

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

**AIR FORCE MANUAL 11-2E-11
Volume 1**



10 FEBRUARY 2025

Flying Operations

E-11 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: ACC/A3CA

Certified by: AF/A3TE

Supersedes: AFMAN11-2E-11V1, 15 February 2024

Pages: 33

This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. This publication prescribes standard procedures used by all pilots and payload operators operating an Air Force (AF) E-11 aircraft. This publication applies to military and civilian members of the Regular Air Force, and those with a contractual obligation to abide by the terms of Department of the Air Force (DAF) publications. This publication does not apply to the Air Force Reserve, Air National Guard, or United States Space Force. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Department of Defense (DoD) 5400.11-R, *Department of Defense Privacy Program*. The applicable System of Record Notice(s) (SORN) F011 AF XO A, Aviation Resource Management System (ARMS) membership programs is available at: <http://dpcl.o.defense.gov/Privacy/SORNs.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate standardization and evaluation (Stan/Eval) functional chain. This publication may be supplemented at any level. Field units below MAJCOM-level will coordinate copies of their supplements with their parent MAJCOM Stan/Eval (ACC/A3TV) copy to Air Force Director of Training and Readiness (AF/A3T). 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 Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, Table A10.1 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, as directed at [paragraph 1.4](#) in this publication for non-tiered compliance items.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Changes include the addition of Payload Operator training and updating training requirements at the main operating base.

Chapter 1—GENERAL INFORMATION	5
1.1. Purpose.....	5
1.2. Abbreviations, Acronyms, and Terms.	5
1.3. Key Words Explained.....	5
1.4. Waivers.	5
1.5. Roles and Responsibilities.	5
1.6. Phases of Training.	8
Table 1.1. Experience Level Guidelines.....	11
1.7. Training During Operational Missions.	11
1.8. Training Documentation.	12
1.9. Instructor Training and Supervision Requirements.	12
1.10. Distribution.	12
1.11. Information Management.....	12
1.12. Time Period to Qualify.	12
1.13. Withdrawal from Training.....	12
1.14. Failure to Meet Training Standards.	13
1.15. Aircrew Training Quota Management.	13
1.16. Training Documentation.	13
1.17. Battlefield Airborne Communications Node (BACN) Payload Crew Position Descriptions.	13
Chapter 2—QUALIFICATION TRAINING (QT)	15
2.1. General.....	15
2.2. Training Syllabus.....	15
2.3. Initial Qualification Training (IQT) Prerequisites.	15
2.4. Ground Training.	15

2.5.	Difference Qualification Training (DQT) Requirements.....	15
2.6.	Requalification Training (RQT).	15
2.7.	Post Initial Qualification Training (IQT).....	15
Chapter 3—MISSION QUALIFICATION TRAINING (MQT)		17
3.1.	Description.....	17
3.2.	Flying Training Requirements.	17
3.3.	Theater Indoctrination.....	17
Chapter 4—CONTINUATION TRAINING (CT)		18
4.1.	Description.....	18
4.2.	Waiver Authority.	18
4.3.	Training Events/Tables.	18
4.4.	Ground Continuation Training (CT) Requirements.....	18
4.5.	Flying Continuation Training (CT) Requirements.....	18
4.6.	Ground and Flight Training Requirements.	19
Table 4.1.	Ground and Flight Training Currency Requirements.	19
4.7.	Ancillary Training.....	20
4.8.	Simulator Training.	21
4.9.	Lookback.	21
4.10.	Failure to Complete Training Requirements.....	21
4.11.	Restrictions for N-CMR/N-BMC.	22
Chapter 5—UPGRADE TRAINING		23
5.1.	Prerequisites.....	23
Table 5.1.	Upgrade Prerequisite Summary.	23
5.2.	Designation Codes.	24
5.3.	Aircrew Instructor Program.	24
5.4.	Flight Examiner Upgrade.....	24
5.5.	Senior Officer Flight Requirements.....	25
Chapter 6—AIRCREW TRAINING SYSTEM (ATS)		26
6.1.	Description.....	26
6.2.	Crew Resource Management (CRM) Training.....	26
6.3.	Course Prerequisites.	26
6.4.	Lesson Objectives.....	26

6.5.	Course Critique.....	26
6.6.	Unsatisfactory Student Progress.....	26
6.7.	Scheduling.....	27
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		28

Chapter 1

GENERAL INFORMATION

1.1. Purpose. This manual establishes the minimum AF standards for training, qualifying, and certifying personnel performing aircrew and payload duties in the E-11. If more restrictive guidance is published (e.g., Air Force Manual (AFMAN)) change, Flight Crew Information File (FCIF), Read File, Squadron Guidance) then that guidance will be applied. Commanders and supervisors will ensure compliance with this publication. Air Combat Command Director of Operations (ACC/A3) is designated the responsible agency for this manual IAW AFPD 11-2.

1.2. Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.3. Key Words Explained.

1.3.1. “Will” indicates a mandatory requirement.

1.3.2. “Should” indicates a preferred, but not mandatory, method of accomplishment.

1.3.3. “May” indicates an acceptable or suggested method of accomplishment.

1.3.4. “Note” indicates operating procedures, techniques, etc., which are considered essential.

1.4. Waivers. ACC/A3 is the waiver authority for non-tiered items within this manual, unless explicitly stated in the respective paragraph. The commander/director will forward a copy of any approved waivers to this manual’s OPR for follow-on action, if required. **(T-2)** Request waivers IAW Department of the Air Force Instruction (DAFI) 90-160, *Publications and Forms Management*; DAFMAN 90-161; and AFMAN 11-202 Volume 1, *Aircrew Training*.

1.4.1. The waiver authority for training provisions in [Chapter 4](#) and [Chapter 5](#) is the Operations Group Commander (OG/CC) or equivalent with the exception of currency and lookback unless specifically noted otherwise. Waiver authority for ground training is IAW the reference directive. Waivers are on a case-by-case basis considering the experience level of an individual aircrew member.

1.4.2. For units that do not have an OG/CC or O-6 A3-Staff equivalent, waiver authority rests with the wing commander or deputy wing commander unless otherwise specified.

1.4.3. Route ACC/A3 waiver requests through Air Combat Command/Airborne Command and Control Systems Branch (ACC/A3CA).

1.5. Roles and Responsibilities.

1.5.1. ACC/A3 is the responsible agency for this manual.

1.5.1.1. ACC/A3 chairs the Air Combat Command Realistic Training Review Board (RTRB) to review ground and flying training requirements programs for combat air forces (CAF) units.

1.5.1.2. ACC/A3CA is OPR and Air Combat Command Flight Operations Division (ACC/A3T) is office of collateral responsibility (OCR) for this volume and ACC/A3CA processes all changes to this volume. Proposed changes to this manual are submitted IAW DAFI 90-160 and DAFMAN 90-161.

1.5.1.3. IAW Department of the Air Force Policy Directive (DAFPD) 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapon Systems, Non-Weapon Systems, and Activities*, ACC is designated lead command for the E-11. Included among the duties of a lead command are establishing standards, tasks, and formal training requirements.

1.5.1.4. Air Combat Command and Control Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Division (ACC/A3C) publishes the Ready Aircrew Program (RAP) Tasking Memorandum (RTM). All ACC units ensure RTM sortie requirements and mission/event training are met.

1.5.2. Wing Commander (WG/CC). WG/CC ensures squadron/local agencies and facilities support aircrew ground training programs. Host and/or co-located units may develop local agreements to consolidate aircrew training support base wide.

1.5.3. OG/CC or O-6 Equivalent:

1.5.3.1. May develop additional training requirements and/or programs as necessary to meet squadron mission requirements. Additional training requirements may be authored by and included within the squadron's local supplement to this AFMAN.

1.5.3.2. Provides OG or equivalent developed E-11 training materials for review to ACC/A3C.

1.5.3.3. Determine, in coordination with the flying squadron, the functions and responsibilities of the Operations Support Squadron (OSS) where established.

1.5.3.4. The OG or equivalent is responsible for the development of a procedure to monitor the academic training program course content, currency of materials, instructor availability, status of training aids, and student critiques/feedback. Based on an aircrew member's feedback, squadrons make recommend changes to existing courses or additional academic training courses required to the commander.

1.5.3.5. Review squadron training health reports and identify training shortfalls/limiting factors (LIMFACs) that adversely impact combat capability, and route through appropriate channels to ACC/A3CA.

1.5.3.6. Conduct periodic reviews of each subordinate squadron's RAP training and evaluate the group's overall RAP training to ensure it is well-balanced and sorties are equitably allocated to allow for RAP accomplishment.

1.5.3.7. Review and/or designate the training level for all basic mission capable (BMC) and combat mission ready (CMR) aircrew members.

1.5.3.8. Review programs and manning position designations annually.

1.5.3.9. Provide ACC/A3CA with a list of BMC and CMR designated manning positions upon request or if major changes occur to the organization.

1.5.3.10. Determine whether to continue, modify, terminate training, convene a flight evaluation board (FEB) or conduct a commander's review process (CRP) after receiving documentation and recommendation from the flying squadron conducting training.

1.5.4. Squadron Commanders (SQ/CCs):

- 1.5.4.1. Request waivers IAW [paragraph 1.4](#).
- 1.5.4.2. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members.
- 1.5.4.3. Ensure adequate review of training and evaluation records of all aircrew members.
- 1.5.4.4. Are responsible for reviewing records for newly assigned aircrew members to ensure CMR and BMC provisions of this manual have been met for those completing formal training. Ensure maintenance and control of individual training records.
- 1.5.4.5. Are responsible for certifying aircrew members as CMR or BMC when the appropriate training requirements have been completed and ensuring certification documents are filed in the crewmember's training folder.
- 1.5.4.6. Ensure training scenarios and missions are focused on capabilities needed to accomplish a unit's Designated Operational Capability (DOC) statement and specific deployment requirements.
- 1.5.4.7. Review qualifications and training requirements of flight surgeons (FSs) and determine appropriate flight restrictions.
- 1.5.4.8. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.
- 1.5.4.9. Are responsible for determining utilization of BMC aircrew.
- 1.5.4.10. Determine how many and which BMC and CMR aircrew will carry special capabilities, qualifications, or certifications.
- 1.5.4.11. Identify the levels of supervision required to accomplish required training unless otherwise specified in this manual.
- 1.5.4.12. Assist the wing and group or equivalent in developing unit training programs.
- 1.5.4.13. Ensure aircrew participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.
- 1.5.4.14. Are responsible for identifying training shortfalls and submit individual waiver requests/CMR regressions for squadron members who fail to complete training cycle requirements to OG/CC or equivalent.
- 1.5.4.15. Report significant shortfalls/LIMFACs that affect most or all of the squadron for prolonged periods to include possible solutions or specific required assistance.
- 1.5.4.16. Ensure students enrolled in formal training complete training IAW [paragraph 6.4](#).
- 1.5.4.17. Designate assigned personnel to upgrade to a higher level of qualification (instructor, evaluator, etc.) based on experience, proficiency, and judgment.
- 1.5.4.18. Generate periodic and End-of-Cycle Training Reports per ACC RTM.
- 1.5.4.19. Progress Review Board (PRB). If at any time a trainee's progress is considered unsatisfactory, the responsible squadron organizes and convenes a PRB to review the trainee's record to determine whether to continue, modify, terminate training, or conduct a

FEB or Aircrew Evaluation Board. For procedures during Aircrew Training System (ATS) phase of Initial Qualification Training (IQT), see [Chapter 6](#).

1.5.5. Supervisors and Flight Commanders:

1.5.5.1. Monitor and manage individual assigned and attached aircrew member currencies and requirements.

1.5.5.2. Identify areas where additional training is required and direct training accordingly.

1.5.5.3. Ensure formal training objectives are pre-briefed, debriefed, and evaluated to determine successful accomplishment.

1.5.6. Individual Aircrew Members:

1.5.6.1. Are responsible for completion of training requirements and currencies according to this manual, and the RTM.

1.5.6.2. Will not participate in flying activities or tasks for which they are not trained, qualified, and current, unless under appropriate supervision.

1.5.6.3. Are responsible for updating and maintaining academic and training device manuals IAW squadron Stan/Eval policies.

1.6. Phases of Training. Aircrew training is designed to progress aircrew from IQT (Basic Course) or requalification training (RQT) to mission qualification training (MQT) and finally to continuation training (CT).

1.6.1. IQT provides the training necessary to initially qualify aircrew in a basic crew position to perform flying duties without regard to the unit's mission (see [Chapter 2](#)). Upon completion of IQT, aircrew attains basic aircraft qualification (BAQ) status.

1.6.1.1. BAQ aircrew members will have completed a flight evaluation and be qualified to perform basic aircrew duties in their assigned position.

1.6.1.2. BAQ aircrew will only perform those duties for which they have been trained and qualified. BAQ aircrew may participate in composite force or other advanced scenarios with appropriate supervision.

1.6.1.3. Except for senior officers, O-6 selects and higher, BAQ is not a long-term qualification status. Aircrew (other than senior officers) holding BAQ status for over 6 months will require a waiver from MAJCOM/A3 or must re-accomplish an evaluation. (T-2)

1.6.2. Aircrew remain in a BAQ status until completion of MQT. Completion of MQT is a prerequisite for BMC or CMR status. MQT provides the advanced training necessary to qualify assigned aircrew to perform the command or unit mission (see [Chapter 3](#)).

1.6.3. CT provides aircrew with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level (see [Chapter 4](#)). Levels and amount of CT varies within BMC and CMR RAP qualification levels depending on member's experienced/inexperienced designation. Experience level and Mission Ready (MR) status is assigned to each crewmember by the gaining flying SQ/CC. Specific RAP instructions are issued by an RTM.

1.6.4. The SQ/CC designates aircrew as CMR upon completion of all unit-specific mission training items. CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. Aircrew maintain currencies which affect CMR status by accomplishing all core designated flight training (sorties and events) and all mission ground training. Failure to complete this training or maintain these currencies will result in regression to Non-CMR (N-CMR) status. **(T-2)**

1.6.5. Unqualified (UQ). UQ aircrew members require a flight evaluation before progressing to a higher qualification level IAW AFMAN 11-202 Volume 2, *Aircrew Standardization and Evaluation Program*. Aircrew members are UQ for one or more of the following circumstances:

1.6.5.1. Enrolled in IQT.

1.6.5.2. Downgraded IAW AFMAN 11-202V2.

1.6.5.3. Downgraded for failure to meet standards during a qualification (QUAL) flight evaluation.

1.6.5.4. Loss of currency exceeding 6 months (IAW **Chapter 4**).

1.6.5.5. Completion of a QUAL evaluation in a different mission design series (MDS), except when authorized multiple qualifications IAW AFMAN 11-202V1.

1.6.6. Ready Aircrew Program (RAP). RAP is the ACC CT program designed to focus on capabilities needed to accomplish a unit's primary DOC statement missions. Following completion of MQT, units will assign aircrew members to either a CMR or BMC position. CMR aircrew will maintain combat readiness, while BMC aircrew may require additional training prior to combat. As Lead Command, ACC will publish an RTM to establish CT requirements. The current RTM will be posted behind this manual. **(T-2)**

1.6.6.1. The RTM contains the minimum amount of training required to maintain proficiency.

1.6.6.2. Combat Mission Ready (CMR). CMR establishes the minimum training required for aircrew members to qualify and remain proficient in all primary DOC statement missions tasked to their assigned or attached unit and weapon system. A CMR aircrew member is current, qualified, and certified in the squadron's mission. Designate and maintain CMR aircrew as follows:

1.6.6.2.1. An aircrew member will be CMR after completion of all ground and flying training requirements, MQT, and certification by SQ/CC. Further guidance provided in AFMAN 11-202V1.

1.6.6.2.2. All designated combat aircraft (CC-coded) unit active component Aircrew Position Indicator (API)-1, SQ/CC and squadron director of operations (SQ/DO) positions are designated as CMR positions. OG/CCs or equivalents may designate other API-6 positions not assigned to the flying squadron as CMR. **Exception:** If a unit is over-manned, the SQ/CC may elect to train the front line of their unit manning document (UMD) API-1s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced aircrew members with at least 50%, if available, designated CMR.

1.6.6.2.3. CMR aircrew members maintain proficiency and qualification in all primary missions of the flying unit to which they are assigned or attached. Failure to complete CMR training or maintain designated CMR currencies will result in regression to N-CMR status unless waived by the SQ/CC.

1.6.6.3. N-CMR. An individual previously designated CMR in the E-11 who is non-current or unqualified in the aircraft, has not completed required ground training, or is not certified to perform the squadron mission. If an aircrew member is N-CMR for failure to complete required training, request a waiver for the required training IAW [paragraph 4.11](#). If approved, the individual maintains CMR status. The training should be accomplished at the earliest opportunity.

1.6.6.4. BMC. BMC establishes the minimum training required for aircrew to be familiar with all primary DOC statement mission requirements of their assigned or attached unit and weapons system. Designate and maintain BMC as follows:

1.6.6.4.1. N-CMR aircrew positions above squadron level are normally designated BMC. BMC designations are assigned to aircrew whose primary job is performing wing supervision or staff functions that directly support the flying operation.

1.6.6.4.2. BMC aircrew members will maintain familiarization with all unit primary missions. They may also train for proficiency and qualification in some of those missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. **(T-2)** BMC aircrew should accomplish all mission-related ground training designated by their attached SQ/CC.

1.6.6.5. Progression from BMC to CMR first requires:

1.6.6.5.1. Satisfactory 1-month lookback at applicable CMR rate.

1.6.6.5.2. Completion of mission-related ground training.

1.6.6.5.3. SQ/CC certification.

1.6.6.6. Authorized API-6/8/C/D rated personnel, Career Enlisted Aviators (CEAs), non-rated MAJCOM Realistic Training Program aircrew, United States Air Force Weapons School (USAFWS) assigned instructors, and test aircrew are managed IAW AFMAN 11-202V1 and MAJCOM guidance.

1.6.6.7. The aircrew members listed in [paragraph 1.6.6.6](#) will maintain BMC status IAW AFMAN 11-202V1 and ACC RTM; however, they are not required to complete BMC specific aircrew training device (ATD) events. Additionally, these aircrew members are exempt from academic ground training and special training programs (except when required in preparation for theater deployment). **(T-2)**

1.6.7. Experience Levels. Aircrew experience levels inform SQ/CCs how much flying and simulator training is required to meet RAP levels. SQ/CCs will designate crew members as experienced/inexperienced. [Table 1.1](#) will be used as a guideline for experience levels. However, SQ/CCs must also consider an aircrew member's ability, proficiency, and expertise when designating as experienced/inexperienced. See [Table 5.1](#) for experienced upgrade requirements.

1.6.7.1. Inexperienced designations identify aircrew members who require prescribed levels of exposure to flying and/or mission events to maintain BMC/CMR status.

1.6.7.2. Experienced designations identify aircrew members who have demonstrated increased proficiency and airmanship and therefore require less training to maintain satisfactory performance.

1.6.7.3. Supervisors will limit the non-flying duties of inexperienced aircrew in the 6 months of their initial operational assignment to duties related to combat activities or associated training. **(T-3)** Examples of unrelated duties include but are not limited to honor guard, Combined Federal Campaign project officer/non-commissioned officer (NCO), etc. When manning shortages occur, priority must be given to the line flying unit-manning positions. **(T-2)** Such members may be assigned to functional shops within the squadron that perform flying, training, or combat-related activities (scheduling, training, mission planning, weapons and tactics, safety, intelligence, current operations, etc.).

Table 1.1. Experience Level Guidelines.

POSITION	Total Hours/E-11 Hours after Initial Evaluation in Current Crew Position.
MP	1250/500, or 1000/750, or 1000/300 with previous Aircraft Commander (AC) qualification in a manned MDS. (T-3) Recommendation from E-11 Instructor Pilot (IP). (T-3) Certified by SQ/CC. (T-3) Mission Qualified Pilots (MPs) not certified as ACs will not be given experienced designation. (T-3)
PLO	1000/250, or 0/300. Recommendation from E-11 Instructor Payload Operator (I-PLO). Certified by SQ/CC. (T-3)
Note: MP Total Hours includes Pilot in Command (PIC), Secondary, and student fixed wing manned aircraft. Excludes remotely piloted aircraft (RPA) and non-E-11 simulator hours.	

1.6.8. Upgrade/Specialized Training. Upgrade/specialized training is normally accomplished after an aircrew is assigned CMR. CMR aircrew members may gain/retain upgrade/specialized qualifications if the prescribed training requirements for those qualifications are met.

1.6.8.1. Aircrew entering formal training leading to qualification (initial or upgrade) or requalification will be dedicated to training responsibilities.

1.6.8.2. Formal training responsibilities have priority over non-training related duties. **Exception:** Supervisors may continue normal duties as time permits. In situations where training is delayed more than 14 days, members may be assigned duties not directly related to training depending upon student progress and ability.

1.6.9. Instructor Qualified/Evaluator Certified. Instructor/evaluator aircrew members perform instructor and/or evaluator duties only associated with their aircrew positions. **(T-2)** Instructors must be current in the event they are instructing. **(T-1)**

1.7. Training During Operational Missions. SQ/CC may authorize training on operational missions.

1.8. Training Documentation. Units will use the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet* to update aircrew certifications in Aviation Resource Management System (ARMS/ARTEMIS). Further guidance provided in AFMAN 11-202V1.

1.9. Instructor Training and Supervision Requirements.

1.9.1. When performing aircrew duties, the following will be under the direct supervision of an instructor:

1.9.1.1. All non-current aircrew. **(T-1)**

1.9.1.2. All aircrew in initial, upgrade or requalification flying training. **(T-1)** Upgrade students remain CMR in their current crew position and may fly and operate the payload without an instructor when performing duties not related to the upgrade.

1.9.1.3. All pilot aircrew performing restricted flying events listed on the AF Form 8, *Certificate of Aircrew Qualification* as prescribed by AFMAN 11-202V2. **(T-1)**

1.9.2. Critical Phases of Flight. An instructor will be at a set of controls during critical phases of flight when flying with non-current and/or UQ personnel. **(T-1)**

1.10. Distribution. Squadrons establish distribution procedures and requirements for this manual.

1.11. Information Management. ACC/A3T manages oversight of aircrew information.

1.12. Time Period to Qualify.

1.12.1. E-11 formal training (IQT and Instructor Upgrade) timelines should not exceed 90 days. SQ/CC may extend training up to 120 days. ACC/A3C approval is required for extension of training days greater than 120 days. Notify ACC/A3CA in writing of requests for ACC/A3C approval of extensions greater than 120 days. **(T-2) Note:** Extension requests must include explanation, unit corrective action/strategy to resolve and prevent recurrence, and estimated completion date. **(T-2)**

1.12.2. Training time starts with the first significant training event (a training event directly contributing to qualification and upgrade: e.g., ground training, flight). Training time ends with syllabus completion.

1.13. Withdrawal from Training. In the event there is a withdrawal from format training SQ/CC will notify ACC/A3CA. **(T-2)**

1.13.1. Formal requests to recall students from formal E-11 training are coordinated through the student's appropriate chain of command (WG/CC or Division Chief) to ACC/A3CA (or MAJCOM equivalent) and the MAJCOM Contracting Officer for approval and coordination with the training contractor if the student is enrolled in training at the contractor's facility. **(T-2)** Emergency recall during non-duty hours may be coordinated directly with applicable training contractor, with follow up coordination with ACC/A3C and MAJCOM Contracting Officer on the next duty day. **(T-2)**

1.13.2. The SQ/CC may approve the suspension/inactivation or removal of upgrade training program students and return these members to their original qualifications due to operational requirements, resource availability or other unique local circumstances. The OG/CC or A-Staff equivalent will be notified of all removals from formal training. **(T-2)**

1.13.3. Permanently assigned students whose training is suspended/inactivated under the provisions above will not meet an FEB or CRP and may, upon approval from the OG/CC or equivalent, be considered for upgrade again once operational requirements, resource constraints, or other unique local circumstances cease. The SQ/CC will assess partial upgrade program completion for any student suspended, inactivated, or removed from training under this provision and determine appropriate syllabus placement upon training reinstatement. (T-2) The period of time removed from training and the extent of completion/student performance must be considered to determine student syllabus placement. (T-3)

1.14. Failure to Meet Training Standards. If a student fails to progress according to syllabus or training requirements, a progress review (PR) will be conducted IAW AFMAN 11-202V1 and the particular syllabus/training plan. (T-2) For failure to progress during ATS contractor training, see [Chapter 6](#).

1.14.1. Failure of a member to meet academic or flying standards while enrolled in a formal flying training course requires an examination of the member's potential for continued aviation service. Multiple academic or flying deficiencies likely indicate limited or questionable potential and will be reviewed by the FEB/training review board (TRB)/CRP for flying training retention or removal from training recommendation(s). Further guidance provided in AFMAN 11-402, *Aviation and Parachutist Service* and the relevant syllabus/training plan.

1.14.2. Positional and instructor upgrade candidates who fail to meet training standards or are removed and inactivated for other provisions not identified in [paragraph 1.15](#) will be recommended for termination via an FEB or apply for a FEB waiver IAW applicable AFMAN 11-402 references. (T-3)

1.15. Aircrew Training Quota Management.

1.15.1. The SQ/CC or equivalent forwards projected Programmed Flying Training (PFT) for the next training year to the appropriate MAJCOM Contracting Officer and ACC/A3CA training manager as requirements are identified. (T-2)

1.15.2. No-shows and late cancellations (outside of individual contract cancellation policies) must be explained. (T-3) Forward initial reports of circumstances to the MAJCOM contract manager and inform ACC/A3CA within 24 hours of course start date. (T-2)

1.16. Training Documentation. All formal training will be appropriately documented and maintained as part of the member's permanent training record. Training documentation from the contractor ATD will be added into the member's electronic training folder. (T-3)

1.17. Battlefield Airborne Communications Node (BACN) Payload Crew Position Descriptions.

1.17.1. Mission Coordinator (MC). A Payload Operator (PLO) certification applied IAW [Chapter 5](#). Maintains tactical control of the BACN Payload system during employment, conducts pre-mission coordination crew briefings, coordinates with external assets during all phases of planning and employment, and maintains mission logs required to complete the mission report (MISREP). Maintains oversight of voice and data bridge for E-11 aircraft.

1.17.2. Payload Operator (PLO). Coordinates with MC to create and maintain voice bridge and provide tactical data link range extension remotely using various software applications on E-11 aircraft. Makes real-time in-flight changes to radio networks as dictated by mission

requirements, performs basic troubleshooting to re-establish communications in case of malfunction, and coordinates with the technical team (Payload Engineer and Network Engineer) for equipment re-configuration in case of malfunction during pre-launch procedures, during mission, and during return to base. The PLO is responsible for proper systems shutdown upon mission return.

Chapter 2

QUALIFICATION TRAINING (QT)

2.1. General. This chapter outlines QT requirements for an aircrew member to become qualified in the E-11. The term QT may include IQT and RQT.

2.2. Training Syllabus. Pilot IQT will be completed via a Federal Aviation Administration (FAA) approved BD-700 commercial training course (**Chapter 6**). **(T-2)** Completion of an FAA flight evaluation is required to receive a Global BBD-700 Type rating and will substitute for an Emergency Procedures Evaluation. **(T-2) Note:** E-11 pilots will not perform IQT in-squadron in lieu of formal training via the ATS. **(T-2)** PLO IQT will be completed IAW the E-11 PLO Syllabus. **(T-2)**

2.3. Initial Qualification Training (IQT) Prerequisites.

2.3.1. Complete initial qualification prerequisites IAW AFMAN 11-202V1, this manual, and the course syllabus or as directed by ACC/A3CA.

2.3.2. Students must have a current Department of Defense (DD) Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, Altitude Chamber (Current Line Remarks requirement), and FAA license number signifying commercial (or Airline Transport Pilot (ATP)) multi engine land, prior to attending IQT. The DD Form 2992 can specify cleared for simulators only if the pilot is on duties not involving flying “DNIF”. **(T-2)**

2.4. Ground Training. Complete ground training requirements for initial qualification IAW this manual and course syllabus. Further guidance provided in AFMAN 11-202V1.

2.5. Difference Qualification Training (DQT) Requirements. Pilots will meet all initial qualification requirements prior to entering differences training in another model aircraft. **(T-2)** Difference training is defined in AFMAN 11-202V1. Complete DQT in conjunction with simulator training to qualify pilots in a different model aircraft within the same MDS. **(T-3)**

2.6. Requalification Training (RQT). When determining RQT requirements, the duration of unqualified time begins the date the aircrew member became unqualified and ends on the specific retraining start date. See AFMAN 36-2100, *Military Utilization and Classification*, for aircrew training active-duty service commitments. See AFMAN 11-202V1 for additional RQT limits and requirements.

2.6.1. For in-squadron RQT, initiate a waiver request to the SQ/CC with desired course requirements (see **paragraph 1.4**). Follow training event requirements in the appropriate requalification course syllabus. Identify requested deviations from the established syllabus in the waiver submittal. **(T-3)**

2.6.2. Instructor evaluations may be combined with a periodic evaluation IAW AFMAN11-202 Volume 2_ACCSUP_319RWSUP, *Aircrew Standardization and Evaluation Program*.

2.7. Post Initial Qualification Training (IQT).

2.7.1. On completion of IQT and achieving the Global BBD-700 FAA Type Rating, pilots are designated BAQ status and are qualified to perform E-11 flight duties with the Basic Qualified Pilot flight duty designator IAW DAFMAN 11-401, *Aviation Management*. Following IQT,

pilots are entered into MQT. They will complete MQT and receive a separate mission evaluation (MSN). **(T-3)**

2.7.2. Upon completion of IQT/MQT, PLOs are designated Mission Ready status and are qualified to perform duties with the Airborne Mission Systems/Specialist flight duty designator (IAW DAFMAN 11-401).

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Description. This chapter establishes minimum criteria and training requirements for MQT. MQT training events are conducted at the main operating base (MOB) IAW an approved syllabus.

3.2. Flying Training Requirements.

3.2.1. Upon completion of MQT, the aircrew member's qualification and flight duty designator will be immediately changed via an AF Form 4324. **(T-2)**

3.2.2. Local Area Orientation. After arrival at duty station, aircrew receive a local area orientation briefing. This orientation familiarizes aircrew with the local flying area and local area flying procedures and introduces any squadron/mission unique procedures.

3.2.3. MQT training will be accomplished at the MOB IAW with MQT syllabus. **(T-2)**

3.3. Theater Indoctrination. The SQ/CC is responsible for conducting Theater Indoctrination for all assigned and attached aircrew and will design a program to meet requirements unique to squadron operations. **(T-2)** See AFMAN 11-202V1 for further guidance.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain flying currency. The SQ/CC will ensure aircrew conduct sufficient CT to maintain individual proficiency. **(T-3)** CT should provide the volume, frequency, and mix of mission-related events designed to accomplish the unit's assigned mission. CT also provides the necessary experience to develop essential skills required for instructional/positional upgrade.

4.2. Waiver Authority. OG/CCs or equivalents are designated as the waiver authority for requirements mandated within this chapter except for currency, lookback, or as tiered.

4.3. Training Events/Tables. Standardized ARMS/ARTEMIS training requirement identifiers and descriptions are referenced in [Table 4.1](#).

4.3.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. Use date of evaluation as the date of accomplishment for all flying training currency events that were successfully accomplished during the formal course evaluation. CT events accomplished during upgrade training prior to the evaluation may be credited towards the requirements for the current crew position. Upgrading crew members will not log training events that they are not currently qualified in prior to the evaluation. **(T-3)**

4.3.2. Unsatisfactory Fight Evaluation. UQ personnel will not log CT events until a passing evaluation grade is achieved. **(T-3)**

4.3.3. Assigned training designated as "Additional Training" for a previous RAP training period (ground or flying) is creditable towards the current RAP training period.

4.3.4. Documenting Aircrew Training. All training events are recorded in Patriot Excalibur (PEX) and ARMS/ARTEMIS.

4.3.5. Simulator Credit for Training Events. Pilots may log continuation flying events accomplished in the simulator (FAA certified Level D).

4.4. Ground Continuation Training (CT) Requirements.

4.4.1. Completion and tracking of CT is the responsibility of the individual aircrew member.

4.4.2. Aircrew (including FSs) accomplish and maintain training requirements IAW [Table 4.1](#). Ancillary training events do not affect MR status or restrict pilots from any mission.

4.4.3. Individuals are responsible for recording all accomplished training in PEX or providing an AF Form 1522, *Arms Additional Training Accomplishment Report*, to Squadron Aviation Resource Management (SARM) for input in ARMS/ARTEMIS.

4.5. Flying Continuation Training (CT) Requirements.

4.5.1. Qualification Training Graduates. Pilots attaining BAQ status are dual-seat qualified and may accomplish training events in either seat.

4.5.2. Event Currencies. Crew members may not instruct, evaluate, or perform any event in which they are not qualified and current unless under direct supervision of an instructor/evaluator. Currency may be established or updated by:

4.5.2.1. Accomplishing the event as a qualified crew member provided member's currency in the event has not expired.

4.5.2.2. Accomplishing the event as a qualified crew member under supervision of a current instructor/evaluator. Members may perform/instruct/evaluate events they were delinquent in upon completing required training which may occur during the same flight or simulation sortie.

4.5.2.3. Events satisfactorily performed on any evaluation may be used to establish or update currency in that event.

4.6. Ground and Flight Training Requirements. All aircrew will complete the ground requirements IAW **Table 4.1** prior to the first flight. **(T-3)** Flight training events accomplished during the IQT evaluation start the initial dates for currency requirements. **(T-3)** See the E-11 RTM for RAP requirement for each item based on CMR inexperienced, CMR experienced, and BMC status.

Table 4.1. Ground and Flight Training Currency Requirements.

<u>Requirements</u>	<u>Reference</u>	<u>Event ID</u>	<u>Frequency /Currency</u>	<u>Notes</u>
Ground Training				
Flight Physical	DAFMAN 48-123, <i>Medical Examinations and Standards</i>	None	15 months	8
Physiological Training	AFMAN 11-403, <i>Aerospace Physiological Training Program</i>	None	5 years	8
Boldface	AFMAN 11-202 Volume 2, <i>ACCSUP, Aircrew Standardization and Evaluation Program</i>	GA02	Monthly	8, 10
Crew Resource Management (CRM)	AFMAN 11-290, <i>ACCSUP, Cockpit/Crew Resource Management and Threat & Error Management Program</i>	GA06	2 years	8
Marshalling Exam	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	GA07	Initial	1, 8, 10
Situational Emergency Procedure Training (SEPT)	AFMAN 11-2E-11V1	GS03	Monthly	8, 10
Instrument Refresher Course (IRC)	AFMAN 11-210, <i>Instrument Refresher Program (IRP)</i> , AFMAN 11-202V1	GS06	17 months	8, 10
AFE Fam Training	AFMAN 11-301V1, <i>Aircrew Flight Equipment (AFE)</i>	LL01	Initial	1, 8, 10
Egress Non-Ejection	AFMAN 11-301V1	LL03	3 years	8, 10
AFE Training	AFMAN 11-301V1, AFMAN 11-202V1	LL06	3 years	8, 10
Local Area Survival/SERE Mission Orientation	AFI 16-1301, <i>ACCSUP, Survival, Evasion, Resistance, and Escape (SERE) Program</i>	SS01	Initial	1, 8, 10
Flight Training				

Qualification Evaluation	AFMAN 11-202V2	AA01	17 months	2
Mission Evaluation	AFMAN 11-202V2	AA02	17 months	
Instrument Evaluation	AFMAN 11-202V2	AA03	17 months	2, 10
Simulated Engine Out Missed Approach/Go Around		AP23	180 day	2, 4, 8, 9, 10
Instrument Approach		AP31	45 day / E – 60 day	2, 5, 10
Enhanced Vision System (EVS)		CT12	180 days	2, 3, 10
Landing		LD00	45 day/ E – 60 day	2, 5, 6, 10
Day Landing		LD01		2, 10
Night Landing		LD02	60 day / E – 90 day	2, 10
Touch and-Go Landing		LD03	60 days	2, 7, 10
Simulated Engine Out Landing		LD12	180 day	2, 4, 8, 9, 10
CT Academics		MF75	180 day	8, 9, 10
CT Sim/EP Sim		MF76	180 day	2, 4, 8, 9, 10
Total RAP Sortie		SR00	45 day / E – 60 day	2, 5
Takeoff		TO00	45 day / E – 60 day	2, 5, 10

Notes:

1. A one-time requirement prior to first flight at every assignment regardless of base.
2. Event completed in a level D ATD can be utilized to update currency.
3. Event must be accomplished 6 times within a 180-day period IAW Title 14 Code of Federal Regulation Part 61 § 61.66, *Enhanced Flight Vision System Pilot Requirements*.
4. Emergency Procedures may only be accomplished in a level D ATD.
5. If non-current greater than 6 months, member loses qualification. See AFMAN 11-202V1.
6. Will not be logged on Training Accomplishment Reports (TARs). Day Landing (LD01), Night Landing (LD02), Touch-and-Go Landing (LD03), and Simulated Engine Out Landing (LD12) updates Total Landings (LD00).
7. IP only event. May be accomplished while acting as pilot monitoring.
8. Grounding item if non-current.
9. SQ/CC may waive/extend an additional 90 days.
10. Pilot only event.

4.7. Ancillary Training. Ancillary training is guidance or instruction that contributes to mission accomplishment but is separate from an Air Force Specialty or occupational series. IAW AFMAN 11-202V1, the source AFMAN provides training frequency for these events and requisite waiver authority.

4.8. Simulator Training.

4.8.1. {Non-18 Air Command and Control Squadron (ACCS) assigned} Aircrew members filling a deployment cycle (approximately 6-month deployment) will not accomplish the FAA-certified Global BBD-700 Recurrent Training during their deployments. **Exception:** Aircrew members deployed for 1 year will attend the FAA-certified Global BBD-700 Recurrent Training during their deployment one time, preferably no earlier the midpoint of their deployed tour, pending scheduling availability and operational requirements. **(T-3)**

4.8.2. {18 ACCS assigned} 18 ACCS assigned pilots will attend the FAA-certified Global BBD-700 Recurrent Training while deployed unless deployed for less than 6 months, pending scheduling availability and operational requirements, preferably no earlier than the midpoint of their deployed tour, to meet **Table 4.1** requirements. **(T-3)** The course includes academic and simulator training.

4.9. Lookback.

4.9.1. Initially, aircrew certified as CMR will fly a minimum of twice per month until a 3-month lookback is established. **(T-2)** After establishing a 3-month lookback period on CMR status, aircrew will fly IAW the RTM in order to maintain lookback. **(T-2)**

4.9.2. Both 1-month and 3-month sortie lookback periods are calculated on the first duty day of each month. **Note:** Lookback applies only to CMR aircrew.

4.9.3. If a CMR aircrew member does not meet their 1-month lookback requirements, a review is made of their 3-month lookback requirements. An aircrew member who fails to meet both 1-month and 3-month lookback will be downgraded to N-CMR status IAW **paragraph 4.10.6**. **(T-2)**

4.10. Failure to Complete Training Requirements. Aircrew members become non-current the day after event currency expires (e.g., an aircrew member that accomplished an event with 45-day currency expires 46 days after event accomplishment). The following guidance applies:

4.10.1. Loss of currency of 6 months or less: aircrew member must demonstrate proficiency in the aircraft or simulator with an AF instructor or ATS instructor in delinquent item(s). **(T-2)**

4.10.2. For items identified in **Table 4.1** where loss of currency exceeds 6 months but less than 24 months, the aircrew member will become unqualified: the aircrew member must complete training in delinquent items (as applicable), additional training as directed by the SQ/CC, and a requalification evaluation IAW AFMAN 11-202V2 and AFMAN 11-2E-11 Volume 2, *E-11 Aircrew Evaluation Criteria*. **(T-2)** For pilots, attending an ATS requalification course and demonstrating proficiency in the simulator to the satisfaction of an ATS instructor in all delinquent item(s) may satisfy this requalification requirement.

4.10.3. Loss of currency exceeding 24 months: currency is regained upon completion of IQT or RQT.

4.10.4. Failure to Complete Ground Training Events. The OG/CC or equivalent may waive grounding CT events identified in **Table 4.1** unless more restrictive guidance exists in other regulations. The decision to grant a waiver is to be based on the individual aircrew member's experience and proficiency level (e.g., waivers will not be based on an aircrew member's availability). The OG/CC or equivalent will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity.

4.10.5. Failure to Meet Lookback. Aircrew who fails to meet lookback requirements, as outlined in [paragraph 4.9](#), will be downgraded to N-CMR. (T-2) SQ/CCs will develop a training plan to include at least one sortie to return aircrew back to CMR after being downgraded for failure to meet lookback. (T-2)

4.10.5.1. Lookback waivers will be submitted to the SQ/CC for approval. (T-2)

4.10.5.2. If aircrew fails to meet lookback, SQ/CCs may additionally, at their discretion:

4.10.5.2.1. Remove the aircrew member from a CMR manning position; or,

4.10.5.2.2. Initiate action to remove the aircrew member from active flying status.

4.10.6. Failure to Meet RAP. Aircrew members who fail to meet RAP requirements by the end of the training cycle will be downgraded to N-CMR/N-BMC. Unless waived IAW [paragraph 4.2](#), remaining training requirements must be made up during the next RAP training cycle and aircrew member will remain N-CMR/N-BMC until the non-waived sorties/events are accomplished. Accomplishment of delinquent training will be tracked manually and documented in the aircrew member's training record. (T-2) In the case of new RAP requirements, last accomplished date will be the first day of the training cycle. If an event name changes, but the definition/intent is the same, the last accomplished date of the similar event from the previous cycle will be used for the new event. (T-2)

4.11. Restrictions for N-CMR/N-BMC.

4.11.1. Aircrew members who regress to N-CMR/N-BMC status may not act as a primary crew member on E-11 during contingency operations or while participating on higher headquarters (HHQ) tasked mission without supervision by an instructor. (T-3) **Note:** This requirement does not apply to E-11 aircraft deployment/redeployment operations.

4.11.2. Aircrew members that fail to meet lookback or have a ground training date that expired while deployed will be made N-CMR when returning from deployment but will not lose CMR status while deployed.

4.11.3. Regaining CMR Status. SQ/CC will determine if any additional training is required. (T-3) Upon completion of any additional training, all normal CT requirements, and reestablishment of applicable currencies, the aircrew member may regain CMR status. Once requisite ground and flying training is accomplished, squadron training office (DOT) will accomplish a CMR/BMC memorandum documenting completion of the training and recommending return to MR status. (T-3) SQ/CC signed memorandum is the sole document removing and restoring individuals to MR status. Memorandums will be filed in the individual's training records. (T-3)

Chapter 5

UPGRADE TRAINING

5.1. Prerequisites.

5.1.1. The flying time prerequisites for upgrade are based on the aircrew member having gained the exposure and judgment required to effectively accomplish the squadron's missions. The SQ/CC will ensure their CT programs emphasize these areas. **(T-3)**

5.1.2. Syllabus prerequisites are mandatory for all upgrade training courses and must be completed prior to entering upgrade training unless waived IAW applicable syllabi. See [Table 5.1](#).

5.1.3. Prior to nomination for upgrade, SQ/CCs must have received documentation with at least one ACC Form 206, *Individual Mission Gradesheet* "recommend" from an instructor in the nominated crew position and have reviewed the member's training folder.

5.1.4. The SQ/CC is the designated waiver authority for flying hour prerequisites for entry into formal upgrade courses. The SQ/CC will advise the OG/CC or equivalent of any approved waivers.

5.1.5. Instructor upgrade training will be accomplished at the MOB IAW ACC/Training Support Squadron (TRSS) approved training syllabus. **(T-2)**

Table 5.1. Upgrade Prerequisite Summary.

From	To	Prerequisites
Pilots		
UP	FP	<ul style="list-style-type: none"> -Chapter 2 Requirements -Completion of Global BBD-700 Type Rating (FAA evaluation) in Global BBD-700 simulator
FP	MP	<ul style="list-style-type: none"> -Chapter 3 Requirements -Mission Qualification Flight Evaluation
MP	MP with AC Cert	<ul style="list-style-type: none"> -Chapter 3 Requirements -Mission Qualification Flight Evaluation -Prior AF PIC: <ul style="list-style-type: none"> - 1000 total hours and 200 PIC hours on manned aircraft -Non-Prior AF PIC or < 200 PIC hours on manned aircraft: <ul style="list-style-type: none"> - 750 total hours / 500 E-11 hours - 1000 total hours / 300 E-11 hours - Completion of E-11 AC Certification - SQ/CC Recommendation
MP	IP	<ul style="list-style-type: none"> - Prior AF IP: <ul style="list-style-type: none"> - Experienced MP designation in E-11 - SQ/CC recommendation - Chapter 5 Requirements - Non-Prior AF IP: <ul style="list-style-type: none"> - Experienced MP designation in E-11 - 400 E-11 MP hours with AC certification - 1500 total hours - SQ/CC recommendation

		- Chapter 5 Requirements
IP	EP	- SQ/CC Recommendation
Payload Operators		
UM	MM	- Completion of IQT/MQT
MM	MM with MC Cert	- Instructor recommendation and/or SQ/CC recommendation - Experience Designation
MM	IM	- Instructor recommendation - Must have an Experienced Designator - Must have MC certification
IM	EM	- SQ/CC Recommendation
Note:		
- Total Hours includes PIC, Secondary, and student fixed wing manned aircraft. Excludes RPA and non-E-11 simulator hours.		
- Designation denotes first and second letter of flight Authorization Duty Code IAW DAFMAN 11-401_ACCSUP, <i>Aviation Management</i> .		

5.2. Designation Codes. Designation codes will be IAW DAFMAN 11-401_ACCSUP. MPs with a Second in Command (SIC) restriction will be identified on the squadron Letter of Xs. MPs with an SIC restriction may fly in the left seat under IP supervision and in the right seat with a certified AC.

5.3. Aircrew Instructor Program. Instructor candidates will be selected based on experience, judgment, potential to instruct, flying skill, technical knowledge, and needs of the AF. **(T-3)** SQ/CCs and DOT offices should evaluate candidate proficiency and demonstrated performance.

5.3.1. Prerequisites. See **Table 5.1** in this section, and ACC/TRSS approved course syllabi for instructor upgrade prerequisites.

5.3.2. Ground Training.

5.3.2.1. An instructor candidate must be able to instruct aircraft systems and equipment, normal and emergency operating procedures, prohibited maneuvers, and aircraft performance under all conditions of flight. Instructor candidates will demonstrate knowledge and instructional ability by organizing and conducting ground briefings on a cross-section of subjects from applicable directives. **(T-2)**

5.3.2.2. The instructor candidate will receive ground training on training documentation requirements. **(T-3)**

5.3.2.3. Fighter Instructor Course (FIC) will be accomplished IAW the ACC Instructor Upgrade Syllabus. **(T-3)**

5.3.2.4. Candidates previously instructor qualified in another MDS are required to meet the instructor candidate selection requirements and course prerequisites but are not required to complete the entire E-11 FIC. **(T-3)** Specific information can be found in the E-11 instructor upgrade syllabi.

5.3.3. Flying Training. Instructor candidates may occupy either seat during training.

5.4. Flight Examiner Upgrade. MOB SQ/CC will identify instructors for certification as flight examiner based on experience, knowledge, flying ability, objectivity, and needs of the squadron. Instructors identified for certification as flight evaluator must possess satisfactory knowledge of

AFMAN 11-202V2, AFMAN 11-2E-11V2, and applicable MAJCOM supplements. (T-2) All flight examiners must be fully qualified instructors. (T-2)

5.5. Senior Officer Flight Requirements. Supervisory leadership (ranks colonel and above) for individuals without an E-11 qualification who meet the requirements of DAFMAN 11-401 may fly during critical phases of flight provided they are under direct IP supervision.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. ATS is an integrated qualification, upgrade, and CT program for pilots. Civilian contractors conduct most academic, simulator, and technical training. AF personnel conduct all flight training and flight evaluations.

6.1.1. A designated FAA Flight Examiner is acceptable to administer an Initial Qualification (Emergency Procedures) evaluation in the simulator. Training is conducted at an FAA approved training center by FAA certified instructors.

6.1.2. Training shall be to the FAA Commercial Pilot Type Rating/Certification standard. **(T-2)**

6.1.3. Completion of difference training is required for the applicable variants prior to flying that variant unless under the supervision of an instructor. **(T-2)**

6.2. Crew Resource Management (CRM) Training. Initial E-11 CRM training for pilots is presented during IQT by contracted instructors as part of the Global BBD-700 Type Rating course. Refresher CRM training will be conducted separately by contracted instructors at ACC direction and guidance.

6.3. Course Prerequisites. In order to attend an ATS course at the contractor facility (IQT or RQT), the required prerequisites must be fulfilled. See [paragraph 2.3](#) as well as the syllabus.

6.4. Lesson Objectives.

6.4.1. Lesson Objective Development. All objectives must meet FAA requirements for individual course certification.

6.4.2. Lesson Objective Description. These are subject to changes in the contract.

6.4.3. Lesson Objective Use. Instructors and examiners use lesson objectives as a reference document to establish training and evaluation standards. Submit recommended changes through MAJCOM channels.

6.4.4. Contractor Course Material. Training contractors provide student guides, training guides, and appropriate course material in the contractor's commercial format. Each commercial course is certified by the FAA to meet commercial training standards.

6.5. Course Critique. Upon completion of training, the contractor provides each student with a copy of a Student Course Critique. USAF students must fill out this critique **(T-2)** The contractor will scan and email the critiques to the Headquarters (HQ) ACC training managers. **(T-3)** HQ ACC training managers review 100% of student critiques for training quality assurance.

6.6. Unsatisfactory Student Progress.

6.6.1. If a student's training progress is unsatisfactory, the contractor notifies the government representative (group training, operations officer, etc.) of the student's unsatisfactory progress through established reporting processes.

6.6.1.1. Following a joint AF and ATS contractor review of the student's record, the AF will conduct an assessment to determine whether to continue or terminate training. **(T-3)** An option to continue IQT for students who are struggling is to transition to the SIC course.

6.6.1.2. Part of the assessment can allow a student to proceed to an evaluation but will transition to a SIC syllabus and be coded appropriately to conduct MQT. Pilots with a SIC restriction can only fly in the right seat (unless with an instructor pilot). This restriction can be removed at the next FAA recurrency evaluation or AF evaluation.

6.6.2. The contractor will provide written feedback to the SQ/CC or training office for students who display substandard performance. **(T-3)**

6.6.3. Remediation Procedures. ACC/A3C must receive prompt notification from the contractor of failed course completion. Remediation after a failed course may be the ATS contractor's responsibility, AF's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged.

6.7. Scheduling. Student scheduling for academic and simulator training classes will be IAW the terms of the individual training contract.

6.7.1. In the event agreement cannot be reached on scheduling of a class or classes, refer the matter to the Contracting Officer for resolution.

6.7.2. Training contracts have a specific lead time requirement either to schedule a training class or to cancel a scheduled class. Understanding the contractor's cancellation policy is critical. Failure to meet a cutoff date could lead to the government paying for training not received.

ADRIAN L. SPAIN, Lt Gen, USAF
Deputy Chief of Staff, Operations

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

14 CFR Part 61 § 61.66, *Enhanced Flight Vision System Pilot Requirements*, 31 October 2024

DAFI 90-160, *Publications and Forms Management*, 14 April 2022

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

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

DAFMAN 11-401_ACCSUP, *Aviation Management*, 30 July 2021

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

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

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

AFI 16-1301_ACCSUP, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 24 May 2024

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

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

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

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

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

AFMAN 11-202V2_ACCSUP_319RWSUP, *Aircrew Standardization and Evaluation Program*, 12 March 2024

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

AFMAN 11-290_ACCSUP, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 10 June 2022

AFMAN 11-2E-11V2, *E-11 Aircrew Evaluation Criteria*, 24 February 2024

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

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

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

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

Adopted Forms

ACC Form 206, *Individual Mission Gradesheet*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form, 1522, *Arms Additional Training Accomplishment Report*

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

DAF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

ACCS—Air Command and Control Squadron

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFSC—Air Force Specialty Code

API—Aircrew Position Indicator

ARMS—Aviation Resource Management System

ARTEMIS—Air Resource Tool Enterprise Mission Information System

ATD—Aircrew Training Device

ATP—Airline Transport Pilot

ATS—Aircrew Training System

BACN—Battlefield Airborne Communications Node

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

C2ISR—Command and Control Intelligence, Surveillance, and Reconnaissance

CAF—Combat Air Forces

CEA—Career Enlisted Aviator

CMR—Combat Mission Ready

CRM—Crew Resource Management

CRP—Commander's Review Process

CT—Continuation Training

DAF—Department of the Air Force

DAFI—Department of the Air Force Instruction

DAFMAN—Department of the Air Force Manual

DAFPD—Department of the Air Force Policy Directive
DD—Department of Defense (in reference to forms e.g., DD Form 2992)
DNIF—Duty Not Involving Flying
DOC—Designated Operational Capability
DOT—Squadron Training Office
DQT—Difference Qualification Training
EM—Evaluator Certified Airborne Communications System
EP—Evaluator Pilot
EVS—Enhanced Vision System
FAA—Federal Aviation Administration
FCIF—Flight Crew Information File
FEB—Flight Evaluation Board
FIC—Flight Instructor Course
FP—Pilot qualified in basic weapon system
FS—Flight Surgeon
HQ—Headquarters
HHQ—Higher Headquarters
IM—Instructor Qualified Airborne Communications System
I-PLO—Instructor Payload Operator
IP—Instructor Pilot
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
IRP—Instrument Refresher Program
LIMFAC—Limiting Factor
MAJCOM—Major Command
MC—Mission Coordinator
MDS—Mission Design Series
MISREP—Mission Report
MM—Mission Qualified Airborne Communications System
MOB—Main Operating Base
MP—Mission Qualified Pilot
MQT—Mission Qualification Training

MR—Mission Ready
MSN—Mission Evaluation
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
NCO—Non-Commissioned Officer
OCR—Office of Collateral Responsibility
OG—Operations Group
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
OSS—Operations Support Squadron
PIC—Pilot in Command
PEX—Patriot Excalibur
PFT—Programmed Flying Training
PLO—Payload Operator
PR—Progress Review
PRB—Progress Review Board
QT—Qualification Training
QUAL—Qualification (evaluation)
RAP—Ready Aircrew Program
RTM—RAP Tasking Memorandum
RTRB—Realistic Training Review Board
RPA—Remotely Piloted Aircraft
RQT—Requalification Training
RW—Reconnaissance Wing
SARM—Squadron Aviation Resource Management
SEPT—Situational Emergency Procedure Training
SERE—Survival, Evasion, Resistance, and Escape
SIC—Second in Command
SQ/CC—Squadron Commander
SQ/DO—Squadron Director of Operations
Stan/Eval—Standardization and Evaluation
TAR—Training Accomplishment Reports

TRB—Training Review Board

TRSS—Training Support Squadron

UM—Unqualified Airborne Communications System

UMD—Unit Manning Document

UP—Unqualified Pilot

UQ—Unqualified

USAFWS—USAF Weapons School

WG/CC—Wing Commander

WG/CD—Deputy Wing Commander

Office Symbols

ACC/A3—Air Combat Command Director of Operations

ACC/A3C—Air Combat Command and Control Intelligence, Surveillance, and Reconnaissance (C2ISR) Operations Division

ACC/A3CA—Air Combat Command/Airborne Command and Control Systems Branch

ACC/A3T—Air Combat Command Flight Operations Division

ACC/A3TV—Air Combat Command Stan/Eval

AF/A3T—Air Force Director of Training and Readiness

AF/A3TE—Air Force/Force Exercises and Training Division

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.

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

Aircrew Training System (ATS)—Integrated qualification, upgrade, and CT program for crew members. Civilian contractors conduct most academic and ATD training: Air Force conducts all flight training.

Continuation Training (CT)—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, approach to landing, landing, or any flight maneuver stipulated in 11-2MDS series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified aircrew members.

Currency Event—Flying CT events with prescribed maximum interval between accomplishments.

Flight Examiner—An aircrew member designated to administer evaluations according to AFMAN11-2E-11V2.

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force Specialty Code (AFSC).

Instructor—Aircrew member trained, qualified, and certified by the SQ/CC as an instructor.

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 must occupy one of the seats or stations, with immediate access to the controls.

Combat Mission Ready (CMR)—Aircrew member who is current, qualified, and certified in the unit's designated mission(s).

Night—Portion of time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

Recurrent Training—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

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

Training Device—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed CT.

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