T-2)**. The crewmember shall not deploy until required ground training has been accomplished. **(T-3). Exception**: Non-current crewmembers may fly unsupervised on local, routine, and CONUS missions according to the RTM on sorties not requiring the specific ground training event(s).

4.10.4.2. Declare aircrew members who fail to complete aircrew-specific mobility training events required by the RTM as non-current for those specific training events. **(T-2)**. Do not designate these crewmembers as N-MR/N-BMC/N-BAQ, but restrict the crewmember from performing missions requiring the delinquent event(s) until the required training is accomplished or a waiver is granted. **(T-2)**.

4.10.4.3. Regaining Currency for Aircrew Ground Continuation Training Events. A crewmember has two options to regain currency for ground continuation training events.

4.10.4.3.1. The crewmember completes the required ground training to re-establish currency.

4.10.4.3.2. Specific event(s) may be judiciously waived in accordance with **paragraph 1.5.9** Document waivers, when determined appropriate, in accordance with this manual and/or the RTM. **(T-2)**. Such a waiver is intended to account for unforeseen circumstances and is only for events that do not degrade mission accomplishment. Base waiver decisions on the individual crewmember's experience and proficiency level. Do not base waiver decision on scheduling or availability concerns. A waiver extends the due date for the specific event(s), but does not delete the requirement. Aircrew members should complete the event(s) to re-establish currency as soon as possible after currency is lost.

4.10.4.4. Crewmember Restrictions While Non-Current for Ground Continuation Training Events. With the exception of mandatory grounding items noted in the RTM, crewmembers who are non-current for events in the RTM may be permitted to fly on specific sorties under instructor supervision, provided the overdue training event(s) is/are not applicable to that sortie. **Exception**: CONUS-based Crewmembers who are non-current for Combat Survival Training (SS02) or Water Survival Training (SS05) follow guidance notes in RTM. **(T-2)**. **Exception:** [AFRC] Crewmembers who are non-current for Water Survival Training

(SS05) are restricted to CONUS missions until currency is regained or a waiver is granted. AFRC crewmembers who are non-current for Combat Survival Training (SS02) may be permitted to fly non-combat-related AFRC-managed missions (including OCONUS) where mission re-tasking will not occur, but are restricted to CONUS-only for 618 AOC-(TACC)-managed mission until currency is regained or a waiver is granted. **(T-2).** **Exception**: Non-CONUS-based crewmembers may fly local/theater sorties within their assigned theater that do not transit combat zones when SS02 is overdue or do not include over-water segments when SS05 is overdue until currency is regained or a waiver is granted.

4.10.4.5. An individual N-MR for failure to complete Hazardous Cargo Ground Training (GD39Y) may fly unsupervised on local training missions only with Sq/CC (AFRC Sq/CC or Sq/DO) approval until training is completed.

4.10.5. Make-up training (ground or flying) is creditable towards the new training period.

4.10.6. Crewmember Deployment Considerations.

4.10.6.1. Phase Simulator Content Modification in Preparation for Deployments. OG/CCs may in preparation for an imminent deployment modify mission scenarios and content of loadmaster phase simulator training and day-two pilot phase simulator training. Coordination with AMC/A3TA is required at least one month prior to training implementation to ensure ATS contractual compliance. **(T-2)**. After coordination from AMC/A3TA, OG/CCs will ensure the modified mission scenario is coordinated at least three weeks prior to training implementation with the ATS Contracting Officer Representative (COR) and ATS Site Manager. **(T-2).** Locally-developed scenarios are required to meet both contractual obligations and ATS objectives.

4.10.6.2. AMC/A3T authorizes extension of air refueling currency for aircraft commanders assigned to FTL C for up to 60 calendar days from their normal currency expiration date when they are tasked for a flying deployment of 45 calendar days or greater.

4.10.6.3. OG/CCs shall determine and direct reconstitution training requirements for assigned crewmembers upon their return from a deployment. **(T-2).**

4.10.7. Phase Training WST/LS Lesson Waivers. Make-up training is not required when phase training simulator lessons are waived. However, commanders may require completion of missed phase simulator training based on individual proficiency and/or simulator availability.

4.11. Requirements before PCS or TDY by Rated Members on Active Flying Status. See AFMAN 11-202V1.

4.12. Requirements before Removal from Active Flying Status. See AFMAN 11-202V1.

4.13. Requirements While in Inactive Flying Status. See AFMAN 11-202V1.

4.14. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. See AFMAN 11-202V1.

4.15. Training Period. Continuation training program is based on six month (semi-annual) periods (1 January – 30 June; 1 July – 31 December). MAJCOMs may adjust training periods based on unique mission requirements.

Chapter 5

UPGRADE TRAINING

5.1. General Requirements. This chapter identifies general prerequisites and training requirements for upgrade. See minimum flying-hour requirements and prerequisites in **Table 5.1**

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

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

5.1.2.1. Completion of applicable ground and flying requirements required by this manual. **(T-2)**.

5.1.2.2. Completion of academic prerequisites and special requirements detailed in the ETCA. **(T-2)**.

5.1.2.3. In-depth knowledge of aircraft systems, operating policies, governing instructions, and applicable tactics, techniques, and procedures for their MWS. **(T-2)**.

5.1.2.4. Achieve the minimum flying-hour prerequisite, including left-seat experience for AC Upgrade candidates. **(T-2)**. **Note**: WST time may be used to credit "MDS Total Time" for AC upgrade candidates (N/A AFRC).

5.1.2.5. Course allocation provided by the MAJCOM Quota Manager for the intended course.

5.1.3. Waiver Authority for Formal Course Prerequisites. OG/CC, in accordance with **paragraph 1.5.3**, is the designated waiver authority for flying-hour prerequisites required for entry into formal upgrade courses defined by **Table 5.1** Consult the course syllabus and/or the organization establishing the requirement for other waiver authority determinations.

Table 5.1. Minimum Aircrew Qualification/Upgrade Prerequisites.

From	To	Course Prerequisites	Tasks and Events Required Before Certification	Notes
UNQ	FP	UPT Graduate	PIQ course.	
UNQ	MP	Prior Aircraft Commander TFT 1000	ACIQ course. MPD Phase II Guide, If Required. C-17 PAA – 200	1,2,3
FP	MP	TFT - C-17 PAA 1000 – 400	Pilot Checkout course. MPD Phase I, II & III.	1,2
MP	IP	200 PAA and at least six Months Since AC Certification	IAC course.	2,4

FP	CPAD	Mission-Ready Pilot	CPAD course.	
CPAD	ACAD (wing)	Airdrop MC and Sq/CC-Certified Airland AC	ACAD course.	5
ACAD	ADIP (Airdrop Instructor Pilot)	ACAD and Sq/CC-Certified Airland IP	Airdrop IP Upgrade Course	
ADIP	LDIP (Formation Lead)	Sq/CC-Certified Airdrop IP and PDA certification	Formation Lead Airdrop Upgrade Course	
UNQ	ML	Basic Loadmaster Course	LIQ or LTX course.	8
ML	LMAD	Mission Ready	LMAD Course.	
ML	IL	1000 Total Hours and 200 C-17 PAA	ILM course.	2,6,7
Instructor	Evaluator	Sq/CC Recommendation	Flight Examiner (FE) course.	9

Notes:

1. Total Flying Time (TFT) represents all flying time logged aboard a fixed wing aircraft as a military pilot including SUPT "student" and "other" time (TFT does not include time in another aircrew specialty or Remotely Piloted Aircraft (RPA)). Simulator time is creditable to meet TFT requirements.

2. C-17 PAA Time does not count "other" time. Formal School time does count towards C-17 PAA. C-17 simulator time does count towards Pilot PAA. C-17 simulator time does not count towards LM PAA.

3. MPD Phase II Guide is not required Mobility Air Force (MAF) crossflow with similar skill set (i.e., C-130, C-5, KC-135/KC-10/KC-46). MPD Phase II Guide will be completed for pilots with dissimilar background (i.e., Operational Support Aircraft (OSA)/First Assignment Instructor Pilot (FAIP), F-16, etc.). **(T-2).**

4. Previously qualified instructors in a USAF aircraft may upgrade in-unit without re-accomplishing the formal AETC instructor course with OG/CC approval. MAJCOM waivers are not required. Document the OG/CC approval and training in TMS or MAJCOM–approved/directed Electronic Training Database. See paragraph **5.5.4.** and **Attachment 2. (T-2)**.

5. OG/CC is the approval authority for non-squadron commander certified ACs to attend ACAD.

6. Instructor candidates should have a 1A251 primary AFSC (or higher); 1A271 is desired.

7. LM Total Hours represents all flying time logged aboard fixed wing USAF aircraft. Simulator and "other" time does not count LM Total Hours.

8. LTX course prerequisites include: currently or previously qualified in the C-130 (all variances) or C-5 (all variances) within the last eight years, and logged a minimum of 200 total flight hours as a qualified loadmaster. (see AETC syllabus for additional guidance)

9. Evaluator pilots will be Sq/CC-certified Formation Lead Airdrop Instructor Pilots to evaluate airdrop events. **(T-2). Exception:** ARC evaluator pilots shall be Sq/CC-certified ADIPs in order to evaluate airdrop events. **(T-2)**. In accordance with AFMAN 11-202V2, evaluators will only evaluate mission and skill sets in which they maintain qualification and/or certification. **(T-2).**

5.2. Mobility Pilot Development (MPD) Program.   MPD is a program for PIQ graduates leading to AC certification. MPD pilots are not ACs. The MPD program consists of the PIQ (or ACIQ) formal training course followed by continuation training and seasoning in a primary aircraft, then progresses to the MPD pilot's upgrade to and certification as an AC. **Note**: PIQ, ACIQ, and AC upgrade programs are described elsewhere in this manual. MPD continuation training and seasoning is divided into multiple phases: MPD Phase I, MPD Phase II, GRACC, Pilot Checkout Course (PCO), and commander certification to AC. All MPD pilots will be dual-seat qualified in their assigned aircraft and will maintain qualification requirements according to AFMAN 11-2C-17V2. **(T-2)**. **Note**: See minimum flying hour requirements in **Table 5.1** The commander's assessment of the MPD pilot's performance drives the timeline required to upgrade to AC. Unit commanders should tailor continuation training and seasoning programs to the individual pilot's knowledge, skill, and experience level. The success of the MPD program

depends on MPD pilots being effectively mentored and provided with sufficient training and development opportunities for success.

5.3. MPD Program Continuation Training.

5.3.1. Documentation**.** Document MPD training using ARMS as follows: MPD Phase I uses ARMS code CP15Y, MPD Phase II uses ARMS code CP17Y, GRACC uses ARMS code CP11Y, and aircraft commander certification uses ARMS code CP03Y. **(T-2)**. Document full-course completion and Sq/CC (AFRC Sq/CC or Sq/DO) certification using the AF Form 4324 (or electronically using GTIMS). **(T-2)**. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

5.3.2. Training Guides. MPD Phase I & II training guides are available for download on AMC/A3T's SharePoint® site. MPD pilots should carry appropriate training guide(s) on all sorties to maximize training opportunities.

5.3.3. MPD Phase I Certification (CP15Y) (Not required for ACIQ graduates). MPD Phase I consists of core aircraft commander development activities for new pilots. The center of this training is the MPD Phase I Training Guide that focuses on communications, checklist discipline, aircraft systems knowledge, and basic mission planning to build the MPD pilot's knowledge and understanding of their assigned aircraft and its mission. MPD Phase I pilots are not expected or authorized to act as aircraft commanders. The program's intent is to provide them with a variety of opportunities to observe and learn aircrew leadership fundamentals from aircraft commanders in multiple settings. MPD Phase I pilots should not be assigned additional duties in the squadron during their training period to allow them to focus on study and flying the mission to the maximum extent possible. MPD Phase I pilots will complete the MPD Phase I Training Guide NLT 180 days (365 days for ARC) after becoming mission ready. **(T-3)**. **Note**: Pilots crossflowing from First Assignment Instructor Pilot (FAIP), Operational Support Aircraft (OSA), or non-MAF weapons systems are not required to complete MPD Phase I.

5.3.3.1. MPD Phase I pilots normally fly in the right seat for day-to-day operations. MPD Phase I pilots may fly in the left seat under direct supervision of an IP. They should be in the right seat for refresher simulators, but may use any proficiency time available at the end to build left-seat experience. MPD Phase I pilots may be in either seat for proficiency simulators.

5.3.3.2. MPD Phase I shall be considered complete no earlier than six months after training start date (as defined in **paragraph 1.7.1**), provided the pilot has attained a minimum of 200 PAI hours and has completed the MPD Phase I Training Guide. **(T-3)**. Document Sq/CC approval via the STRP and transition the pilot to MPD Phase II. **(T-2)**.

5.3.4. MPD Phase II Certification (CP17Y). MPD Phase II builds on core knowledge and experience gained in MPD Phase I. The center of this training is the MPD Phase II Training Guide that focuses on flying skill, situational awareness, mission considerations, and crew management in preparation for certification as an aircraft commander. As MPD Phase II pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.1. During MPD Phase II, pilots receive 'balanced exposure' by flying in both seats. MPD Phase II pilots may fly in the left seat under supervision of an AC or higher. Unit leadership will use sound judgment and solid RM principles to determine crew complement

and the seat the MPD pilot occupies. **(T-2).** MPD Phase II pilots should be in the left seat during refresher and proficiency simulators.

5.3.4.2. MPD Phase II shall be considered complete when the MPD Phase II Training Guide and all prerequisites defined in **Table 5.1** are complete. **(T-3)**. Document Sq/CC approval via the STRP and review training records to determine suitability and timing for upgrade to aircraft commander. Upgrade determinations will be based on performance, experience, and requisite flight hours. **(T-3)**. MPD pilots shall have a minimum of one flight evaluation (AF Form 8) following FP mission-ready certification before entry into aircraft commander upgrade. **(T-2). Exception**: Crossflow pilots from FAIP, OSA, or non-MAF weapons systems are exempt from this flight evaluation requirement.

5.3.5. Global Reach Aircraft Commander Course (GRACC) Certification (CP11Y). This event is an essential familiarization with the operational command and control structures and mission management oversight that resides at the headquarters level. See **paragraph 1.17.2** for scheduling and **Chapter 7** for additional course details. Attendance is mandatory for AMC pilots and highly-encouraged for all others during upgrade and prior to certification as an aircraft commander. The intent is for MPD pilots to attend GRACC after completion of MPD Phase II (CP17Y) and prior to beginning PCO.

5.3.6. Pilot Checkout (PCO) Course. PCO (also referred to as aircraft commander upgrade) is the final training course before a MPD pilot's certification as an aircraft commander. The Sq/CC (AFRC Sq/CC or Sq/DO) determines (via the STRP) projected date for the MPD pilot's PCO course. The actual training start date occurs with the first PCO training event. Training time limitation is defined in **Table 1.2** PCO requires a formal training folder in TMS or MAJCOM-approved electronic equivalent (i.e., GTIMS) to document required training and certification. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).** Multiple training programs may be combined into a single training folder (or GTIMS training template), at the unit commander's discretion. **Note**: Training guides are authorized.

5.3.6.1. Aircraft commander candidates accomplishing PCO training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. It is permissible for an aircraft commander candidate to be in both seats in the simulator while under IP supervision, as required.

5.3.6.2. Prior to certification, aircraft commander candidates shall be current in applicable MQT events listed in **Table 3.1** and accomplish the following events during their PCO course. **(T-3)**. **Exception**: Air Refueling Training and Certification may occur after AC Certification based on mission requirements and class availability. **Note**: Specific order of accomplishment is not mandated.

5.3.6.2.1. MPD Pilot Checkout. The process for aircraft commander certification will include graduation from PCO. **(T-2).** Member should accomplish unit-directed requirements (academic training, local sorties, etc.) prior to attending PCO.

5.3.6.2.2. Evaluation. Accomplish an Operational Mission Evaluation (OME) in accordance with AFMAN 11-2C-17V2 and/or MAJCOM guidance, if required. **(T-2)**. Aircraft Commander Upgrade culminates with a Sq/CC's Review and Certification Board Recommendation.

5.3.7. Certification. Complete certification in accordance with this manual and document via STRP. **(T-2)**. Assign the appropriate Mobility Pilot Designation Code in accordance with AFI 11-401 AMCSUP I, *Aviation Management,* Table A2.4. **(T-2)**. **Note**: The following codes are directed for FPs and ACs who become overdue for their MSN evaluation: FP - coded as "FPN"; AC (including Instructor and Evaluator Pilots) - coded as "MPN".

5.4. Loadmaster Development.

5.4.1. Loadmaster Designation Codes. Regular Air Force loadmasters use the ARMS code "FL" to designate N-MR status. This ARMS code does not affect the ML qualification status listed on the AF Form 8.

5.4.2. Loadmasters will complete a MAJCOM–approved C-17 Loadmaster Mission Ready Guide upon completion of LIQ. **(T-2).** The latest version of the AMC C-17 Loadmaster Mission Ready Guide is posted on the AMC/A3T SharePoint® site (see **paragraph 1.14**). Further loadmaster development is completed at the unit level.

5.5. Aircrew Instructor Program.   An instructor course is designed to teach selected crewmembers fundamentals and concepts of instructing. Select instructor candidates based on experience, judgment, ability to instruct, flying skill, and technical knowledge. **(T-3)**.

5.5.1. For instructor upgrade prerequisites, see **Table 5.1**

5.5.2. Individuals who complete the applicable instructor course (IAC or ILM) are qualified instructors for all mission qualification events in which they maintain currency. **Exception**: Pilots are required to be Formation Lead Airdrop Instructors (Airdrop Instructor) to instruct Formation and Airdrop events.

5.5.3. New instructor candidates will attend the formal C-17 ATS IAC or ILM. **(T-2).** Evaluate waivers on a case-by-case basis when formal school course allocations are not available. **(T-2)**.

5.5.4. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any manned fixed-wing USAF aircraft may upgrade in- unit without completing the ATS IAC or ILM course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required and may tailor course requirements to complete upgrade. Utilize the standardized MAF C-17 in-unit instructor course in TMS or MAJCOM– approved/directed Electronic Training Database to document approval and training. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).** Refer to **Table 1.2** for in-unit training time limits.

5.5.5. Instructor Responsibilities:

5.5.5.1. AF instructors require competency as subject matter experts adept in the methodology of instruction. **(T-2)**. They also require proficiency in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and student difficulties; and prescribing and conducting remedial instruction using both platform and in-flight instruction.

5.5.5.2. Provide thorough preflight briefings, post-flight briefings, and critiques. **(T-2)**. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown. **(T-2)**.

5.5.5.3. Review each student's training record prior to each training session; observe, document, and report student performance during each training session; provide unbiased constructive feedback to the student regarding their performance during the training period; and accurately document student performance and instructor recommendations in the student's training record. **(T-2)**. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

5.5.5.4. Ensure all required upgrade training items are completed, signed off, and proficiency demonstrated in accordance with AFMAN 11-2C-17V2 grading criteria before recommending the student for evaluation, or certifying the student as qualified in a tactic or mission. **(T-2)**. Instructors should further ensure training, operations sections, and the flight commander (or designated representative) is apprised of the student's status.

5.5.5.5. IPs are responsible at all times for flight conduct and aircraft safety. **(T-2)**. Should the student's judgment or proficiency at the controls raise a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. **(T-2)**. The instructor should then explain and demonstrate proper tactics, techniques, and/or procedures for the maneuver prior to the trainee resuming control of the aircraft. **(T-2)**. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action. **(T-2)**.

5.5.5.6. Instructor Loadmasters (IL) are responsible for student supervision and safety regardless of rank. **(T-2)**. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately takeover those duties. **(T-2)**. The instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties. Use instructors or evaluators for any phase of training to capitalize on their expertise and experience. **(T-3)**.

5.5.6. Instructor pilot candidates will qualify through the ATS Instructor Aircraft Commander Qualification (IP) course. **(T-2)**. Additionally, IP candidates will complete unique and/or specialty instructor training programs using ATS courses/courseware, where courses/courseware are available. **(T-2).**

5.6. Flight Examiner Certification. The Flight Examiner Course is designed to teach selected instructors the fundamentals and concepts of evaluating aircrew performance against a variety of aviation performance and knowledge standards. Select evaluator candidates based on experience, proficiency, judgment, flying skill, instructional performance, and technical knowledge. **(T-3)**. Flight examiner prerequisites are found in **Table 5.3**.

5.6.1. Sq/CC (or designated representative) will recommend instructors for flight examiner certification. **(T-2).** Instructors identified for flight examiner certification are required to possess superior knowledge of AMC training and evaluation policies and procedures, and the ability to administer evaluations according to applicable publications. **(T-3)**.

5.6.2. Flight examiner candidates will:

5.6.2.1. Attend the ATS flight evaluator course (where available) for their crew position. **(T-2)**. **Note**: Sq/CCs (AFRC Sq/CC or Sq/DO) may waive this requirement if the candidate is a previously-qualified flight evaluator in any AMC aircraft.

5.6.2.2. Observe qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge. **(T-3). Exception**: Optional for previously-qualified AMC examiners.

5.6.2.3. Demonstrate comprehensive knowledge and application of command policies, AFMAN 11-202V1 AFI 11-202V2, AFMAN 11-2C-17V2, this manual, and MAJCOM supplements. **(T-3). Exception**: Previously-qualified AMC examiners may accomplish via a thorough examiner-led briefing of these items to update their knowledge and understanding.

5.7. Special Qualifications and Certifications.

5.7.1. Aerial Delivery Training.

5.7.1.1. Airdrop Certification (Aircraft Commander) (CD01Y). Aircraft commanders complete certification via the Aircraft Commander Airdrop (ACAD) Course and may perform airdrop as an aircraft commander in the wing position. **(T-2).**

5.7.1.2. Airdrop Certification (Single Ship) (CD03Y) or Airdrop Certification (Formation) (CD11Y). May be assigned to any crew position. Qualification will be accomplished via approved courseware (i.e., Copilot Airdrop (CPAD) Course or LM Airdrop (LMAD) Course, etc.) and certification documented via the STRP. **(T-2).**

5.7.1.3. Airdrop Certification (Formation Lead Instructor Pilot) (CD10Y). Pilots will complete the MAJCOM-approved Formation Lead Airdrop Upgrade Course Syllabus. **(T-2).** Candidates require Airdrop Certification (Instructor) (CD13Y) prior to course start. **(T-3).** Individuals who complete the Formation Lead Airdrop Upgrade Course Syllabus are qualified instructors for all airdrop mission qualification events in which the maintain currency.

5.7.1.4. Airdrop Certification (Instructor) (CD13Y). Pilots will complete the MAJCOM-approved Airdrop Instructor Pilot Upgrade Course Syllabus. **(T-2).** Candidates require Flight Instructor Certification (CQ17Y) and Airdrop Certification (Aircraft Commander) (CD01Y), prior to course start date. **(T-3).** Upon certification, airdrop instructor pilots may instruct all airdrop mission qualification events in which they maintain currency. Airland instructors who subsequently complete the ACAD course will not be used as airdrop instructors until they have completed the MAJCOM-approved Airdrop Instructor Pilot Upgrade Course syllabus and Sq/CC certification. **(T-2). Note**: Does not certify the instructor to instruct formation lead requirements without CD10Y.

5.7.2. Joint Precision Airdrop System (JPADS) Certifications. The JPADS training program is designed for all airdrop-qualified crewmembers. This program allows MAF combat delivery aircrews to improve airdrop accuracy during high altitude airdrop employment. Crewmembers who previously completed the interim JPADS training syllabi are considered JPADS certified for the phases completed. If completing JPADS in-unit training, contact 97 TRS for suggested training aids. **Note**: Award crewmembers JPADS Certifications following training and squadron certification. **(T-3)**. Sq/CCs will determine how many crewmembers are certified and maintain JPADS training and currency to meet appropriate Manning Documents and Unit Designed Operational Capability (DOC) Statements. **(T-2).**

5.7.2.1. PADS Operator (PO) Certification (CD31Y). May be assigned to any JPADS Phase II-certified rated officer (pilot or navigator) from any MDS. PO is a designated additional crewmember certified to direct JPADS airdrops using guided or unguided Improved Container Delivery System (I-CDS) procedures. Training is normally accomplished during the C-17 ACAD course, but may be completed in-unit using the AMC-approved JPADS PO syllabus located on the AMC/A3T SharePoint® (see **paragraph 1.14**). Document training via TMS or MAJCOM-approved electronic equivalent (i.e., GTIMS) and certification via the STRP. **(T-2)**. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

5.7.2.2. JPADS Phase I Certification (CD33Y). May be assigned to any crewmember following completion of appropriate JPADS Phase I training syllabus. Upon certification, crewmembers may conduct unguided JPADS airdrops using I-CDS procedures.

5.7.2.2.1. Pilots. Training is normally accomplished during the C-17 CPAD and ACAD courses, but may be completed in-unit using the AMC-approved JPADS Phase I syllabus located on the AMC/A3T SharePoint® (see **paragraph 1.14**). Document training via TMS or MAJCOM-approved electronic equivalent (i.e., GTIMS) and certification via the STRP. **(T-2)**. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

5.7.2.2.2. Loadmaster. Training is normally accomplished during the C-17 LAD course, but may be completed in-unit using the AMC-approved JPADS Phase I syllabus located on the AMC/A3T SharePoint® (see **paragraph 1.14**). Document training via TMS or MAJCOM-approved electronic equivalent (i.e., GTIMS) and certification via the STRP. **(T-2)**. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

5.7.2.3. JPADS Phase II Certification (CD35Y). Prerequisite: Successful completion of JPADS Phase I training and certification. May be assigned to any crewmember upon completion of JPADS Phase II training. Upon certification, crewmembers may conduct guided JPADS airdrops directed by a qualified PO using I-CDS procedures. Training is conducted in accordance with the JPADS Phase II syllabus, documented in TMS or MAJCOM-approved electronic equivalent (i.e., GTIMS) and certification is documented via the STRP. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

5.7.3. Airdrop Certification (Boat) (CD43Y). Requirement Deleted.

5.7.4. Airdrop Certification (Dual Row) (CD45Y). The Dual Row Airdrop training program is designed for all airdrop-qualified crewmembers. Training is normally accomplished during CPAD, ACAD, or LMAD course, but may be accomplished in-unit using the AMC-approved Dual Row Airdrop Training Syllabus located on the AMC/A3T SharePoint® site (see **paragraph 1.14**). Certification is accomplished upon completion of training and documented via the STRP. Sq/CCs determine how many crewmembers are required to maintain Dual Row Airdrop Certification based on their Unit Manning Document and DOC Statement.

5.7.4.1. Pilot. May be assigned to any airdrop-qualified pilot upon completion of training and certification process.

5.7.4.2. Loadmaster. May be assigned to any airdrop-qualified loadmaster upon completion of training and certification process.

5.7.5. Instrument Landing System (ILS) Precision Runway Monitoring (PRM) Certification Training (CE09Y). AFI 11-202V3 requires aircrews to be properly certified by the MAJCOM prior to flying ILS PRM approaches. Crewmembers may be certified upon completion of **CE09Y**, see **paragraph 7.2.3** for more information. One-time training consisting of a thorough review of ILS PRM requirements provided in the Aeronautical Information Manual (AIM), Part 5-4-16, and relevant information on the Federal Aviation Administration's (FAA) website to include the video, "*ILS PRM Approach for Air Carriers*". Sq/CCs document certification via the STRP. Refer to the current RTM for any continuation training requirements.

5.7.6. Phoenix Banner, Silver, and Copper Certification (CQ33Y). Training will focus on the unique circumstances that differentiate this mission from other mobility missions. **(T-2)**. Units will establish and maintain Phoenix Banner training programs. **(T-2).** As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operations,* discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. **(T-1).** Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the Presidential Advance Agent, US Secret Service, and HMX-1 representative. **(T-1).** The goal of training is to educate crewmembers on the requirements for these individuals and agencies and illustrate their ability to help accomplish the mission. Following the review, complete an open book examination of AFI 11-289, corrected to 100 percent. **(T-1)**. Before commanding a Phoenix Banner, Silver, or Copper mission, ACs require squadron commander certification and shall have logged at least 100 hours in command since AC certification to command a mission in accordance with AFI 11-289. **(T-1).**

5.7.7. Primary Nuclear Airlift Force (PNAF) Certifications. Comply with PNAF initial and continuation training requirements defined by AFI 13-527, *Nuclear Weapons Airlift Operations Training,* and the current RTM. PNAF training is applicable only to those personnel identified as part of the nuclear airlift force structure. Sq/CCs will select PNAF crewmembers from the most highly-qualified personnel available. **(T-2).** Crewmembers will be MR prior to beginning PNAF upgrade training **(T-2).** Crewmembers will complete the C-17 ATS Formal Course and be certified via the STRP. **(T-3).** Certified crewmembers complete continuation training requirements defined in the current RTM and AFI 13-527 and periodic evaluation requirements defined in AFMAN 11-2C-17V2. **(T-3)**. Crewmembers who become non-current for PNAF continuation training events will not perform primary crewmember duties on peacetime nuclear airlift missions until currency is reestablished in accordance with AFI 13-527, but may still perform primary duties on non-nuclear operational or ENAO missions in accordance with AFI 13-527. **(T-1).**

5.7.7.1. PNAF (Basic Crewmember) Certification (CQ35Y). Certification granted to any crewmember upon completion of PNAF training.

5.7.7.2. PNAF (Courier) Certification (CQ37Y). Certification granted to personnel assigned courier responsibilities upon completion of required training.

5.7.7.3. PNAF (Instructor) Certification (CQ39Y). Certification granted to aircrew members authorized to instruct other crewmembers on PNAF requirements.

5.7.8. Special Operations Low-Level (SOLL) II. C-17 aircraft and SOLL II-qualified crews provide a means of inserting or extracting forces in support of special operations missions. These missions may be covert or clandestine, operating in low to medium threat environments.

Complete training for the various certifications in accordance with the ATS formal course syllabi.

5.7.8.1. SOLL II JCS Alert (Jump Seat) Certification (CS41Y). Prerequisite: Airdrop Certification (Aircraft Commander) (CD01Y). Accomplish via the C-17 ATS Special Operations Formal Course and SOLL II Jump Seat Upgrade Program and document certification via the STRP. **(T-2)**.

5.7.8.2. SOLL II JCS Alert (Left Seat) Certification (CS43Y). Prerequisites: Airdrop Certification (Formation Lead Instructor Pilot) (CD10Y). Accomplish via the C-17 ATS Special Operations Formal Course and the SOLL II Left Seat upgrade program and document certification via the STRP. **(T-2)**.

5.7.8.3. SOLL II JCS Alert (Right Seat) Certification (CS45Y). Prerequisite: Airdrop Certification (Single Ship) (CD03Y). Accomplish via C-17 ATS Special Operations Formal Course and the SOLL II Right Seat Upgrade Program and document certification via the STRP. **(T-2)**.

5.7.8.4. SOLL II Loadmaster Certification (CS47Y). Prerequisite: Airdrop Qualified (Single Ship) (CD03Y). Accomplish via the C-17 ATS Special Operations Formal Course and the SOLL II LM Upgrade Program and document certification via the STRP. **(T-2)**.

5.7.9. Operation Deep Freeze (ODF) Certifications. ODF is the DoD inter/intra-theater air and surface logistical support of the United States Antarctic Program (USAP). It involves the deployment and redeployment of scientific and support personnel, resupply of South Pole Station, McMurdo Station, and numerous deep field research camps established by the National Science Foundation (NSF) Office of Polar Programs (OPP).

5.7.9.1. Upgrade Training Program. The C-17 Aircrew Antarctic Training Program provides crewmembers with the special knowledge and procedures necessary for the safe and effective execution of Antarctic airlift operations. Sq/CCs will select their most highly-qualified crewmembers for ODF training and certification (i.e., as a minimum, experienced MR aircraft commanders and loadmasters). **(T-2).** Training is completed using the 62/446 OG ODF C-17 Antarctic Training and Certification Guide and Syllabus.

5.7.9.2. Certifications and Currency. Certify ODF crewmembers upon completion of training using the following one-time certifications (airland, airdrop, NVG operations, and WINFLY). **(T-3)**. **Note**: Loadmasters do not require NVG certification. Once a crewmember becomes certified, their ODF currency period is three ODF seasons. Completing any ODF event satisfies ODF currency requirements. Crewmembers who become non-current for an ODF event require direct supervision by a certified and current ODF instructor of like-specialty to reestablish currency. **(T-3).**

5.7.9.2.1. Winter Fly-In (WINFLY) Certification (Operation Deep Freeze) (CS99Y). C-17 aircrews employ WINFLY procedures for Antarctic flight operations between March and September. Crewmembers selected for WINFLY certification will be instructors or evaluators. **(T-3).**

5.7.9.2.2. Ski/Ice Mission (Aircraft Commander) Certification (CS87Y). Awarded to aircraft commanders upon completion of ODF training requirements.

5.7.9.2.3. Ski/Ice Mission (Airdrop) Certification (CS89Y). Awarded to appropriate crewmembers upon completion of ODF airdrop training requirements.

5.7.9.2.4. Ski/Ice Mission (Basic Crewmember) Certification (CS91Y). Awarded to appropriate crewmembers upon completion of ODF airland training requirements.

5.7.9.2.5. Ski/Ice Mission (Instructor) Certification (CS93Y). Awarded to instructors upon completion of ODF instructor training requirements.

5.7.9.2.6. Ski/Ice Mission (NVG) Certification (CS97Y). Awarded to appropriate crewmembers upon completion of ODF NVG training requirements.

5.7.9.2.7. Ski/Ice Winter Fly-In (WINFLY) Certification (CS99Y). Awarded to appropriate crewmembers upon completion of ODF WINFLY training requirements.

5.7.10. Pilot Directed Airdrop (PDA) Certification (CD19Y). PDA is designed for all airdrop-qualified crewmembers. This program allows MAF combat delivery aircrews to conduct aerial delivery using visual navigation and timing techniques to overcome aircraft navigational degradation. Sq/CCs (AFRC Sq/CC or Sq/DO) determine how many crewmembers are certified and maintain PDA certification and currency to meet Unit Manning Document and DOC Statement requirements. **(T-3)**.

5.7.10.1. Pilot Requirements. Any airdrop-qualified pilot. Pilots act in their crew position during at least one training PDA with guidance provided by a certified MAGO.

5.7.10.2. Mobility Airdrop Guidance Officer (MAGO) Requirements (CD15Y). Candidates for MAGO will be a PDA-certified airdrop instructor pilot prior to starting training. **(T-3).** Accomplish training using the MAJCOM-approved PDA Training Syllabus located on the AMC/A3T SharePoint® (see **paragraph 1.14**).

5.7.10.3. Loadmaster Requirements. Any airdrop-qualified loadmaster may perform duties during PDA. Certification is not required.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. General Requirements. The ATS, is a system where a civilian contractor provides academic, simulator, and other designated aircrew training. **Table 6.1** contains the list of ATS courses. The purpose of this chapter is to inform aircrew members of key components of the ATS contract. If this Air Force manual conflicts with the ATS contract, the ATS contract takes precedent.

6.2. Applicability. As defined in AFMAN 11-202V1.

6.2.1. Purpose. The C-17 ATS is a system of academics, ATD sessions, and ground and flight training phases. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-17 crewmembers and maintenance engine run technicians. In accordance with the ATS contract, the contractor provides training courseware, academic instruction, ATD instruction, and the US Air Force provides flight instruction.

6.2.2. Goal. The goal of the ATS program is to optimize aircrew training through the integrated use of academics, ATD, and flight line C-17 aircraft instruction. The C-17 ATS, by contract, establishes performance requirements in the ATS Performance Work Statement (PWS) and system specification. The ATS Master Task Listing/Evaluation Standards Document (MTL/ESD), objective media analysis report (OMAR), and media selection syllabus report (MSSR) products (approved by AMC/A3T) help define C-17 course content, standards, and media selected for each task and objective, respectively.

6.3. Dedicated Training Time. As defined in AFMAN 11-202V1. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. **(T-2).** Do not enroll students into other upgrade training programs until complete. Unit commanders will relieve students of duties not directly related to training. **(T-2). Exception**: SOC students may continue their normal duties as time permits.

6.4. ATS Course Prerequisites. Table 5.1 contains the list of ATS course prerequisites. Each ATS course is designed and based on completion of student prerequisites. Prerequisites may include a minimum number of flying hours, squadron operations officer/flight examiner recommendation, and completion of applicable training guides. See **Table 5.1** and the ETCA site.

Table 6.1. Training System Initial and Requalification Courses.

Course	Name	FTU	In-Unit	TMS Course #	Notes
ACAD	Aircraft Commander Airdrop	P	S	111	1,3
ACADRQ	Aircraft Commander Airdrop Requalification		P	411	
ACRQ	Aircraft Commander Requalification	P	S	401	1
ACIQ	Aircraft Commander Initial Qualification	P	S	103	1
CPAD	Copilot Airdrop	P	S	211	1,3
FEAC	Flight Examiner Aircraft Commander		P	701	
FELM	Flight Examiner Loadmaster		P	801	
IAC	Instructor Aircraft Commander	P	S	501	1,2

IACRQ	Instructor Pilot Requalification	P	S	503	1
ILM	Instructor Loadmaster	P	S	601	1,2
LAD	Loadmaster Airdrop	P	S	311	1
LADRQ	C-17 Loadmaster Airdrop Requalification		P	431	4
LIQ	Loadmaster Initial Qualification	P	S	301	1
LMRQ	C-17 Loadmaster Airland Requalification		P	430	4
LTX	Loadmaster Transition	P	S	302	1
PCO	Pilot Checkout	P	P	104	
PIQ	Pilot Initial Qualification	P	S	203	1,3
MER (Initial)	Maintenance Engine Run Qualification	P	P	901	
MER RQ	Maintenance Engine Run Continuation Training	P	P	951	
MER Instructor	Maintenance Engine Run Instructor	P	P		
SOC	Senior Officer Qualification Course	P	S	102	1

P-Primary Method--Training conducted at a designated location using a MAJCOM– approved syllabus

S-Secondary Method--Training conducted at a location not normally designated to train a specific MAJCOM–approved syllabus

Notes:

1. Secondary method may incur additional cost to the government. Waiver requests require a minimum of 90 calendar days for AMC/A3T to coordinate.

2. Previously qualified instructors in a USAF aircraft may upgrade in-unit without accomplishing the formal AETC course with OG/CC approval. See paragraph **5.5**. This is not considered a Secondary method.

3. Split courses require MAJCOM waiver and coordination with AMC/A3TF. Initial qualification flying training conducted in-unit is considered the secondary method. Split courses may incur additional MAJCOM costs.

4. Course available for Main Operating Base (MOB) (in-unit) use only. Not available at the FTU.

6.5. Lesson Objectives. Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards. The lesson plans are an integral part of the formal syllabus and outline course requirements.

6.6. Unsatisfactory Student Progress. Commanders or government representatives (COR, wing training, operations officer, etc.) that receive notification of substandard student performance will make a determination to continue or terminate the training after a review of the students training records. **(T-2).** See formal course syllabus or MAJCOM policy for further guidance. Unit commanders, in coordination with wing training offices, maintain overall awareness of their students' performance and progress during formal school courses. **(T-3).**

6.6.1. Unit commanders or training offices receive feedback for students who display substandard performance. ATS contractors are required by the contract to notify the appropriate unit leadership and/or COR when a student's progress is deemed unsatisfactory. Upon notification from the ATS contractor, the appropriate commander will evaluate the student's training records and progress in accordance with locally-established procedures and make a determination to either terminate or continue the student's formal training. **(T-2).** Upon that determination, the commander then notifies the ATS contractor of the decision. **(T-2).** Refer to the formal course syllabus or MAJCOM policy for additional information and procedural requirements.

6.6.2. Remediation Procedures. Units will establish local procedures to notify the ATS contractor and CORs promptly regarding failed flight evaluations directing the use of an ATS course. **(T-2).**

6.6.2.1. Remediation subsequent to a failed flight evaluation may be accomplished by the ATS contractor, Air Force, or jointly, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress and direct contact with appropriate ATS instructor supervisor is highly encouraged. If an aircrew member is unable to achieve, progress, or maintain qualification level and requires remedial training, document this in TMS or MAJCOM–approved/directed Electronic Training Database and/or on AF Form 8. **(T-2)**. **Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

6.6.2.2. Remediation Scheduling.

6.6.2.2.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and ATS training manager will coordinate training start and completion dates. **(T-2).** Previously qualified crewmembers should be enrolled in the Air Force Commander Directed Training (AFCDT) course in TMS, if using TMS, to document all remediation training.

6.6.2.2.2. The ATS contractor notifies the government representatives (COR, wing training, operations officer, etc.) when the ATS contractor determines no further amount of instruction will result in the individual attaining required MTL/ESD proficiency level. The trainee remains in training status until deemed qualified by an Air Force evaluator or eliminated by the cognizant Air Force authority. **(T-2).** At minimum, the Air Force ATS COR will receive a courtesy copy of this documentation. **(T-2).** The Air Force representative(s) review(s) the ATS contractor's documentation and recommendations regarding trainee performance. **(T-2).** The Air Force representative(s) determine(s) whether to continue any further training for that trainee, using ATS instruction, or otherwise terminate all training in accordance with MAJCOM directives and the course syllabus. **(T-2).**

6.7. Courseware Changes. Any C-17 crewmember may propose changes to ATS courseware, including MTL, phase training and MTL/ESD. Complete recommended change on ATS contractor's Training System Change Request (TSCR) or equivalent form and submit to the local COR. **(T-2).** Change proposals should be sent through OST training and ATS COR offices to 97 TRS/TRC at Altus AFB. 97 TRS/TRC will coordinate with the ATS contractor and the originator and will provide feedback to reflect action taken. **(T-2).** Contract proposal forms are available from ATS contractor training manager and local ATS COR at each site.

6.8. Scheduling.

6.8.1. General. Each unit will submit annual simulator requests for local training to AMC/A3TA (normally between July and August) to ensure contractual throughput requirements are met and total system simulator capacity is available. **(T-2).** Develop local procedures at each MOB for scheduling ATS trainees. **(T-2).** MOB OST training offices should ensure procedures minimize schedule changes and turbulence.

6.8.2. Training Throughput. The ATS contract establishes annual throughput for specific ATS courses. The AETC PFT document reflects formal school throughput based on Air Force requirements and what the contract authorizes. If the contract throughput for any MOB (formal school or otherwise) is exceeded, AMC/A3T will coordinate those requirements through appropriate Air Force and ATS contractor channels. In conjunction with their COR, wing or group training offices will monitor annual throughput (current or projected) according to their MOB ATS authorized throughput and notify AMC/A3T of differences either above or below what is authorized in the contract. **(T-2).** Every attempt should be made by MOB wing or group training offices to ensure all local courses are filled before requesting secondary method.

6.8.3. ATS training at Alternate Sites. The ATS contractor determines the required number of ATS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached Regular Air Force as well as designated ARC and other units specified to be trained at that MOB. Trainee scheduling at a particular MOB should be kept within the units designated for that MOB. If a unit is unable to complete their requirements at a designated site, units may receive training at another site with prior coordination between the unit, the site and AMC/A3T.

6.8.4. Cancellations. Changes and cancellations to the ATS schedule may vary at each training site because of training courses offered and the impact to scheduling. Continued cancellations may greatly impact the overall annual training plan, and the contractor may be unable to accommodate the original, planned throughput. Cancel or change simulator events no later than 1200 hours the business day prior to the date of execution. **(T-2).** Wing training and the ATS contractor will develop cancellation notification procedures at each MOB. **(T-2).**

6.8.5. Air Force Time. By contract, each site is allocated Air Force usage time on training equipment. The amount of AF time varies by site and is allocated and controlled by AMC/A3T and is intended for safety of flight research, testing, procedures development, VIP tours, SIMCERT, and other needs as directed by AMC/A3T. AF time cannot be conducted during or overlap time scheduled for other training courses. **(T-2).** AF time is not a substitute for other established training courses. Use of any leftover time is at the discretion of the OG/CC, and will be coordinated through wing or group-level training offices. **(T-2).** When scheduled, the training device will be fully operational and manned with an Instructor. **(T-2).** If using the simulator to regain currency, the individual needs to ensure the sim operator is an instructor and not just sim technician. **(T-2). Note**: The ATS contract may call for a simulator operator only. If the operator is not acting in the capacity of an Instructor, the unit is responsible for providing an IP/IL if an aircrew member is attempting to regain currency.

6.8.6. ATS Course Pre-Work. ATS courses may require trainee preparation before class start. The pre-work is an integral portion of the course and will be accomplished to receive course completion credit. **(T-2).** Pre-work may consist of reviewing study references, quizzes,

performance data preparation, workbooks, etc. Required pre-work is described in the appropriate student training guide. When required, student training guides and workbooks are distributed to units in time for pre-work completion.

6.8.7. Late or No-Show. Course completion credit may be withheld when trainee tardiness interferes with class training. For WST, cockpit systems simulator (CSS), and LS lessons, tardiness is defined as 15 minutes after mission briefing time. Those classes, which cannot be conducted without the late trainee's presence, are canceled at the 30-minute point (e.g., a WST session with pilot no-show will be canceled if the mission cannot be effectively conducted). **(T-2).** While ATS contractor personnel are not required to substitute for missing or late crewmembers, contractor personnel may fill a crew position per existing contractor/government agreements.

6.8.8. DMO Events and Exercises. C-17 ATS capabilities are an essential element for fulfilling the MAF DMO Mission statement ("Train in a Secure, Realistic Networked Environment While Reducing Risk and Operating Cost. MAF DMO Capabilities enable Live, Virtual, and Constructive Participation in a Wide Range of MAF, USAF, Joint, and Combined Exercises"). Use DMO capabilities to meet daily persistent training and exercise requirements, along with execution of mission rehearsals and development of tactics, techniques, and procedures. **(T-2).**

　　6.8.8.1. Units should plan, brief, execute, and debrief DMO missions in accordance with the current MAF DMO Event Management Standard. Close coordination is required with the MAF Distributed Training Center to ensure training objectives are met (DSN: 779-5515/Commercial: (618) 229-5515). **(T-2).**

　　6.8.8.2. Units should provide adequate mission planning and preparation time for effective mission accomplishment in the DMO environment.

　　6.8.8.3. With Sq/CC (AFRC Sq/CC or Sq/DO) approval, units may allow pilots to credit a GX79Y, PPS, after the successful execution of a DMO Event (e.g. MAF Mission Profile, ACC Large Force Events, AFSCOC Mission Profiles, etc.). This does not extend to pilots accomplishing a DMO event during a phase simulator. **Note**: Sq/CCs (or Sq/DO ARC) should take into account the mission profile when determining if the DMO event should count for GX79Y.

　　　　6.8.8.3.1. Pilots are responsible for notifying the ATS Instructor if the DMO Event will count as GX79Y (PPS). **(T-2).**

　　　　6.8.8.3.2. LMs will not receive Phase Simulator credit when participating in DMO events unless in conjunction during Phase Simulator Training. **(T-2).**

　　6.8.8.4. Unit credit for accomplishment of DMO missions will be determined by and follow the approved command allocation process. **(T-2).**

6.9. Administration.

6.9.1. Air Force-appointed CORs are the primary focal points and the liaison agency between the Air Force and the ATS contractor. CORs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the contracting officer's direction, and are accountable for these actions. Each wing

or group commander will appoint CORs in coordination with the contacting officer to monitor ATS contractor performance, where applicable. **(T-0).** CORs will maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures. **(T-2).** Local CORs will provide feedback on C-17 ATS performance and contract compliance to AMC/AOS Det 2. **(T-2).** Provide a courtesy copy of all monthly Contract Performance Assessment Report (CPAR) reports and corrective action requests to AMC/AOS Det 2. **(T-2).**

6.9.2. Operational Evaluation. The contractor plans for and conducts operational evaluations of the C-17 ATS in accordance with the government's requirements specified in AFI 16-1007, *Management of Air Force Operational Training Systems, and contractual obligations.* The objective of this ongoing "operational evaluation" is to assure the ATS produces qualified graduates. The contractor's system should ensure a steady flow of information to maintain quality, effectiveness, and currency in the ATS. Base revisions to the ATS on this information.

6.9.3. Student Critiques. Students should complete a critique at the end of each training event per local procedures. The site COR will provide the ATS Site Manager all relevant student critique feedback for the previous month no later than the seventh of each month. **(T-2).**

6.10. Training Implementation/Student Expectations. Students are required to review the student schedule and needed courses section of TMS or MAJCOM–approved/directed training database to ensure compliance with training requirements. **(T-2).** The expectation is that students should review the instructor's comments and complete pre-requisite training in a timely manner. Formal school students will complete all pre-requisite CBT lessons before simulator or training device lessons. **(T-2).** Failure to complete pre-requisite lessons may result in a failing grade for a simulator or training device lesson and subsequent course removal. See AETC formal school syllabus for pre-requisite requirements and further guidance.

6.11. Browsing Training Products. In order to increase their technical proficiency, C-17 crewmembers and engine-run personnel are encouraged to browse ATS program lessons. Browsing is limited to a space-available basis, and requests are coordinated with the ATS training supervisor. Browsing a lesson does not, by itself, enable a trainee to take the end-of-lesson test

6.12. Remediation. Do not schedule remediation trainees to browse lessons for remediation. **(T-2).** Coordinate with the ATS contractor to schedule remediation. **(T-2).** Browsing a lesson does not enable the trainee to take the end-of-lesson test. Enroll remediation trainees in lessons for review in order to take the end-of-lesson test. **(T-2).**

6.13. Aircraft Flights for ATS Training Instructors.

6.13.1. The ATS contractor provides opportunity for Air Force flight instructors to observe trainee progress in ATDs. Likewise, the terms and conditions of the current government contract allow ATS instructors to observe the trainee's aircraft flights. In some cases, ATS courseware may state these specific occurrences.

6.13.2. Contractor Personnel Flight Operations. Reference AFI 11-401 for Contracted Flight/Government Civilian Simulator Instructors (CFSI/GCSI) instructions.

6.14. ATS Facility Tours.

6.14.1. Wing training offices will coordinate all requests for C-17 ATS facility tours with the contractor as soon as possible and in accordance with mutually agreed procedures. **(T-2).** This

may require close coordination with public affairs and protocol. AF time may be used at the discretion of the OG/CC. Tours will be scheduled at the discretion of the COR and should not displace scheduled training. **(T-2). Note**: Do not log training during a tour.

6.14.2. OG/CC should ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor is responsible for providing an aircrew training device operator.

Chapter 7

ARMS IDENTIFIERS AND COURSE DESCRIPTIONS

7.1. Event Identifiers and Descriptions.

7.1.1. ARMS event identifiers have been revised and standardized across mobility platforms and grouped to provide improved functionality for the MAF.

7.1.2. In accordance with SECAF guidance, ancillary training CBT events may be completed via other methods by an appropriately-qualified trainer using the approved training outlines downloaded from ADLS. Always update the correct training system of record following completion of any training event. **(T-1).**

7.1.3. Records and Documentation. Units are responsible to ensure that training accomplishment is appropriately recorded in the Training System of Record (e.g., ADLS, etc.) for the specific training course or event, when tracked for convenience in another system (e.g., GTIMS, ARMS, etc.). **(T-1).** ARMS or GTIMS (or MAJCOM-approved electronic equivalent) may be used to generate a computerized letter of X's; however, ARMS remains the system of record for aircrew training. Course instructors deliver required forms to the appropriate scheduling and training documentation sections within prescribe alternate/additional forms to document certain training. **(T-3). Exception:** Small arms training is recorded on AF Form 522, *USAF Ground Weapons Training Data*, and provided to the student upon completion of the training course, as prescribed by AFI 36-2654. Students must then log the training with the appropriate scheduling, training, and tracking section. **(T-3). Note:** Refer to **Attachment 2** for training documentation guidance. **(T-2).**

Table 7.1. ARMS Identifier Groups.

Identifier	Group	Paragraph
AA	USAF-Directed Evaluation Events	**7.2.**
AB	USAF-Directed Examination Events	**7.3.**
AC	General Evaluation Events	**7.4.**
AF	Formation Events	**7.5.**
AG	Airdrop Events	**7.5.**
AL	Landing Events	**7.6**
AN	NVG Aircraft Events	**7.7.**
AP	Approach Events	**7.8.**
AT	Start, Taxi, Takeoff (STTO) Events	**7.9.**
AZ	Abnormal Procedures Events	**7.9.**
CA	Airfield Certifications	**7.10.**
CD	Airdrop Certifications	**7.11.**
CE	General Certifications	**7.12.**
CG	Ground Training Instructor Certifications	**7.13.**

CH	Night Vision Goggle Certifications	**7.14.**
CP	Aircraft Commander/Mobility Pilot Development Certification Events	**7.15.**
CQ/CS	Specialized Crew Certifications	**7.16.**
CT	Tactical Certifications	**7.17.**
FF	Flight Surgeon Sortie Events	**7.18.**
GC	General Ground Training Events	**7.19.**
GD	Computer Based Training Events	**7.20.**
GE	Expeditionary Training Events	**7.21.**
GH	Communications Training/Equipment Events	**7.22.**
GM	Mobility Training Events	**7.23.**
GN	NVG Ground Training Events	**7.24.**
GU/GV	PNAF & Ground Exercise Events	**7.25.**
GX	Simulator Events	**7.26.**
LL	Aircrew Flight Equipment Events	**7.27.**
MB	Mission/Sortie Events	**7.28.**
PC	Aircraft Communications Equipment Events	**7.29.**
PP	Oxygen Systems Training Events	**7.30**
RU	Air Refueling Receiver Events	**7.31.**
SS	SERE Events	**7.32.**
TG	Tactical Ground Training Events	**7.33.**
TW	Tactical Aircraft Events	**7.34.**
X	Unit-Defined Events	**7.35.**

7.2. Headquarters USAF-Directed Evaluation (AA) Events. See AFI 11-202V2 and AFMAN 11-2C-17V2.

    7.2.1. **AA01** – Qualification Evaluation.

    7.2.2. **AA02** – Qualification Evaluation, Simulator.

    7.2.3. **AA11** – Instrument Evaluation.

    7.2.4. **AA12** – Instrument Evaluation, Simulator.

    7.2.5. **AA21** – Combined Qualification and Instrument Evaluation.

    7.2.6. **AA22** – Combined Qualification and Instrument Evaluation, Simulator.

7.3. Headquarters USAF-Directed Examination (AB) Events. See AFI 11-202V2 and AFMAN 11-2C-17V2.

    7.3.1. **AB01Y** – Qualification Open Book Examination.

7.3.2. **AB03Y** – Qualification Closed Book Examination.

7.3.3. **AB07Y** – Emergency Procedures Examination.

7.3.4. **AB09Y** – Instrument Refresher Course (IRC) Examination.

7.3.5. **AB11Y** – Mission (Open and Closed Book) Examination.

7.3.6. **AB21Y** – Tactics Open Book Examination.

7.3.7. **AB41Y** – AFDL Flight Surgeon Examination.

7.4. General Evaluation (AC) Events.

7.4.1. **AC25Y** – Mission (Airdrop) Evaluation.

7.4.2. **AC27Y** – Mission (Airland) Evaluation. Units utilize this code to track initial and recurring airland mission evaluations. Crewmembers that are only BMC qualified (FTL E) utilize the AA01 Qualification Check or AA22 Combined Qualification and Instrument Check, Simulator ARMS codes in accordance with AFMAN 11-202V1. Senior Officer Course graduates use the AC35Y ARMS code.

7.4.3. **AC31Y** – Prime Nuclear Airlift Force (PNAF) Evaluation.

7.4.4. **AC35Y** – Senior Staff (Basic Qualification) Evaluation.

7.4.5. **AC37Y** – SOLL II Evaluation.

7.4.6. **AC41Y** – Flight Evaluation Folder (FEF) Review.

7.4.7. **AC43Y** – Flight Publications Check.

7.5. Formation (AF) and Airdrop (AG) Events.

7.5.1. **AF31Y** – Formation Air Refueling.

7.5.1.1. Purpose: Continuation training for pilots.

7.5.1.2. Description: Aerial refueling conducted with one or more tanker aircraft and two or more receivers.

7.5.1.3. OPR: AMC/A3T.

7.5.1.4. Training Media: Aircraft or WST.

7.5.1.5. Instructor: Not required for continuation training.

7.5.1.6. Additional Information: Pilots are in the seat when maneuvering between defined position (e.g., from Awaiting AR to Contact, from Contact to Post AR, etc.). Event may be logged in WST when performing a DMO mission linked with another C-17.

7.5.2. **AG01Y** – Airdrop-Event.

7.5.2.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.2.2. Description: ACs and FPs may take credit concurrently for an AD, provided they are performing their respective crew duties. Pilots may credit an AD event after completion of the "Post Drop Checklist." Refer to AFI 11-231, *Computed Air Release Point Procedures*, criteria for scoring actual drops.

7.5.2.3. OPR: AMC/A3T.

7.5.2.4. Training Media: Aircraft or WST.

7.5.2.5. Instructor: Not required for continuation training.

7.5.3. **AG02Y** – Airdrop-Boat.

7.5.4. **AG03Y** – Airdrop-CDS.

7.5.4.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.5.4.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.4.3. OPR: AMC/A3T.

7.5.4.4. Training Media: Aircraft or WST. WST for pilots only.

7.5.4.5. Instructor: Not required for continuation training.

7.5.4.6. Additional Information: Pilots may credit this event during actual or dry passes. Loadmasters may credit this event when an actual CDS bundle is loaded rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to loadmaster error. Event may dual credit AG01Y when all requirements were met.

7.5.5. **AG09Y** – Airdrop-Dual Row Loadmaster (DRA).

7.5.5.1. Purpose: Continuation training for Dual Row Airdrop certified LMs.

7.5.5.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.5.3. OPR: AMC/A3T.

7.5.5.4. Training Media: Aircraft.

7.5.5.5. Instructor: Not required for continuation training.

7.5.5.6. Additional Information: Loadmasters may credit this event when actual dual row platforms are loaded, rigged, and all checklists through the slowdown checklist are accomplished. Loadmasters may credit AG09Y upon completion of a DRA from Loadmaster 1 position. Loadmasters may not dual log AG09Y and AG11Y on one pass.

7.5.6. **AG13Y** – Airdrop-Dual Row Pilot.

7.5.6.1. Purpose: Continuation training for Dual Row Airdrop certified pilots.

7.5.6.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.6.3. OPR: AMC/A3T.

7.5.6.4. Training Media: Aircraft or WST.

7.5.6.5. Instructor: Not required for continuation training.

7.5.6.6. Additional Information: Pilots may credit this event during actual or dry passes. Event may dual credit AG01Y when all requirements were met.

7.5.7. **AG15Y** – Airdrop Equipment.

7.5.7.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.5.7.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.7.3. OPR: AMC/A3T.

7.5.7.4. Training Media: Aircraft or WST. WST for pilots only.

7.5.7.5. Instructor: Not required for continuation training.

7.5.7.6. Additional Information: Pilots may credit this event during actual or dry passes. Loadmasters may credit this event when an actual HVY platform is loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to loadmaster error. Event may dual credit AG01Y when all requirements were met.

7.5.8. **AG17Y** – Airdrop-Equipment (Actual).

7.5.9. **AG33Y** – Airdrop-JPADS/I-CDS.

7.5.10. **AG35Y** – Airdrop-Lead SKE/FFS.

7.5.10.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.10.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.10.3. OPR: AMC/A3T.

7.5.10.4. Training Media: Aircraft or WST.

7.5.10.5. Instructor: Not required for continuation training

7.5.10.6. Additional Information: May be credited in the WST only during DMO-linked session.

7.5.11. **AG38Y** – Airdrop-Med/High Altitude.

7.5.11.1. Purpose: Continuation training for airdrop qualified pilots and LMs.

7.5.11.2. Description: Any airdrop at medium or high altitude. While high altitude airdrop is defined as 3,000 feet Above Ground Level (AGL) and above, crewmembers should attempt to practice airdrops at 10,000 feet AGL and above. See AFTTP 3-3.C-17 and/or AFMAN 11-2C-17V3 for high-altitude airdrop procedures.

7.5.11.3. OPR: AMC/A3T.

7.5.11.4. Training Media: Aircraft. WST for pilots only.

7.5.11.5. Instructor: Not required for continuation training.

7.5.11.6. Additional Information: Crewmembers may credit this event only when airdrop duties are accomplished while breathing supplemental oxygen, regardless of airdrop altitude flown. Due to drop zone size considerations, actual airdrop may be simulated provided all checklists are completed. Event may dual credit AG01Y when all requirements were met.

7.5.12. **AG39Y** – Airdrop-Multi-Element SKE/FFS.

7.5.12.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.12.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.12.3. OPR: AMC/A3T.

7.5.12.4. Training Media: Aircraft or WST.

7.5.12.5. Instructor: Not required for continuation training.

7.5.12.6. Additional Information: Multi-element SKE/FFS airdrop mission comprised of at least two aircraft split into two elements. To credit, a creditable airdrop event is required to be accomplished from the element lead position, not to include formation lead position. DMO linked with another C-17 is required to log this event in the WST.

7.5.13. **AG41Y** – Airdrop-Multi-Element Visual.

7.5.13.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.13.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.13.3. OPR: AMC/A3T.

7.5.13.4. Training Media: Aircraft or WST.

7.5.13.5. Instructor: Not required for continuation training.

7.5.13.6. Additional Information: Multi-element visual airdrop mission comprised of at least two aircraft split into two elements. To credit, a creditable airdrop event is required to be accomplished from the element lead position, not to include formation lead position. DMO linked with another C-17 is required to log this event in the WST.

7.5.14. **AG43Y** – Airdrop-PADS Operator (Guided).

7.5.14.1. Purpose: Continuation training for PADS operator certified mission-ready pilots.

7.5.14.2. Description: JPADS airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, airdrop damage estimate, and guided system airdrop. AFI 13-217 is the source document for JPADS requirements. The guided system airdrop is considered complete with update of the release point and launch acceptability region (LAR) using the JPADS computer (with or without sonde data), wireless transfer to the Automated Guidance Unit, and completion of all checklists through the slowdown checklist. If equipment and DZs are available, JPADS events end in an actual guided airdrop. Units should always ensure DZ is available and size is sufficient for the actual airdrop load(s).

7.5.14.3. OPR: AMC/A3T.

7.5.14.4. Training Media: Aircraft or WST.

7.5.14.5. Instructor: Not required for continuation training.

7.5.14.6. Additional Information: PADS operators may credit this event in any MDS. PADS operators may not log this event while occupying either pilot's seat.

7.5.15. **AG45Y** – Airdrop-PADS Operator (Unguided).

7.5.15.1. Purpose: Continuation training for PADS operator certified mission-ready pilots.

7.5.15.2. Description: Improved Container Delivery System (I-CDS) (JPADS unguided) airdrop to include mission planning, JPADS computer preflight and inflight actions, flight station and cargo compartment configuration, JPADS checklists, drop sonde

release/monitoring, aircraft damage estimate, and I-CDS airdrop to an appropriate DZ. The I-CDS airdrop is considered complete with successful deployment of the drop sonde(s), update of the release point via PADS computer and airdrop of the bundle. There is no minimum altitude for this event when accomplished in the aircraft, other than the minimum altitude to release a drop sonde, though realistic AFTTP 3-1.C-17 altitudes should be used to the maximum extent possible based on airspace and DZ restrictions. In the event that the drop sonde(s) was (were) deployed but insufficient drop sonde data was gathered to update the release point with the PADS computer, the crew should make all reasonable attempts to troubleshoot the problem, to include completion of the I-CDS/JPADS troubleshooting guide. If these procedures fail to correct the problem, then at the discretion of the aircraft commander, the event can be considered complete if the crew airdrops the bundle successfully by completing the I-CDS/JPADS to Conventional Quick Transition Checklist, and performing a racetrack or re-attack using conventional ballistic CDS procedures.

7.5.15.3. OPR: AMC/A3T.

7.5.15.4. Training Media: Aircraft or WST.

7.5.15.5. Instructor: Not required for continuation training.

7.5.15.6. Additional Information: PADS operators may credit this event in any MDS. PADS operators may not log this event while occupying either pilot's seat.

7.5.16. **AG47Y** – Airdrop Personnel.

7.5.16.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.5.16.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.16.3. OPR: AMC/A3T.

7.5.16.4. Training Media: Aircraft or WST. WST for pilots only.

7.5.16.5. Instructor: Not required for continuation training.

7.5.16.6. Additional Information: Pilots may credit this event during actual or dry passes. Loadmasters may log this event only when actual personnel are loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to loadmaster error. Event may dual credit AG01Y when all requirements were met.

7.5.17. **AG50Y** – Airdrop-Polar.

7.5.18. **AG55Y** – Airdrop-Wing SKE/FFS.

7.5.18.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.18.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.18.3. OPR: AMC/A3T.

7.5.18.4. Training Media: Aircraft or WST.

7.5.18.5. Instructor: Not required for continuation training.

7.5.18.6. Additional Information: May credit when sortie includes takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery. Crewmembers may credit an

incomplete sortie on their next sortie when all non-accomplished maneuvers have been completed. Event may be credited using the WST when accomplished as a DMO sortie.

7.5.19. **AG57Y** – Airdrop-Wing Visual Day.

7.5.19.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.19.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.19.3. OPR: AMC/A3T.

7.5.19.4. See **paragraph 7.9.1.4** Training Media: Aircraft or WST.

7.5.19.5. Instructor: Not required for continuation training.

7.5.19.6. Additional Information: May credit when flown in the wing position from slowdown through escape of a visual airdrop and the sortie includes takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery. Crewmembers may credit an incomplete sortie on their next sortie when all non-accomplished maneuvers have been completed. Event may be credited using the WST when accomplished as a DMO sortie.

7.5.20. **AG59Y** – Airdrop-Wing Visual Night.

7.5.20.1. Purpose: Continuation training for airdrop-qualified pilots.

7.5.20.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.5.20.3. OPR: AMC/A3T.

7.5.20.4. Training Media: Aircraft.

7.5.20.5. Instructor: Not required for continuation training.

7.5.20.6. Additional Information: May credit when flown in the wing position from slowdown through escape of a visual airdrop and NVGs are used (Pilots Only). Event may dual credit AG01Y and AG53Y when all requirements were met.

7.6. Landing (AL) Events.

7.6.1. **AL01Y** – Landing.

7.6.1.1. Purpose: Continuation training for pilots.

7.6.1.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop or touch-and-go).

7.6.1.3. OPR: AMC/A3T.

7.6.1.4. Training Media: Aircraft or WST.

7.6.1.5. Instructor: Not required for continuation training.

7.6.2. **AL11Y** – Landing-Heavyweight, Full Flap, Night.

7.6.2.1. Purpose: Continuation training for C-17 pilots.

7.6.2.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.6.2.3. OPR: AMC/A3T/A3D.

7.6.2.4. Training Media: Aircraft or WST.

7.6.2.5. Instructor: Not required for continuation training.

7.6.2.6. Additional Information: May be credited when the aircraft weight at touchdown is at least 450,000 lbs. (in aircraft) or 470,000 lbs. (in WST) and touchdown is on an actual landing zone (LZ) or alternatively on a 500' zone that is visually identifiable on a longer runway (non-LZ) where actual LZ approach and landing procedures are used. The PF should thoroughly pre-brief parameters for all AL11Y events.

7.6.2.7. May dual credit AL51Y and AL53Y. May dual credit AL01Y, AL13Y, AN33Y, and AN35Y (as appropriate), when performing PF duties and utilizing NVGs. May dual credit AL01Y, AL15Y, and AL55Y (as appropriate), when performing PF duties and not utilizing NVGs.

7.6.3. **AL13Y** – Landing-Left Seat.

7.6.3.1. Purpose: Event to track seasoning and experience of pilots.

7.6.3.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop or touch-and-go) from the left seat.

7.6.3.3. OPR: AMC/A3T.

7.6.3.4. Training Media: Aircraft or WST.

7.6.3.5. Instructor: Not required for continuation training.

7.6.3.6. Additional Information: N/A.

7.6.4. **AL15Y** – Landing-Night Unaided.

7.6.5. **AL23Y** – Landing-Ski/Ice.

7.6.6. **AL25Y** – Landing-Touch-and-Go.

7.6.7. **AL27Y** – Landing-Semi-Prepared Surface.

7.6.8. **AL51Y** – Landing, Assault.

7.6.8.1. Purpose: Continuation training for C-17 pilots. Tactical ingress and landing at a small austere airfield.

7.6.8.2. Description: See AFTTP 3-3.C-17, AFI 13-217, and AFMAN 11-2C-17V3.

7.6.8.3. OPR: AMC/A3T/A3D.

7.6.8.4. Training Media: Aircraft or WST.

7.6.8.5. Instructor: Not required for continuation training.

7.6.8.6. Additional Information: May be credited when accomplished in accordance with the runway size and marking criteria defined by AFMAN 11-2C-17V2, under "ALZ Size Requirements". OG/CCs may approve assault landing credit to marked landing zones on larger runways. This event may be logged in conjunction with an IMS. PF may dual credit AL01Y and AL13Y (as appropriate), when all requirements are met.

7.6.9. **AL53Y** – Landing-Assault (Heavyweight).

7.6.9.1. Purpose: Continuation training for C-17 pilots.

7.6.9.2. Description: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.6.9.3. OPR: AMC/A3T/A3D.

7.6.9.4. Training Media: Aircraft or WST.

7.6.9.5. Instructor: Not required for continuation training.

7.6.9.6. Additional Information: May be credited when the aircraft weight at touchdown is at least 450,000 lbs. (in aircraft) or 470,000 lbs. (in WST) and touchdown is on an actual landing zone (LZ) or alternatively on a 500' zone that is visually identifiable on a longer runway (non-LZ) where actual LZ approach and landing procedures are used. The PF should thoroughly pre-brief parameters for all AL11Y events.

7.6.9.7. AL51Y.

7.6.9.8. PF may dual credit AL01Y and/or AL13Y (as appropriate), when all requirements are met.

7.6.10. **AL55Y** – Landing, Assault NT Unaided.

7.6.10.1. Purpose: Continuation training for C-17 pilots.

7.6.10.2. Description: See AFTTP 3-3.C-17, AFI 13-217, and AFMAN 11-2C-17V3.

7.6.10.3. OPR: AMC/A3T/A3D.

7.6.10.4. Training Media: Aircraft or WST.

7.6.10.5. Instructor: Not required for continuation training.

7.6.10.6. Additional Information: Non-NVG, tactical night ingress and landing at a small austere airfield. May be credited when accomplished in accordance with the runway size and marking criteria defined by AFMAN 11-2C-17V2, under "ALZ Size Requirements". OG/CCs may approve landings to marked landing zones on larger runways. PF may dual credit AL01Y, AL15Y, AL51Y, and AL13Y (as appropriate), when all requirements are met. This event may be logged in conjunction with an IMS. May not be dual logged with AN35Y.

7.6.11. **AL57Y** – Landing-Assault (Semi-Prepared Surface).

7.7. Night Vision Goggle (NVG) Aircraft (AN) Events.

7.7.1. **AN03Y** – NVG Airland Event (All).

7.7.2. **AN05Y** – NVG Airdrop Event (All).

7.7.2.1. Purpose: Continuation training for pilots.

7.7.2.2. Description: An airdrop event or procedure while operating on NVGs. See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3.

7.7.2.3. Training Media: Aircraft or WST.

7.7.2.4. Instructor: Not required for continuation training.

7.7.2.5. Additional Information: May be credited when accomplished in accordance with AG01Y requirements. Crewmember may dual credit AG01Y.

7.7.3. **AN11Y** – NVG Takeoff (Pilot Flying).

7.7.3.1. Purpose: Continuation training for pilots.

7.7.3.2. Description: A takeoff accomplished with NVGs. See AFTTP 3-1.C-17, AFTTP 3-3.C-17, and AFMAN 11-2C-17V3 for NVG takeoff procedures

7.7.3.3. OPR: AMC/A3T/A3D.

7.7.3.4. Training Media: Aircraft or WST.

7.7.3.5. Instructor: Not required for continuation training.

7.7.3.6. Additional Information: Crewmember may dual log with AT59Y and AT69Y (as appropriate).

7.7.4. **AN21Y** – NVG Low Level.

7.7.4.1. Purpose: Continuation training for pilots.

7.7.4.2. Description: An approved Military Training Route (MTR), flown at or below MSA (VMC) or planned IFR (IMC) altitude, outside the airfield environment using NVGs. Crews are required to incorporate tailored threat scenarios into the route profile and should fly profile altitudes that demonstrate proper threat avoidance within the route parameters. NVG Low-Levels accomplished on other than approved MTRs are in accordance with local guidance, usually approved by wing OSK (or equivalent).

7.7.4.3. OPR: AMC/A3T

7.7.4.4. Training Media: Aircraft or WST.

7.7.4.5. Instructor: Not required for continuation training.

7.7.4.6. Additional Information: Darkness is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac. The intent of Low-Level training is to accomplish the following:

7.7.4.6.1. Mission Planning and route study in accordance with AFTTP 3-3.C-17 and AFMAN 11-2C- 17V3.

7.7.4.6.2. Time control to entry and exit.

7.7.4.6.3. Effective use of CRM/TEM to manage terrain clearance and mission tasks.

7.7.4.6.4. Practice threat mitigation and reactions in accordance with AFTTP 3-1.C17.

7.7.4.6.5. An NVG Low-Level Route should be planned to terminate at an airfield, LZ or DZ. May be flown single ship or in formation, and may be logged by both PF and PM.

7.7.5. **AN31Y** – NVG Approach (Instrument).

7.7.6. **AN33Y** – NVG Landing (Pilot Flying).

7.7.6.1. Purpose: Continuation training for pilots.

7.7.6.2. Description: A landing accomplished with NVGs using standard AFI 13-217 lighting patterns (low overt or covert). See AFTTP 3-1.C-17, AFTTP 3-3.C-17, and AFMAN 11-2C-17V3 for NVG landing procedures.

7.7.6.3. OPR: AMC/A3T/A3D.

7.7.6.4. Training Media: Aircraft or WST.

7.7.6.5. Instructor: Not required for continuation training.

7.7.6.6. Additional Information: Dual log with AL01Y and AL13Y as appropriate.

7.7.7. **AN35Y** – NVG Landing, Assault (Pilot Flying).

7.7.7.1. Purpose: Continuation training for pilots.

7.7.7.2. Description: An Assault Landing Zone (ALZ) landing accomplished with NVGs using AFI 13-217 lighting patterns (low overt or covert) to an ALZ. See AFTTP 3-1.C-17, AFTTP 3-3.C-17 and AFMAN 11-2C-17V3 for NVG ALZ procedures

7.7.7.3. OPR: AMC/A3T/A3D.

7.7.7.4. Training Media: Aircraft or WST.

7.7.7.5. Instructor: Not required for continuation training.

7.7.7.6. Additional Information: May be credited when accomplished in accordance with the runway size and marking criteria defined by AFMAN 11-2C-17V2, under "ALZ Size Requirements". OG/CCs may approve landings to marked landing zones on larger runways. PF may also credit AL01Y, AL13Y, AL51Y, and AN33Y (as appropriate).

7.7.8. **AN41Y** – NVG Backing Event.

7.7.8.1. Purpose: Continuation training for loadmasters.

7.7.8.2. Description: Reverse Taxi Operations requiring a turn during low-light conditions while wearing NVGs (i.e., 90-degree or Star-turn will be performed).

7.7.8.3. OPR: AMC/A3T.

7.7.8.4. Instructor: Not required for continuation training.

7.7.8.5. Training Media: Aircraft.

7.7.8.6. Additional Information: See AFTTP 3-3.C-17 and AFMAN 11-2C-17V3 for restrictions and procedures.

7.7.9. **AN43Y** – NVG Combat Offload Event.

7.7.9.1. Purpose: Continuation training for loadmasters.

7.7.9.2. Description: Loadmaster accomplish a combat offload while wearing NVGs. Combat offload accomplished in accordance with AFMAN 11-2C-17V3.

7.7.9.3. OPR: AMC/A3T/A3D.

7.7.9.4. Instructor: Not required for continuation training.

7.7.9.5. Training Media: Aircraft or WST/LS.

7.7.9.6. Additional Information: See AFTTP 3-1.C-17, AFTTP 3-3.C-17, and AFMAN 11-2C-17V3 for restrictions and procedures.

7.8. Approach (AP) Events.

7.8.1. **AP03Y** – Approach-Area Navigation (RNAV), Required Navigation Performance (RNP), OR Global Positioning System (GPS).

7.8.1.1. Purpose: Continuation training for pilots.

7.8.1.2. Description: Training for pilots to fly an instrument approach procedure using Global Position System (GPS) RNAV procedures. While the entire Instrument Approach Procedure (IAP) need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate Air Traffic Control (ATC) climb out instructions) are accomplished.

7.8.1.3. OPR: AMC/A3T.

7.8.1.4. Training Media: Aircraft or WST.

7.8.1.5. Instructor: Not required for continuation training.

7.8.1.6. Additional Information: May dual log AP15Y and AP23Y.

7.8.2. **AP07Y** – Approach-Circling.

7.8.2.1. Purpose: Continuation training for pilots.

7.8.2.2. Description: Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction. Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire IAP need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) are accomplished.

7.8.2.3. OPR: AMC/A3T.

7.8.2.4. Training Media: Aircraft or WST.

7.8.2.5. Instructor: Not required for continuation training.

7.8.2.6. Additional Information: N/A.

7.8.3. **AP15Y** – Approach-Instrument.

7.8.3.1. Purpose: Continuation training for pilots.

7.8.3.2. Description: Training for pilots to fly Instrument Approach Procedures. Any precision (AP41Y) or non-precision (AP23Y) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) are accomplished.

7.8.3.3. OPR: AMC/A3T.

7.8.3.4. Training Media: Aircraft or WST.

7.8.3.5. Instructor: Not required for continuation training.

7.8.4. **AP23Y** – Approach-Instrument Landing System (ILS) Category II.

7.8.4.1. Purpose: Continuation training for pilots.

7.8.4.2. Description: Training for pilots to fly using CAT II Instrument Approach Procedures. While the entire IAP need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) are accomplished.

7.8.4.3. OPR: AMC/A3T.

7.8.4.4. Training Media: Aircraft or WST.

7.8.4.5. Instructor: Not required for continuation training.

7.8.4.6. Additional Information: Dual log with AP15Y and AP41Y.

7.8.5. **AP33Y** – Approach-Non-Precision.

7.8.5.1. Purpose: Continuation training for pilots.

7.8.5.2. Description: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VOR, TACAN, Non-Directional Beacon (NDB), localizer, Airport Surveillance Radar (ASR), or RNAV approach may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) are accomplished.

7.8.5.3. OPR: AMC/A3T.

7.8.5.4. Training Media: Aircraft or WST.

7.8.5.5. Instructor: Not required for continuation training.

7.8.5.6. Additional Information: Dual log with AP15Y.

7.8.6. **AP35Y** – Approach-Non-Precision (Auto-Pilot Off).

7.8.7. **AP39Y** – Approach-Non-Precision RMI Only (NDB/VOR/TACAN).

7.8.7.1. Purpose: Continuation training for pilots.

7.8.7.2. Description: Training for pilots to fly an instrument approach using non-directional beacon or Radio Magnetic Indicator (RMI)-only procedures if using a VOR. Any NDB may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) are accomplished.

7.8.7.3. OPR: AMC/A3T.

7.8.7.4. Training Media: Aircraft or WST.

7.8.7.5. Instructor: Not required for continuation training.

7.8.7.6. Additional Information: Dual log with AP15Y and AP23Y.

7.8.8. **AP41Y** – Approach-Precision.

7.8.8.1. Purpose: Continuation training for pilots.

7.8.8.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any Precision Approach Radar (PAR), ILS, or Microwave Landing System (MLS) approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) will be accomplished. **(T-2).**

7.8.8.3. OPR: AMC/A3T.

7.8.8.4. Training Media: Aircraft or WST.

7.8.8.5. Instructor: Not required for continuation training.

7.8.8.6. Additional Information: Dual log with AP15Y.

7.8.9. **AP43Y** – Approach-Precision (Auto-Pilot Off).

7.8.10. **AP49Y** – Approach-Self-Contained (Mission Computer/Flight Management System/Airborne RADAR).

7.8.10.1. Purpose: Continuation training for pilots.

7.8.10.2. Description: Training for pilots to fly using mission computer approach procedures. While the entire IAP need not be flown, event may be credited when the portion from the final approach fix through the missed approach point and either a landing or execution of the missed approach (published or alternate ATC climb out instructions) are accomplished.

7.8.10.3. OPR: AMC/A3T.

7.8.10.4. Training Media: Aircraft or WST.

7.8.10.5. Instructor: Not required for continuation training.

7.8.10.6. Additional Information: See the flight manual, AFI 11-202V3, and AFMAN 11-2C-17V2 and V3 for additional information. Do not log if accomplishing an RNAV approach. May dual credit AP15Y and AP33Y.

7.8.11. **AP55Y** – Approach-Visual.

7.9. **Start, Taxi, Takeoff (AT) and Abnormal Procedures (AZ) Events.**

7.9.1. **AT59Y** – Takeoff.

7.9.1.1. Purpose: Continuation training for pilots.

7.9.1.2. Description: Initial takeoff or takeoff following a touch-and-go landing.

7.9.1.3. OPR: AMC/A3T.

7.9.1.4. Training Media: Aircraft or WST.

7.9.1.5. Instructor: Not required for continuation training.

7.9.2. **AT69Y** – Takeoff-Left Seat.

7.9.2.1. Purpose: Event to track seasoning and experience of pilots.

7.9.2.2. Description: Any takeoff accomplished from the left seat.

7.9.2.3. OPR: AMC/A3T.

7.9.2.4. Training Media: Aircraft or WST.

7.9.2.5. Instructor: Not required for continuation training

7.9.2.6. Additional Information: N/A.

7.9.3. **AT77Y** – Takeoff-Right Seat.

7.9.4. **AT81Y** – Taxi-Aircraft Backing Event.

7.9.5. **AT87Y** – Interior Safety Inspection (Aircraft).

7.9.5.1. Purpose: To ensure LMs are proficient at performing an ISI on the aircraft.

7.9.5.2. Description: Training event that is conducted in the aircraft to include preflight procedures. May be credited when either a "Power on" or "Power off" ISI is accomplished.

7.9.5.3. OPR: AMC/A3T.

7.9.5.4. Training Media: Aircraft.

7.9.5.5. Instructor: Not required for continuation training.

7.9.5.6. Additional Information: Do NOT dual credit Simulator-Interior Safety Inspection (GX63Y) when accomplishing AT87Y.

7.9.6. **AZ25Y** – Simulated Single-Engine Operation.

7.10. Airfield Certification (CA) Events.

7.10.1. **CA01Y** – ADAK NAS Airfield Certification.

7.10.2. **CA03Y** – Cape Lisburne AFS Airfield Certification.

7.10.3. **CA05Y** – Cape Newenham Airfield Certification.

7.10.4. **CA07Y** – Cape Romanzof AFS Airfield Certification.

7.10.5. **CA09Y** – Eagle Co. Regional Airfield Certification. Certification requirement removed for C-17 crewmembers. (AMC/A3A).

7.10.6. **CA11Y** – EL Alto Intl Airfield Certification.

7.10.7. **CA15Y** – Indian Mountain LRRS Airfield Certification.

7.10.8. **CA17Y** – Mariscal Sucret Airfield Certification. Certification requirement removed for C-17 crewmembers. (AMC/A3A).

7.10.9. **CA19Y** – Sondre Stromfjord Airfield Certification.

7.10.10. **CA21Y** – Sparrevohn LRRS Airfield Certification.

7.10.11. **CA23Y** – Tatalina LRRS Airfield Certification.

7.10.12. **CA25Y** – Tin City Airfield Certification.

7.10.13. **CA27Y** – Toncontin Intl Airfield Certification.

7.10.14. **CA29Y** – Unalaska Airfield Certification.

7.11. Airdrop Certification (CD) Events.

7.11.1. **CD01Y** – Airdrop Certification (Aircraft Commander).

7.11.2. **CD03Y** – Airdrop Certification (Single Ship).

7.11.3. **CD05Y** –Airdrop Certification (Single-Ship IMC).

7.11.4. **CD07Y** – Airdrop Certification (Element Lead).

7.11.5. **CD09Y** – Airdrop Certification (Formation Lead).

7.11.6. **CD10Y** – Airdrop Certification (Formation Lead Instructor Pilot).

7.11.7. **CD11Y** – Airdrop Certification (Formation).

7.11.8. **CD13Y** – Airdrop Certification (Instructor).

7.11.9. **CD15Y** – Airdrop Certification (Mobility Airdrop Guidance Officer).

7.11.10. **CD17Y** – Airdrop Certification (Medium/High-Altitude).

7.11.11. **CD31Y** – PADS Operator Certification. Certification of rated crewmembers authorizing them to direct I-CDS airdrops using JPADS equipment and procedures (guided or unguided).

7.11.12. **CD33Y** – JPADS Phase I Certification. Certification of crewmembers for primary duties in dropping I-CDS using JPADS equipment and procedures (unguided).

7.11.13. **CD35Y** – JPADS Phase II Certification. Certification of crewmembers for primary duties in dropping I-CDS using JPADS equipment and procedures (guided).

7.11.14. **CD43Y** – Airdrop Certification (Boat).

7.11.15. **CD45Y** – Airdrop Certification (Dual Row).

7.11.16. **CD51Y** – Joint Airdrop Inspector Certification.

7.12. General Certification (CE) Events.

7.12.1. **CE03Y** – Concealed Carry Certification.

7.12.2. **CE05Y** – Flight Line Driver Certification.

7.12.3. **CE09Y** – ILS PRM Certification.

7.12.3.1. Purpose: Special certification required for pilots operating at airports with ILS Precision Runway Monitoring (PRM) approach capability.

7.12.3.2. Description: AFI 11-202V3 requires aircrews operating aircraft equipped with TCAS to receive training and be certified prior to operating at ILS PRM-capable airports. Training should be accomplished at the FTU to the maximum extent possible. When training is not accomplished at the FTU, it may be accomplished in-unit according to **paragraph 7.12.3.6** and the Sq/CC (or designated representative) certifies the pilot via electronic training record (i.e., GTIMS) or an AF Form 4324 as "ILS PRM-Certified".

7.12.3.3. OPR: AMC/A3V.

7.12.3.4. Training Media: Self-study of FAA-designated CBT and training materials.

7.12.3.5. Instructor: Required to sign-off training accomplishment via GTIMS or AF Form 4324.

7.12.3.6. Additional Information: Training program consists of a review of ILS PRM requirements defined in the FAA's Aeronautical Information Manual, Part 5-4-15 and viewing the FAA video, "*ILS PRM Approach Information for Air Carrier Pilots*" (all training resources are available for download on the FAA's website (**http://www.faa.gov/training_testing/training/prm/**).

7.13. Ground Instructor Certification (CG) Events.

7.13.1. **CG11Y** – Advanced Instrument School (AIS)/Instrument Refresher Course (IRC) Instructor Certification.

7.13.2. **CG21Y** – Crew Resource Management (CRM)/Threat and Error Management (TEM) Instructor Certification.

7.13.3. **CG31Y** – Night Vision Goggle (NVG) Academic Instructor Certification.

7.13.4. **CG41Y** – Self-Aid Buddy Care Instructor Certification.

7.13.5. **CG51Y** – Tactical Combat Casualty Care (TCCC) Level 1 Instructor Certification.

7.13.5.1. Purpose: Train and certify specified personnel to teach the TCCC curriculum.

7.13.5.2. Description: Refer to DoDI 1322.24 *Medical Readiness Training* and subsequent AFI/AFMAN for course requirements.

7.13.5.3. OPR: AF/SG

7.13.5.4. Training Media: CBT, Classroom, and Lab.

7.13.5.5. Instructor: Certified Trainer or Medical Professional.

7.13.5.6. Additional Information: Course development and fielding projected for FY20. Once implemented, personnel required to be trained and certified will be directed through command channels.

7.13.6. **CG52Y** – Tactical Combat Casualty Care (TCCC) Level 2 Instructor Certification.

7.13.6.1. Purpose: Train and certify specified personnel to teach the TCCC curriculum.

7.13.6.2. Description: Refer to DoDI 1322.24 and subsequent AFI/AFMAN for course requirements.

7.13.6.3. OPR: AF/SG

7.13.6.4. Training Media: CBT, Classroom, and Lab.

7.13.6.5. Instructor: Certified Trainer or Medical Professional.

7.13.6.6. Additional Information: Course development and fielding projected for FY20. Once implemented, personnel required to be trained and certified will be directed through command channels.

7.14. Night Vision Goggle (NVG) Certification (CH) Events.

7.14.1. **CH11Y** – NVG Airland (Non-Assault) Certification.

7.14.2. **CH13Y** – NVG Assault Certification.

7.14.3. **CH15Y** – NVG Airdrop Certification.

7.15. Aircraft Commander and Mobility Pilot Development Certification (CP) Events.

7.15.1. **CP01Y** – Aircraft Commander (AC) Tactics Certification.

7.15.2. **CP03Y** – Aircraft Commander Certification.

7.15.3. **CP11Y** – Global Reach Aircraft Commander Course (GRACC) Certification.

7.15.3.1. Purpose: Familiarize aircraft commander candidates with Headquarters AMC Staff functions and global mission management activities in support of AMC's worldwide mobility mission sets.

7.15.3.2. Description: Attendance is mandatory for AMC pilots and highly-encouraged for MAF-gained AFRC pilots during upgrade and prior to certification as an aircraft commander. This event is an essential familiarization with the operational command and control structure, staff functions, and mission management oversight resident at the headquarters level. The course consists of a series of staff-level briefings and face-to-face interaction with the headquarters-level staff to provide each pilot with knowledge and tools they will need as they execute their worldwide mission. Attendees are also provided a familiarization tour of certain headquarters facilities relating to HQ AMC, HQ 18 AF, 618 AOC (TACC), and HQ USTRANSCOM.

7.15.3.3. OPR: AMC/A3T.

7.15.3.4. Training Media: In-person attendance at Headquarters AMC, Scott AFB, IL.

7.15.3.5. Instructor: Headquarters-Level Staff Officer.

7.15.3.6. Additional Information: GRACC is transferable between all mobility weapon systems. If unable to complete CP11Y prior to AC certification, AMC units may schedule attendance up to 90 days post-certification with no special provisions required. Attendance beyond 90 days post-certification requires OG/CC approval. See **paragraph 1.17.2** for scheduling details. Further course details are available at (**https://cs2.eis.af.mil/sites/10218/sitepages/home.aspx**).

7.15.4. **CP15Y** – Mobility Pilot Development (MPD) Phase I Certification.

7.15.5. **CP17Y** – Mobility Pilot (MPD) Phase II Certification.

7.16. Specialized Crew Certification (CQ and CS) Events

7.16.1. **CQ01Y** – Airdrop Instructor (FTU) Certification.

7.16.2. **CQ03Y** – Airland Instructor (FTU) Certification.

7.16.3. **CQ04Y** – Air Refueling Instructor Pilot (ARIP) Certification.

7.16.4. **CQ07Y** – DRC Instructor Certification.

7.16.5. **CQ15Y** – Flight Evaluator Certification.

7.16.6. **CQ17Y** – Flight Instructor Certification.

7.16.7. **CQ30Y** – Night Vision Goggle (NVG) Certification.

7.16.8. **CQ31Y** – Personnel Reliability Program (PRP) Certification.

7.16.9. **CQ33Y** – Phoenix Banner/Silver/Copper Certification.

7.16.10. **CQ34Y** – PNAF (Aircraft Commander) Certification.

7.16.11. **CQ35Y** – PNAF (Basic Pilot) Certification.

7.16.12. **CQ37Y** – PNAF (Courier) Certification.

7.16.13. **CQ39Y** – PNAF (Instructor) Certification.

7.16.14. **CQ40Y** – PNAF (Loadmaster) Certification.

7.16.15. **CQ50Y** – Tactical Data Link Certification.

7.16.16. **CQ63Y** – Large Aircraft Infra-Red Counter Measures (LAIRCM) Certification

7.16.17. **CS01Y** – Aerial Demo (Basic Crewmember) Certification.

7.16.18. **CS03Y** – Aerial Demo (Pilot Flying) Certification.

7.16.19. **CS05Y** – Aerial Demo (Pilot Monitoring) Certification.

7.16.20. **CS41Y** – SOLL II JCS Alert (Jump Seat) Certification.

7.16.21. **CS43Y** – SOLL II JCS Alert (Left Seat) Certification.

7.16.22. **CS45Y** – SOLL II JCS Alert (Right Seat) Certification.

7.16.23. **CS47Y** – SOLL II Loadmaster Certification.

7.16.24. **CS87Y** – Ski/Ice Mission (Aircraft Commander) Certification. Denotes ODF aircraft commander certification.

7.16.25. **CS89Y** – Ski/Ice Mission (Airdrop) Certification. Denotes ODF airdrop certification.

7.16.26. **CS91Y** – Ski/Ice Mission (Basic Crewmember) Certification. Denoted ODF basic crewmember certification for airland operations.

7.16.27. **CS93Y** – Ski/Ice Mission (Instructor) Certification. Denotes ODF instructor certification.

7.16.28. **CS97Y** – Ski/Ice Mission (NVG) Certification. Denotes ODF NVG certification.

7.16.29. **CS99Y** – Ski/Ice Winter Fly-In (WINFLY) Certification. Denoted ODF WINFLY certification.

7.17. Tactical Certification (CT) Events.

7.17.1. **CT01Y** – Basic Aircrew Tactics Study (BATS) Certification.

7.17.2. **CT03Y** – Combat Aircrew Tactics Studies -Mobility Electronic Combat Officer Course (CATS-MECOC) Certification.

7.17.3. **CT21Y** – Drop Zone Safety Officer (DZSO) Certification.

7.17.4. **CT23Y** – Landing Zone Safety Officer (LZSO) Certification.

7.18. Flight Surgeon Sortie (FF) Events.

7.18.1. **FF00** – Sortie-Total Flight Surgeon.

7.18.2. **FF11** – Sortie-Primary Aircraft Day Flight Surgeon.

7.18.3. **FF12** – Sortie-Primary Aircraft Night Flight Surgeon.

7.18.4. **FF21** – Sortie-Non-Primary Aircraft Day Flight Surgeon.

7.18.5. **FF22** – Sortie-Non-Primary Aircraft Night Flight Surgeon.

7.19. General Ground Training (GC) Events. CBT events may be completed via other methods by an appropriately-qualified trainer using the approved training outlines downloaded from ADLS. Units/crewmembers using ARMS to track ancillary training events should always ensure the training system of record is updated following completion of any training event.

7.19.1. **GC01Y** – Airdrop Phase 1 (Jan-Mar) CBT.

7.19.1.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers.

7.19.1.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.1.3. OPR: AMC/A3T.

7.19.1.4. Curriculum Development: ATS Contractor.

7.19.1.5. Training Media: Phase Continuation CBTs.

7.19.1.6. Additional Information: The following required continuation training event is accomplished and may be dual logged upon completion of this phase CBT: GD39Y – Hazardous Cargo (Pilots). The crew qualification held on the first day of the quarter determines the minimum phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.2. **GC02Y** – Airdrop Phase 2 (Apr-Jun) CBT.

7.19.2.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers.

7.19.2.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.2.3. OPR: AMC/A3T.

7.19.2.4. Curriculum Development: ATS Contractor.

7.19.2.5. Training Media: Phase Continuation CBTs.

7.19.2.6. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.3. **GC03Y** – Airdrop Phase 3 (Jul-Sep) CBT.

7.19.3.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers.

7.19.3.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.3.3. OPR: AMC/A3T.

7.19.3.4. Curriculum Development: ATS Contractor.

7.19.3.5. Training Media: Phase Continuation CBTs.

7.19.3.6. Additional Information: Aircraft Servicing is included during this training. The crew qualification held on the first day of the quarter determines the minimum Phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.4. **GC04Y** – Airdrop Phase 4 (Oct-Dec) CBT.

7.19.4.1. Purpose: Continuation training for airdrop-qualified C-17 crewmembers.

7.19.4.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.4.3. OPR: AMC/A3T.

7.19.4.4. Curriculum Development: ATS Contractor.

7.19.4.5. Training Media: Phase Continuation CBTs.

7.19.4.6. Additional Information: The following required continuation training event is accomplished and may be dual logged upon completion of this Phase CBT: GD39Y Hazardous Cargo (Loadmasters). The crew qualification held on the first day of the quarter determines the minimum Phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.5. **GC11Y** – Airland Phase 1 (Jan-Mar) CBT.

7.19.5.1. Purpose: Continuation training for all C-17 crewmembers.

7.19.5.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.5.3. OPR: AMC/A3T.

7.19.5.4. Curriculum Development: ATS Contractor.

7.19.5.5. Training Media: Phase Continuation CBTs.

7.19.5.6. Additional Information: The following required continuation training events is accomplished and may be dual logged upon completion of this Phase CBT: GD39Y Hazardous Cargo (Pilots). The crew qualification held on the first day of the quarter determines the minimum Phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.6. **GC12Y** – Airland Phase 2 (Apr-Jun) CBT.

7.19.6.1. Purpose: Continuation training for all C-17 crewmembers.

7.19.6.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.6.3. OPR: AMC/A3T.

7.19.6.4. Curriculum Development: ATS Contractor.

7.19.6.5. Training Media: Phase Continuation CBTs.

7.19.6.6. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.7. **GC13Y** – Airland Phase 3 (Jul-Sep) CBT.

7.19.7.1. Purpose: Continuation training for all C-17 crewmembers.

7.19.7.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.7.3. OPR: AMC/A3T.

7.19.7.4. Curriculum Development: ATS Contractor.

7.19.7.5. Training Media: Phase Continuation CBTs.

7.19.7.6. Additional Information: Aircraft Servicing is included during this training. The crew qualification held on the first day of the quarter determines the minimum Phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.8. **GC14Y** – Airland Phase 4 (Oct-Dec) CBT.

7.19.8.1. Purpose: Continuation training for all C-17 crewmembers.

7.19.8.2. Description: The primary method of instruction in the C-17. Incorporate annual written examinations in phase training CBTs.

7.19.8.3. OPR: AMC/A3T.

7.19.8.4. Curriculum Development: ATS Contractor.

7.19.8.5. Training Media: Phase Continuation CBTs.

7.19.8.6. Additional Information: The following required continuation training event is accomplished and may be dual logged upon completion of this Phase CBT: GD39Y Hazardous Cargo (Loadmasters). The crew qualification held on the first day of the quarter determines the minimum Phase CBTs (airland or airdrop) the member is required to accomplish for the quarter.

7.19.9. **GC32Y** – Combating Trafficking in Persons (CTIP).

7.19.9.1. Purpose: Training program to provide annual by-law training in compliance with DODI 2200.01_AFI 36-2921, *Combating Trafficking in Persons,* related to trafficking in persons (TIP).

7.19.9.2. Description: [By-Law Requirement] Program was developed to deter activities of Air Force Service members, civilian employees, indirect hires, contract personnel, and command-sponsored dependents that would facilitate or support CTIP, domestically and overseas. CTIP is defined as the recruitment, transportation, transfer, harboring or receipt of persons by means of threat, use of force, coercion, abduction, fraud, deception, abuse or exploitation.

7.19.9.3. OPR: AF/A1SRQ.

7.19.9.4. Training Media: CBT or In-Person Briefing.

7.19.9.5. Instructor: Unit-Identified Training Instructor for In-Person. N/A for CBT.

7.19.9.6. Additional Information: Refer to DODI 2200.01_AFI 36-2921 for additional information. **Note**: ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.19.10. **GC33Y** – Crewmember Anti-Hijacking Training.

7.19.10.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.19.10.2. Description: Course provides scenario-based training of anti-hijacking theory, guidance, procedures, and scenarios for crewmembers who are authorized by their commander to arm for anti-hijacking purposes.

7.19.10.3. OPR: AMC/A3T.

7.19.10.4. Instructor: Unit-designated instructor or SFS instructor using MAJCOM-approved training outline for classroom training. No instructor required for CBT or exercise participants.

7.19.10.5. Training Media: CBT on ADLS via AMC Gateway, classroom session, or participation in a hijack prevention exercise.

7.19.10.6. Additional Information: Per AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*, training for aircrew members (passenger carrying aircraft) is required annually, not to exceed 365 days from previous date accomplished. **Exception**: OG/CC may waive the requirement for crewmembers on a case-by-case basis not to exceed 24 months from previous date accomplished. **Note**: Computer based training (including Phase CBT anti-hijacking lessons), classroom training, or active participation in a hijack prevention exercise satisfies this requirement.

7.19.11. **GC39Y** – Force Protection.

7.19.11.1. Purpose: Provide Air Force members with basic awareness training related to force protection and anti-terrorism considerations.

7.19.11.2. Description: Provides general awareness-level training in Intro to Force Protection, Level I Antiterrorism Awareness Training, Active Shooter Training, and Counterintelligence Awareness Training. Annual completion required (military and civilian); contractors not required to complete unless specified in Statement of Work.

7.19.11.3. OPR: AFSFC/S3M.

7.19.11.4. Training Media: CBT or in-person briefing using approved course outline.

7.19.11.5. Instructor: N/A for CBT. Designated instructor may provide in-person briefing using approved course outline.

7.19.11.6. Additional Information: Training References: AFI 71-101, Volume 4, *Counterintelligence*, AFMAN 31-201, Volume 4, *High-Risk Response*, AFTTP 3-4.6_AS, *Active Shooter*, DoDD 5240.06, *Counterintelligence Awareness and Reporting (CIAR)*, DoDI 2000.16, Volume 2, *DoD Antiterrorism (AT) Program Implementation, DoD Force Protection Condition (FPCON) System*, and DoDIO-2000.16, Volume 1 – AFI 10-245-O, *Antiterrorism (AT) Program Implementation (FOUO)*. **Note**: ADLS is the training system

of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.19.12. **GC43Y** – Information Protection.

7.19.12.1. Purpose: Training program designed to provide Air Force members with recurring training related to the importance of information assurance (IA) to the organization and to authorized users.

7.19.12.2. Description: AF-level training that addresses relevant laws, policies, and procedures; examples of external threats; examples of internal threats; how to prevent self-inflicted damage to system information security through disciplined application of IA procedures; prohibited or unauthorized activity on DoD systems; categories of information classification and differences between handling information on the NIPRNet or SIPRNet; and requirements and procedures for transferring data to or from a non-DoD network.

7.19.12.3. OPR: AF/A6.

7.19.12.4. Training Media: CBT (Cyber Awareness Challenge) on ADLS.

7.19.12.5. Instructor: N/A.

7.19.12.6. Additional Information: Tasking Authority: DoD 8570.01-M, *Information Assurance Workforce Improvement Program*; *Information Systems Security Line of Business*. ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.19.13. **GC47Y** – Privacy Act Training.

7.19.13.1. Purpose: "By-law" training program designed to provide Air Force members with recurring training related to handling and protection of personally identifiable information (PII).

7.19.13.2. Description: AFI 33-332, *Air Force Privacy and Civil Liberties Program,* requires commanders to train base and unit personnel annually regarding privacy and civil liberties subject matter to include handling, use, and protection of PII.

7.19.13.3. OPR: Base Privacy Manager or Unit Privacy Monitor (determined at the installation level).

7.19.13.4. Training Media: Developed and implemented at the installation level. Training may include in-person, slideshow, video, and/or CBT (i.e., cyber.mil web-based training, **https://public.cyber.mil/training/identifying-and-safeguarding-personally-identifiable-information-pii/**).

7.19.13.5. Instructor: Privacy Manager (base) or Privacy Monitor (unit).

7.19.13.6. Additional Information: Reference AFI 33-332 and consult Unit Privacy Monitor and Base Privacy Manager for locally-developed training requirements. Advanced training is required for personnel who maintain a System of Record (SOR). **Note**: ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record (maintained and reported by the Unit Privacy Monitor).

7.19.14. **GC49Y** – Sexual Assault Prevention and Response (SAPR)/Suicide Prevention Training (Annual Green Dot).

7.19.14.1. Purpose: Provide recurring Total Force Awareness Training (TFAT) to all Air Force members related to SAPR and suicide prevention.

7.19.14.2. Description: [By-Law Requirement] Formalized training course that offers a comprehensive multi-faceted approach to preserving our Air Force heritage by utilizing awareness and prevention education, recognizing and presenting effective victim advocacy, clarifying reporting options and the response process, promoting societal change through individual and community collaboration in accordance with DoDI 6495.02, *Sexual Assault Prevention and Response Program Procedures*, and methods for recognizing potential indicators and accessing available resources to combat suicide in the force. Green Dot also includes resilience and suicide prevention training in compliance with AFI 90-5001, *Integrated Resilience*.

7.19.14.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.19.14.4. Training Media: CBT or in-person briefing (determined at the installation level).

7.19.14.5. Instructor: N/A for CBT. SARC-trained instructor for in-person briefing.

7.19.14.6. Additional Information: Annual requirement per AFI 90-6001, *Sexual Assault Awareness and Prevention (SAPR) Program* and AFI 90-5001, which states personnel are required to be current in annual training prior to and throughout the duration of a deployment. **Note**: ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.19.15. **GC51Y** – Sexual Assault Prevention and Response (SAPR)/Suicide Prevention Post-Deployment Training.

7.19.15.1. Purpose: Provide a focused "Return and Reunion" briefing for all personnel following a deployment.

7.19.15.2. Description: The SARC conducts post-deployment SAPR reintegration training within 30 days of members returning from a deployment.

7.19.15.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.19.15.4. Training Media: In-person briefing (determined at the installation level).

7.19.15.5. Instructor: SARC-trained instructor.

7.19.15.6. Additional Information: Does not meet requirements for annual training. This is a post-deployment requirement per AFI 90-6001, *Sexual Assault Awareness and Prevention (SAPR) Program*. **Note**: ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20. Computer Based Training (GD) Events. CBT events may be completed via other methods by an appropriately-qualified trainer using the approved training outlines downloaded from ADLS. Units/crewmembers using ARMS to track ancillary training events should always ensure the training system of record is updated following completion of any training event.

7.20.1. **GD05Y** – AIR Card® User Training.

7.20.1.1. Purpose: Ensure the AIR Card® primary and alternate Agency Program Coordinators (APC) have a detailed knowledge and understanding of all policies, guidance and procedures related to the off-station procurement of aviation fuel and ground services, and understand the consequences of inappropriate actions.

7.20.1.2. Description: Initial training course that provides crewmembers with a basic understanding of the AIR Card® program, authorized purchases, documentation requirements, and restrictions related to the card's use. Initial training may be credited when accomplished in accordance with AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*.

7.20.1.3. OPR: AF/A3TF.

7.20.1.4. Training Media: Online course hosted on the Joint Knowledge Online website, **https://jkodirect.jten.mil** (course number J4OP-US1185 or under the title AIR Card® User Training).

7.20.1.5. Additional Information: Initial training is accomplished prior to using the AIR Card® and refresher training is accomplished in accordance with the most recent RTM.

7.20.2. **GD11Y** – Aircraft Marshalling Training and Exam.

7.20.2.1. Purpose: To ensure crewmembers understand proper marshaling procedures to prevent aircraft taxi incidents.

7.20.2.2. Description: Review of AFI 11-218 followed by a 20-question test.

7.20.2.3. OPR: AMC/A3T.

7.20.2.4. Curriculum Development: ATS Contractor.

7.20.2.5. Training Media: CBT.

7.20.2.6. Instructor: N/A.

7.20.2.7. Additional Information: Conducted during formal school academics and transferring between units. Crewmembers do not need to accomplish upon arrival to first duty location following initial qualification or requalification. However, qualified MR crewmembers transferring between units will require re-completion of Aircraft Marshaling Training and Examination (e.g., PCS from Charleston to Hickam). **(T-2).**

7.20.3. **GD13Y** – Aircraft Servicing Training.

7.20.3.1. Purpose: To familiarize crewmembers with procedures and restrictions while ground refueling and defueling.

7.20.3.2. Description: Training course for designated crewmembers that is accomplish through the "Aircraft Refueling/Defueling" CBT lesson. Initial training is accomplished during formal school training utilizing CBT and the CCT. Annual CBT includes normal refueling procedures (quantity-select and high level), alternate method using overhead fuel panel (vs. Single Point Refueling (SPR), defueling procedures, safety procedures, fire extinguisher training, and emergency procedures training.

7.20.3.3. OPR: AMC/A3T.

7.20.3.4. Curriculum development: ATS Contractor.

7.20.3.5. Training Media: CBT and CCT.

7.20.3.6. Instructor: ATS Instructor for instructor led training at the CCT during initial qualification.

7.20.3.7. Additional Information: Initial training is completed during IQT at the FTU using CBT and ATS instructor-based training. Annual refresher training is accomplished via Phase Continuation CBTs (Typically Phase 3).

7.20.4. **GD17Y** – Aircrew Intelligence Training (AIT).

7.20.4.1. Purpose: Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.20.4.2. Description: Course provides aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA).

7.20.4.3. OPR: AMC/A2FT.

7.20.4.4. Curriculum Development: AMC/A2T, with tailoring by unit intelligence personnel.

7.20.4.5. Training Media: Instructor Based Training (IBT).

7.20.4.6. Instructors: Certified Unit Intelligence Trainer.

7.20.4.7. Additional Information: 57 WPS (WIC) instructors, cadre, and students may credit GD17Y with completion of formal weapons course syllabus instruction.

7.20.5. **GD22Y** – Combat Basic Course.

7.20.6. **GD25Y** – Crew Resource Management (CRM)/Threat & Error Management (TEM) Initial Training.

7.20.6.1. Purpose: To provide aircraft and crew-specific initial CRM/TEM training. (Including effective Pilot Monitoring (PM) and Verbalize, Verify, and Monitor (VVM) behaviors.)

7.20.6.2. Description: Introduces common CRM/TEM core subjects and current CRM/TEM Topic(s) of the Year, effective PM behaviors, and relevant VVM skills. This training is normally conducted within a classroom with interactive exercises. See AFI 11-290 *Cockpit/Crew Resource Management Program* and/or MAJCOM supplement, as applicable.

7.20.6.3. OPR: AMC/A3TO.

7.20.6.4. Curriculum Development: ATS Contractor.

7.20.6.5. Training Media: CBT and WST/LS lesson.

7.20.6.6. Instructor: ATS Instructor.

7.20.6.7. Additional Information: Initial CRM/TEM training is normally conducted during formal school initial qualification training. Crewmembers upgrading in-unit require initial CRM/TEM training from a certified instructor in accordance with AFI 11-290. Initial CRM/TEM should be dual-logged to credit CRM/TEM Refresher for ARMS tracking purposes. Utilize the initial checkride completion date.

7.20.7. **GD27Y** – Crew Resource Management (CRM)/Threat & Error Management (TEM) Refresher Training.

7.20.7.1. Purpose: To provide classroom-presented CRM/TEM refresher training (including effective Pilot Monitoring (PM) and Verbalize, Verify, and Monitor (VVM) behaviors).

7.20.7.2. Description: Reinforces initial CRM/TEM training through an academic review of the CRM/TEM skills common core subjects, effective PM behaviors, and relevant VVM skills, with emphasis on CRM/TEM Topic(s) of the Year. See AFI 11-290 and/or MAJCOM supplement, as applicable.

7.20.7.3. OPR: AMC/A3TO.

7.20.7.4. Training Media: Classroom.

7.20.7.5. Instructor: TS Instructor (Primary), Designated IP or IL (Secondary).

7.20.7.6. Additional Information: Refer to AFI 11-290 and the associated MAJCOM supplement to employ USAF instructors to teach CRM/TEM. USAF IPs may instruct pilots or loadmasters. USAF ILs may only instruct loadmasters. Prior to instructing, the instructor is required to have accomplished the current year's GD27Y and be designated in writing by the OG/CC as a "CRM/TEM Instructor". In addition, designated CRM/TEM Instructors are required to complete AF-mandated ATS Instructor training. Contact local ATS to obtain CRM/TEM training materials. The ATS purchases a GD27Y CRM/TEM seat for every assigned crewmember. Therefore, units are expected to utilize ATS instructor-led GD27Y to the maximum extent possible. AF instructor-led training should be by exception only (i.e., when the ATS option is not available).

7.20.8. **GD31Y** – Emergency Nuclear Airlift Operations (ENAO) Training.

7.20.8.1. Purpose: Provide aircrews familiary in the procedures for handling, protecting, and transporting nuclear weapons during contingencies.

7.20.8.2. Description: One time training event accomplished during initial qualification. Place emphasis on safe and efficient operation and compliance with appropriate safety directives.

7.20.8.3. OPR: AMC/A10N.

7.20.8.4. Curriculum Development: ATS contractor.

7.20.8.5. Training Media: Academics for all crewmembers. Pilots and LMs will complete a CBT. **(T-2).** Additionally, Loadmasters may require using an aircraft, cargo compartment trainer (CCT), or Cargo Load Model (CLM).

7.20.8.6. Instructor: N/A.

7.20.8.7. Additional information: See AFI 13-527.

7.20.9. **GD35Y** – Flight Line Security and Drivers Training and Exam.

7.20.9.1. Purpose: To ensure crewmembers understand proper flightline driving and security procedures. Aircrew members require initial/recurring training, successful completion of the examination, and properly completed AF483, *Certificate of Competency,* to drive on the flightline.

7.20.9.2. Description: Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also includes a briefing by the airfield management or security forces covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

7.20.9.3. OPR: AMC/A3A/A4S.

7.20.9.4. Curriculum Development: Unit Airfield Driving program manager with assistance from Wing Airfield Manager and Flight line Constable.

7.20.9.5. Training Media: Determined by local Airfield Operations.

7.20.9.6. Additional Information: Unit commanders determine the required number of crewmembers authorized to drive on the flight line.

7.20.10. **GD36Y** – Flight Safety Briefing (Initial/Periodic).

7.20.11. **GD39Y** – Hazardous Cargo Ground Training.

7.20.11.1. Purpose: To familiarize crewmembers with procedures and restrictions when carrying hazardous materials cargo.

7.20.11.2. Description: ATS contractor provides CBT instruction to review aircrew hazardous materials procedures developed from AFMAN 24-204(I) *Preparing Hazardous Materials for Military Air Shipments*, Attachment 25. Training is designed to provide a review of hazardous materials procedures and considerations, in accordance with AFMAN 24-204(I) and AFJI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials*.

7.20.11.3. OPR: AMC/A3T.

7.20.11.4. Curriculum development: ATS Contractor.

7.20.11.5. Training Media: CBT.

7.20.11.6. Instructor: N/A.

7.20.11.7. Additional Information: Initial training is accomplished during IQT. Annual refresher training is accomplished via Phase Continuation CBTs (Pilots Phase I and LMs Phase IV). The lesson includes hazardous classification, aircraft loading and passenger movement, packaging, tactical and contingency airlift, marking and labeling, placarding, documentation, compatibility, safety (including emergency response information), aircrew responsibility, flight plan procedures, remote parking requirements, and certification.

7.20.12. **GD40Y** – Human Relations Education (HRE)/Equal Opportunity (EO) Training.

7.20.12.1. Purpose: Training program to provide annual by-law training in compliance with AFI 36-2706, *Equal Opportunity Program, Military and Civilian*, related to unlawful discrimination, harassment, and reprisal by military personnel.

7.20.12.2. Description: [By-Law Requirement] Program was developed to educate military and civilian personnel in an effort to eradicate unlawful discrimination against, harassment of, intimidation of, or threatening of another Airman on the basis of race, color, religion, sex (including pregnancy, gender identity, and sexual orientation), national origin, age (40 or older), disability, genetic information, or reprisal. This training applies to all military and civilian Air Force (AF) personnel, including Air Force Reserve Command (AFRC) Units. This publication applies to Air National Guard (ANG) personnel in federal active duty status under Title 10, U.S. Code. It does not apply to contract employees (unless authorized by law or regulation to file a federal agency complaint), employees or applicants of the Army and Air Force Exchange Service, members of the ANG (to include ANG Technicians) in a duty status under Title 32, U.S. Code., refer to Air National Guard Instruction (ANGI) 36-7, *Air National Guard Military Equal Opportunity Program.*

7.20.12.3. OPR: AFPC/EO.

7.20.12.4. Training Media: In-Person Briefing.

7.20.12.5. Instructor: Appropriately-certified EO instructor.

7.20.12.6. Additional Information: Refer to AFI 36-2706, *Equal Opportunity Program, Military and Civilian*, for additional information. **Note**: ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.13. **GD55Y** – Instrument Refresher Course (IRC).

7.20.13.1. Purpose: To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.20.13.2. Description: AFMAN 11-210 *Instrument Refresher Program (IRP) provides g*uidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction. Unit program developers and IRC instructors should maintain familiarity with AFMAN 11-210. IRC refresher may be credited when completed using either a contractor-provided IRC course or a unit-developed course using an appropriately certified IRC course instructor. See the AFFSA website for current list of topics that are required to be addressed: **https://cs2.eis.af.mil/sites/11874/IRP/default.aspx**.

7.20.13.3. OPR: HQ AFFSA. OCR: AMC/A3T.

7.20.13.4. Curriculum Development: Air Force Flight Standards Agency (AFFSA) and ATS Contractor.

7.20.13.5. Training Media: Full academic lecture or a CBT and a 2-hour (minimum) academic lecture. This short-version lecture will cover applicable USAF, MAJCOM, NAF, and MDS-specific "Hot Topics" and applicable techniques and procedures for C-17 aircraft. **(T-2).** For the extended academic lecture, the USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from AMC/A3T. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their "IRC Roadshow."

7.20.13.6. Instructor: IRC-qualified instructor.

7.20.13.7. Additional Information: The primary instructor is an ATS Instructor. The IRC Exam taken in conjunction with AA22, Qual/Instrument Checkride Simulator is separate from GD55Y. The AMC IRC CBT includes the MAJCOM–approved training for Visual Climb Over Airport (VCOA) and Non-USG Terminal Procedure in accordance with AFI 11-202V3. If the AMC IRC CBT is not used, Instructors are required to ensure the CBT material is included in the IBT.

7.20.14. **GD56Y** – Joint Airdrop Inspector Ground Training.

7.20.15. **GD58Y** – Joint Mission Planning System (JMPS) Advanced User Training.

7.20.16. **GD59Y** – Joint Mission Planning System (JMPS) Basic User Training.

7.20.17. **GD63Y** – Overwater Navigation Procedures Ground Training.

7.20.17.1. Purpose: To provide instruction and review of procedures and restrictions for Atlantic and Pacific oceanic crossing and international airspace.

7.20.17.2. Description: The training will cover oceanic crossing requirements, contingencies, Automated Computed Flight Plan (ACFP) review, Equal Time Point (ETP), and Required Navigation Performance (RNP)/Area Navigation (RNAV). **(T-2).**

7.20.17.3. OPR: AMC/A3T.

7.20.17.4. Curriculum development: AMC/A3T.

7.20.17.5. Training Media: GD63Y Overwater Navigation Procedures training located on the AMC/A3T SharePoint®.

7.20.17.6. Instructor: USAF IP led GD63Y presentation/discussion required for mission certification ground training.

7.20.17.7. Additional Information: This is a one-time requirement.

7.20.18. **GD67Y** – PNAF Academics.

7.20.19. **GD72Y** – Safety Privilege Training.

7.20.20. **GD75Y** – Tactics Training.

7.20.20.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.20.20.2. Description: GD75Y is required to be administered using courseware developed by individual Wing Tactics shops. The course is based on information found in AFTTP 3-1.C-17, AFTTP 3-3.C-17, and AFMAN 11-2C-17V1 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC.

7.20.20.3. OPR: AMC/A3D.

7.20.20.4. Curriculum Development: AMC/A3D.

7.20.20.5. Training Media: Instructor Based Training (IBT).

7.20.20.6. Instructor: Rated Officer Instructor Required.

7.20.20.7. Additional Information: Tactics Instructors who teach GD75Y may credit their GD75Y annual requirement. 57 WPS (WIC) instructors, cadre and students may credit GD75Y with completion of formal weapons course syllabus instruction. Only graduates of the USAFWS, Group/Wing Weapons and Tactics Flight Commanders or rated aircrew instructors appointed by Group/Wing Weapons and Tactics Flight Commander are authorized to instruct GD75Y. GD75Y should include the following instructional topics:

7.20.20.7.1. Tactical Data Links pertinent to the unit mission (e.g., CTII and Dynamic Re- Tasking Capability).

7.20.21. **GD77Y** – Theater Indoctrination (TI) Training.

7.20.21.1. Purpose: Provides theater-assigned and deploying/deployed aircrews with the information necessary to safely operate throughout the assigned geographic region.

7.20.21.2. Description: AFMAN 11-202V1 mandates minimum training requirements. Theater indoctrination training is developed by each MAJCOM for their specific area of responsibility (e.g., PACAF, USAFE, AFCENT, etc.). Permanently-assigned aircrews may accomplish this training in conjunction with local indoctrination training. Aircrews tasked to deploy to a specific theater of operations may complete the training no earlier than 60 days prior to arrival in the theater or may accomplish upon arrival, as coordinated between the unit and theater tasking authority.

7.20.21.3. OPR: MAJCOM/A3T (or equivalent).

7.20.21.4. Training Media: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.20.21.5. Instructor: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.20.21.6. Additional Information: One-time event for theater-assigned aircrews. Deploying aircrew may complete training prior to or upon arrival for each deployment to a given theater. Units may supplement theater-developed training at the discretion of the deploying unit commander.

7.20.22. **GD98Y** – Required Events Not Accomplished for Flight or Simulator.

7.20.23. **GD99Y** – Supervisory Status/Non-Mission Ready (N-MR).

7.21. Expeditionary Training (GE) Events. CBT events may be completed via other methods by an appropriately-qualified trainer using the approved training outlines (where provided) downloaded from ADLS. Units/crewmembers using ARMS to track ancillary training events should always ensure the training system of record is updated following completion of any training event.

7.21.1. **GE01Y** – Chemical, Biological Radiological, & Nuclear (CBRN) Defense CBT. (Not required for aircrew personnel based on AFI 10-2501, Attachment 4, Non-Exempt Listing).

7.21.2. **GE03Y** – Chemical, Biological Radiological, & Nuclear (CBRN) Defense (Hands-On) Training.

7.21.2.1. Purpose: Hands-on training in the use of CBRN (ground) defense equipment and associated procedures.

7.21.2.2. Description: Aircrew members comply with AFI 10-2501 requirements and refer to most current RTM for training frequency. When tasked to deploy for other than aircrew duties, crewmembers comply with AEF Online ERT Checklist frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.2.3. OPR: AF/A4CXR

7.21.2.4. Training Media: Classroom/Lab.

7.21.2.5. Instructor: Certified Trainer.

7.21.2.6. Additional Information: Per AFI 10-2501, Attachment 4, aircrew members are "non-exempt" status and require only GE03Y.

7.21.3. **GE05Y** – Law of War (Basic) CBT (Formerly LOAC)

7.21.3.1. Purpose: Periodic training for all Airmen on the Law of War.

7.21.3.2. Description: Requirement derived from AFI 51-401, *The Law of War*. Training course designed to provide basic understanding of the need for Law of War, describes the five principles of Law of War, and introduces the 10 Rules for Airmen.

7.21.3.3. OPR: AF/JAO.

7.21.3.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.21.3.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.21.3.6. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, comply with frequency requirement established by the ERT checklist found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.4. **GE06Y** – Law of War (Advanced) CBT.

7.21.4.1. Purpose: Periodic scenario-based training for specified Airmen on the Law of War.

7.21.4.2. Description: Requirement derived from AFI 51-401, *The Law of War*. Training covers legal requirements related to an individual's mission-specific roles and responsibilities during armed conflict.

7.21.4.3. OPR: AF/JAO.

7.21.4.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.21.4.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.21.4.6. Additional Information: Crewmembers complete the "Combat Aircrew" training course. Aircrew comply with the frequency specified in the most current RTM, where published. Otherwise, comply with requirements published via the ERT Checklist located at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.5. **GE07Y** – Use of Force (L-6) CBT.

7.21.5.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on Use of Force.

7.21.5.2. Description: This training covers topics on Air Force assets, Use of Force policy, and the Use of Force Model as outlined in AFI 31-117 *Arming and Use of Force by Air Force Personnel*.

7.21.5.3. OPR: AMC/A3T.

7.21.5.4. Training Media: CBT (L6–Use of Force) or via a qualified instructor using AF-approved training outline (i.e., group settings), both available via ADLS.

7.21.5.5. Instructor: Required only for group method using the AF-approved training outline downloaded from ADLS.

7.21.5.6. Additional Information: Crewmembers complete the "L6-Use of Force" CBT or attend an in-person briefing by a locally-designated instructor using the downloaded training outline, both located on ADLS, at the assigned frequency prior to attending Small Arms Training. Each unit is responsible to provide use of force training for assigned personnel. In accordance with AFI 31-117, paragraph 2.5.1.4. , the use of force familiarization and ROE training conducted by combat arms during weapons training does not meet this requirement. Per AFI 13-117, Arming Group A personnel (i.e., aircrew members arming for anti-hijacking) personnel require Use of Force training annually not to exceed 12 months. Arming Group B personnel require Use of Force training prior to authorization to be armed and then annually thereafter as long as they are assigned to a deployable UTC (i.e., AEF Indicator (AEFI) that is posture- (P)-coded as A/DW (worldwide deployable), A/DX (deployed in place), YR/DW (enabler status), YR/DX (enabler status), etc.). **Note**: See AFI 31-117, AFI 36-2654, AMCI 10-403, *Air Mobility Command (AMC) Force Deployment*, and AEF Online for latest classification and validity period. Refer to most current RTM for training frequency, where published. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.6. **GE11Y** – Self-Aid and Buddy Care (SABC) CBT.

7.21.6.1. Purpose. Course provides basic knowledge to minimize injury and prevent death or disability in deployed environments or home station emergencies. It is required only for those personnel who are exempted by AFI 36-2644, *Self-Aid and Buddy Care Training*, Attachment 2.

7.21.6.2. Description. CBT that provides updated information on battlefield care concepts and the Individual First Aid Kit (IFAK) components. SABC CBT is a basic knowledge online training course.

7.21.6.3. OPR: AMC/SG.

7.21.6.4. Training Media: ADLS and/or qualified instructor using AF-approved training outline (i.e., group settings).

7.21.6.5. Instructor: CBT or instructor-guided session (i.e., group settings).

7.21.6.6. Additional Information. Non-exempt personnel are required to complete the "hands-on" course (GE12Y), which incorporates training from the CBT into the classroom training session. Line crewmembers are normally considered "non-exempt", therefore, aircrew members are required to complete GE12Y, which includes the training provided by the CBT in the hands-on classroom training session. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). Training in documented in accordance with AFI 36-2644 in addition to ARMS.

7.21.7. **GE12Y** – Self-Aid and Buddy Care (SABC) Hands-On Training.

7.21.7.1. Purpose. Course provides basic skills to minimize injury and prevent death or disability in deployed environments or home station emergencies.

7.21.7.2. Description. Hands-on training session provided by a trained classroom instructor that emphasizes skills performance to increase competence with battlefield care and use of Individual First-Aid Kit (IFAK) components. Completion of this course satisfies requirement for both GE11Y and GE12Y. AFI 36-2644 requires non-exempt personnel (i.e., crewmembers) to complete hands-on classroom training that also incorporates the training objectives covered by the SABC CBT.

7.21.7.3. OPR: AMC/SG.

7.21.7.4. Curriculum Development: HAF/SG and Unit-Level SG Couse Owner.

7.21.7.5. Training Media: Hands-on session requires demonstration and use of various components found in the IFAK.

7.21.7.6. Instructor: Classroom and/or Lab using a qualified SABC instructor and components of the IFAK in accordance with AFI 36-2644.

7.21.7.7. Additional Information. GE11Y is no longer a prerequisite for GE12Y. During hands-on training, trainees are provided a demonstration of proper techniques and procedures, then evaluated by their assigned instructor using a skills performance system or checklist. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). Training is documented in accordance with AFI 36-2644 in addition to ARMS. **Note**: DOD is developing a new course, Tactical Combat Casualty Care (TCCC) course that will replace SABC when released. GE11Y and GE12Y will become obsolete upon implementation of the TCCC courses (GE21Y and GE22Y).

7.21.8. **GE21Y** – Tactical Combat Casualty Care (TCCC) Training (Level 1).

7.21.8.1. Purpose: Teach Airmen essential skills required to administer basic life-saving medical care in a combat environment.

7.21.8.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.21.8.3. OPR: AF/SG.

7.21.8.4. Curriculum Development: AF/SG.

7.21.8.5. Training Media: Classroom and/or Lab.

7.21.8.6. Instructor: Certified TCCC Instructor.

7.21.8.7. Additional Information: Projected to replace SABC. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). **Note**: Course availability projected in FY20.

7.21.9. **GE22Y** – Tactical Combat Casualty Care (TCCC) Training (Level 2).

7.21.9.1. Purpose: Teach Airmen essential skills required to administer life-saving medical care to others in a combat environment.

7.21.9.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.21.9.3. OPR: AF/SG.

7.21.9.4. Training Media: Classroom and/or Lab.

7.21.9.5. Instructor: Certified TCCC Instructor.

7.21.9.6. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). **Note**: Course availability projected in FY20.

7.22. Communications Training and Communications Equipment (GH) Events.

7.22.1. **GH01Y** – Communications/COMSEC Procedures Ground Training.

7.22.1.1. Purpose: To ensure crewmembers possess a thorough knowledge of all communication and Communications Security (COMSEC) requirements.

7.22.1.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training is in accordance with AFI 11-244. This training includes:

7.22.1.3. Authentication procedures.

7.22.1.4. Identification, Friend or Foe (IFF) Cards and IFF/Selective Identification Feature (SIF) procedures.

7.22.1.5. Code loading devices (e.g., Simple Key Loader (SKL), etc.), equipment operation.

7.22.1.6. Air Force Spectrum Interference Resolution (AFSIR).

7.22.1.7. COMSEC Documents. At a minimum use of AKAL-153 and AKAA-283.

7.22.1.8. AMCH 33-1, Aircrew Communications Handbook.

7.22.1.9. COMSEC user requirements, (including and other communications information pertinent to unit). Reference: AFMAN 17-1302-O, *Communications Security (COMSEC) Operations*.

7.22.1.10. OPR: AMC/A6XX.

7.22.1.11. Curriculum Development: Local Combat Crew Communication.

7.22.1.12. Training Media: AF Form 4168, *COMSEC Responsible Officer and User Training Checklist*.

7.22.1.13. Instructor: Combat Crew Communication.

7.22.2. **GH03Y** – COMSEC Emergency Action Plan (EAP) Dry-Run/Actual Event.

7.22.2.1. Purpose: Ensure Air Force personnel are prepared for deployment to locations specified by tasking order.

7.22.2.2. Description: The unit commander prepares his or her unit for deployment in accordance with this manual, AFMAN 10-409-0, *Support to Adaptive Planning*, AFI 10-403, *Deployment Planning and Execution*, and AFI 36-129, *Civilian Personnel Management and Administration*. In addition to the aircrew-specific training items contained in this manual, Air Force members have Air Force-specific and theater-specific training that is required prior to a deployment. The UDM is tasked to ensure all personnel meet readiness training requirements.

7.22.2.3. OPR: UDM.

7.22.2.4. Additional Information: See AFI 10-403, ERT Checklist (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**), and local guidance. Frequency of this event is determined by the Installation Deployment Officer (IDO) and should be published in the Installation Deployment Plan (IDP).

7.22.3. **GH05Y** – COMSEC Emergency Action Plan (EAP) Ground Training.

7.22.4. **GH07Y** – Have-Quick Ground Training.

7.22.5. **GH13Y** – Secure Radio Ground Training.

7.23. Mobility Training (GM) Events.

7.23.1. **GM01Y** – Mobility Briefing.

7.23.2. **GM03Y** – Mobility Folder Review.

7.23.2.1. Purpose: Ensure Air Force personnel are prepared for deployment to locations specified by tasking order.

7.23.2.2. Description: The unit commander prepares his or her unit for deployment in accordance with this manual, AFMAN 10-409-0, *Support to Adaptive Planning* , AFI 10-403, *Deployment Planning and Execution*, and AFI 36-129, *Civilian Personnel Management and Administration*. In addition to the aircrew-specific training items contained in this manual, Air Force members have Air Force-specific and theater-specific training that is required prior to a deployment. The UDM is tasked to ensure all personnel meet readiness training requirements.

7.23.2.3. OPR: Unit-Level UDM.

7.23.2.4. Training Media: N/A.

7.23.2.5. Instructor: N/A.

7.23.2.6. Additional Information: See AFI 10-403, ERT Checklist (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**), and local guidance. Frequency of this event is determined by the Installation Deployment Officer (IDO) and should be published in the Installation Deployment Plan (IDP).

7.23.3. **GM09Y** – Isolated Personnel Report (ISOPREP) Review.

7.23.3.1. Purpose: Generate (if necessary), review, and ensure accuracy of crewmembers' DD Form 1833, *Isolated Personnel Report*.

7.23.3.2. Description: Review of isolated personnel report (ISOPREP).

7.23.3.3. OPR: AMC/A3D.

7.23.3.4. Instructor: Unit Intelligence Officer or SERE personnel.

7.23.3.5. Additional Information: See JP-3-50 *Personnel Recovery*. Due to SIPRNET access, ISOPREP creation and review may be facilitated by unit Tactics (OSK/DOK) personnel, unit Intelligence Personnel (IN), or the UDM.

7.23.4. **GM11Y** – Official Passport-Primary (No-Fee).

7.23.4.1. Purpose: Facilitate short-notice worldwide mobility response capability.

7.23.4.2. Description: Certain locations require no-fee passports (valid for five years) for entry, as communicated in the *DoD Foreign Clearance Guide*. In accordance with AFI 10-403, AMC/A3 designates that a primary no-fee passport is a mission-essential item for mobility aircrew readiness to support peacetime deployment/employment requirements and United Nations mission support. **Note**: US Department of State policy governs passport issuance. Contact local military personnel section's passport office for latest policy guidance. **Note**: OG/CC may waive this mobility requirement when a crewmember has applied for and is denied a primary official passport to permit the crewmember to fly tasked missions to locations that do not require passports for entry or transit. Waivers should be documented using GTIMS for tracking purposes.

7.23.5. **GM12Y** – Official Passport-Secondary (No-Fee).

7.23.5.1. Purpose: Facilitate worldwide mobility response capability to locations requiring an entry visa.

7.23.5.2. Description: Certain locations require a no-fee passport (valid for four years) and entry visa, as communicated in the *DoD Foreign Clearance Guide*. In order to maintain short-notice worldwide mobility status, secondary passports may be required to facilitate entry visas for designated crewmembers. As entry visas often require long processing periods and submission of an official passport, a secondary passport enables crewmembers to remain worldwide mobile while one of the their two passports is submitted for visa application processing. In accordance with AFI 10-403, AMC/A3 designates OG/CCs as the determination authority for secondary passport requirements. OG/CCs should document crewmembers designated to maintain a secondary official passport and track requested or denied applications for those crewmembers. **Note**: US Department of State

policy governs passport issuance. Contact local military personnel section's passport office for latest policy guidance.

7.23.6. **GM21Y** – Small Arms Training.

7.23.6.1. Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.23.6.2. Description: Course is required to meet the requirements of AFI 36-2654 and AFI 31-117. Crewmembers are assigned an arming group based on their ground and/or in-flight arming requirements and complete training based on their arming group requirement(s) and purpose for arming. Training frequency is determined by the crewmember's assigned arming group and/or purpose (i.e., anti-hijacking versus deployment). Additionally, pre-deployment requirements may apply (see AEF Online ERT Checklist (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**)).

7.23.6.3. OPR: AMC/A4S.

7.23.6.4. Curriculum Development: Wing Combined Arms Training Maintenance (CATM).

7.23.6.5. Instructor: Qualified Security Forces Squadron Combat Arms Instructor.

7.23.6.6. Training Aids: Academics and firing range exercise; includes use of force and live fire or simulator training. Simulator training may not be used for initial qualification (AFI 36-2654, AFI 31-117*).*

7.23.6.7. Additional Information: ARC may define alternate frequency requirements. Accomplish (based on assigned arming group) in accordance with AFI 36-2654 [12 months for Arming Group A (MAJCOM extendable to 24 months), 36 months for Arming Group B assigned to a deployable UTC (i.e., YR/DW enabler aircrews), or when tasked by name to deploy with associated arming requirement for all other Group B personnel). **Note:** Crewmembers complete the AF-approved "L6-Use of Force" course via ADLS or in a group setting using an AF-approved instructor and course outline/presentation prior to attending GM21Y.

7.24. Night Vision Goggle (NVG) Ground Training (GN) Events.

7.24.1. **GN01Y** – NVG Initial Ground Training.

7.24.1.1. Purpose: Provide initial training on the proper use of NVGs and their limitations.

7.24.1.2. Description: Course instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-17 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. **(T-2).**

7.24.1.3. OPR: AMC/A3T.

7.24.1.4. Curriculum Development: 359 AMDS/SGPT and ATS Contractor.

7.24.1.5. Training Media: IBT and Blacked out room.

7.24.1.6. Instructor: ATS Instructor.

7.24.1.7. Additional Information: Initial checkride date is used to credit GN01Y. GN01Y establishes the due-date for GN03Y.

7.24.2. **GN03Y** – NVG Refresher Ground Training.

7.24.2.1. Purpose: Provides refresher training on the proper use of NVGs and their limitations.

7.24.2.2. Description: Course instruction emphasizes sound night operations using NVGs, address common NVG hazards, C-17-specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course is required to include any local hazards or limiting factors for NVG operations.

7.24.2.3. OPR: AMC/A3T.

7.24.2.4. Curriculum Development: 359 AMDS/SGPT, AMC/A3T, AMC/A3D, and local unit.

7.24.2.5. Training Media: IBT.

7.24.2.6. Instructor: Any qualified IP or IL.

7.24.2.7. Additional Information: GN01Y establishes the initial training accomplishment date for GN03Y.

7.25. PNAF (GU) & Ground Exercise (GV) Events.

7.25.1. **GU41Y** – PNAF Loading To/From Ground Event.

7.25.2. **GU43Y** – PNAF Forklift Loading Event.

7.25.3. **GV41Y** – Mass Casualty Exercise.

7.26. Simulator (GX) Events.

7.26.1. **GX05Y** – Simulator-MAF Mission Profile.

7.26.1.1. Purpose: Provide tactical training in a realistic high-intensity C2 and Threat Environment in the simulator environment utilizing DMO capability.

7.26.1.2. Description: Simulator training profile used to provide tactical training for C-17 crewmembers.

7.26.1.2.1. An airland or airdrop tactics-based mission profile flown in conjunction with a GX79Y (PPS, formerly G250). Typical scenarios can include red or blue air, SEAD/DEAD, OCA/DCA, C2, and threats. The mission profile is planned and coordinated by SMEs at the Distributed Training Center (DTC). The DTC provides multiple scenarios and the chosen scenario changes depending on the forces involved (i.e., "White Force" availability, Virtual Players, number of C-17s). Mission materials for each MMP are posted to the DTC SharePoint at least one day prior to execution: **https://eim2.amc.af.mil/org/A3T/DTC/default.aspx**.

7.26.1.2.2. The crew accomplishes mission study with the DTC prior to the MMP event to optimize training in the simulator. The crew or unit scheduler should coordinate a date and time with the DTC (Email: **helpdesk@mafdmo.com**, DSN: 779-5515, Commercial: 618-229-5515) for the mission brief. This coordination should occur no later than 3 days prior to execution. The mission brief is typically scheduled for the day prior to the event, but crews may coordinate with the DTC to schedule an earlier brief or arrange a brief on the day of the event, when DTC availability allows.

The DTC provides a mandatory debrief to the crew (highly-encouraged for all participants) following each MMP sortie. The Sq/CC (AFRC Sq/CC or Sq/DO) is the waiver authority to allow a crew to accomplish an MMP without a brief.

7.26.1.3. OPR: AMC/A3T.

7.26.1.4. Curriculum Development: DTC.

7.26.1.5. Training Media: Aircraft or WST. Primary is via WST, connected via DMO. Can be accomplished in the aircraft if the requirements to credit the scenario in the sim are met (i.e., **paragraph 7.26.1.8.2.1**).

7.26.1.6. Instructor: ATS, facilitated by DTC personnel executing the event.

7.26.1.7. Crew Requirements: IP, EP, and/or MP may credit MMP when they occupy either the pilot or copilot seat for the entire sortie. FPs may credit an MMP while either occupying the pilot, copilot, or additional crew member (ACM) seat (see **Table 6.2**, Note 13) and an IP, EP or MP occupies either the pilot or copilot seat. Units are encouraged to have available loadmasters observe from the additional crew member (ACM) seat when scheduling allows.

7.26.1.8. Additional Information:

7.26.1.8.1. Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive.

7.26.1.8.2. The DTC will plan on one MMP each day (Monday-Friday), excluding federal holidays. This is not one per site, but one per day for all C-17 sites with up to two sites to participate. This will provide for 240 MMP events in the CY throughout AMC. There are approximately 800 AMC pilots, filling every event with 3 pilots still leaves a small gap in the number of slots required. To mitigate this gap, the following steps can be taken:

7.26.1.8.2.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may allow MMP credit for pilots that participate in an aircraft or simulator exercise involving multiple assets. Examples include VFLAG, JRTC, JOAX, JFE, MLAT, etc. Sq/CCs (AFRC Sq/CC or Sq/DO) should carefully review the nature of the exercise and the actual events being accomplished prior to allowing MMP credit. If MMP credit is given, this credit extends to MB52Y as well.

7.26.1.8.2.2. AMC pilots not co-located with their unit (to include CRW attached C-17 pilots) are exempt from the MMP requirement.

7.26.1.8.2.3. Multiple sites may participate in a MMP event. If a simulator site has a GX79Y (PPS) scheduled during the same time block, the operating crew may request to also participate in the MMP after the proper coordination with the DTC. The MMP is designed to be flown by up to two airland C-17s using TOT deconfliction or in formation if the crews are qualified. Units requiring additional MMP simulator events above their allocation may participate in additional MMPs using this method.

7.26.1.8.3. Additional Information: GX79Y events that may be used as MMPs are designated on the ATS schedule. Phase simulators do not count as MMP events. The DTC publishes a MAF DMO Event Management Standard that outlines scheduling and coordination requirements for MMPs. Since MMPs are accomplished in conjunction with GX79Ys there are no training objectives. Pilots who occupy either the pilot or copilot seat for a designated GX79Y MMP may credit both GX05Y and GX79Y.

7.26.1.8.4. The DTC provides a playbook prior to MMP events to the ATS Site Manager for distribution to aid ATS instructors in the operation of the simulator during the MMP.

7.26.2. **GX11Y** – Simulator-Airdrop Phase 1. (Jan - Mar).

7.26.2.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.26.2.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.2.3. OPR: AMC/A3T.

7.26.2.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.2.5. Training Media: WST/LS.

7.26.2.6. Instructor: ATS Instructor.

7.26.2.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter.

7.26.3. **GX12Y** – Simulator-Airdrop Phase 2. (Apr - Jun).

7.26.3.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.26.3.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.3.3. OPR: AMC/A3T.

7.26.3.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.3.5. Training Media: WST/LS.

7.26.3.6. Instructor: ATS Instructor.

7.26.3.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter. Dual log GX29Y.

7.26.4. **GX13Y** – Simulator-Airdrop Phase 3. (Jul - Sep).

7.26.4.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.26.4.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.4.3. OPR: AMC/A3T.

7.26.4.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.4.5. Training Media: WST/LS.

7.26.4.6. Instructor: ATS Instructor.

7.26.4.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter.

7.26.5. **GX14Y** – Simulator-Airdrop Phase 4. (Oct - Dec).

7.26.5.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.26.5.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.5.3. OPR: AMC/A3T.

7.26.5.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.5.5. Training Media: WST/LS.

7.26.5.6. Instructor: ATS Instructor.

7.26.6. **GX29Y** – Simulator-CRM/TEM MOST.

7.26.6.1. Purpose: To provide a practical, hands-on application of classroom-presented CRM/TEM refresher concepts (including effective pilot monitoring (PM) and relevant verbalize, verify, and monitor (VVM) behaviors) through problem solving and human factors issues during a realistic, demanding mission scenario.

7.26.6.2. Description: CRM/TEM MOST event is accomplished in an appropriate ATD to reinforce CRM/TEM proficiency, effective pilot monitoring behaviors, and relevant VVM skills. See AFI 11-290 and/or MAJCOM supplement, as applicable.

7.26.6.3. OPR: AMC/A3TO.

7.26.6.4. Training Media: CBT and WST/LS lesson.

7.26.6.5. Instructor: TS Instructor.

7.26.6.6. Additional Information: The performance of each individual crewmember (student) is critically assessed and documented by simulator instructors or observers in accordance with AFI 11-290 and/or MAJCOM supplement, as applicable. Completion of GX91Y and GX93Y credits GX29Y. GX29Y is designed to be accomplished concurrently with Phase 2 and Phase 4 simulator training in the linked mode. If unable to accomplish the event in the linked mode, pilots and loadmasters may log the event upon completion of

the ATS developed Phase Training/CRM/TEM scenario with an ATS instructor role-playing as the opposite crewmember. Instructors include in TMS whether the phase training was accomplished in the linked or unlinked mode for tracking purposes.

7.26.7. **GX61Y** – Simulator-Instrument.

7.26.7.1. Purpose: Simulator training focused on preparing pilots for aircraft commander upgrade.

7.26.7.2. Description: ISS lessons focus primarily on instrument, air refueling and assault landing pilot flying duties to prepare for aircraft commander upgrade and the C-17 PCO. This quarterly training includes a review of boldface procedures, three instrument approaches (minimum), procedure turn or track (including entry), a no-Heads Up Display (HUD) approach, wind shear, crosswind approach and landing, missed approach, 3-engine approach and landing or nonstandard slat and flap approach and landing, and 3-engine missed approach. The intent is to spread these minimum events across four ISS lessons to enable additional currency and proficiency events to be accomplished in accordance with the MPD upgrade process, with one ISS placing greater emphasis on AAR and tactics. Instructors will include comments on strengths, weaknesses, and recommendations for improvements and upgrade in TMS or MAJCOM– approved/directed electronic training database. **(T-2).** Cannot be logged with phase simulator training or the Qualification/Instrument Evaluation.

7.26.7.3. OPR: AMC/A3T.

7.26.7.4. Curriculum Development: AMC/A3T and ATS Contractor.

7.26.7.5. Training Media: WST.

7.26.7.6. Instructor: ATS Instructor.

7.26.8. **GX63Y** – Simulator-Interior Safety Inspection.

7.26.8.1. Purpose: LM simulator training focused on the ISI and emergency procedures.

7.26.8.2. Description: Training event conducted in the WST or CSS that includes preflight procedures and emergency procedures (APU Fire, Loop Failure, Ground Evacuation, etc.).

7.26.8.3. OPR: AMC/A3T.

7.26.8.4. Curriculum Development: ATS Contractor.

7.26.8.5. Training Media: WST or CSS.

7.26.8.6. Instructor: ATS Instructor.

7.26.8.7. Additional Information: This event is not conducted in conjunction with continuation phase training to allow scheduling flexibility. This event may be completed at any time during the calendar year. Consider this event as a phase training simulator lesson when determining waiver authority. Eligibility start for the ISI commences 1 January of the calendar year following completion of an Initial or Requalification Training Plan.

7.26.9. **GX79Y** – Simulator-Proficiency Sortie.

7.26.9.1. Purpose: To improve pilot proficiency.

7.26.9.2. Description: PPS provides unit-directed training to enable focus on training requirements to include deployment preparation, local procedures, locally identified weak areas, etc. Pilots should plan a portion of the PPS to be scenario-based. Training profile may include CRM/TEM, formation, events included in an Integrated Mission Sortie (MB52Y), flight procedures listed in AFMAN 11-217, *Flight Operations*, corrective action training, etc.

7.26.9.3. OPR: AMC/A3T.

7.26.9.4. Curriculum Development: OG/CC or designated representative.

7.26.9.5. Training Media: WST.

7.26.9.6. Instructor: ATS Instructor.

7.26.9.7. Additional Information: FTL C crewmembers should attempt to accomplish PPSs quarterly.

7.26.10. **GX91Y** – Simulator-Refresher Phase 1. (Jan-Mar).

7.26.10.1. Purpose: Continuation training for C-17 crewmembers.

7.26.10.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.10.3. OPR: AMC/A3T.

7.26.10.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.10.5. Training Media: WST/LS.

7.26.10.6. Instructor: ATS Instructor.

7.26.10.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter.

7.26.11. **GX92Y** – Simulator-Refresher Phase 2. (Apr-Jun).

7.26.11.1. Purpose: Continuation training for C-17 crewmembers.

7.26.11.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.11.3. OPR: AMC/A3T.

7.26.11.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.11.5. Training Media: WST/LS.

7.26.11.6. Instructor: ATS Instructor.

7.26.11.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter. Dual log GX29Y.

7.26.12. **GX93Y** – Simulator-Refresher Phase 3. (Jul-Sep).

7.26.12.1. Purpose: Continuation training for C-17 crewmembers.

7.26.12.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.12.3. OPR: AMC/A3T.

7.26.12.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.12.5. Training Media: WST/LS.

7.26.12.6. Instructor: ATS Instructor.

7.26.12.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter.

7.26.13. **GX94Y** – Simulator-Refresher Phase 4. (Oct-Dec).

7.26.13.1. Purpose: Continuation training for C-17 crewmembers.

7.26.13.2. Description: Quarterly simulator profile to provide continuation training in a variety of C-17 flight maneuvers and/or situations. Profiles vary by phase.

7.26.13.3. OPR: AMC/A3T.

7.26.13.4. Curriculum Development: AMC/A3T/A3D/A3V, 97 TRS, and ATS Contractor. Units and individuals may submit requests for courseware changes in accordance with **Chapter 6**.

7.26.13.5. Training Media: WST/LS.

7.26.13.6. Instructor: ATS Instructor.

7.26.13.7. Additional Information: The crew qualification held on the first day of the quarter determines the minimum phase simulator training (airland or airdrop) the member is required to accomplish for the quarter. Dual log GX29Y.

7.27. Aircrew Flight Equipment (AFE) Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs, unless otherwise noted in the event description. Refer to AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for basic course descriptions. AFECT event instruction may be consolidated as long as curriculum requirements are met and individual events are tracked by the designated identifiers in ARMS.

7.27.1. **LL01** – AFE Familiarization.

7.27.1.1. Purpose: The event should familiarize aircrew members with local AFE policies and procedures to include equipment issue, use, local aircraft and equipment configurations

(includes survival components), inspection and fit-check cycles, pre-flight, and post-flight requirements.

7.27.1.2. Description: One-time event, per every base assignment. It should be conducted during aircrew in-processing.

7.27.1.3. OPR: AMC/A3T.

7.27.1.4. Unit: Squadron Aircrew Flight Equipment.

7.27.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.27.1.6. Instructor: Qualified Aircrew Flight Equipment Technician. The AFE technician does not need to be a certified AFE Continuation Training Instructor to conduct and sign off LL01. AFI 11-301V1 requires that technicians providing LL01 to assigned aircrew be familiar with local AFE operations, aircraft and equipment configurations and signed off in the Training Business Area/Total Force Training Records on the fundamentals of all equipment discussed in LL01.

7.27.1.7. Training Aids: Instructor based training with AFE training aids.

7.27.1.8. Additional Information: N/A.

7.27.2. **LL03** – Emergency Egress Training, Non-Ejection Seat.

7.27.2.1. Purpose: Understand aircraft egress procedures.

7.27.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings in accordance with AFI 11-202V3.

7.27.2.3. OPR: AMC/A3T.

7.27.2.4. Unit: Squadron Aircrew Flight Equipment.

7.27.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.27.2.6. Instructor: Aircrew Flight Equipment Officer (AFEO) or qualified instructor aircrew.

7.27.2.7. Training Aids: Aircraft and Instructor based training with AFE training aids.

7.27.2.8. Additional Information: N/A.

7.27.3. **LL04** – Aircrew Chemical Biological Radiological and Nuclear (ACBRN) Training.

7.27.3.1. Purpose: Understand ACBRN procedures.

7.27.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using ACRBN equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration and aircrew processing. Furthermore, instruction will include aircraft

emergency considerations, limitations to consider during emergency ground egress, and the Aircrew Contamination Control Area (ACCA). Each aircrew will demonstrate procedures (i.e., complete dress out) for no less than one hour during the training event for initial and subsequent classes. Aircrew are required to process through ACCA during their initial LL04 event; subsequent classes require a minimum of 10 percent of aircrew demonstrate ACCA processing procedures. Crewmembers who accomplish initial ACBRN at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or FTU receive credit for initial training on arrival at their permanent duty station. Aircrew may be credited with LL04 during local Attack Response Exercises; provided all AFECT requirements and objectives are satisfied, (i.e., crewmember donned ACBRN equipment and subsequently processed through ACCA). **Note:** CBRN Defense Training (GE01Y/GE03Y) is a separate requirement that is not allowed to be combined with this training.

7.27.3.3. OPR: AMC/A3T.

7.27.3.4. Unit: Squadron Aircrew Flight Equipment.

7.27.3.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.27.3.6. Instructor: Qualified Aircrew Flight Equipment Continuation Training instructor (AFECTI).

7.27.3.7. Training Aids: Instructor based training with AFE training aids.

7.27.4. **LL05** – Egress Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN).

7.27.4.1. Purpose: Train crewmembers to egress the aircraft while wearing ACBRN equipment.

7.27.4.2. Description: A one-time event, or change of MDS to evaluate the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary, air and ground egress procedures while wearing ACBRN equipment. Training stresses the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACBRN equipment. This training is required to be accomplished before the aircrew's ACBRN flight requirement. This event should be taught concurrently with LL04 so that the AFE instructor (LL04) can assist/guide the LL05 instructor if needed. Accomplishing this training also satisfies the requirements in LL03, if all LL03 objectives are met.

7.27.4.3. OPR: AMC/A3T.

7.27.4.4. Unit: Squadron Aircrew Flight Equipment.

7.27.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.27.4.6. Instructor: Aircrew Flight Equipment Officer (AFEO) or qualified instructor aircrew.

7.27.4.7. Training Aids: Aircraft and Instructor based training with AFE training aids.

7.27.4.8. Additional Information: N/A.

7.27.5. **LL06** – Aircrew Flight Equipment Training (AFET).

7.27.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.27.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

7.27.5.3. OPR: AMC/A3T.

7.27.5.4. Unit: Squadron Aircrew Flight Equipment.

7.27.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.27.5.6. Instructor: Qualified Aircrew Flight Equipment Continuation Training Instructor.

7.27.5.7. Training Aids: Instructor based training with AFE training aids.

7.27.5.8. Additional Information: N/A.

7.27.6. **LL07** – AFE Fit Check.

7.27.6.1. Purpose: Ensure a comprehensive sizing and fit check of all individually sized and fitted AFE gear.

7.27.6.2. Description: Periodic training requirement that ensures AFE gear worn during flight in non-ejection seat aircraft is fit checked and verified for size and fit (e.g. any sized and fitted item to include PLZT mounting, NVG mounting, Aircrew Laser Eye Protection, etc.). Fit checks for all non-ejection seat aircraft also include ACBRN equipment. Refer to most current RTM for continuation training frequency.

7.27.6.3. OPR: AMC/A3T.

7.27.6.4. Unit: Squadron Aircrew Flight Equipment.

7.27.6.5. Curriculum Development: None. AFE technician uses appropriate technical order references.

7.27.6.6. Instructor: Performed by 1P0X1 technicians who are task-certified in for the event, and all applicable equipment tasks involved in completing a detailed fit check (e.g. fundamentals, donning, fit, inspection, operational checkout etc.). The AFE technician does not need to be qualified AFE Continuation Training Instructor to conduct and sign off LL07.

7.27.6.7. Training Aids: None

7.27.6.8. Additional Information: N/A.

7.27.7. **LL09** – 358 Series Quick Don Mask (QDM) Version 4/5 Differences Training. Reference Only.

7.28. Mission/Sortie (MB) Events.

7.28.1. **MB03Y** – Basic Sortie (Secondary Aircraft).

7.28.2. **MB10Y** – Proficiency Sortie.

7.28.2.1. Purpose: Continuation training for loadmasters.

7.28.2.2. Description: Preflight or through-flight inspection as well as in-flight duties.

7.28.2.3. OPR: AMC/A3T.

7.28.2.4. Training Media: Aircraft.

7.28.2.5. Instructor: Not required for continuation training.

7.28.2.6. Additional Information: Two loadmasters (ML) may log a proficiency sortie on all flights. If more than two loadmasters log primary time, include justification on the back of the AFTO 781.

7.28.3. **MB28Y** – Aircrew Chemical Biological Radiological Nuclear Qualification Training (ACBRNTQT) Sortie.

7.28.3.1. Purpose: Enable crewmembers to become aware of their limitations while wearing ACBRN.

7.28.3.2. Description: An exercise emphasizing hands-on training, dressed out in partial ACBRN equipment. Do not accomplish in conjunction with a formation takeoff or a night formation departure.

7.28.3.3. OPR: AMC/A3T.

7.28.3.4. Training Media: Aircraft or WST.

7.28.3.5. Instructor: Instructor aircrew or higher if accomplished on the aircraft.

7.28.3.6. Additional Information: Complication of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers are required to closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the equipment should be immediately removed.

7.28.3.7. ACBRNTQT: If accomplished in a WST, ATS instructors are only required to observe the exercise. No other supervision is required and no restrictions apply on whom and how many crewmembers may wear the gear. If performed in the aircraft, only one pilot will be dressed out at any time. **(T-2).** The pilot accomplishing the event will be supervised by an IP occupying the other seat. **(T-2).** A safety observer crewmember will occupy either the right or left additional crewmember seat. **(T-2).** Pilots will don the gear and accomplish at least one takeoff, approach, and landing, and complete all crew position checklists associated with approach and landing. **(T-2).** At a minimum, Loadmasters should perform a ground operations event to include opening doors for a backing or simulated ERO. Crewmembers should dress out in-flight via "buddy dressing" prior to approach.

7.28.4. **MB30Y** – Oceanic/Overwater Sortie.

7.28.4.1. Purpose: To ensure crews are proficient in oceanic procedures and to familiarize crewmembers with evolving Air Traffic Control (ATC) and 618 AOC (TACC) procedures necessary for worldwide mobility tasking's.

7.28.4.2. Description: Aircrew members may log an oceanic sortie when logging primary, secondary, instructor, or evaluator time outside the 48 contiguous states of the CONUS associated with a procedural oceanic crossing that also includes a review of oceanic procedures and overseas   (non-FAA) airspace regulations. Demonstrate knowledge of mission planning documents, such as *Foreign Clearance Manual (eFCG)*, flight information publications (FLIP), AMCI 11-208, *Mobility Air Forces Management*, airfield suitability guidance and information in GDSS Airfield Detail and the Airfield Suitability and Restrictions Report (ASRR), altitude reservation (ALTRV), Special Pilot in Command airports and associated airport qualification products (AQP) and guidance found in AMCI 11-211, *Destination Airfield Suitability Analysis*, etc., by locating information requested by instructor and providing accurate interpretation

7.28.4.3. OPR: AMC/A3T.

7.28.4.4. Training Media: Aircraft.

7.28.4.5. Instructor: Not required for continuation training.

7.28.4.6. Additional Information: OG/CC may elect to substitute a non-oceanic sortie, coupled with an extensive review of oceanic navigation procedures, for the procedural oceanic obligation when aircraft requirements or crewmember availability is insufficient for accomplishing the oceanic sortie requirement. Consecutive non-oceanic sortie substitutions are not permitted. Document sortie substitution with a waiver. OG/CC at OCONUS units may allow accomplishment of an off station sortie which includes a takeoff (AT59Y) or landing (AL01Y) at a location other than home station. In all cases, aircrew members are still required to review airspace and oceanic crossing procedures. Crewmembers performing instructor or evaluator duties may log MB30Y provided appropriate airspace and oceanic procedures are instructed/evaluated during the sortie.

7.28.5. **MB40Y** – Prime Nuclear Airlift Force (PNAF) Sortie.

7.28.6. **MB43Y** – (PNAF) SAAM Sortie.

7.28.7. **MB50Y** – Tactical Sortie. (Requirement Deleted).

7.28.8. **MB52Y** – Integrated Mission Sortie.

7.28.8.1. Purpose: An integrated mission scenario will be flown to ensure aircrews are familiar with integration with blue assets, to include Intel, C2ISR, CAF, SOF, etc.

7.28.8.2. Description: The intent of the sortie is to provide aircrew with the experience required to operate and survive in a near peer, A2/AD, or Contested, Degraded, Operationally limited (CDO) environment that requires integration with blue assets and Intel. MB52Y may be credited when the sortie includes the following:

7.28.8.2.1. Mission Planning: Aircrew should (required for RegAF) participate in the mission planning process. In addition, Objective Area (OA) analysis, communications (HQII, Secure Voice, etc.), brevity, integration contracts, and CGRS/GARS operations should be discussed during the integrated brief/debrief and performed during the sortie.

Aircrew will utilize a combat mission folder in accordance with the MDS AFTTP 3-3 (AFRC crews will utilize the AFRC quarterly playbook as adapted by the individual unit's OSK/DOK and IN) which incorporates applicable products (i.e., Intel, Air Tasking Order (ATO), Special Instructions (SPINS), Threats, Bullseye, ROZs, CGRS/GARS, etc.).

7.28.8.2.2. OSK/DOK and IN Objective/Scenario Development: AMC/A3D will provide semiannual scenario guidance. Mission planning will include input from OSK/DOK and IN in an effort to develop Desired Learning Objectives (DLO) and a realistic flying training plan for the sortie that replicates an advanced real world threat country. This input can be in the form of either a pre-developed tactical scenario developed by OSK/DOK and IN or approval by OSK and IN to a scenario developed by the mission planning instructor.

7.28.8.2.2.1. AFRC will develop quarterly training scenario playbooks at AFRC CPC for the following calendar year for tactical employment against relevant threats.

7.28.8.2.2.2. The AFRC quarterly scenario playbook will include the following:

7.28.8.2.2.2.1. Quarterly scenario overview.

7.28.8.2.2.2.2. Two or more desired learning objectives (DLO).

7.28.8.2.2.2.3. Associated threats or tactical problems.

7.28.8.2.2.2.4. Generic scripts for blue air and tactical C2 communication to be locally adapted.

7.28.8.2.2.3. Intel participation: IN should (required for RegAF) be part of the scenario/objective development, mission planning cell, mission execution day (preferably MEP status on aircraft), and mission debrief.

7.28.8.2.2.4. Blue Asset Integration: Mission planning, execution, and debrief will include C2, escort, and/or strike assets. If real-world assets are not available, this will be provided by a scenario script developed by OSK and IN or the mission planning instructor, and approved by OSK and IN.

7.28.8.2.2.5. Threat Reaction Requirements (N/A ARC): At a minimum, plan three threats from the following list: IR, ADA, RF, airborne, jamming, passive detection, and/or nuclear threats. Furthermore, these threats will fit within the scenario flown. During local training sorties, each crewmember shall perform one threat reaction to log a MB52Y event.

7.28.8.2.2.6. C-17 Specific Requirements (N/A ARC): The intent of the integrated brief/debrief is for all crew members, mission planning cell (MPC) members, Intel, and external players (if applicable) to participate. All – MB52Y replaces the Basic Tactical Sortie (MB50Y) and Instructor Tactical Sortie (MB70Y). In order to log, the sortie must meet the criteria contained in **subparagraphs 7.28.8.2.1** through **7.28.8.2.2.5** above. **(T-3).** Formation sorties will also include a SKE/VIS profile and formation maneuvering. **(T-3).** For pilots, at a minimum, MB52Y shall include four of the following: low level; tactical departure; high/low tactical arrival; assault landing; NVG landing; LZ ground operations or NVG ground operations; air

refueling; defensive system operations; anti-access/area-denial (A2/AD) environment operations; and semi-prepared runway operations. In order to log this sortie, pilots must also accomplish two OSK/DOK developed desired learning objectives. **(T-3).** For loadmasters, participation in the pre-brief is required, including at least one loadmaster-led brief (examples: combat offload, LM airdrop procedures, backing, or ERO ops). **(T-3).** A CRM/TEM element involving loadmasters is also required, such as reading a low-level or bullseye chart, assisting in tracking communications via the Comm Card, threat responses, or talking through a simulated emergency (without degrading actual aircraft performance or situational awareness). **(T-3).** Finally, for loadmasters, performing a tactical event during the sortie, such as a combat offload, airdrop, backing, or ERO, is required. **(T-3).** The intent of the required items is not to be restrictive or limiting in the scenario, but provide a framework for development of a robust scenario.

7.28.8.2.2.7. **(RegAF)** Mission Debrief: Mission debrief includes an aircrew debrief analyzing success and failures of objectives, execution, intel or blue asset integration, and scenario development.

7.28.8.2.2.8. Exceptions:

7.28.8.2.2.8.1. **(AFRC)** To credit MB52Y, aircrew exercise at least two of the DLO from the scenario in addition to any events specifically required in the quarterly scenario. MB52Y may be completed over two sorties provided at least one DLO is completed on each sortie and all criteria are met on each sortie (pre-brief, debrief, scenario script run, etc.). To credit the event pilots must execute at least two DLOs listed in either quarterly scenario for the semi-annual period. MB52Y should include participation in DLO driven Objective Area (OA) analysis, Communications (HQII, Secure Voice, etc.), brevity, integration contracts, Kill Box/Keypad operations, and integrated brief/debrief. In addition to the above, formation sorties will also include a SKE/VIS profile and formation maneuvering as required by the quarter's DLO.

7.28.8.2.2.8.2. **(AFRC)** In addition to participation in two DLOs, loadmasters complete an actual or simulated equipment airdrop, combat offload, or engine running offload (ERO) to credit the event. During local training sorties, loadmasters shall make one threat call to credit MB52Y. The intent of the required items is not to be restrictive or limiting in the scenario, but provide a framework for development of a robust scenario.

7.28.8.3. OPR: AMC/A3T OCR: AMC/A3D.

7.28.8.4. Training Media: Aircraft or WST. Crews may credit in the WST during a MAF Mission Profile GX05Y or a Simulator-Proficiency Sortie GX79Y provided the above requirements are met. Furthermore, for completion during GX79X, mission planning should (required for RegAF) be conducted with Intel involvement and crews will utilize an OSK approved (AFRC provided, OSK adapted) threat scenario/scenario script which shall be provided to the OFT/WST operator. Currency may be regained via WST.

7.28.8.5. Instructor: Required for continuation training and to regain currency.

7.28.8.6. Crew Requirements: In order to log MB52Y, crewmembers must occupy a primary crew position, as a scenario facilitator, or as an active participant in either right or left ACM seat. All members of the crew (i.e., pilots, loadmasters) are required to be actively integrated into the scenario, to include mission planning. The intent is to fly the mission with the crew compliment as it would be flown in combat.

7.28.8.7. Operational Missions: Operational missions and validated exercises, where the required events were performed, count towards credit for MB52Y. Participation in other component's (RegAF, AFRC, ANG) MB52Y may be credited with Sq/DO approval or designated representative.

7.28.8.8. Additional Information: Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one MB52Y may be logged per FDP. Crew members not current or qualified will not perform crew duties unsupervised in combat zones without Sq/CC approval. Document waivers in GTIMS. Crewmembers current upon day of deployment remain current through the end of the quarter following redeployment (e.g., if a crewmember returns from a deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished between 1 July – 30 September).

7.28.9. **MB53Y** – Incomplete Integrated Mission Sortie (Maintenance).

7.28.10. **MB54Y** – Incomplete Integrated Mission Sortie (Weather).

7.28.11. **MB55Y** – Incomplete Integrated Mission Sortie (Operations).

7.28.12. **MB56Y** – Incomplete Integrated Mission Sortie (Other).

7.28.13. **MB70Y** – Instructor Tactical Sortie. (Requirement Deleted).

7.28.14. **MB90Y** – Mission Management Sortie.

7.29. Aircraft Communications Equipment (PC) Events.

7.29.1. **PC35Y** – Have-Quick Event.

7.29.1.1. Purpose: Continuation training for pilots.

7.29.1.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with like-equipped aircraft or secondary aircraft radio.

7.29.1.3. OPR: AMC/A3T.

7.29.1.4. Training Media: Aircraft.

7.29.1.5. Instructor: Not required for continuation training.

7.29.1.6. Additional Information: This event can be accomplished at the aircraft without performing a sortie. Units should make every effort to use the Simple Key Loader (SKL) when configuring the radios for Have Quick use.

7.29.2. **PC39Y** – Secure Voice Event.

7.29.2.1. Purpose: Continuation training for pilots.

7.29.2.2. Description: Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like- equipped aircraft or secondary aircraft radio.

7.29.2.3. OPR: AMC/A3T.

7.29.2.4. Training Media: Aircraft.

7.29.2.5. Instructor: Not required for continuation training.

7.29.2.6. Additional Information: This event can be accomplished at the aircraft without performing a sortie.

7.30. Oxygen System Training (PP) Events.

7.30.1. **PP15** – High Pressure Oxygen System (HPOS) Training.

7.31. Refuel, Receiver, and Rendezvous (RU) Events.

7.31.1. **RU01Y** – Receiver AAR.

7.31.1.1. Purpose: Continuation training for pilots.

7.31.1.2. Description: Aerial refueling conducted with one or more tanker aircraft.

7.31.1.3. OPR: AMC/A3T.

7.31.1.4. Training Media: Aircraft or WST.

7.31.1.5. Instructor: Not required for continuation training.

7.31.1.6. Additional Information: Pilots (FPK/FPL+) may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are five minutes.

7.31.2. **RU03Y** – Receiver AAR (Aircraft).

7.31.2.1. Purpose: Continuation training for pilots.

7.31.2.2. Description: Aerial refueling conducted with one or more tanker aircraft.

7.31.2.3. OPR: AMC/A3T.

7.31.2.4. Training Media: Aircraft.

7.31.2.5. Instructor: Not required for continuation training.

7.31.2.6. Additional Information: Pilots (FPK/FPL+) may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are five minutes. Dual-logs RU01Y.

7.31.3. **RU17Y** – Receiver AAR Night.

7.31.3.1. Purpose: Continuation training for pilots.

7.31.3.2. Description: Aerial refueling conducted with one or more tanker aircraft during periods of darkness.

7.31.3.3. OPR: AMC/A3T.

7.31.3.4. Training Media: Aircraft or WST.

7.31.3.5. Instructor: Not required for continuation training.

7.31.3.6. Additional Information: Darkness is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac. Aircraft Commanders (FPK/FPL+) may credit one RU17Y event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact.

7.31.4. **RU19Y** – Receiver AAR Tanker Auto-Pilot Off.

7.32. Survival, Evasion, Resistance, Escape (SERE) (SS) Events.

7.32.1. **SS01** – Local Area Survival (LAS).

7.32.1.1. Purpose: Identify environmental aspects that could affect an aircrew member in a local area survival scenario. Determine personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

7.32.1.2. Description: Reference AFI 16-1301 and MAJCOM supplements for details.

7.32.1.3. OPR: AMC/A3D.

7.32.1.4. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.32.1.5. Instructor: SERE Specialist or current and qualified Primary SRT instructor, in accordance with AFI 16-1301, paragraph 2.3.2.2.

7.32.1.6. Additional Information: Units may develop local standardized briefings for this requirement. In accordance with AFI 16-1301, paragraph 2.3.2.1., SERE Specialist are qualified to conduct SRT in accordance with SERE Specialist CFETP and SERE training plans.

7.32.2. **SS02** – Combat Survival Training (CST).

7.32.2.1. Purpose: Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate AFE, employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

7.32.2.2. Description: See AFI 16-1301 and MAJCOM supplements. MR personnel assigned to combat-coded units require CST. CST will be completed prior to awarding mission ready status. **(T-2).** MAJCOMs will tailor training based on mission, type of aircraft, and level of risk (combat aircraft vs. transport aircraft requirements vs. special operations). Aircrews are required demonstrate proficiency in tactics, techniques, and procedures for survival and recovery under field conditions, while in a simulated combat environment using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training.

7.32.2.3. OPR: AMC/A3D.

7.32.2.4. Curriculum Development: MAJCOM/A3D.

7.32.2.5. Instructor: SERE Specialist or current and qualified Primary SRT instructor, in accordance with AFI 16-1301, paragraph 2.3.2.2.

7.32.2.6. Additional Information: Completion of SS20 (Combat SERE Training) establishes the initial training date for this event.

7.32.3. **SS02A** – Combat Survival Training Academics.

7.32.4. **SS03** – Conduct After Capture (CAC).

7.32.4.1. Purpose: Training designed for crewmembers in units with a war fighting responsibility.

7.32.4.2. Description: MR and personnel assigned to combat-coded units require CAC. Personnel will complete CAC before being awarded mission ready status. **(T-1).** See AFI 16-1301 and MAJCOM supplements.

7.32.4.3. OPR: MAJCOM/A3D.

7.32.4.4. Curriculum Development: MAJCOM/A3D.

7.32.4.5. Instructor: Resistance role-play instruction is specifically prohibited without HQ USAF (OPR: A3OS) approval and validation. In accordance with AFI 16-1301, only a qualified 1T0X1, SERE Specialist may teach CAC.

7.32.4.6. Additional Information: Completion of SS20 (Combat SERE Training) establishes the initial training date for this event.

7.32.5. **SS05** – Water Survival Training (WST).

7.32.5.1. Purpose: Aircrew will demonstrate proficiency in Tactics, Techniques, and Procedures (TTP) for survival and recovery from a water environment using weapons system specific survival equipment. **(T-1).** This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Description: Refer to AFI 16-1301 and MAJCOM supplement for further information.

7.32.5.2. OPR: AMC/A3D.

7.32.5.3. Curriculum Development: MAJCOM/A3D.

7.32.5.4. Instructor: SERE Specialist or current and qualified Primary SRT instructor, in accordance with AFI 16-1301 paragraph 2.3.2.2.

7.32.5.5. Additional Information: Completion of SS31 establishes the initial training date for this event.

7.32.6. **SS06** – Emergency Parachuting Training (EPT).

7.32.6.1. Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

7.32.6.2. Description: All LM's assigned to aircraft with parachutes, as a means of egress or bailout, complete this training. See AFI 16-1301 and MAJCOM supplements.

7.32.6.3. OPR: AMC/A3D.

7.32.6.4. Curriculum Development: MAJCOM/A3D.

7.32.6.5. Instructor: SERE Specialist.

7.32.6.6. Additional Information: Completion of SS35 establishes the initial training date for this event. The EPT course is intended for aircrew whose primary means of egress is the emergency parachute. Training is required if the mission profile dictates the carrying of emergency parachutes on board the aircraft.

7.32.7. **SS07** – Contingency SERE Indoctrination (CSI).

7.32.7.1. Purpose: Training geared towards crewmembers categorized as High-Risk of Isolation.

7.32.7.2. Description: CSI is a Combatant Commander-directed activity and is designed to prepare HRI personnel deploying to a specific theater of operations or contingency. Tailor CSI to the specific mission (e.g., fighters, transport aircraft, or ground forces). Combatant Commanders certify selected SERE Specialists to instruct HRI theater preparations. CSI is also referred to as High Risk of Capture (HRC) theater preparation.

7.32.7.3. OPR: AMC/A3D.

7.32.7.4. Curriculum Development: MAJCOM/A3D.

7.32.7.5. Instructor: SERE Instructor or CBT

7.32.7.6. Additional Information: Verify CCMD and country requirements for SS07 with Theater Entry Requirements and the Foreign Clearance Guide. Reference Theater Reporting Instructions for the option of completing SS07 via CBT. Current courses can be found at (**https://jkolms.jten.smil.mil**).

7.32.8. **SS20** – Level-C, (SERE Training, S-V80-A).

7.32.9. **SS21** – Level-B CoCT.

7.32.10. **SS24** – Governmental Detention Level-C (Survival Training SERE 220 (alt name S-V83-A)).

7.32.11. **SS25** – Governmental Detention Level-C (High Risk Survival Training, S-V91-A).

7.32.12. **SS26** – Governmental Detention Level-B.

7.32.13. **SS27** – Hostage Survival Level C (Special Survival Training S-V93-A).

7.32.14. **SS28** – Hostage Survival Level B.

7.32.15. **SS30** – Underwater Egress Training S-V84-A.

7.32.16. **SS31** – Emergency Parachute Training/Water Survival Training, [S-V85-A (formally S-V80-B,S-V-86-A, S-V90-B)].

7.32.17. **SS32** – Water Survival Training, Non-Parachuting (S-V90-A) (Ditching Aircraft).

7.32.18. **SS33** – Arctic Survival Training S-V87-A.

7.32.19. **SS35** – Emergency Parachute Training, (S-V80-B) (replaced S-V85-A).

7.33. Tactical Ground Training (TG) Events.

7.33.1. **TG02Y** – Visual Threat Recognition and Avoidance Trainer (VTRAT) Initial.

7.33.1.1. Purpose: To train aircrew members on scanner duties during an anti-aircraft engagement.

7.33.1.2. Description: An automated course of classified instruction consisting of a sequence of lessons that exposes aircrew members to the various characteristics of threat scenarios while incrementally increasing the level of possible difficulty to allow the student to attain the level of expertise required for a qualified scanner.

7.33.1.3. OPR: AMC/A3T/A3D.

7.33.1.4. Training Media: VTRAT Trainer.

7.33.1.5. Instructor: ATS Instructor.

7.33.1.6. Additional Information: One time event. The training should be accomplished at the formal school. The training includes group academics and an individual VTRAT performance test. TG02Y establishes initial training date for TG03Y.

7.33.2. **TG03Y** – Visual Threat Recognition and Avoidance Trainer (VTRAT) Refresher.

7.33.2.1. Purpose: Annual refresher training on threat recognition and avoidance.

7.33.2.2. Description: Individual completion of VTRAT instruction and a summary drill.

7.33.2.3. OPR: AMC/A3T/A3D.

7.33.2.4. Training Media: VTRAT Trainer.

7.33.2.5. Instructor: ATS Instructor.

7.33.2.6. Additional Information: Refresher training requires approximately 30 minutes per crewmember.

7.34. Tactical Aircraft Training (TW) Events.

7.34.1. **TW01Y** – Tactical Departure.

7.34.1.1. Purpose: Continuation training for pilots.

7.34.1.2. Description: Reference AFTTP 3-1.C-17 and AFTTP 3-3.C-17 for recommended tactical departure options.

7.34.1.3. OPR: AMC/A3T/A3D.

7.34.1.4. Training Media: Aircraft or WST.

7.34.1.5. Instructor: Not required for continuation training.

7.34.2. **TW20Y** – Tactical Route [Day Visual Low Level (VLL)].

7.34.2.1. Purpose: Continuation training for pilots.

7.34.2.2. Description: Conduct Low-levels on an approved Military Training Route (MTR) or other route approved in accordance with local guidance. When flown during day VMC conditions, pilots will; fly low-levels at 300-foot modified contour or lowest permitted altitude and will fly below 1000-feet AGL whenever conditions permit. **(T-2).** Crews will incorporate tailored threat scenarios into the route profile and should fly profile altitudes that demonstrate proper threat avoidance within the route parameters. **(T-2).** Crews may temporarily deviate from low-level route altitudes for safety, weather,

physiological needs, and/or to facilitate training requirements (e.g., seat swaps, instructional periods, etc.). Low-level routes may be flown during day or night conditions in accordance with appropriate altitude restrictions.

7.34.2.3. OPR: AMC/A3T.

7.34.2.4. Training Media: Aircraft.

7.34.2.5. Instructor: Not required for continuation training.

7.34.2.6. Additional Information: The intent of Low-Level training is to accomplish the following:

7.34.2.7. Mission Planning and route study in accordance with AFTTP 3-3.C-17 and AFMAN 11-2C- 17V3.

7.34.2.8. Time control to entry and exit.

7.34.2.9. Effective use of CRM/TEM to manage terrain clearance, threat avoidance, and mission tasks.

7.34.2.10. Practice threat mitigation and reactions in accordance with AFTTP 3-1.C17.

7.34.2.11. When conditions permit, a low-level route should be planned to terminate at a specific objective area (airfield, LZ or DZ). May be flown single ship or in formation, and may be logged by both PF and PM and in conjunction with an IMS.

7.34.3. **TW25Y** – Tactical Large Force Employment.

7.34.3.1. Purpose: Ensures aircrew apply force integration concepts in a multi-platform environment.

7.34.3.2. Description: Any mission where aircrew apply large force employment tactics, techniques, and procedures (TTPs). To receive credit, the mission must include multiple MDSs, in both planning and flying. Examples include RED FLAG, JFE, BMTW, etc. Can be logged on operational missions if the multiple-MDS intent is met. Creditable via DMO-linked missions when working with other MDSs, live or simulated, such as when participating in VIRTUAL FLAG.

7.34.3.3. OPR: AMC/A3T.

7.34.3.4. Training Media: Aircraft or OFT/WST.

7.34.3.5. Instructor: Not required for continuation training.

7.34.3.6. Operational Missions: Operational missions and validated exercises, where the multiple- MDS requirement is met, may count toward TW25Y.

7.34.3.7. Additional Information: This event is for tracking purposes only at this time.

7.34.4. **TW34Y** – Threat Event (GPS-Denied Environment).

7.34.4.1. Purpose: Provide periodic training to enable aircrews operating with GPS to understand and employ countermeasures that limit impacts to navigation and/or mission execution during GPS-hampered or denied situations.

7.34.4.2. Description: Training activity to provide aircrews with knowledge of indicators and responses related to GPS-tampering, spoofing, jamming, etc. in order to enable continued effective aircraft operations within the environment.

7.34.4.3. OPR: AMC/A3D.

7.34.4.4. Training Media: Aircraft or level-C or better simulator.

7.34.4.5. Instructor: Not required for continuation training.

7.34.4.6. Additional Information. N/A.

7.34.5. **TW35Y** – Threat Response Event.

7.34.6. **TW50Y** – Tactical Arrival.

7.34.6.1. Purpose: Continuation training for pilots.

7.34.6.2. Description: Reference AFTTP 3-1.C-17 and AFTTP 3-3.C-17 for recommended tactical arrival procedures.

7.34.6.3. OPR: AMC/A3T/A3D.

7.34.6.4. Training Media: Aircraft or WST.

7.34.6.5. Instructor: Not required for continuation training.

7.34.7. **TW51Y** – Tactical Arrival (High Altitude).

7.34.8. **TW52Y** – Tactical Arrival (Low Altitude).

7.34.9. **TW61Y** – Combat Onload/Offload Event.

7.34.9.1. Purpose: Continuation training for loadmasters.

7.34.9.2. Description: Loadmasters accomplish a combat offload in accordance with AFMAN 11-2C-17V3.

7.34.9.3. OPR: AMC/A3T/A3D.

7.34.9.4. Instructor: Not required for continuation training.

7.34.9.5. Training Media: Aircraft or WST/LS.

7.34.9.6. Additional Information: See AFTTP 3-1.C-17, AFTTP 3-3.C-17, and AFMAN 11-2C-17V3 for restrictions and procedures. This event for C-17 aircraft is only to be an Offload.

7.34.10. **TW67Y** – Onload/Offload (Bare Tine Forklift) Event.

7.34.11. **TW69Y** – Onload/Offload (Covert Operations) Event.

7.34.12. **TW71Y** – Onload/Offload (Winching) Event.

7.35. Unit Defined (X) Events. Contact MAJCOM ARMS Functional for list of allocated unit-defined codes by location. Unit-defined events for all MAF units begin with "X", are five characters long with the second and third characters allocated as numbers, fourth character is a letter, and the final character is a "Y". Once allocated by the MAJCOM, unit-defined events may be managed at the local level within the allocated codes and are not captured in the MAJCOM's ARMS database. They should be judiciously considered and/or approved at the OG/CC level and

published in local guidance documenting event identifiers, associated ARMS nomenclature, volume, currency and/or frequency. OG/CCs should periodically review during the TRP, established X-events for continued relevancy to the unit's mission and document those reviews (when accomplished) in the TRP minutes along with any specific actions taken.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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Abbreviations and Acronyms

AATTC—Advanced Airlift Tanker Tactics Center

A/R, AR, AAR—Air Refueling

A3T—Chief of AMC Aircrew Operations and Training Division

AC—Aircraft Commander

ACAD—Aircraft Commander Airdrop

ACADRQ—Aircraft Commander Airdrop Requalification Course

ACBRN—Aircrew Chemical Biological, Radiological, and Nuclear

ACBRNQT—Aircrew Chemical Biological, Radiological, and Nuclear Qualification Training

ACCA—Aircrew Contamination Control Area

ACFP—Automated Computed Flight Plan

ACIQ—Aircraft Commander Initial Qualification

ACM—Additional Crew Member

ACRQ—Aircraft Commander Requalification Program

AD—Active Duty

AD—Airdrop

ADIP—Air Drop Instructor Pilot

ADLS—Advanced Distributed Learning System

ADSC—Active Duty Service Commitment

AEF—Air and Space Expeditionary Force

AETC—Air Education and Training Command

AF—Air Force

AFCDT—Air Force Commander Directed Training

AFE—Aircrew Flight Equipment

AFECTI—Aircrew Flight Equipment Continuation Training Instructor

AFFSA—Air Force Flight Standards Agency

AFI—Air Force Instruction

AF-IT—Air Force Input Tool

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRIMS—Air Force Records Management System

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFSIR—Air Force Spectrum Interference Resolution

AFTRANS—Air Force Transportation

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—Above Ground Level

AIT—Aircrew Intelligence Training

ALZ—Assault Landing Zone

AMC—Air Mobility Command

AMC/AOS—Air Mobility Command Air Operations Squadron

AMOG—Air Mobility Operations Group

ANG—Air National Guard

AOC—Air Operations Center

AIR—Aviation Into-Plane Reimbursement

AIS—Advanced Instrument School

AMLO—Air Mobility Liaison Officer

ARC—Air Reserve Component (ANG and AFRC)

ARMS—Aviation Resource Management System

ASAP—Airman Safety Action Program

ASC—Aviation Service Code

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualified

B—Biennial

BMC—Basic Mission Capable

CAC—Conduct After Capture

CATS—Combat Aircrew Tactics School

CATM—Combined Arms Training Maintenance

CBRN—Chemical, Biological, Radiological, and Nuclear

CBT—Computer-Based Training

CC—Commander or appropriate AFRC/ANG Operations Supervisor

CCE—Contract Compliance Inspection

CCMD—Geographic Combatant Commanders

CCT—Cargo Compartment Trainer

CDS—Container Delivery System

CEA—Career Enlisted Aviator

CFSI/GCSI—Contracted Flight/Government Civilian Simulator Instructors

CLM—Cargo Load Model

COMSEC—Communications Security

CONOPS—Concept of Operations

CONUS—Continental United States

COR—Contracting Officer Representative

CPAD—Copilot Airdrop

CPAR—Contractors Performance Assessment Report

CRG—Contingency Response Group

CRM—Crew Resource Management

CSD—Class Start Date

CSI—Contingency SERE Indoctrination

CSS—Cockpit Systems Simulator

CST—Combat Survival Training

CT—Continuation Training

DLO—Desired Learning Objectives

DMO—Distributed Mission Operation

DO—Deputy Commander For Operations or Director of Operations

DOT—Squadron Training Office

DOC—Designed Operational Capability

DoD—Department Of Defense

DRA—Dual Row Airdrop

DRRS—Defense Reporting Readiness System

DS—Defensive System

DTC—Distributed Training Center

DZ—Drop Zone

EAP—Emergency Action Plan

EC—Expeditionary Center

EMTF—Expeditionary Mobility Task Force

ENAO—Emergency Nuclear Airlift Operations

EP—Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission

EPA—Evasion Plans of Action

EPT—Emergency Parachute Training

ERO—Engine Running On/Off-Load

ERT—Expeditionary Readiness Training

ESD—Evaluation Standards Document

ETCA—Education And Training Course Announcements

ETP—Equal Time Point

FAA—Federal Aviation Administration

FAIP—First Assignment Instructor Pilot

FCIF—Flight Crew Information File

FE—Flight Examiner

FEAC—Flight Examiner Aircraft Commander Course

FEB—Flight Evaluation Board

FEF—Flight Evaluation Folder

FELM—Flight Examiner Loadmaster Course

FFS—Formation Flight System

FL—Qualified Loadmaster (Non-Mission Ready)

FLIP—Flight Information Publications

FM—Frequency Modulation

FMS—Foreign Military Sales

FP—Qualified Pilot

FPC—MR MPD Phase I Pilot

FPK—Graduate of Aircraft Commander Initial Qualification Course prior to becoming MR

FPL—Qualified MR Aircraft Commander Initial Qualification Course Graduate Prior To Aircraft Commander Certification (ARMS Code)

FPN—Qualified N-MR Pilot (ARMS Code)

FOV—Field of View

FPQ—MR MPD Phase II Pilot

FS—Flight Surgeon

FTAC—First Term Airman's Center

FTL—Flying Training Level

FTU—Formal Training Unit

GFE—Government-Furnished Equipment

GPRD—Graduate Program Requirements Document

GPS—Global Positioning System

GRACC—Global Ready Aircraft Commander Course

GTIMS—Graduate Training Integration Management System

HARM—Host Aviation Resource Management

HHQ—Higher Headquarters

HQ—Headquarters

HRC—High Risk of Capture

HRI—High Risk of Isolation

HUD—Head Up Display

HVY—Heavy Airdrop

IAC—Instructor AC Course

IACRQ—Instructor AC Course Requalification Course

IAP—Instrument Approach Procedure

IBT—Instructor Based Training

I-CDS—Improved Container Delivery System

IFF/SIF—Identification, Friend or Foe/Selective Identification Features

IFR—Instrument Flight Rules

IL—Instructor Loadmaster

ILM—Instructor Loadmaster Course

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IMT—Information Management Tool (Form)

IMS—Integrated Mission Sortie

IN—Intelligence Personnel

IP—Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

ISI—Interior Safety Inspection

ISOPREP—Isolated Personnel Report

ISS—Instrument Simulator Sortie

ITS—Individual Training Summary

JCS—Joint Chiefs of Staff

JPADS—Joint Precision Airdrop System

LAD—Loadmaster Airdrop

LADRQ—Loadmaster Airdrop Requalification

LAR—Launch Acceptability Region

LIQ—Loadmaster Initial Qualification

LM—Loadmaster

LMRQ—Loadmaster Airland Requalification

LMAD—Loadmaster Airdrop

LMADRQ—Loadmaster Airdrop Requalification

LOSA—Line Operations Safety Audit

LS—Loadmaster Station

LTX—Loadmaster Transition Course

LZ—Landing Zone

MAF—Mobility Air Force

MAGO—Mobility Airdrop Guidance Officer

MAJCOM—Major Command

MDS—Mission-Design-Series (E.g., KC-135R or C-130E/H vs. C-130J or HC-130)

MECOC—Mobility Electronic Countermeasures Officers Course

MER—Maintenance Engine Run

MERRQ—Maintenance Engine Run Continuation Training

MFOQA—Military Flight Operations Quality Assurance

MFR—Memorandum for Record

MISREP—Mission Report

ML—Mission Ready Loadmaster

MLS—Microwave Landing System

M—Monthly

MOB—Main Operating Base

MOU—Memorandum of Understanding

MOST—Mission Oriented Simulator Training

MP—Fully Certified/Qualified Aircraft Commander

MPD—Mobility Pilot Development

MPF—Military Personnel Flight

MQT—Mission Qualification Training

MR—Mission Ready

MSSR—Media Selection Syllabus Report

MTL—Master Task Listing

MTR—Military Training Route

N/A—Not Applicable

NAF—Numbered Air Force

NDB—Non-Directional Beacon

NGB—National Guard Bureau

NLT—No Later Than

N-MR—Non-Mission Ready

NSF—National Scientific Foundation

NVG—Night Vision Goggles

OCONUS—Outside The Continental United States

ODF—Operations Deep Freeze

OPP—Office of Polar Programs

OG—Operations Group

OG/CC—Operations Group Commander

OJT—On-the-Job Training

OI—Operating Instruction

OMAR—Objective Media Analysis Report

OME—Operational Mission Evaluation

OPLAN—Operations Plan

OPORD—Operations Order

OPR—Office of Primary Responsibility

OSA—Operational Support Aircraft

P—Pilot

PAA—Primary Aircraft Authorized

PACAF—Pacific Air Forces

PADS—Precision Airdrop System

PAR—Precision Approach Radar

PCO—Pilot Checkout

PCS—Permanent Change of Station

PDA—Pilot Directed Airdrop

PF—Pilot Flying

PFT—Program Flying Training

PIQ—Pilot Initial Qualification

PO—PADS Operator

PM—Pilot Monitoring

PME—Professional Military Education

PNAF—Prime Nuclear Airlift Force

PPS—Pilot Proficiency Sortie

PR—Progress Review

PRM—Precision Runway Monitoring

PS—Proficiency Sortie

PWS—Performance Work Statement

QDM—Quick Don Mask

R&C—Review & Certification

RDS—Records Disposition Schedule

RFI—Request For Information

RM—Risk Management

RMI—Radio Magnetic Indicator

RNAV—Area Navigation

RNP—Required Navigation Performance

RPA—Remotely Piloted Aircraft

RQT—Requalification Training

RTM—RAP Tasking Message

RTRB—Realistic Training Review Board

RTU—Replacement Training Unit

SARM—Squadron Aviation Resource Management

SERE—Survival, Evasion, Resistance, and Escape

SIMCERT—Simulator Certification

SIMVAL—Simulator Validation

SKE—Station Keeping Equipment

SKL—Simple Key Loader

SOC—Senior Officers Course

SOQ—Senior Officer Qualified

SOLL II—Special Operations Low-Level II

SPINS—Special Instructions

SPR—Single Point Refueling

STRP—Squadron Training Review Panel

TACC—Tanker Airlift Control Center

TCCC—Tactical Combat Casualty Care

TEM—Threat & Error Management

TFT—Total Flying Time

TMS—Training Management System

TOS—Time on Station

TRP—Training Review Panel

TRS—Training Squadron

TSCR—Training System Change Request

TTP—Tactics, Techniques, and Procedures

TTU—Technical Training Unit

TX—Transition

UDM—Unit Deployment Manager

UI—Unit Indoctrination

UNQ—Unqualified

UNQLM—Unqualified Loadmaster Course

UPT—Undergraduate Pilot Training

USAF—United States Air Force

USAP—United States Antarctic Program

USAFE—United States Air Forces in Europe

USAFWS—USAF Weapons School

USG—United States Government

VCOA—Visual Climb Over Airport

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VTRAT—Visual Threat Recognition and Avoidance Trainer

VVM—Verbalize, Verify, and Monitor

WIC—Weapons Instructor Course

WINFLY—Winter Flight Period

WPS—Weapons School

WST—Water Survival Training

WST—Weapon System Trainer (Includes Air Vehicle Simulator linked to the Loadmaster or Boom Operator Station)

Terms

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

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aircraft Commander (AC)—Pilot certified to perform "pilot-in-command" duties.

Aircrew Training Device (ATD)—Simulator, emulator and Part Task Trainers (PTT) used to train   aircrew members in aircraft tactics, techniques and procedures. These include Weapon

System Trainers (WST), Aerial Vehicle Simulators (AVS), Loadmaster Simulators (LS), Cockpit Systems Simulator (CSS), and Cargo Compartment Trainers (CCT) as well as part task trainers such as the Core Integrated Processor Trainer (CIPT).

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

AD Mission—Flight that involves the aerial delivery of personnel, supplies, or equipment from an aircraft. If multiple aircraft are involved in formation, lead and wing mission qualifications apply.

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

AR Mission—Flight that involves AR procedures as a tanker or receiver aircraft.

Annual—Training required once every calendar year.

Approval Authority—Senior leader responsible for contributing to and implementing policies and guidance/procedures pertaining to his or her functional area(s) (e.g., heads of functional two-letter offices).

Authentication—Required element to verify approval of the publication; the approval official applies his or her signature block to authenticate the publication. The signature block includes the official's name, rank, and title (not signature).

Assault Landing—An assault landing is a full flap landing with immediate and maximum effort braking after main wheel touchdown in the designated landing zone. Assault landings are flown to a marked runway or LZ in accordance with AFI 13-217.

Basic Aircraft Qualified—Aircrew member who has successfully completed an inflight evaluation but is not mission qualified in his or her assigned aircraft.

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training—Ground and flight training events necessary to maintain mission-ready or basic qualification status.

Crew Resource Management (CRM) training—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

Critical Phases of Flight—Takeoff, AR, AD, approach to landing, landing, or any flight maneuver stipulated in AFMAN 11-2C-17-series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

Currency Event—Flying continuation training events with prescribed maximum intervals between accomplishments shown in the CUR column of the Flying Continuation Training Tables.

Currency Reference Month—Month used to determine when an annual requirement is due. The reference month may be based on when the event was first accomplished, semiannual period, or other reference timeframe based on unit requirements.

Cycle—17-month cycle based on inflight evaluation completion date. Evaluations expire on the last day of the 17th month following the month in which the flight phase was successfully flown. See AFI 11-202V2, AFMAN 11-2C-17V2, and appropriate MAJCOM supplement.

Direct Instructor Supervision—Instructor of like specialty with immediate access to controls (for pilots, instructor will occupy either pilot or copilot seat). **(T-2).**

Event or Task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization Item—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

Flight Examiner or Evaluator—A crewmember designated to administer evaluations in accordance with AFI 11-202V2.

Flight Qualified Loadmaster (FL)—Qualified Loadmaster, Non-mission ready

Flight Qualified Pilot (FP)—Qualified Pilot. See AFI 11-401, AMC Sup for further delineation using third character (e.g. FPN, FPC, FPK, etc.).

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Flying Training Level (FTL)—A standard assigned to crewmembers by the squadron commander, based upon experience, directing flying continuation training requirements.

Formal School Courseware—Training syllabi and all other materials used to conduct formal school courses (not necessarily at Altus AFB, Oklahoma).

Global Ready Aircraft Commander Course (GRACC)—A course designed to familiarize Aircraft Commander candidates with the AMC Staff and 618 AOC (TACC).

Graduate Training Integration Management System (GTIMS)—Comprehensive training management system that provides the method of maintaining information required on aircrew training.

Instructor—Crewmember trained, qualified, and certified by the squadron commander as an instructor in accordance with AFMAN 11-2C-17V2.

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

Instructor Supervision—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor occupies one of the seats or stations, with immediate access to the controls.

Instrument Simulator Sortie—Simulator training focusing primarily on instrument procedures and PCO preparation.

Loadmaster—Crewmember fully qualified to perform loadmaster duties.

Loadmaster Station (LS)—LS is a Part Task Trainer (PTT) that provides a non-motion simulated environment that allows aircrews to learn, develop, improve, and integrate skills associated with their crew position. This Aircrew Training Device (ATD) can operate in a stand- alone training configuration or linked with a pilot simulator.

Main Operating Base (MOB)—A Regular Air Force or AFRC/ANG training location.

May—Indicates an acceptable or suggested means of accomplishment.

Mission Accomplishment Report—The AMC or MAJCOM-equivalent form for recording continuation training activity.

Mission Qualification Training (MQT)—Training conducted at the gaining unit to ensure compliance with MAJCOM and local requirements. **Chapter 3** establishes minimum criteria and training requirements leading to unit Mission-Ready Certification.

Mission-Oriented Simulator Training (MOST)—Part of a training program (e.g. crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission Pilot (MP)—Aircraft Commander. See AFI 11-401, AMC Sup for further delineation using third character (e.g. MPN).

Mission Loadmaster (ML)—Qualified, Mission Ready Loadmaster

Mission-Ready (MR)—Aircrew member who is current, qualified, and certified in the unit's designated missions.

Mobility Pilot Development (MPD)—The program and process by which a MPD pilot transitions from a new dual-seat qualified pilot in the MDS to a fully qualified and certified aircraft commander.

Night—Defined as 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, in accordance with AFI 11- 202V3.

Non-Mission-Ready (N-MR)—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit missions.

Notes—Indicates operating procedure, techniques, etc., which are considered essential to emphasize.

Off-Station Training Flight—A training flight that originates or terminates at other than home station that is specifically generated to provide the aircrew experience in operating away from home station. Off station trainers will not be generated solely to transport passengers or cargo.

(T-2) .—**Overseas Sortie (OCONUS Sortie)**—A sortie that includes a takeoff or landing outside the 48 conterminous states of the United States.

Part Task Trainer—A device used to practice a specific task such as cargo door operation, cargo loading training, or receiver AR. Examples include the Loadmaster Station (LS), Cockpit Systems Simulator (CSS), or Cargo Compartment Trainers (CCT) as well as part task trainers such as the Core Integrated Processor Trainer (CIPT)

Pilot Flying (PF)—The pilot at the flight controls who is in direct maneuvering control of the aircraft. The PF is primarily responsible to *control and monitor* the aircraft's current/projected flight path and energy state (including autoflight systems, if engaged).

Pilot Monitoring (PM)—The pilot at the flight controls who is not in direct maneuvering control of the aircraft, yet is primarily responsible to actively monitor the aircraft's current/projected flight path and energy state, intervening if necessary.

Pipeline—An initial qualification trainee directed for training via the Air Force Personnel Center process.

Primary Method—Training conducted normally at a location designated to train a course using a MAJCOM–approved syllabus.

Quarterly Currency (Phase) Periods (C-17)—See below

Phase I—1 January through 31 March

Phase II—1 April through 30 June

Phase III—1 July through 30 September

Phase IV—1 October through 31 December

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

Requalification Training—Training required to requalify aircrew members in an aircraft in which they have been previously qualified. See **Chapter 1** for requalification training requirements.

Secondary Method—Training conducted at a location not normally designated to train a specific MAJCOM–approved syllabus (e.g., airdrop qualification course conducted at a line unit).

Senior Officer Qualified Pilot—Senior officers (colonel selects and above) whose position requires operational flying and who have completed the C-17 SOC unless already qualified. See AFMAN 11-202V1 for further clarification.

Simulator Certification (SIMCERT)—The process of ensuring through validation of hardware and software baselines that a Training System and its components provide accurate and credible training. The process also makes sure the device continues to perform to the delivered specifications, performance criteria, and configuration levels. SIMCERT sets up an audit trail regarding specification and baseline data for compliance and subsequent contract solicitation or device modification.

Significant Training Event—A training event directly contributing to qualification and upgrade (e.g., CBT lesson, weapon system trainer (WST), ground training, flight, etc).

Shall—Indicates a mandatory requirement.

Should—Is normally used to indicate a preferred, but not mandatory, method of accomplishment.

Special Mission—Any mission requiring special qualification (AD, SOLL II, boat drop, PNAF, low-level AR, etc.).

Special-Operations Low-Level (SOLL) II Aircrew—An aircrew specially trained and capable of providing support to special operations forces or combat units committed to unconventional warfare.

Supervised Training Status—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator. **(T-2).** This status is a result of loss of currency or qualification, or due to commander direction.

Tactical Visual Flight Rules (VFR) Training (TVT)—Weapons system-specific tactical maneuvers. Instruction includes ground training, simulator training, and (if approved by AMC/A3) inflight training. Normal rectangular VFR overheads are not considered TVT maneuvers.

Threat & Error Management (TEM)—TEM is a systems approach that builds multiple layers of defense logically designed to identify, prevent and trap threats and/or mitigate inevitable threats, errors and undesired aircraft states.

Training Device(s)—Trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training Level (TL)—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

Training Management System (TMS)—Web-based C-17 training accomplishment tracking and management system.

Unit—Unless otherwise specified in this AFMAN, "unit" refers to squadron-level activity.

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

Verbalize, Verify, and Monitor (VVM)—A three-step, closed-loop system of communication designed to significantly reduce errors.

Weapon System Trainer (WST)—Aircrew Training Device (ATD) with 6 degrees of motion and a visual system with a minimum 150 degree continuous field of view that provides synthetic flight and tactics environment, in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Motion and visual are required to be operational to log training and currency events creditable in the WST. Aircrew members may operate individually or as a team.

Will—Indicates a mandatory requirement.

Figure A1.1—Frequency.

Frequency		
Term	**Definition**	**Example**
180d, 365d, etc…	Expires at the end of the *n*th day after the Last Accomplished Date.	180d: If Last accomplished = 10 Feb 15
		Expires End of = 8 Aug 15; Due = 9 Aug 15
m, 12m, 24m, etc…	Expires at the end of the last day of the *n*th Calendar Month after Last Accomplished.	15m: If Last accomplished = 10 Feb 15
		Expires End of = 31 May 16; Due = 1 Jun 16
Q— Quarterly	Expires at the end of the last day of the Quarter after the Last Accomplished Quarter. Training Quarters are defined under the term "Quarterly."	If Last accomplished = 10 Feb 16
		Expires End of = 30 Jun 16; Due = 1 Jul 16
4Q— 4th quarter	Expires at the end of the last day of the 4th Quarter after the Last Accomplished Quarter. Training Quarters are defined under "Quarterly."	4Q: If Last accomplished = 10 Feb 15
		Expires End of = 31 Mar 16; Due = 1 Apr 16
SA— Semi- Annual	Expires at the end of the last day of the Semiannual period *after* the training was accomplished. The *Semiannual Training Periods* are specified under the term "Semiannual."	If Last accomplished = 10 Feb 16
		Expires End of = 31 Dec 16; Due = 1 Jan 17
A— Annual	Expires at the end of the last day of the Calendar Year *after* the training was accomplished.	If Last accomplished = 10 Feb 15
		Expires End of = 31 Dec 16; Due = 1 Jan 17
B— Biennial	Expires at the end of the last day of the 2nd Calendar Year *after* Training was accomplished.	If Last accomplished = 10 Feb 14
		Expires End of = 31 Dec 16; Due = 1 Jan 17
T— Triennial	Expires at the end of the last day of the 3rd Calendar Year *after* Training was accomplished.	If Last accomplished = 10 Feb 13
		Expires End of = 31 Dec 16; Due = 1 Jan 17

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. The C-17 TMS or MAJCOM–approved/directed electronic training database performs standardized training documentation functions for all C-17 units. AMC/A3TA and the 97 TRS, are the POCs and liaison with the ATS contractor for TMS changes and recommendations. Coordinate all recommended changes through MAJCOM to AMC/A3TA and the 97 TRS.

A2.1.1. TMS or MAJCOM–approved/directed electronic training database will be used for all formal training listed in the Air Force ETCA database (either at formal school or in-unit), mission qualification, mission certification, special qualification or in-unit upgrade program to the next higher crew qualification, including MPD program, requalification training (either at formal school or in-unit), or for any corrective action or additional training. **(T-2). Note**: TMS or MAJCOM–approved/directed electronic database are used to officially document and store an aircrew members training record.

A2.1.1.1. TMS. Web-based TMS provides worldwide access to instructors and supervisory personnel. Crewmembers may obtain access through the ATS contractor's portal. Contact the local ATS contractor site manager for access.

A2.1.1.2. MAJCOM–approved/directed electronic training database. GTIMS is planned to replace TMS at a future date.

A2.1.2. The instructor or trainer will review the member's training record prior to all training periods. **(T-2).** Those areas not previously accomplished or those, in which crewmembers require additional training, will be noted for possible inclusion during the current training period. **(T-2).**

A2.1.3. Training Reviews. The commander or operations officer reviews training progress via:

A2.1.3.1. Squadron training officer brief or training record review in TMS or MAJCOM/approved/directed electronic training database at least once each calendar quarter

A2.1.3.2. Prior to attending a formal course at the FTU.

A2.1.3.3. Prior to an evaluation on all crewmembers in upgrade training. **Exception**: Not required for recurring evaluations and students attending courses at the FTU.

A2.1.4. Monthly Reviews. Squadron training representatives will conduct a monthly review of crewmembers in active training status. **(T-2). Note**: The training reviews accomplished in **paragraph A2.1.3** satisfies this requirement.

A2.1.4.1. TMS. All reviews shall be annotated under "Reviews" in TMS or as directed. **(T-2).**

A2.1.4.2. MAJCOM/Approved Electronic Training Database. In accordance with MAJCOM/A3T guidance.

A2.1.4.3. Active training status is defined as:

A2.1.4.3.1. Participating in an ETCA course

A2.1.4.3.2. Mission Certification Training. This does not include continuation training which includes FPC/FPQ in MPD Phase I and II and MP/MLs not in a certification program for IP/IL.

A2.1.4.3.3. Special qualification

A2.1.4.3.4. Requalification training

A2.1.4.3.5. Any corrective action or additional training

A2.1.4.3.6. Training Records of crewmembers, not receiving training but in an active training status for mission qualification, special qualification, in-unit upgrade, requalification training (i.e., extended down status), will be reviewed monthly and quarterly as indicated above. **(T-2).** If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered for the review. **(T-2).**

A2.1.5. Training write-ups will be made for pre-aircraft commander and pre-instructor MPD pilots. **(T-2).** At a minimum these write-ups should include any training in time control, air refueling, assault landings, and/or low levels.

A2.1.5.1. Commanders of deployed units will determine the frequency of write-ups for deployed crewmembers. **(T-2).**

A2.1.5.2. Units are not required to document the Q grade from checkrides in TMS. The statement "See Form 8" suffices. Units will ensure that instructors are notified of any required remediation for the crewmember if the Q-grade is not in TMS. **(T-2).** If remediation training is required, units will place a copy of the required remediation training plan in the "Other" folder of TMS. **(T-2).**

A2.2. Responsibilities. Unit training offices will ensure:

A2.2.1. All training waivers are documented in TMS or MAJCOM–approved/directed training database. Unit training offices will ensure individual waivers are recorded in the crewmember's training records during required record reviews if not automatically populated by TMS or MAJCOM–approved/directed electronic database. **(T-2).** Reference the waiver authority and date authorized in lieu of a signature. **Note**: If using GTIMS to document waivers, the approved waiver is not required to be documented in TMS.

A2.2.1.1. TMS. Copies of approved waivers or summary of approved waiver and where the approved waiver resides shall be posted under the waiver section of TMS or as directed. **(T-2). Note**: If using GTIMS to document waivers, the approved waiver is not required to be documented in TMS.

A2.2.1.2. MAJCOM/Approved Electronic Training Database. In accordance with MAJCOM/A3T guidance.

A2.2.2. Training plans for requalification and corrective actions. Sufficient detail should be included in the training plan explaining the reasoning behind the training plan to allow the Instructor to tailor training as appropriate.

A2.2.2.1. TMS. Training plans are posted under the "Other" section of the Crewmember's TMS. Training plans will be tracked under the "Checklist" function of TMS or by utilizing an "AFCDT" or "UNQXX" course in TMS. **(T-2).**

A2.2.2.2. MAJCOM/Approved Electronic Training Database. Guidance will be release thru MAJCOM/A3T