

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2C-32B,  
VOLUME 1**



**27 JULY 2020**

***Flying Operations***

**C-32B AIRCREW TRAINING**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY.**

---

**ACCESSIBILITY:** Publications and forms are available for downloading or ordering on the e-Publishing website at [www.e-Publishing.af.mil](http://www.e-Publishing.af.mil).

**RELEASABILITY:** There are no releasability restrictions on this publication.

---

OPR: AFSOC/A3V

Certified by: AF/A3T  
(Maj Gen James A. Jacobson)

Supersedes: AFI11-2C-32BV1,  
28 October 2015

Pages: 32

---

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and Air Force Manual (AFMAN) 11-202V1, *Aircrew Training*. This publication applies to the Regular Air Force, the Air Force Reserve, and the Air National Guard. This Manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, *Secretary of the Air Force*. The applicable SORN F036 AF PC C, Military Personnel Records System is available at: <https://dpcl.d.defense.gov/Privacy/SORNS/>. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to AFSOC/A3VS using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all supplements must be routed to the Office of Primary Responsibility (OPR) of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See 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 requestor’s commander for non-tiered compliance items. Compliance with the attachments in this publication is mandatory.

***SUMMARY OF CHANGES***

This document has been substantially revised and must be thoroughly reviewed. Major changes include: modification of proration criteria, change in simulator currency rules, movement of ground and flying training tables and event descriptions to Rapid Aircrew Program Tasking Memo (RTM), reformat of all tables and reorganization of **Chapter 4**.

<b>Chapter 1—POLICY</b>	<b>6</b>
1.1. General.....	6
1.2. Key Words Explained.....	6
1.3. Training Objective.....	6
1.4. Roles and Responsibilities.....	6
1.5. Aircrew Training Policy.....	8
1.6. Waivers.....	9
Table 1.1. Processing of T-2 Waiver Requests.....	9
1.7. Training Restrictions.....	10
1.8. Senior Officer Flying/Supervisory Aircrew.....	10
1.9. Unit Indoctrination Briefing.....	11
1.10. Initial Cadre for Change of Aircraft, Equipment, or Capability.....	11
1.11. Unit Aircrew Capability.....	11
1.12. Use of the Aviation Resource Management System (ARMS).....	11
1.13. Deviations.....	12
1.14. Failure to Progress.....	12
1.15. Career Enlisted Aviators (CEA).....	12
1.16. C-32B Pilot Designation (PD) Codes.....	12
Table 1.2. C-32B Pilot Designation (PD) Codes and Upgrade Progression.....	12
1.17. Hiring Considerations.....	13
<b>Chapter 2—PILOT MISSION QUALIFICATION TRAINING</b>	<b>14</b>
Section 2A—Scope	14
2.1. Overview.....	14
2.2. General Requirements.....	14

2.3.    Time Period for Qualification.....	14
Section 2B—Prerequisites	14
2.4.    Training Prerequisites.....	14
Section 2C—Ground Training Requirements	14
2.5.    Ground Training Requirements.....	14
Section 2D—Flying Training Requirements	14
2.6.    Flying Training Requirements.....	14
Section 2E—Aircraft Conversion Training	15
2.7.    Basic Aircraft Qualification Conversion/Difference Training Requirements.....	15
<b>Chapter 3—CEA MISSION QUALIFICATION TRAINING</b>	<b>16</b>
Section 3A—Scope	16
3.1.    Overview.....	16
3.2.    General Requirements.....	16
3.3.    Time Period for Mission Qualification.....	16
Section 3B—Prerequisites	16
3.4.    Training Prerequisites.....	16
Section 3C—Ground Training Requirements	16
3.5.    Ground Training Requirements.....	16
Section 3D—Flying Training Requirements	16
3.6.    Flying Training Requirements.....	16
3.7.    Mission Specific Requirements.....	17
<b>Chapter 4—CONTINUATION TRAINING</b>	<b>18</b>
Section 4A—General	18
4.1.    Overview.....	18
Section 4B—Prerequisites	18
4.2.    Prerequisites (General).....	18
Section 4C—Training Requirements (General)	18
4.3.    Training Requirements (General).....	18
4.4.    Re-currency Training.....	19

Table 4.1.	Basic and Mission Re-currency and Requalification Requirements.....	19
Table 4.2.	AAR Cert/Qual Re-currency and Requalification Requirements. ....	20
Section 4D—	Ground Training Requirements.	20
4.5.	Ground Training Guidelines. ....	20
4.6.	Ancillary Training.....	21
Section 4E—	Flying Training Requirements	21
4.7.	Instructor/Evaluator Training Requirements. ....	21
4.8.	Logging of Events Completed in the Simulator.....	21
<b>Chapter 5—</b>	<b>UPGRADE AND SPECIALIZED TRAINING</b>	<b>22</b>
Section 5A—	General	22
5.1.	Scope.....	22
5.2.	Time Period for Qualification.....	22
Section 5B—	Aircraft Commander Upgrade	22
5.3.	Aircraft Commander and Instructor Pilot Upgrade.....	22
Table 5.1.	Pilot Fixed Wing Flying Hour Requirements. ....	22
Section 5C—	Specialized Upgrade	22
5.4.	Air-to-Air Refueling (AAR). ....	22
5.5.	Aircraft Commander Touch and Go Certification. ....	23
Section 5D—	Instructor/Flight Examiner Upgrade	23
5.6.	Aircrew Instructor Program. ....	23
5.7.	Instructor Qualification.....	23
5.8.	Instructor Responsibilities. ....	23
5.9.	Instructor Upgrade Prerequisites.....	24
5.10.	Instructor Ground and Flight Training Requirements.....	25
5.11.	Flight Examiner Upgrade.....	25
<b>Attachment 1—</b>	<b>GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>26</b>
<b>Attachment 2—</b>	<b>AIRCREW TRAINING RECORD</b>	<b>30</b>
<b>Attachment 3—</b>	<b>ALLOWABLE MANEUVERS FOR PF QUALIFICATION/CERTIFICATION</b>	<b>31</b>



## Chapter 1

### POLICY

**1.1. General.** This manual provides for training management of C-32B aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The phases are progressively designed to develop the mission readiness of each aircrew member while maintaining previously acquired proficiency. This manual considers the National Guard Bureau (NGB) a Major Command (MAJCOM). It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating C-32B aircraft. It is consistent with AFPD 11-4, *Aviation Service*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFMAN 11-202V1.

1.1.1. Pilot Mission Qualification Training (**Chapter 2**) qualifies pilots in the unit's airland mission.

1.1.2. Career Enlisted Aviators (CEA) Mission Qualification Training (**Chapter 3**) qualifies CEA aircrew members in the unit's mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct mission oriented aircrew training designed to enhance and maintain mission readiness.

1.1.4. Upgrade and Specialized Training (**Chapter 5**) establishes aircraft commander upgrades, Air-to-Air Refueling (AAR) certifications and qualifications, and upgrades for all aircrew members to instructor and flight examiner.

### 1.2. Key Words Explained.

1.2.1. Words such as "will," "shall" and "must" 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 procedures, techniques, etc., which are considered essential to emphasize.

**1.3. Training Objective.** The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness to facilitate immediate and effective employment in exercises, contingencies, limited war, and general war operations.

### 1.4. Roles and Responsibilities.

1.4.1. Air Force Special Operations Command (AFSOC), in coordination with Headquarters United States Special Operations Command (USSOCOM) and the NGB, will establish and supervise an aircrew training program consistent with the policies and requirements of this manual. **(T-1)**.

1.4.2. Commanders at each level will comply with the policies and intent of this manual and ensure that safety is not compromised. **(T-1)**. Additionally, commanders will monitor

aircrew training to ensure these programs are both aggressively and realistically designed and executed. Aircrew personnel engaged in upgrade training should complete their training in a timely and uninterrupted manner. Aircrew members entered in any training program leading to qualification should be dedicated to that program on a full-time basis. Consideration should be given for relieving them of all other duties not directly related to the training.

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

1.4.4. Operations Group. The Operations Group Commander (OG/CC) or designated representative will chair the 150th Special Operations Squadron (SOS) semi-annual Stan/Eval Board. **(T-2)**. This meeting will usually be incorporated into a Training Review Panel. **(T-2)**.

1.4.5. Unit Commander (CC)/Director of Operations (DO) or Training Office will identify areas where additional training is needed and direct unit training accordingly. **(T-3)**. They will initiate action to obtain necessary training support from the appropriate office or headquarters as soon as the need for assistance becomes apparent. **(T-3)**. Unit CC/DO or Training Office will ensure mission objectives are pre-briefed, debriefed, and evaluated to ensure successful mission accomplishment. **(T-3)**. They will also initiate waiver requests of training requirements through appropriate channels when facilities and support are not available. **(T-3)**. Unit training will convene a Training Review Board (TRB) quarterly to be chaired by the unit CC/DO. **(T-3)**. Panel members should include representatives from training, standardization/evaluations, senior CEAs, and all available instructors.

1.4.6. Instructor Responsibilities:

1.4.6.1. Be thoroughly familiar with all courseware and contents of the applicable attachments to this manual for qualification, upgrade, and specialized training they are required to administer. **(T-2)**.

1.4.6.2. Review the student's training records prior to performing each flight or training session. **(T-2)**.

1.4.6.3. Ensure all required upgrade training items are completed and signed off only after the student demonstrates the required level of knowledge and proficiency. Complete and sign off all required training items prior to recommending the student for an evaluation or certifying the student in a maneuver or procedure. **(T-2)**.

1.4.6.4. Instructors who demonstrate deficiencies in their ability to instruct may be relieved of instructor duties.

1.4.7. Individual Aircrew Member Responsibilities:

1.4.7.1. Complete training requirements and currencies within the guidelines of this manual. **(T-3)**.

1.4.7.2. Participate only in ground and flying activities for which they are qualified, current and adequately prepared. **(T-3)**.

## 1.5. Aircrew Training Policy.

1.5.1. The primary training method for C-32B initial qualification, requalification, specialized, upgrade training is in-unit training using AFSOC Standardization and Evaluation (AFSOC/A3VS) approved Syllabus of Instruction (SOI) and AF Form 4111, *SOF/CSAR Training Record*. Training personnel will prepare an AF Form 4109, *SOF/CSAR Aircrew Training Record*, prior to beginning unit-developed training. **(T-1)**.

1.5.2. Training Records. Use AF Form 4109 to document the qualification, requalification, specialized training, or upgrade of an aircrew member. **(T-1)**. This record and attached forms will provide a chronological record of qualification or upgrade training administered by the unit of assignment and serves as a syllabus. It documents all applicable ground training, special function training and flying training accomplished by an aircrew member. Instructions for completing and managing training records are contained in **Attachment 2** and AFMAN 11-202V1.

1.5.3. Training time limitations. C-32B aircrew members should start initial upgrade or requalification training within 60 days after reporting for duty unless formal school dates are unavailable. The unit will notify AFSOC/A3VS and NGB Training (NGB/A3T) before an aircrew member exceeds this limit. **(T-2)**. C-32B aircrew members must complete in-unit qualification or requalification within 120 days from the date of their first ground training session or flight (whichever occurs first). **(T-2)**. Individuals unable to complete the training within this specified time limit may continue training. However, the unit must request an extension from AFSOC/A3VS (info copy to NGB/A3T) with a description of the difficulty and an expected completion date. **(T-2)**.

1.5.4. The number of training tasks in the initial mission qualification or upgrade training guide is a recommended average which normally allows the student to achieve the desired level of proficiency. It is not intended to restrict the number of times a task may be accomplished. Refer to **paragraph 1.14** if, in the judgment of the unit CC/DO, excessive flights are required.

1.5.5. Proficiency Advance (PA). Students may PA provided all Required Proficiency Levels are met or exceeded for the advanced (skipped) sortie(s)/lesson(s). The unit DO is the approval authority for PA. The recommendation and approval must be documented in the individual's training record prior to the next flight/event. **(T-3)**. The student will acknowledge the PA by initialing below the approving official's remarks on the AF Form 4110. **(T-3)**.

1.5.6. Individual events accomplished during satisfactory completion of initial mission or upgrade evaluations may be credited towards the individual's currency requirements. Individual events accomplished during satisfactory completion of an instructor certified upgrade may be credited towards the individual's currency requirements provided the appropriate AF Form 4348, *USAF Aircrew Certifications*, entry has been accomplished.

1.5.7. Except when specifically covered by this manual, an instructor pilot will be at a set of flight controls during:

1.5.7.1. All pilot initial qualification and requalification training. **(T-1)**.

1.5.7.2. Touch and go landings. **(T-1)**.



1.5.7.3. Simulated engine-out training. **(T-1).**

1.5.7.4. All AAR certification or qualification training. Pilots who have completed initial qualification may perform practice contacts from either seat under the direct supervision of an AAR Instructor Pilot (IP) on dedicated training sorties with no passengers on board. **(T-1).**

1.5.7.5. Any other time at the discretion of the instructor pilot. Pilots will comply with **Allowable Maneuvers for PF Qualification/Certification** in **Attachment 3**. **(T-2).**  
**Exceptions:** 1. IP candidates, under the supervision of a qualified IP (not in a pilot's seat), may occupy a pilot seat with an unqualified pilot except during takeoff, landing, simulated engine-out training, and air refueling from the astern position to contact. 2. During initial and requalification IP evaluations, IP candidates may exercise all of the privileges of a fully qualified IP, under the supervision of a flight examiner (whether or not the examiner is in a pilot's seat).

**1.6. Waivers.** Waiver authority for directive guidance (will, shall, must, etc.) throughout this regulation is tiered in accordance with AFI 33-360, or alternately, to the requestor's commander for non-tiered compliance items. All approved waivers will be accomplished using the AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*. **(T-1).**

1.6.1. Waivers to the requirements of this manual will be submitted through the unit training office to the OG/CC, NGB/A3T or AFSOC/A3VS (as applicable) for approval, unless otherwise specified. OG/CC (or equivalent) is the delegated waiver authority for "T-3" waivers in this manual and the RTM. The unit training office will keep an accurate record of all waivers granted and notify NGB/A3T or AFSOC/A3VS, as appropriate, when such waivers or extensions are issued. **(T-1).** Waiver authority for supplemental guidance is as specified in the supplement and approved through higher level coordination authority.

1.6.2. Process "T-2" waivers for this regulation in accordance with **Table 1.1** "T-1" waivers will be processed in accordance with AFI 33-360.

**Table 1.1. Processing of T-2 Waiver Requests.**

<b>Waiver Requested By:</b>	<b>Waiver Authority:</b>	<b>Forward Requests Through:</b>	<b>Reply Sent To:</b>	<b>Info Copy Sent To:</b>
ANG Unit (Title 32)	NGB/A3	OG/CC	OG/CC	AFSOC/A3VS Requesting Unit
Activated Unit (Title 10)	AFSOC/A3	AFSOC/A3VS	Requesting Unit	OG/CC

1.6.3. Waiver request. Provide the following information in a waiver request:

1.6.3.1. Identify waiver type (include paragraph requiring waiver action).

1.6.3.2. Full name and grade of individual requiring waiver.

1.6.3.3. Unit of assignment (if attached, provide flying unit of attachment).

1.6.3.4. Current crew qualification, including special mission qualifications (if applicable).

1.6.3.5. Total flying time/Primary Aircraft Assigned (PAA) time including instructor/evaluator time (if applicable).

1.6.3.6. Crew qualification to which aircrew member is qualifying or upgrading (if applicable).

1.6.3.7. Scheduled training start date (if applicable).

1.6.3.8. Expected qualification or upgrade completion date (if applicable).

1.6.3.9. Date event last accomplished (if applicable).

1.6.3.10. Explanation of reason for waiver.

1.6.3.11. Requesting unit point of contact (include name, rank, office symbol, and telephone number).

## 1.7. Training Restrictions.

1.7.1. Pilots. Instructors may not instruct a pilot position higher than their qualification (e.g., an airland instructor may not instruct AAR if not AAR instructor certified). Pilots will comply with **Allowable Maneuvers for PF Qualification/Certification** in **Attachment 3 (T-2)**.

1.7.2. Airborne Mission Systems Operator(s) (AMSO) and Loadmasters (LM) may train two students at the same time, provided the crew complement only requires one of their respective crew positions. **(T-2)**.

## 1.8. Senior Officer Flying/Supervisory Aircrew.

1.8.1. Senior Officer Flying. Senior officers in authorized flying positions (Aircrew Position Indicator [API] 6 or 8) may be qualified in the unit aircraft if they have completed a formal upgrade course (orientation courses do not apply). They must complete annual written exams and flight evaluations that are annotated on an AF Form 8, *Certificate of Aircrew Qualification*. **(T-1)**. O-6s and below that will maintain either mission capable or mission ready status will complete the appropriate ground and flying training requirements outlined in the RTM and this manual. **(T-1)**.

1.8.2. Supervisory Flying. Senior officers in authorized supervisory flying positions per AFI 11-401, *Aviation Management*, may fly in primary crew positions in the C-32B as indoctrination flyers only, and only after completion of the Senior Officer Orientation Course. They must have current flight physicals, physiological training, and egress training prior to their first flight. **(T-1)**. They will log "O" or "X" time. "O" or "X" time is defined as crewmembers (active or inactive) in aircraft in which they are not qualified, not creditable for pay. **(T-1)**.

1.8.2.1. Senior officer pilots logging "O" or "X" time will always fly with an instructor pilot when occupying a pilot seat. **(T-1)**.

1.8.2.2. Commanders and key supervisors who fly in accordance with AFI 11-401, paragraph 3.6.1, may fly in the seat, under direct instructor pilot supervision, with Mission Essential Personnel on board.

1.8.2.3. During non-critical phases of flight, commanders and key supervisors who fly in accordance with AFI 11-401, paragraph 3.6.1, may fly in the seat, under direct instructor

pilot supervision, with passengers on board. See AFMAN 11-202V3, *Flight Operations*, for definition of critical phases of flight.

1.8.3. Senior Officer Multiple Aircraft Qualification. Senior officers in supervisory flying positions (API 6 or 8) maintaining multiple aircraft qualifications must have completed a formal upgrade course. C-32B pilot mission qualification requires periodic qualification examinations -and flight evaluations for each aircraft. AAR certification or qualification requires AAR certification or qualification upgrade completion. There are no recurring requirements for AAR qualification. **(T-1)**.

**1.9. Unit Indoctrination Briefing.** Prior to performing unsupervised aircrew duties, aircrew members will receive a unit indoctrination briefing. This briefing is a requirement for all newly assigned aircrew members. Document unit indoctrination briefing in Aviation Resource Management System (ARMS) for assigned and attached personnel. **(T-1)**.

**1.10. Initial Cadre for Change of Aircraft, Equipment, or Capability.** When possible, qualified personnel in other units operating like equipment will provide the initial cadre. In some instances, it is necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification:

1.10.1. A nucleus of instructor and flight examiner personnel (initial cadre) is formed to begin aircrew conversion. Converting units will send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to AFSOC/A3 (info copy to NGB/A3) for approval. **(T-2)**.

1.10.2. Initial cadre not designated in a crew position higher than currently held; for example, mission pilot to flight examiner. On subsequent evaluations enter appropriate comments in the remarks section of AF Form 8, explaining the individual's status as initial cadre instructor. **(T-2)**.

1.10.3. Following final approval, publish a unit letter to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's Flight Evaluation Folder. Make an AF Form 942, *Record of Evaluation*, entry documenting the initial cadre letter. **(T-2)**.

**1.11. Unit Aircrew Capability.** The unit will maintain mission ready status on all primary aircrew members up to unit authorizations. Commanders will ensure aircrews are trained to meet capabilities specified in the unit Designed Operational Capability statement. Unit supervisory aircrew and staff members assigned or attached which are in excess of the unit's mission requirements will maintain mission ready or mission capable status, as directed by the unit CC. **(T-1)**.

**1.12. Use of the Aviation Resource Management System (ARMS).** The unit will develop local procedures to ensure aircrew ground and flying training is properly documented and updated in ARMS. **(T-3)**. The unit will provide a printed copy of current ground and flying training summaries to each individual prior to joining another flying unit. **(T-3)**.

**1.13. Deviations.** This manual does not authorize deviations from the flight manual or any other AFI. Flight safety is a prime consideration and takes precedence over the requirements and guidance of this manual.

**1.14. Failure to Progress.** If a student fails to progress according to syllabus requirements, the unit will conduct a Progress Review Board (PRB). (T-3). The PRB can recommend continuation in training; or any action in accordance with AFMAN 11-402, *Aviation and Parachutist Service* (e.g., a Flying Evaluation Board to the unit commander). The PRB, at a minimum, will be comprised of the unit DO, Stan/Eval Office, Training Office and a senior enlisted advisor. (T-3). The contract civilian training facility will identify students who fail to progress in accordance with the formal training syllabus (pilots only). (T-2).

**1.15. Career Enlisted Aviators (CEA).** CEAs in the C-32B consist of AMSOs and LMs. CEAs are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, for aircrew qualification upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. After an AF Form 8 is completed for the applicable flight evaluation, the aircrew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from “On The Job” trainer or certifier designation and are reflected in the Air Force Specialty Code by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner).

**1.16. C-32B Pilot Designation (PD) Codes.** AFI 11-401, defines pilot aviation codes. For standardization and upgrade progression, use the codes in [Table 1.2](#) (3<sup>rd</sup> and 4<sup>th</sup> letter/number designators are used to distinguish AAR certification/qualifications and attached staff aircrew members).

**Table 1.2. C-32B Pilot Designation (PD) Codes and Upgrade Progression.**

<b>First Two Digits of PD Codes (Airland Codes)</b>	
UP	Unqualified Pilot. In or awaiting formal airland mission qualification training. Pilot is in UP status until completing initial mission qualification.
FP	First Pilot. Completed initial mission qualification evaluation.
MP	Aircraft Commander. Completed Aircraft Commander Certification Program (ACCP).
IP	Instructor Pilot (Airland). Completed Instructor Pilot upgrade training, evaluation and certification.
EP	Evaluator Pilot. Completed Evaluator Pilot upgrade training and certification.
<b>Third and Fourth Digit of PD Codes (AAR and Staff Codes)</b>	
None	No AAR certification or qualification. In or awaiting AAR training (unless no AAR training will be completed. <i>Example:</i> Staff pilot not requiring AAR certification or qualification). Pilots will not have a third digit in PD code until an AAR qualification or certification is completed.
3	Pilot Not Flying (PNF) AAR certified Pilot. Has completed PNF AAR certification. Limited to PNF AAR duties when inside of the astern position.
2	PF AAR qualified Pilot. Has completed PF AAR qualification and

	evaluation. Qualified to fly in the contact position.
1	Certified AAR Instructor Pilot. Has completed AAR instructor training and certification. Must be an airland IP before AAR IP training is initiated.
S	Crewmembers, including LM and AMSO, in staff positions maintaining mission capable status will be identified with a third or fourth letter code "S," as in IP1(S), Instructor Loadmaster (IL)(S), Mission Qualified AMSO (MK)(S), etc.
<p><b>Note:</b>  Airland and AAR codes are independent. Typical progression is UP, FP, FP3, FP2, MP2, IP2, and IP1. PF AAR (contact) qualification ("2" status) may be completed before or after ACCP (e.g., a Pilot might be an MP3 before MP2).  All pilots should begin in a crew qualification of FP. The unit CC will take into consideration total flight time and previous aircraft flown to determine initial qualification level.  Comply with <b>Allowable Maneuvers for PF Qualification/Certification, Attachment 3. (T-2).</b></p>	

**1.17. Hiring Considerations.** Due to the unique mission of the C-32B, all aircrew members are selected for positions based on their military background and experience. At a minimum, a potential aircrew member will have the following qualifications:

1.17.1. Pilots candidates will have completed undergraduate pilot training and have been qualified on a previous United States Air Force (USAF) aircraft. **(T-2).**

1.17.2. Career Enlisted Aviator (CEA) candidates will meet all criteria listed in the appropriate Air Force Specialty Code (AFSC) Career Field Education and Training Plan (CFETP) and have prior qualification at the 5 or 7 skill level in any previous USAF AFSC. **(T-2).**

1.17.3. Maintenance candidates will meet all criteria listed in the appropriate AFSC CFETP and have prior qualification at the 5 or 7 skill level in any Aircraft Maintenance USAF AFSC. Candidates will be required to cross train into other aircraft maintenance career fields. **(T-2).** In addition, Federal Aviation Administration (FAA) certified, Exceptional Release, and All Systems "Red-X" qualified personnel are highly desired to meet unique unit requirements.

## Chapter 2

### PILOT MISSION QUALIFICATION TRAINING

#### *Section 2A—Scope*

**2.1. Overview.** This chapter outlines the minimum requirements for mission qualification training, requalification training for unqualified pilots (noncurrent in excess of 24 months), and conversion or differences training for pilots. Conduct mission requalification in accordance with [Table 4.1](#) and this chapter. (T-2).

**2.2. General Requirements.** Pilots will complete a formal simulator training course prior to beginning in-unit mission qualification training. Familiarization flights are authorized when simulator training is delayed. Pilots will be coded on the flight orders as “UP” and fly in an unqualified status. Unqualified pilots who have not attended simulator training will not occupy a seat with a set of flight controls until simulator training has been completed. No training folder entry is required for familiarization flights. These familiarization flights will not start the 120-day training completion timeline. Prior to the first flight, all items in RTM, Table 4.1. with Note 1, must be completed. (T-1).

**2.3. Time Period for Qualification.** In addition to the requirements in [paragraph 1.5.3](#), pilots should start unit qualification training within 60 days of the completion of contract simulator training. The unit will notify AFSOC/A3VS (info copy to NGB/A3T) when an aircrew member exceeds this limit. (T-1).

#### *Section 2B—Prerequisites*

**2.4. Training Prerequisites.** Course prerequisites are in accordance with the AFSOC/A3VS approved SOI, AF Form 4111, AFMAN 11-202V1, and this manual. The only prerequisites that are met prior to starting the formal simulator course are those required by the simulator training provider. (T-2).

#### *Section 2C—Ground Training Requirements*

##### **2.5. Ground Training Requirements.**

2.5.1. Mission Qualification Ground Training. Training requirements are listed in AFSOC/A3VS approved SOI and AF Form 4111.

2.5.2. Ground Training. Prior to flight training, all ground training requirements in the RTM, Table 4.1. with Note 1, must be completed. (T-2). Prior to mission ready or mission capable status, all mission ready status items in the RTM, Table 4.1. with Note 2 or training status items in the RTM, Table 4.1. Note 3, must be completed. (T-2).

#### *Section 2D—Flying Training Requirements*

**2.6. Flying Training Requirements.** Complete flying training requirements for initial airland mission qualification in accordance with AFMAN 11-202V1 and the appropriate AFSOC/A3VS approved SOI and AF Form 4111. (T-2).

2.6.1. There should be minimum time lapse between training missions. Every effort should be made to complete qualification training requirements within the prescribed time period.

2.6.2. Pilot flying training requirements may be completed on training or operational missions under the direct supervision of an instructor. With the exception of ACCP, initial qualification, requalification, or upgrade training for pilots cannot be conducted on missions with passengers on board.

2.6.3. Conduct flight evaluations in accordance with AFMAN 11-2C-32BV2, *C-32B Aircrew Evaluation Criteria*. (T-2).

### ***Section 2E—Aircraft Conversion Training***

**2.7. Basic Aircraft Qualification Conversion/Difference Training Requirements.** Conversion training is normally associated with training between different Mission Design Series (MDS). Difference training is normally conducted when training in a different series aircraft in the same MDS. Conversion training results in an aircraft evaluation and difference training is usually completed with an instructor sign-off. Use difference training when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Additionally, accomplish difference training when an aircraft is modified and required training for that modification can easily be accomplished in-unit. Conversion training requires the completion of the appropriate AF Form 4111, and satisfactory completion of the applicable MDS written qualification examination. (T-2). After conversion training, aircrew members will maintain qualification as outlined in this chapter, at the discretion of the unit commander. (T-3).

## Chapter 3

### CEA MISSION QUALIFICATION TRAINING

#### *Section 3A—Scope*

**3.1. Overview.** This chapter establishes the minimum training requirements for completing mission qualification for AMSO and LM. Conduct mission requalification in accordance with **Table 4.1** and this chapter.

**3.2. General Requirements.** Formal school is not available for this qualification. All assigned and attached aircrew members will complete the requirements outlined in the appropriate SOI and AF Form 4111 for this manual. Prior to performing unsupervised aircrew duties, newly assigned personnel must also complete unit indoctrination briefing. **(T-1).**

**3.3. Time Period for Mission Qualification.** All assigned and attached aircrew members should complete in-unit mission qualification training within 120 days from the date of their first mission qualification event. Individuals unable to complete the training within this time limit may continue training; however, the unit must request an extension from AFSOC/A3VS (info copy to NGB/A3T) with a description of the difficulty and an expected completion date. **(T-1).**

#### *Section 3B—Prerequisites*

**3.4. Training Prerequisites.** AMSO and LM should start mission qualification training within 60 days after reporting for duty.

#### *Section 3C—Ground Training Requirements*

##### **3.5. Ground Training Requirements.**

3.5.1. Mission Qualification Ground Training. Training requirements are listed in AFSOC/A3VS approved SOI and AF Form 4111. **(T-2).**

3.5.2. Ground Training. Prior to flight training, aircrew members must complete all ground training requirements in the RTM, **Table 4.1** with Note 1. **(T-2).** Prior to mission ready or mission capable status, aircrew members must complete all ground training requirements in the RTM, **Table 4.1** with Note 2 or 3. **(T-2).**

#### *Section 3D—Flying Training Requirements*

##### **3.6. Flying Training Requirements.**

3.6.1. In-unit initial mission qualification training must be accomplished in accordance with AFMAN 11-202V1, and AFSOC/A3VS approved SOI and AF Form 4111. **(T-2).**

3.6.2. There should be minimum time lapse between training missions and every effort should be made to complete mission qualification training requirements within the prescribed time period.

3.6.3. Aircrew member requirements may be completed on training or operational missions under the supervision of an instructor. In this case, the student aircrew member and the



instructor fulfill the requirement for one primary position in accordance with AFMAN 11-2C-32BV3, *Operations Procedures*. **(T-2)**.

3.6.4. The unit commander will ensure evaluations are conducted in accordance with AFMAN 11-2C-32BV2. **(T-2)**.

### **3.7. Mission Specific Requirements.**

3.7.1. Loadmaster. LMs will accomplish a minimum of two on/offload of personnel with equipment prior to an initial mission qualification evaluation (minimum three sorties). **(T-1)**.

3.7.2. Airborne Mission System Operator. AMSOs will accomplish a minimum of ten sorties (two of which will be AAR sorties) prior to an initial mission qualification evaluation. **(T-1)**.

## Chapter 4

### CONTINUATION TRAINING

#### *Section 4A—General*

##### **4.1. Overview.**

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training requirements to maintain currency and the assigned training status. The unit commander will ensure each aircrew member receives sufficient continuation training to maintain individual proficiency. **(T-3)**. Reference **Table 4.1** to determine aircrew member status after loss of currency.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this manual and the RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Accomplish events identified as night requirements between the end of evening civil twilight and the beginning of morning civil twilight. Additional night events accomplished that exceeds night requirements may be credited as day or total events unless otherwise indicated.

4.1.4. Aircrew members will not log continuation training requirements in events in which they are unqualified. **(T-2)**.

4.1.5. Individual events accomplished on a satisfactory initial qualification or requalification evaluation may be credited toward the individual's currency requirements. For events requiring certification, events accomplished on the certification sortie may be credited toward currency requirements. If an initial qualification or requalification occurs during the last 15 calendar days of the training period, assign currency requirements effective the first day of the following training period in accordance with AFMAN 11-202V1.

#### *Section 4B—Prerequisites*

**4.2. Prerequisites (General).** Aircrew members who maintain mission ready or mission capable status must have completed mission qualification training. **(T-1)**.

#### *Section 4C—Training Requirements (General)*

##### **4.3. Training Requirements (General).**

4.3.1. Ground Training. All aircrew members will comply with the applicable requirements of the RTM ground training table. **(T-1)**.

4.3.2. Flight Training. Aircrew members who maintain mission ready status must accomplish all applicable basic and mission flying training requirements in accordance with event descriptions in the RTM. **(T-1)**.

4.3.2.1. PNF AAR certified and PF AAR qualified pilots will accomplish all applicable AAR requirements from RTM Table 5.1.

4.3.2.2. Mission capable aircrew members will accomplish at least 50 percent of the applicable basic/mission ready requirements from RTM **Table 5.1**. In addition, an overseas sortie is not required for mission capable aircrew members. **Note:** Mission capable status for all aircrew members will be identified with a third or fourth letter code “S,” as in IP1(S), IL(S), MK(S), etc. If a mission capable aircrew member flies as a primary aircrew member on an overseas sortie, they will be under the supervision of an instructor. Unit CC/DO is the approval authority for operations without an instructor. **(T-3)**.

4.3.3. Prorating Training Requirements. Prorate aircrew member flying training requirements for individuals following completion of initial qualification or requalification, or who are not available for flying duties due to non-flying Temporary Duty (TDY), Duties Not Including Flying (DNIF), emergency leave, aircraft non-availability, or other unavoidable circumstances which prevent the individual from flying. Prorate individual requirements based on the number of full calendar months left in the training period following completion of certification, initial qualification, or requalification in accordance with AFMAN 11-202V1.

**4.4. Re-currency Training.** Aircrew members must accomplish re-currency training under the supervision of an instructor when currency has been lost. **(T-2)**. The event resulting in re-currency and each event thereafter are creditable for the currency training period.

4.4.1. Basic and Mission Currency. Failure to accomplish basic or mission currency or volume items from RTM **Table 5.1** which are required every calendar month, 60 days, quarter, half, or annual period, results in the loss of basic or mission currency respectively. Basic and mission re-currency/requalification training requirements are shown in **Table 4.1**. Pilots noncurrent for an overseas sortie may regain currency under the supervision of a current and qualified aircraft commander. CEAs that are noncurrent for an overseas sortie may regain currency under the supervision of any current and qualified CEA of the same crew position.

4.4.2. AAR Currency. Failure to accomplish all AAR events required in accordance with RTM Table 5.1. results in a loss of AAR currency. **(T-3)**. AAR re-currency/requalification training requirements are shown in **Table 4.2**. Loss of AAR currency or qualification does not affect basic/mission currency or qualification.

**Table 4.1. Basic and Mission Re-currency and Requalification Requirements.**

1. Noncurrent less than 6 months: Show proficiency in deficient items to an instructor. In addition, pilots will perform a takeoff, approach, and landing. <b>(T-2)</b> .
2. Noncurrent 6-24 months (unqualified): Mission qualification training as directed by unit commander. For pilots, the training must include simulator refresher and system refresher academics if noncurrent in these events. For CEA aircrew members, this training will include any applicable refresher course in which they are noncurrent. Previous C-32B instructors may requalify directly to instructor status. <b>(T-2)</b> .
3. Noncurrent 24-60 months (unqualified): Aircrew members must complete mission requalification requirements in accordance with this manual. Previous C-32B instructors may requalify directly to instructor status. <b>(T-2)</b> .
4. Noncurrent over 60 months (unqualified): Aircrew members must complete initial

qualification requirements in accordance with this manual. Previous C-32B instructors may not requalify directly to instructor status. **(T-2)**.

5. Aircrew members will not lose qualification due to being noncurrent in overseas sortie. See **Chapter 4** for re-currency requirements of this event. **(T-2)**.

**Table 4.2. AAR Cert/Qual Re-currency and Requalification Requirements.**

1. Noncurrent less than 6 months: Show proficiency in deficient items to an instructor. <b>(T-2)</b> .
2. Noncurrent 6-24 months: PNF AAR certified pilots must show proficiency in deficient items with an AAR instructor pilot. <b>(T-2)</b> . PF AAR qualification training will be as directed by the unit commander and must include a PF AAR flight evaluation. <b>(T-2)</b> . Previous C-32B certified AAR instructors may requalify directly to AAR instructor status and must include a PF AAR flight evaluation.
3. Noncurrent 24-60 months (unqualified): Pilots must complete PNF AAR certification or PF AAR qualification training in accordance with <b>Chapter 5</b> . <b>(T-2)</b> . Previous C-32B certified AAR instructors may requalify directly to AAR instructor status and must include a PF AAR flight evaluation.
4. Noncurrent over 60 months (unqualified): Aircrew members must complete initial qualification requirements in accordance with this manual. <b>(T-2)</b> . Previous C-32B instructors will not requalify directly to instructor status. <b>(T-2)</b> .

**Section 4D—Ground Training Requirements.**

**4.5. Ground Training Guidelines.** AFMAN 11-202V1, and the RTM designate ground training requirements for all aircrew members. Aircrew members will complete aircrew ground training within the time periods listed in accordance with the referenced publications and event descriptions in the RTM. **(T-2)**.

4.5.1. One Time Ground Training Requirements. Initial training that does not require refresher training.

4.5.2. Failure to Complete Ground Training Events. Accomplish make-up training at the earliest opportunity. The following apply when aircrew members exceed due dates for applicable RTM events:

4.5.2.1. Grounding Items. Aircrew members will not perform flight duties until the grounding item is satisfied. **(T-1)**.

4.5.2.2. Training Status Items. Aircrew members will not fly without instructor supervision. **(T-1)**.

4.5.2.3. Mission Ready Items. Failure to accomplish mission ready events in applicable RTM will result in non-mission ready status. The individual will not deploy on exercises, contingencies, operational missions or be placed in ALERT status. **(T-2)**.

4.5.3. Recurring Aircrew Refresher Training Requirements. Aircrew members will comply with the time periods listed in RTM Table 4.1. for recurring ground training requirements. **(T-2)**. The recurring AFSOC-established training requirements listed in RTM Table 4.1. are not required for those aircrew members who will retire or will be assigned to a non-flying position within 4 months after their due date.

**4.6. Ancillary Training.** Ancillary training is any guidance or instruction that contributes to mission accomplishment, but is separate from an AF specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFMAN 11-2C-32BV1 is not the governing directive for completing additional ancillary ground training requirements. In accordance with AFMAN 11-202V1, the source AFI provides training frequency for those events unless an approved waiver has been authorized. See the Unit Training Manager to ensure compliance with additional non-aircrew specific training requirements.

*Section 4E—Flying Training Requirements*

**4.7. Instructor/Evaluator Training Requirements.** Instructors and flight examiners will comply with the annual flying requirements in the RTM. **(T-2).** 50 percent of annual flying training requirements may be credited while performing instructor or examiner duties except where noted. Instructor pilots may credit events accomplished in either seat. Currency may not be reset for an event in which an instructor/evaluator instructed/evaluated a student/examinee performing the event (not applicable to Aircrew Proficiency Sortie and Mission Sortie). Example: An instructor may credit a non-precision approach flown by a student under their supervision toward his annual non-precision approaches; however, that instructor pilot may not credit this approach toward a Local Proficiency Sortie.

**4.8. Logging of Events Completed in the Simulator.** Pilots may log annual flying training requirements (RTM Table 5.1.) in the simulator. The events logged may be used to reset currency, but will not count for more than 25 percent of the annual training volume. **Exception:** 100 percent of Category II ILS approach requirements may be logged in the simulator. **Note:** Pilots may not log landings performed in the simulator unless the simulator is certified as FAA level "C" or higher. **(T-2).**

## Chapter 5

### UPGRADE AND SPECIALIZED TRAINING

#### *Section 5A—General*

**5.1. Scope.** This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification/certification.

**5.2. Time Period for Qualification.** The maximum time period for aircraft commander and instructor upgrade training is 120 days from the date of the first ground training session or flight (whichever occurs first). **(T-2)**. Individuals unable to complete upgrade training within this limit may continue training; however, their units will notify AFSOC/A3VS (info copy to NGB/A3T) with the reason for delay and expected completion date. **(T-2)**.

#### *Section 5B—Aircraft Commander Upgrade*

**5.3. Aircraft Commander and Instructor Pilot Upgrade.** Use **Table 5.1** to determine the minimum fixed wing hour requirements for pilot upgrades. OG/CC (or equivalent) is the waiver authority for the total and PAA hours required. **(T-3)**. Aircraft Commander Certification will be accomplished in accordance with the AFSOC/A3VS approved ACCP and AF Form 4111. After successful completion of an evaluation in accordance with AFMAN 11-2C-32BV2, the Aircraft Commander candidate completes the ACCP. **(T-3)**.

**Table 5.1. Pilot Fixed Wing Flying Hour Requirements.**

<b>Qualification</b>	<b>Total Hours</b>	<b>C-32B Hours</b>	<b>Notes</b>
Aircraft Commander (MP)	1000 hours <b>(T-3)</b>	500 hours <b>(T-3)</b>	200 hours if prior AC <b>(T-3)</b>
Instructor Pilot (IP)	1500 hours <b>(T-3)</b>	800 hours <b>(T-3)</b>	350 hours if prior IP <b>(T-3)</b>

#### *Section 5C—Specialized Upgrade*

**5.4. Air-to-Air Refueling (AAR).** Pilots must successfully complete C-32B initial qualification prior to beginning AAR certification/qualification upgrade training. **(T-2)**. Pilot AAR certification/qualification training should begin within 60 days of initial mission qualification (not applicable for pilots that will be designated airland only). Flying training should be scheduled to provide maximum continuity to the student. All AAR upgrade training will be accomplished in accordance with AFSOC/A3VS approved SOI and AF Form 4111. **(T-2)**.

5.4.1. PNF AAR Certification is an instructor certified event and will be documented in the individual's Flight Evaluation Folder (FEF) on an AF Form 4348. **(T-2)**. PNF AAR certification training may be flown from either seat.

5.4.2. PF AAR Qualification will be completed after successful completion of a PF AAR evaluation documented on an AF Form 8. All AAR training maneuvers and evaluation will be flown from the left seat. **(T-2)**.

5.4.3. AAR Instructor. Pilots must be qualified as a basic instructor prior to entering AAR instructor upgrade training. Pilots will complete a minimum of two flights prior to the AAR instructor certification. All maneuvers will be flown from the right seat. Complete training in accordance with AFSOC/A3VS approved SOI and AF Form 4111. AAR IP Certification is an instructor certified event and will be documented in the individual's FEF on an AF Form 4348. **(T-2).**

**5.5. Aircraft Commander Touch and Go Certification.** After successful completion of aircraft commander qualification, and having a minimum of 100 hours as an aircraft commander, pilots may be certified to perform touch and go landings without an instructor at the discretion of the unit CC/DO. Complete this training in accordance with the AF Form 4111s for this manual. Document the certification on an AF Form 4348.

### *Section 5D—Instructor/Flight Examiner Upgrade*

**5.6. Aircrew Instructor Program.** A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft accident prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any aircrew position. Individuals designated for instructor duty are authorized to instruct at all levels of qualification. Select instructors based on their background, experience, maturity, and ability to instruct.

**5.7. Instructor Qualification.** The unit CC will review each instructor candidate's qualifications to ensure the individual possesses the following minimum prerequisites:

5.7.1. Instructional Ability. An instructor is a teacher and must understand the principles of instruction as outlined in the instructor upgrade SOI and AF Form 4111. **(T-3).**

5.7.2. Judgment. Instructors possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.7.3. Personal Qualities. The instructor has patience, tact, understanding, and the desire to instruct others. Instructors should have a personality that inspires and wins the respect of each student.

5.7.4. Technical Knowledge. The instructor is thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and for pilots, the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors are thoroughly familiar with the applicable portions of USAF and AFSOC flight management, flying training, and flying operations publications. **(T-3).**

5.7.5. Flying Experience. Instructors possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor. **(T-3).**

### **5.8. Instructor Responsibilities.**

5.8.1. General. Instructors are thoroughly familiar with all courseware and contents of the applicable attachments to this manual for qualification, upgrade, and specialized training they are required to administer. **(T-1).**

5.8.1.1. Instructors review the student's training records, to include records of counseling and other evaluations or progress indicators, prior to performing each training flight or session. **(T-1)**.

5.8.1.2. Instructors are responsible for a thorough preflight briefing and critique; they will comply with requirements of mission outlines, as appropriate, for the type mission being flown. **(T-1)**.

5.8.1.3. Instructors must ensure all required upgrade training items are completed and signed off. Additionally, they must ensure the required level of proficiency has been demonstrated before recommending the student for an evaluation or certifying that the student is qualified. **(T-1)**.

5.8.2. Instructor Pilots. Instructor pilots are responsible at all times for the conduct of the flight and safety of the aircraft. **(T-1)**. If at any time during the flight the judgment or proficiency of the student at the controls raises a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver, the instructor will immediately take over the controls of the aircraft. **(T-1)**. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. **(T-1)**. In addition, instructors will place a high emphasis on the procedures for positive exchange of control; these procedures are thoroughly briefed. **(T-1)**.

5.8.3. Instructor CEA. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. **(T-1)**. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately take over those duties. **(T-1)**. The instructor should then explain and demonstrate the proper method of executing those duties. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. **(T-1)**.

5.8.4. Instructor Deficiencies. Instructors who demonstrate deficiencies in their ability to instruct may be used in their primary crew position (provided the deficiency does not involve primary crew duties). Commanders will take the necessary action to either retrain or remove those individuals from instructor status. **(T-1)**.

**5.9. Instructor Upgrade Prerequisites.** All initial instructor upgrade candidates must be mission ready in their unit's mission for a minimum of six months and will meet the following requirements:

5.9.1. Instructor Pilot. Have a minimum flying time of 1500 hours, with a minimum of 800 hours in the unit aircraft prior to entering local instructor upgrade. **(T-3)**. **Note:** If the instructor pilot candidate was a prior MDS instructor, the requirement of 800 hours in the unit aircraft is waived to 350 hours.

5.9.2. Instructor AMSO and LM. Have at least 500 hours total time and a minimum flying time of 150 hours in the unit aircraft prior to entering local instructor upgrade. **(T-3)**.



**5.10. Instructor Ground and Flight Training Requirements.**

5.10.1. Instructor CBTs. Prior to initial instructor flight evaluation, instructor candidates must complete AETC Instructor CBTs. The AETC CBTs include: Flight Instructor Preparatory, CRM for Instructors, and Instructor Fundamentals. **Exception:** This only applies to first-time initial instructor candidates. **(T-2).**

5.10.2. All instructor upgrade training is conducted in-unit. **(T-2).**

5.10.3. Conduct flying training in accordance with applicable AFSOC/A3VS approved SOI and AF Form 4111 provided by this manual. **(T-2).**

**5.11. Flight Examiner Upgrade.** Flight examiners are selected from the most qualified and competent instructors. Candidates will demonstrate satisfactory knowledge of command training and evaluation procedures. Conduct training in accordance with MAJCOM-approved AF Form 4111. Certification will be annotated in the individual's FEF on an AF Form 4348. **(T-1).** Prior to certification as a flight examiner, flight examiner candidates will observe an evaluation and then administer an evaluation under the supervision of another qualified examiner. **(T-1).** The qualified examiner will sign the AF Form 8 for the evaluation. **Note:** If previously certified as an examiner, there is no requirement to observe an evaluation.

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

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

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

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

AFMAN 11-202V3, *Flight Operations*, 10 June 2020

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

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

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

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

AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, 25 June 2013

AFMAN 11-2C-32BV2, *C-32B Aircrew Evaluation Criteria*, 1 September 2020

AFMAN 11-2C-32BV3, *Operations Procedures*, 1 September 2020

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

AFPD 11-4, *Aviation Service*, 12 April 2019

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

AF Form 942, *Record of Evaluation*

AF Form 4109, *SOF/CSAR Aircrew Training Record*

AF Form 4110, *Comments – SOF/CSAR Aircrew Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

***Abbreviations and Acronyms***

**AAR**—Air-to-Air Refueling

**ACCP**—Aircraft Commander Certification Program

**AF**—Air Force

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFSOC**—Air Force Special Operations Command

**AFSC**—Air Force Specialty Code

**AMSO**—Airborne Mission Systems Operator(s)

**ANG**—Air National Guard

**API**—Aircrew Position Indicator

**ARMS**—Aviation Resource Management System

**CC**—Commander

**CEA**—Career Enlisted Aviator. For C-32B, includes Airborne Mission Systems Operator(s) and Loadmasters.

**CFETP**—Career Field Education and Training Plan

**CRM**—Crew Resource Management

**DNIF**—Duties Not Involving Flying

**DO**—Director of Operations (unit level)

**DOD**—Department of Defense

**EP**—Evaluator Pilot

**FAA**—Federal Aviation Administration

**FEF**—Flight Evaluation Folder

**FP**—First Pilot

**HQ**—Headquarters

**IL**—Instructor Loadmaster

**IP**—Instructor Pilot

**LM**—Loadmaster

**MAJCOM**—Major Command

**MDS**—Mission Design Series

**MK**—Mission Qualified AMSO

**MP**—Mission Pilot

**NGB**—National Guard Bureau

**OPR**—Office of Primary Responsibility

**PAA**—Primary Aircraft Assigned

**PNF**—Pilot Not Flying

**PRB**—Progress Review Board

**RTM**—Ready Aircrew Program (RAP) Tasking Memo

**SOI**—Syllabus of Instruction

**TDY**—Temporary Duty

**UP**—Unqualified Pilot

**USAF**—United States Air Force

**USSOCOM**—United States Special Operations Command

### *Terms*

**AMSO**—A CEA specially trained to operate aircraft communication systems.

**Aircraft Commander**—The pilot designated the “pilot in command” during missions.

**Air Force Special Operations Command**—Major command for Air Force Special Operations members.

**Air-to-Air Refueling (AAR)**—Airborne fuel on-load (simulated or actual) by a tanker aircraft.

**Conversion Training**—Training accomplished when changing between same design, but different series, aircraft. The amount of training needed for qualification does not warrant attendance at a formal qualification course.

**Event**—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this manual.

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable Training Progress Record. AF Forms 4109, AF Forms 4110 and AF Forms 4111 are the courseware when there isn't a formal school available.

**Instructor Certified Events**—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Instructor certified events are documented on AF Form 4348.

**Loadmaster**—A CEA qualified to perform aircraft passenger operations, on and offloading, and aerial delivery in accordance with AFI 11-401.

**Mission Capable Aircrew Member**—An aircrew member who satisfactorily completed mission qualification and is maintaining 50 percent of the applicable basic/mission qualification currency requirements of this manual. Mission capable aircrew members may perform primary crew duties on any unilateral training mission. For other missions, the unit commander must determine the readiness of each mission capable aircrew member to perform primary crew duties.

**MDS for aircraft**—The first letter identifies the mission of the aircraft (e.g., A, C, E, H, M). The second letter and subsequent numbers identify the design of the aircraft (e.g., C-130, F-15). The last letter identifies the series of aircraft (e.g., E, H).

**Operational Mission**—Mission which has the primary purpose to provide direct support for contingencies, or Headquarters (HQ) USSOCOM and its subordinate commands.

**Primary Aircraft Assigned (PAA)**—Type of aircraft authorized to a unit for performance of its operational mission. PAA time includes all C-32B primary, secondary, other, instructor and evaluator time for this AFMAN.

**Re-currency/Requalification Training**—Training an aircrew member must accomplish under the supervision of an instructor when currency has been lost.

**Total Flying Time**—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (e.g., pilot).

**Training Status**—A deficient status in which an aircrew member must fly under the supervision of an instructor when occupying a primary aircrew position. Once deficient items are corrected, the aircrew member is removed from training status.

## Attachment 2

### AIRCREW TRAINING RECORD

**A2.1. General.** The AF Form 4109 contains the AF Form 4110, and the applicable AF Form 4111, for the type training and aircrew position. Comply with the following instructions for management of the AF Form 4109. **(T-2).**

A2.1.1. Initiate an AF Form 4109 for any aircrew member beginning:

A2.1.1.1. Formal upgrade flying or ground training.

A2.1.1.2. Aircraft conversion training.

A2.1.1.3. Special mission event upgrade training.

A2.1.1.4. In-unit upgrade program to next higher crew qualification.

A2.1.1.5. Corrective action required because of a flight evaluation of an end-of-course or recurring evaluations. The unit commander may waive the initiation of a training folder if corrective action is limited. If initiated, the flight examiner who evaluated the aircrew member will enter comments pertinent to the training deficiency on the AF Form 4110. **(T-1).**

A2.1.2. Do not insert training forms in flight evaluation folders.

A2.1.3. Maintain “active” AF Forms 4109 in a location readily accessible to instructors, trainers, supervisors, and the individual aircrew members in training. Training folders should be maintained in the unit to which students are assigned or attached for flying.

A2.1.4. Unit training managers will retain AF Forms 4109 from in-unit training and upgrades for 1 year. **(T-1).**

A2.1.5. The instructor is responsible for documentation placed in the training folder for the aircrew member receiving training. The training folder is available for the student to review.

**A2.2. Instructions for Documenting Aircrew Training.** Complete in accordance with AFMAN 11-202V1. **(T-2).**

## Attachment 3

## ALLOWABLE MANEUVERS FOR PF QUALIFICATION/CERTIFICATION

## A3.1. Allowable Maneuvers for PF Qualification/Certification. (T-2).

Table A3.1. Allowable Maneuvers for PF Qualification/Certification (T-2).

		Intended PF Maneuver, PF Seat Location, Minimum Crew Qual in other seat & Limitation						
		Normal Take/Off or Landing		Touch & Go	PNF AAR (Fly up to astern)		PF AAR (Contact)	
		Left	Right		Left	Right	Left	Right
Pilot Flying (PF) Qualification	UP UNQUALIFIED	IP, TS, NP	IP, TS, NP	IP, TS, NP	NA	NA	NA	NA
	XP/OP SENIOR OFFICER	IP, TS, NP	IP, TS, NP	IP, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP
	FP (NO AAR)	MP	MP	IP, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP
	FP3 (PNF AAR)	MP	MP	IP, TS, NP	MP2	MP2	IP1, TS, NP	IP1, TS, NP
	FP2 (PF AAR)	MP	MP	IP, TS, NP	MP2	MP2	MP2	IP1, TS, NP
	MP (NO AAR)	A	A	IP, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP
	MP3 (PNF AAR)	A	A	IP, TS, NP	MP2	MP2	IP1, TS, NP	IP1, TS, NP
	MP2 (PF AAR)	A	A	IP, TS, NP	FP3	FP3	FP3	IP1, TS, NP
	IP (NO AAR)	A	A	TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP	IP1, TS, NP
	IP3 (PNF AAR)	A	A	TS, NP	MP2	MP2	IP1, TS, NP	IP1, TS, NP
	IP2 (PF AAR)	A	A	TS, NP	FP3	FP3	FP3	IP1, TS, NP
	IP1 INSTR PILOT	A	A	TS, NP	A	A	A	A
<b>Maneuvers Key, Assumptions and Notes:</b>								
A	Authorized without restrictions as PF; assumes PNF current in certification/qualification. Senior Officer Pilots must fly with an instructor pilot when occupying a pilot seat.							

<b>N/A</b>	Not Authorized as PF, regardless of PNF certification/qualification.
<b>MP</b>	Maneuver Authorized with a minimum PNF certification/qualification of MP.
<b>IP</b>	Maneuver Authorized with a minimum PNF certification/qualification of IP (Airland Instructor Pilot).
<b>IP1</b>	Maneuver Authorized with a minimum PNF certification/qualification of IP1 (AAR Instructor Pilot).
<b>NP</b>	No Passengers authorized; Mission Essential Personnel are not considered passengers for the restrictions described in this table.
<b>TS</b>	Maneuver only authorized on a Training Sortie.
<p><b>How to read table: A pilot with the certification/qualification on the left side of the chart is authorized to perform the maneuver (top) from the seat position (top) with the limitations (in chart) and with the PNF certification/qualification (in chart) occupying the other seat position. Example: An MP2 can conduct PF AAR (contacts) from the left seat with the minimum of an FP3 in the right seat.</b></p>	