

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

**AIR FORCE MANUAL 11-2KC-135,
VOLUME 1**



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Flying Operations

KC-135 AIRCREW TRAINING

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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It establishes aircrew training guidance for KC-135 aircraft to safely and successfully accomplish their mobility mission. This is a specialized publication intended for use by Airmen who have graduated from technical training related to this publication. This manual applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, and Air National Guard. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 through the Major Command (MAJCOM) training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL 62225-5302, AMC.A3T@us.af.mil. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302, AMC.A3T@us.af.mil. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Compliance with **Attachment 2** in this publication is mandatory. The authorities to waive wing or unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, **paragraph 1.9**, 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. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information*

Governance Program, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. **SUPPLEMENTS.** Each MAJCOM or equivalent may supplement this manual. MAJCOM supplements may be more, but not less restrictive than this manual. MAJCOMs may set training requirements lower than specified in this instruction when the statement “or as specified in MAJCOM supplement” is indicated as applicable to that item or event. **Note:** Air National Guard is considered a MAJCOM for purposes of this manual. MAJCOM supplements are required to be coordinated through AMC/A3T according to AFI 11-200 and Air Force Manual (AFMAN) 11-202V1, *Aircrew Training*, prior to certification and approval. Local Training Guidance. Units may further supplement this manual to be more restrictive or further define local training requirements. Submit a copy of local supplements to the parent MAJCOM OPR after approval by the OG/CC.

SUMMARY OF CHANGES

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

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Chapter 1

GENERAL

1.1. Overview. This manual prescribes basic guidance for training United States Air Force KC-135 crewmembers according to AFMAN 11-202V1. Although this publication governs KC-135 aircrew training, it also refers to requirements and guidance contained in other documents. It is recommended that a review of external references be conducted prior to their use to ensure the specific reference is current and unchanged. The Ready Aircrew Program (RAP) Tasking Memorandum (RTM) is the primary source for aircrew training event frequency, where published. If a conflict exists between this manual and an externally-driven training requirement, comply with the guidance contained in the current document that establishes the requirement, unless otherwise exempted by a higher-level authority.

1.1.1. The primary objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and war. Mission readiness and effective employment are achieved through the development and mastery of core competencies for KC-135 crewmembers. These core competencies include the ability to conduct receiver and tanker Aircraft Air Refueling (AAR), tactical ingress, tactical egress, instrument procedures, mission planning, ground operations, crew management along with Command, Control, Communications, and Computers (C4)/AOC integration.

1.1.2. Additionally, it links Air Force Tactics, Techniques, and Procedures (AFTTP) 3-3.KC-135, *Combat Aircraft Fundamentals—KC-135*, requirements into mission and continuation training tables while retaining a combat culture, leading edge technologies, and pushing capabilities while anticipating warfighter needs.

1.2. Key Words Explained.

1.2.1. "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. Administration. (Reserved for Future Use).

1.4. Roles and Responsibilities. AFMAN 11-202V1 outlines responsibilities for aircrew training. See [Chapter 6](#) for specific responsibilities related to the KC-135 Training System (TS).

1.4.1. Lead Command.

1.4.1.1. Air Mobility Command (AMC) is designated lead command for the KC-135 Mission Design Series (MDS) according to AFPD 10-9, *Lead Command Designation and Responsibilities for Weapons Systems*, AFPD 11-2, and AFPD 10-21, *Rapid Global*

Mobility. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands.

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

1.4.1.2.1. AMC/A3/10 is responsible for policy guidance and coordination with user commands related to KC-135 training and operations.

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

1.4.1.3. Air Mobility Command Aircrew Operations and Training Division (AMC/A3T). AMC/A3T is responsible for overall management of KC-135 training policy and programs, as stipulated in [paragraph 1.4.1.2.2](#). As such, AMC/A3T will coordinate with User Command A3Ts and issue updated ground and flying continuation training guidance to Operations Group (OG)/CC for implementation via RTM, as necessary. Once issued, RTMs take precedence over guidance contained in the base manual. KC-135 RTM is located at: <https://eim2.amc.af.mil/org/a3t/default.aspx>

1.4.1.3.1. Course Management. AMC/A3T, in coordination with user commands, approves Initial Qualification Training (IQT), Mission Qualification Training (MQT), upgrade courses, and continuation training requirements and fielding of locally-taught upgrade courses.

1.4.1.3.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially, or more frequently as required. The RTRB reviews all training programs for currency, applicability, compliance and effectiveness. Attendees should include training representatives from AMC/A3T, AMC/A3V, AMC/A3D, United States Air Force (USAF) Expeditionary Center (USAFEC)/WCOX, Air Force Reserve Command (AFRC), National Guard Bureau (NGB), Formal Training Unit (FTU), unit chiefs of training, curriculum developers, and ATS instructors and staff, as applicable.

1.4.1.3.3. Course Change Proposals. The primary venue for recommending changes to KC-135 training programs is the RTRB. Otherwise, send proposals for course modifications/deletions or amending course prerequisites to AMC/A3TA through the submitter's MAJCOM chain of command for awareness and approval. AMC/A3TA coordinates MAJCOM-recommended proposals and approves or rejects recommendations, then amends course listings where appropriate.

1.4.1.3.4. Student Management. AMC/A3T manages student requirements for AMC-assigned personnel and executes the overall formal course allocation process on behalf of all users (see also [paragraph 1.17](#)). AMC/A3T will coordinate with the FTU to assure completion of graduate surveys on first-assignment trainees arriving from Specialized Undergraduate Pilot Training (SUPT). **(T-2)**.

1.4.1.4. Detachment (DET) 2, Air Mobility Command Air Operations Squadron (AMCAOS) personnel will:

1.4.1.4.1. Conduct an annual Simulator Certification (SIMCERT) according to AFI 16-1007, *Management of Air Force Operational Training Systems*, on each Aircrew Training Device (ATD) in the KC-135 ATS (semi-annual for Level C+ certified simulators), or when necessary (e.g., ATD modification, configuration change, etc.). **(T-2)**. The program is designed to ensure training devices are maintained to their design configuration and provide accurate and credible training. SIMCERT will include objective and subjective testing, inventory inspection, and Quality Assurance Issues (QAI).

1.4.1.4.1.1. Provide host unit 45-day advance notice of a SIMCERT. **(T-3)**. AMC/A3T may direct a short-notice SIMCERT with verbal coordination between host unit, DET 2, AMCAOS, ATS contractor, and the ATS contract management team. Report SIMCERT results to AMC/A3T and the ATS contract management team. **(T-2)**.

1.4.1.4.1.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor, when required. **(T-3)**.

1.4.1.4.1.3. For ATD modified with unique configurations (Receiver Air Refueling). A SIMCERT is not required for cockpit configuration conversion unless deficiencies are identified affecting the ATD status of Level C+ performance.

1.4.1.4.2. Conduct an annual Training System Support Center (TSSC) audit of courseware and simulation devices. **(T-3)**.

1.4.1.4.3. Oversee monthly KC-135 ATS Training System Configuration Working Group (TSCWG) in coordination with Air Education and Training Command's (AETC) 97th Training Squadron (97 TRS) Quality Assurance Agency. **(T-3)**. The TSCWG reviews the status of the tasks requested and courseware and hardware configuration of the KC-135 ATS. Change requests are reviewed and prioritized for incorporation into the KC-135 ATS.

1.4.1.4.4. AMC/A3T is responsible for Basic Navigator/CSO Qualification (BNQ)/Combat System Officer (CSO) ATS formal training at McConnell AFB and interim KC-135 training programs.

1.4.2. Training Command. AETC is the designated training command for KC-135 formal school [Altus Air Force Base (AFB)] syllabus and is the approval authority for changes in coordination with lead and user commands according to AFMAN 11-202V1. AETC/A2/3/10 designates 19 AF to oversee formal school courses and syllabus management in coordination with the ATS Contractor and AMC/A3TK. Formal course information is available via Education and Training Course Announcements (ETCA) and approved formal course syllabus are available via the AETC Bookstore (see [paragraph 1.15.3](#)). 19 AF/DO manages the Programmed Flying Training (PFT) process with link to quotas (see [paragraph 1.14.1](#)). 19 AF/DO determines the formal school flying capacity in coordination with lead command (ATS alignment).

1.4.2.1. 97 TRS, Altus AFB quality assurance agency monitors ATS performance alongside DET 2, AMCAOS.

- 1.4.2.1.1. Schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIM) with the ATS contractor. **(T-2)**. DET 2, AMCAOS will review all continuation training courses and mission scenarios and recommend changes as necessary when aircraft systems, operating procedures, or mission and command training requirements are modified or changed. **(T-2)**.
- 1.4.2.2. 97 TRS may conduct ATS Contract Compliance Evaluations (CCE) for KC-135 ATS-supported sites according to AMC/AETC Memorandum of Understanding (MOU) for Realignment of Aircrew Training Systems. Report results to AETC/A3FH, AMC/A3TK, and ATS contract management team. Evaluation personnel assess ATS contractor performance of aircrew ground training programs to include Computer-Based Training (CBT), simulator training, Visual Threat Recognition and Avoidance Trainer (VTRAT), and training support facilities.
- 1.4.2.3. The host unit will receive 45-day advance notice of the CCE (non-interference basis) via notification memo or email to the unit Point of Contact (POC). Unit support may include the use of an in-brief/out-brief facility, approximately 4 hours CBT time, and access to available crewmembers and staff for the purpose of conducting surveys “and” or “or” soliciting comments.
- 1.4.3. User Commands.
- 1.4.3.1. Student Management. MAJCOM training staff will manage student training requirements according to [paragraph 1.7 \(T-2\)](#).
- 1.4.3.2. Training Resources. User commands will evaluate training resources (i.e. aircraft, ATD, and aircrew) necessary to accomplish training requirements and identify known shortfalls to MAJCOM/A3T, or equivalent, for resolution. **(T-2)**. This evaluation should be accomplished during the MAF RTRB at a minimum.
- 1.4.3.3. Recall Procedures. Formal notifications to recall students from a formal school are sent from the student's Sq/CC (AFRC Sq/CC or Sq/DO) through the OG/CC to MAJCOM/A3T, or equivalent, (email format is acceptable). **(T-1)**. MAJCOM/A3T, or equivalent, will submit approved recall letter (email or Fax) to 19 AF/DOG for follow on coordination with 19 AF and the FTU Registrar. **(T-1)**. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow up coordination with 19 AF/DOG on the next duty day (see also [paragraph 1.16](#) for failure to complete training).
- 1.4.4. Wing Commander (Wg/CC) or Equivalent. Wg/CCs will ensure unit, local level agencies and facilities support aircrew training programs. Host “and” or “or” co-located units will develop local agreements to consolidate aircrew training support base-wide. **(T-2)**.
- 1.4.5. Operations Group (OG/CC) or Equivalent.
- 1.4.5.1. Training Review Panel (TRP). The OG/CC, or equivalent, will convene a TRP chaired by the OG/CC or designated representative. **(T-2)**. Panel members should include representatives from squadron training offices, tactics, operations, and safety; wing tactics (OSK), training (OST), and flight safety (SEF); and other areas as determined by the commander [e.g., Host Aviation Resource Management (HARM), and Squadron Aviation Resource Management (SARM)]. Squadrons and detachments not

collocated with their OG should participate in the primary TRP, but may conduct their own panel, as approved by their OG/CC. **Note:** It is recommended that non-collocated squadrons “and” or “or” detachments forward panel minutes to the Wing Training Office (OST) for discussion at the primary TRP and inclusion in the primary TRP minutes.

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

1.4.5.1.2. Format/Content. The TRP should review staff and crewmember management actions necessary to complete group and squadron flight and ground training programs. Suggested TRP topics include, but are not limited to: current and forecasted flight training levels (FTL), upgrade and continuation training (CT) status, semi-annual requirement completion rates, crew position gains or losses, course critiques, instructor and examiner upgrades, and relevant discussions of Military Flight Operations Quality Assurance (MFOQA) analysis and other proactive safety action programs [e.g., Aviation Safety Action Program (ASAP) and Line Operations Safety Audit (LOSA)] applicable to assigned weapons systems, if available. OG/CCs will review all unit-defined “X” events for relevancy to the unit’s mission during the TRP. **(T-2)**.

1.4.5.2. OG/CCs will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFMAN (Not Applicable (N/A) AFRC). **(T-2)**. See AFI 36-2107, *Active Duty Service Commitments*, AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement* and course listing in ETCA for more information. OG/CCs may develop additional training requirements “and” or “or” programs as necessary to meet unit mission requirements. Units may include such requirements “and” or “or” programs in a local supplement to this AFMAN or a local Operating Instruction (OI).

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

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

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

1.4.5.3.3. Use MAJCOM-, ATS-, or unit-developed training products “and” or “or” syllabus for all courses, as applicable. **(T-2)**. Units are allowed to reproduce courseware, as applicable. Document training in accordance with [Attachment 2](#).

1.4.5.3.4. Develop a procedure to monitor academic training programs for course content, currency of materials, instructor availability, and status of training aids. **(T-**

2). Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.3.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3TK. **(T-2)**.

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

1.4.5.5. In coordination with the OSS/CC, select a Director of Training (OST) from the most highly qualified and experienced instructors within their Group. Candidates should have previous training experience. Evaluator or FTU experience is highly desired.

1.4.5.5.1. The OST will ensure that training is standardized and coordinated between all Squadrons. **(T-2)**. These individuals will be responsible to the OG/CC for all aircrew training matters. **(T-2)**.

1.4.5.5.2. For multiple flying Squadron units the OG/CC, in coordination with the OSS/CC, will staff the OST in accordance with the Unit Manning Document (UMD). **(T-1)**. OST staffing with an instructor for each crew position is desired. Instructors should be selected based on experience, availability, and time on station (to ensure continuity of operations for each crew position in OST).

1.4.5.5.3. Total Force Integrated (TFI) units may consolidate under a single OST provided that non-host unit training concerns are also represented.

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

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

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

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

1.4.6.2. Reserved for Future Use.

1.4.6.3. Squadron Training Review Panel (STRP). The Sq/CC (AFRC Sq/CC or Sq/DO) will convene a STRP chaired by the Sq/CC (AFRC Sq/CC or Sq/DO) (may be delegated no lower than the Sq/DO). **(T-3)**. Panel members should include representatives from squadron training, tactics, stan/eval, safety, and operations (e.g., operations officer, assistant operations officer, flight commanders, etc.), and any other areas determined by the Sq/CC (AFRC Sq/CC or Sq/DO) (e.g., SARM).

- 1.4.6.3.1. Frequency and Documentation. Convene the STRP at least monthly (quarterly for AFR and 509 WPS) and maintain Sq/CC-approved minutes for a period of two years from the date of the panel meeting. **(T-2)**. **Note:** DOT chiefs may reproduce/distribute/store minutes, as required, for effective program administration.
- 1.4.6.3.2. Format and Content. The STRP will review appropriate subject matter to effectively manage the unit's flight and ground training programs and inform unit leadership on the overall status of training. **(T-2)**. The STRP will review individual unit members' progress, evaluate that training objectives are being met across assigned training programs, and that the best candidates are selected for upgrade training by reviewing their experience, proficiency level, and retainability. **(T-2)**. To accomplish these goals, suggested STRP topics include but are not limited to instructor/evaluator manning, RTM, additional Sq/CC directed events, crew position gains/losses, status of crewmember training (e.g., crewmembers in an active training status), post-completion actions (e.g., individual's performance during training, closeout activities, certification actions, course critiques, FTL assignments, etc.), future training projections (e.g., unit course allocations, crewmembers' progress, timelines, completion of prerequisites, etc.), prioritization of upgrade candidates, current training waivers, projected training waivers, status of unit/individual continuation training, event proration, and semi-annual waiver projections/status.
- 1.4.6.4. Ensure crewmembers complete in-unit mission, ground, and continuation training programs. **(T-3)**. Units will not enroll crewmembers into another aircrew course/upgrade until existing upgrades are complete. **(T-3)**. Failure to reasonably progress may require action for removal.
- 1.4.6.5. Assign FTLs to assigned and attached crewmembers before each semi-annual training period (see **Chapter 4**). **(T-2)**. Continuation training requirements in the RTM are the minimum required events. **Note:** Unit commanders may assign additional requirements to any crewmember based on the individual crewmember's experience and proficiency level.
- 1.4.6.6. Unit commanders of returning or inbound trainees will ensure both the student and supervisor(s) complete post-graduate course surveys No Later Than (NLT) 180 calendar days (AFR 240 calendar days) after the student's graduation from formal training. **(T-2)**. **Note:** Surveys are located on the AETC website at: <https://www.my.af.mil/agepiftprod>.
- 1.4.6.7. Ensure effective training continuity and supervision of assigned and attached crewmembers. **(T-2)**. Document all flying training and training reviews in the crewmember's paper training folder or electronic equivalent, as defined by the unit's owning MAJCOM. The preferred (and in some instances, mandated) electronic equivalent for MAF is the Graduate Training Integration Management System (GTIMS).
- 1.4.6.8. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training, to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR). **(T-2)**.

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

1.4.6.10. Review qualifications and monitor training requirements for squadron-assigned Flight Surgeons, where applicable. **(T-2)**.

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

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

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

1.4.7. **ATS Contractor.** The KC-135 ATS contractor is responsible for academic and ATD instruction at the KC-135 formal schoolhouse and specialized training at all KC-135 training sites. This responsibility is defined exclusively in the KC-135 ATS contract Performance Work Statement (PWS) and includes developing, updating and publishing courseware, formal school syllabus for AETC, maintaining ATS facilities, maintenance and operation of all assigned ATD, etc., according to the KC-135 ATS contract (see **Chapter 6**).

1.4.8. **Formal School, Non-ATS.** See requirements in AFMAN 11-202V1.

1.4.9. **SIMCERT Status.** KC-135 Operational Flight Trainers (OFTs) receive periodic SIMCERTs to gain/maintain Level C+ Certification. KC-135 Boom Operator Weapons Systems Trainer (BOWST) and Boom Operator Simulation System (BOSS) gain/maintain Air Refueling Airplane Simulator Qualification (ARASQ) Level 1 Certification. Each simulator has unique conditions and maintenance actions that require the device to gain/lose/regain certification by DET 2 AMCAOS or their equivalent NGB representatives. These actions have a direct impact on flight events creditable in the ATD (see the RTM).

1.4.9.1. Units who require currency updates should check with their host ATD site manager for latest status.

1.4.9.2. **ATD Motion Requirements.** Motion systems are required for crewmembers to log flying training events, unless otherwise specified in this manual or the RTM (see the RTM tables for current continuation training events that are creditable in the simulator). KC-135 OFTs modified with motion systems are capable of dramatic change in pitch and roll sufficient to cause occupants to be injured if not secured. **(T-0)**. When training or conducting tours aboard the ATD equipped with motion systems, if motion is applied, all parties aboard will occupy a seat and wear the seatbelt; the Instructor Operator Station (IOS) will have a certified operator (see **paragraph 5.6.5**). **(T-0)**. Use of motion is not authorized when a certified operator is not aboard nor when the amount of people in the ATD exceeds the amount of available seats. **(T-0)**.

1.5. Waiver Authority.

1.5.1. Review MAJCOM-prescribed guidance for issues concerning MAJCOM management of training requirements. MAJCOM/A3T, or equivalent, is designated as the waiver authority for managing training course requirements and training tasks for their assigned units. Lead MAJCOM/A3T, or equivalent, is designated as the waiver authority for managing applicable Training Systems (TS).

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

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

1.5.4. Formal Training Unit (FTU) Syllabus Waivers. FTU course syllabus waivers/non-completed events will be annotated in each student's training record. **(T-2)**. Students will complete all waived or non-accomplished syllabus/formal course training events that are required for the unit's assigned mission in-unit prior to being assigned MR status. **(T-2)**. Units should use AETC Form 6, *Waiver Request* as required for routing FTU course syllabus waiver requests.

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

1.5.6. Training Program Deviations/Exceptions without a Waiver. Report inadvertent/unintended deviations "and" or "or" exceptions through channels to the course's owning MAJCOM/A3T (or equivalent waiver authority listed in the course syllabus), in turn, makes the appropriate notifications for follow-on action, if required. Document waivers and deviation(s)/exception(s) in the student's training record or electronic equivalent (e.g., GTIMS). **Note:** A deviation is any unplanned variation to a syllabus, mission certification, or training plan (e.g., failure to meet established training timelines, prerequisite completion/flow, etc.). **Note:** An exception is a request to change/remove specific requirement(s) based on unforeseen circumstances that prohibited completion of the training event, as scheduled/written (e.g., mission delay/change, equipment failure, divert, etc.).

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

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

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

1.5.8.2. For United States Air Forces in Europe (USAFE) waivers, send an electronic Staff Summary Sheet (eSSS) to USAFE/A3T (may use GTIMS, if available) with courtesy copy to AMC/A3TK. Response returned to OG/CC and OST.

1.5.8.3. For Pacific Air Forces (PACAF) waivers, send an OG/CC-coordinated eSSS or AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval* to PACAF/A3TV organizational inbox.

1.5.8.4. For AFRC waivers, use of GTIMS is mandated in accordance with AFRC/A3M Memorandum, *Graduate Training Integration Management System (GTIMS)*, dated 2 Nov 17. Response is returned via GTIMS to the OG Training Office (or equivalent). Route all waivers through AFRC/A3M. For AFRC waivers that require AFRC/A3 or lower approval, a Memorandum For Record in line with **Figure 1.1** is required. For AFRC waivers that require higher than AFRC/A3 approval, submit waiver via AF Form 679.

1.5.8.5. For ANG waivers, send a memorandum, eSSS, or AF Form 1768, *Staff Summary Sheet*, to NGB/A3M (may use GTIMS, if available) with courtesy copy to AMC/A3TK. Response returned directly to the ANG unit.

Figure 1.1. Sample Waiver Request Format.

<p>(Date of Request) MEMORANDUM FOR (Waiver Authority) FROM: (Requester) SUBJECT: Waiver Request – (Individual), (Type of Waiver)</p> <ol style="list-style-type: none"> 1. *Name, grade. 2. *Flying organization (assigned or attached). 3. *Present qualification (include special qualifications/certifications if appropriate). 4. * Total flying time: primary aircraft inventory (PAI) time (include instructor or evaluator time). 5. *Specific nature of waiver request, e.g., cites requirement and requested deviation. 6. *Rationale or justification for waiver request. 7. Crew qualification to which person is qualifying or upgrading. 8. Previous attendance at any formal instructor course (include course identifier and graduation date). 9. Training start date. 10. If waiver request for time limit, specify mandatory upgrade or qualification date. 11. Date event last accomplished and normal eligibility period. 12. Remarks (include FTU courseware that is required if the waiver request is approved, e.g.,
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local training).

13. *Unit points of contact (name, rank, telephone number, office symbol, and email address).

14. Unit address (if requesting formal school courseware).

(Signature of Requester)

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

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

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

1.5.9.2. Second-Time Waivers. Second-time waivers for the individual event(s) missed in two consecutive training periods may be granted by the OG/CC. **Note:** For AFRC units, send a copy of all approved waivers under [paragraph 1.5.9.1](#) and [paragraph 1.5.9.2](#) to AFRC/A3M for situational awareness.

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

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

1.5.10. Waiver Disposition.

1.5.10.1. Course-Related Waivers. Maintain course-related waivers in the student’s training record or electronic equivalent for a minimum of two years in accordance with AF Records Disposition Schedule at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>.

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

Table 1.1. Processing Waivers to AFMAN 11-2KC-135V1.

Waiver Initiated By:	Send Waiver Request To:	Waiver Reply Will Be Sent To:	With Information Copy To:
Regular Air Force (RegAF) AMC Wing or Group	AMC/A3TK	OG/CC	19 AF/DOG, if formal training Altus AFB
AETC	Unit training office through 19 AF/DOG	OG/CC	AMC/A3TK
PACAF	OG/CC to PACAF/A3T	OG/CC	AMC/A3TK
USAFE	OG/CC to USAFE/A3T	OG/CC	AMC/A3TK
AFRC Unit	AFRC/A3M	OG/CC	AMC/A3TK
ANG Unit	NGB/A3O	OG/CC	AMC/A3TK
Associate Unit	Host OG/CC (info copy Parent OG/CC) to AMC/A3TK	Host OG/CC	Parent OG/CC
509 WPS WIC	USAFWS/CO to ACC/A3T	USAFWS/CO	AMC/A3TK
Note: For formal training waiver requests, submit requests through MAJCOM channels. MAJCOMs in turn submit requests to AETC/A3F for approval. Associate units keep hosts OG/CC advised on the status of waivers initiated.			

1.6. Use of Flying Hours.

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

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

1.6.1.2. See AFMAN 11-2KC-135V3, *KC-135 Operations Procedures*, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless prohibited or restricted specifically by weapon system operating procedures or theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 Air Operations Center (AOC) [Tanker Airlift Control Center (TACC)] and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items that may be conveniently suited to concurrent operational mission segments. **(T-2)**. If necessary, 618 AOC (TACC) and tasked units will coordinate training mission numbers for the specific mission segment. **(T-2)**. Commanders (or designated representative) will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like-

specialty. **(T-2)**. Comply with passenger-carrying restrictions found in AFMAN 11-202V3, *Flight Operations*, AFI 11-401, and applicable AFMAN 11-2KC-135V3 (including any supplements for each). In the event the mission changes and the training status may affect the ability of the crew to fly the mission, instructors will coordinate with the aircraft commander to ensure appropriate coordination between OG/CC and 618 AOC (TACC) is accomplished prior to accepting the mission. **(T-2)**.

1.6.3. Unit Commanders will utilize aircrew training devices (OFT, BOWST, BOSS, etc.) for continuation training to the maximum extent possible. **(T-3)**.

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

1.7.1. Training start date is the date of the first significant training event contributing to qualification, certification or upgrade of the crewmember (e.g., Life Support (LS), Weapons Systems Trainer (WST), flight, etc.), or 45 calendar days (90 calendar days for AFR) following a member's reporting to the unit following completion of a formal school, whichever occurs first. Training time ends with the completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion ("sign-off"), or squadron commander certification (if required as part of the training program). Crewmembers should begin their checkrides within 30 days of syllabus completion.

1.7.2. Training Time Extensions.

1.7.2.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may extend training time (prior to a crewmember exceeding course time limits specified in **Table 1.2**) for up to 60 additional calendar days (120 days AFR if on inactive duty status) using their MAJCOM-approved waiver process. **Note:** AMC/A3 has mandated use of GTIMS for waiver management for all AMC units. No notification to MAJCOM/A3T (or equivalent) is required. Subsequent extensions or extension requests exceeding 60 days (120 days AFR if on inactive duty status) require MAJCOM/A3T (or equivalent) approval and will be requested before the crewmember exceeds authorized training time (standard or previously waived). **(T-2)**.

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

1.7.2.3. Use the waiver request format specified in **paragraph 1.5.8** Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date in each waiver requests.

Table 1.2. In-Unit Training time Limitations.

Training Type	Time Limit	Notes
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Initial Qualification Training	90 days	2
Difference Qualification/Certification	90 days	2
Requalification/Transition Course	90 days	2
Mission Qualification Training - Conventional. (Includes in-unit training leading to MR status following initial, difference, or requalification training)	90 days	1, 2, 3
Mission Qualification Training – Operation Plan (OPLAN) 801X (Includes in-unit training leading to 801X MR status following initial, difference, or requalification training, MR Certification, and required security clearance)	90 days	1,2, 4
Pilot Upgrade [MR Mobility Pilot Development (MPD) Phase I Pilot (FPC) to Mission Pilot (MP)]	180 days	
Instructor Upgrade	60 days	2
Other Upgrade Training and Unit-Level Certifications (e.g., AAR)	90 days	2
<p>Notes: AFRC members on active duty status with centrally funded Training Line Number (TLN) or AFRC/A3 Mission Training Program funding will follow AMC Time Limit while members on inactive duty status (e.g., part-time) are allowed the alternative AFRC Time Limit (defined by AFRC).</p> <ol style="list-style-type: none"> 1. First Assignment Instructor Pilot (FAIP), First Term Airmen, Operational Support Airlift (OSA), and other crossflow and cross-trainee crewmembers use 120 days. 2. 180 days for AFR crewmembers if on inactive duty status. 3. 120 days for SOAR Certification. 4. Sq/CC may delay MQT-OPLAN-801X from operational reasons or lack of security clearance. 		

1.8. Training Documentation. Document training using an approved paper training folder (e.g., AF Form 4022, *Aircrew Training Folder*) or in an electronic equivalent. **(T-2). Note:** The preferred (and in some instances, mandated) electronic equivalent is GTIMS. **(T-2).** KC-135 units will utilize the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to document award of specific ARMS certification code identifiers. **(T-2).** Specifically, Block 22 will contain the following minimum information: certification code (e.g., CQ49Y), Certification Name (e.g., SOAR Cert), and date of certification. See **Chapter 5** and **Chapter 7** for specific certification codes. **(T-2). Exception:** Personnel may use an AF Form 1522, *ARMS Additional Training Accomplishment Report*, to credit aircrew certification events that do not require assignment of associated training profiles. **Note:** GTIMS is a suitable electronic alternative for the AF Form 4324 and AF Form 1522 as long as all information is included and documentation certification can be verified and tracked through ARMS processing.

1.9. Flight Evaluator Usage. Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. If an Evaluator is the primary instructor to train an individual, the same Evaluator should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. Instructors shall be current and qualified in any event that they instruct. **(T-2)**. All wing-level and below instructors should be MR. FTU instructors, including USAF Weapons School (USAFWS) instructors, are only required to maintain BMC.

1.10.2. Instructor candidates who previously attended a formal instructor school for instructor qualification and were qualified instructors in any manned US Air Force aircraft and who meet the minimum flying hour requirements may upgrade in-unit with OG/CC approval. Sq/CC will determine training required to complete an in-unit instructor upgrade. **(T-3)**.

1.10.3. Faculty Training Course (FTC). The FTC program is developed by the FTU for FTU instructor cadre. Only FTC graduates are authorized to instruct FTU students. **(T-2)**.

1.10.3.1. 509 Weapons School (WPS) Cadre Instructor Course (CIC) constitutes FTC for WPS cadre members. Common Instructor Academics (CIA) is not required prior to instructing Weapons Instructor Course (WIC) students.

1.10.3.2. 509 WPS may utilize guest instructors. Guest instructors are considered SMEs and do not require CIC in order to provide classroom instruction. However, they do require approval by the 509 WPS/CC for other instructional tasks. **Note:** Approval may be provided verbally.

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

1.10.4.1. All non-current crewmembers. **(T-2)**. Direct instructor supervision is required while performing any event for which a crewmember is non-current. **(T-2)**.

1.10.4.2. All crewmembers in initial qualification flying training unless syllabus states that direct supervision is not required. **(T-1)**.

1.10.4.3. All crewmembers in upgrade training accomplishing upgrade training events during critical phases of flight, unless the syllabus states that direct supervision is not required. **(T-1)**.

1.10.4.4. All crewmembers in requalification flying training during critical phases of flight, unless the syllabus states that direct supervision is not required. **(T-1)**.

1.10.4.5. See [paragraph 5.2](#) for MPD requirements.

1.10.4.6. All crewmembers designated by the Wg/CC, OG/CC, or Sq/CC.

1.10.4.7. All unqualified or FTL-E crewmembers require direct instructor supervision during all critical-phases-of-flight in the aircraft. **(T-1)**.

1.10.5. Only designated ATS contractors or Sq/CC-certified USAF crewmembers may operate an OFT or BOWST/BOSS, as appropriate (see [paragraph 5.6.5](#)). **(T-1)**.

1.11. Transfer of Aircrews.

1.11.1. A crewmember qualified in a specific MDS (e.g., KC-135R/T) according to AFI 11-202V2, *Aircrew Standardization and Evaluation Program*, is considered qualified in the same MDS model/series/mission throughout the USAF KC-135 force. When a crewmember

transfers from one unit to another, the gaining Sq/CC will review the crewmember's qualification, certifications, and training currency. **(T-2)**. The Sq/CC in coordination with Sq/DOT and SARM, will assign the transfer crewmember an appropriate qualification level and FTL (normally honoring the crewmember's most current qualification and FTL from a prior unit). **(T-2)**. MR crewmembers transferring to a new unit are required to accomplish only unit-specific training and applicable events in which they have lost currency (see [paragraph 3.3.4](#) and [paragraph 3.4.2](#) for additional information).

1.11.2. Foreign Military Sales, guest pilots, “and” or “or” exchange officers training requirements are defined in AFI 11-401. Initial “and” or “or” continuation training requirements are specified in an appropriate MOU, OPLAN, or agreement and should mirror requirements of this AFMAN to the maximum extent possible. **(T-1)**.

1.11.3. Inter-fly Requests. Gaining unit commanders will review and assess individual crewmember qualifications and training currency prior to granting approval for any crewmember from another unit to fly their unit-assigned aircraft. **(T-2)**. **Note:** See also AFI 11-401.

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

1.13. Aircrew Rated Management Overview.

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

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

1.13.3. Throughout the training year, MAJCOM training staff and PFT managers use assigned/allocated training quotas to assign individual crewmembers to formal training quotas. Use quota management documents to make daily student quota adjustments to the annual PFT.

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

- 1.14.1. AMC/A3T SharePoint®: <https://eim2.amc.af.mil/org/a3T/default.aspx>.
- 1.14.2. AETC hosts formal training courses on the ETCA website: <https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx>.
- 1.14.3. Formal School Post Graduate Questionnaire to be completed by crewmembers supervisor: <https://www.my.af.mil/agepiftprod>.
- 1.14.4. AFRC hosts crewmember training on web site: <https://usaf.dps.mil/teams/13261/default.aspx>.
- 1.14.5. Air & Space Expeditionary Force Center: <https://aef.afpc.randolph.af.mil/default.aspx>.

1.15. Failure to Progress or Complete Training. If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a Progress Review (PR) in accordance with AFMAN 11-202V1. **(T-2).** **Exception:** The 509 WPS will follow USAFWS policies. **(T-2).**

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

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

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

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

1.17.1.2. Prerequisites. All course prerequisites should be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units are responsible for identifying an alternate candidate for each allocated quota. If the primary candidate becomes unavailable, send AMC/A3TF Quota Managers a substitution request with the alternate's information.

1.17.1.3. Foreign Exchange Officer Allocations. Foreign Exchange Officers shall be properly identified on requests for formal course allocations and shall not be locally

substituted once an allocation has been loaded. **(T-2)**. When a change is necessary, units will send justification along with the replacement's complete data to AMC/A3TF Quota Managers for consideration/approval. **(T-2)**.

1.17.1.4. Late Changes/No-Shows. Unit leadership will submit a written explanation through OG/CCs to AMC/A3TF Quota Managers within 5 duty days following any student cancellation/substitution that occurs within 10 calendar days of CSD and for any student "no-show" for an allocated training course. **(T-2)**.

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

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

1.17.2. Headquarters (HQ) AMC Orientation Tour/GRACC. Global Ready Aircraft Commander Course (GRACC) is an Aircraft Commander overview of the offices and functions of HQ Air Mobility Command, 18 AF and the 618 AOC (TACC). Refer questions regarding GRACC to the AMC/A3TF Quota Managers.

1.17.3. Senior Officer Training Coordination. Forward questions regarding SOC availability and prerequisites to AMC/A3TF. Otherwise, take no formal actions.

1.18. Distribution. Units will establish the necessary hard copy or electronic device distribution requirements of this AFMAN, as applicable. **(T-3)**.

Chapter 2

INITIAL & REQUALIFICATION QUALIFICATION TRAINING

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

2.2. Initial Qualification Training Prerequisites. Complete initial qualification prerequisites in accordance with the ETCA website, this manual, and the course syllabus.

2.3. Ground Training Requirements. Complete ground training requirements for initial qualification in accordance with AFMAN 11-202V1 and this manual. During formal training, aircrews may complete (and receive credit for) aircrew-specific mobility training events found in the RTM. See the appropriate formal training course syllabus.

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

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

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

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

2.3.2.3. Use graduation date from S-V85-A, *Emergency Parachute and Water Survival Training*, or S-V90-A, *Water Survival, Non-Parachuting*, for initial SS05, Water Survival Training date.

2.3.2.4. Complete initial and periodic Local Area Survival refresher training in accordance with AFI 16-1301, AFI 16-1301 AMC Supplement I, *Survival, Evasion, Resistance, and Escape (SERE) Program*, and local requirements.

2.3.2.5. Complete periodic SERE, Emergency Parachute Training (EPT), and Water Survival refresher training in accordance with AFI 16-1301, AFI 16-1301 AMC Supplement I, and local requirements.

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

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Applies To:	Notes	
	Flight Physical	All	1,4,5	
	Physiological Refresher	All	1,5	
GC33Y	Crewmember Anti-Hijacking Training	P, N, B	2,5	
GD11Y	Aircraft Marshaling Training and Exam	P, N, B	1,5	
GD13Y	Aircraft Servicing Training	P, N, B	2	
GD17Y	Aircrew Intelligence Training (AIT)	P, N, B	2,5	
GD19Y	Approach Plate Familiarization Training	B	2	
GD25Y	Initial Crew Resource Management (CRM)/Threat & Error Management (TEM) Initial Training	All	5	
GD39Y	Hazardous Cargo Ground Training	P, B	2	
GD55Y	Instrument Refresher Course (IRC)	P, N		
GD73Y	Special Departure Procedures (SDP) Training	P		
GD75Y	Tactics Training	P, N, B	2	
GE05Y	Law of War (Basic)	All	5	
GH01Y	Communications/Communications Security (COMSEC) Procedures Ground Training	P, N, B	2	
GK19Y	Cargo Loading Training	B	2	
LL01	Aircrew Flight Equipment Familiarization Training	All	1	
LL03	Emergency Egress Training - Non Ejection Seat	All	1	
LL04	Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Ground Training	FS, X	6	
LL05	Emergency Egress with ACBRN	FS, X	6	
LL06	Aircrew Flight Equipment Training (AFET)	All	1	
LL07	Aircrew Flight Equipment (AFE) Fit Check	All	1	
SS01	Local Area Survival Training	FS, X		
SS03	Conduct After Capture	FS, X	6	
SS20	Level-C, (SERE Training, S-V80-A)	All	3,5	
SS32	Water Survival Training, Non-Parachuting (S-V90-A) (Ditching Aircraft)	All	3,5	
TG02Y	Visual Threat Recognition and Avoidance Trainer (VTRAT) Initial	P, N, B	2	
All=All crew positions (including Flight Surgeon and X-Prefix Flyers)		P=All Pilots	N=All Navigator/CSOs	B=All Boom Operators (BO)
FS= Flight Surgeons				X=X-prefix flyers other than aeromedical evacuation crewmembers

Notes:

1. Mandatory grounding item; individual will not fly until required event is accomplished. **(T-2)**.
2. Not required for crewmembers defined in **paragraph 4.2.3** unless specified in MAJCOM Supplement or specified in this AFI.
3. Initial training is called S-V80-A (CST), S-V88-AL Evasion Conduct After Capture (ECAC) or S-V90-A Water Survival Training (WST) in accordance with AFI 16-1301 (see **paragraph 2.3.2**). This training is not accomplished at the FTU, but should be completed before member arrives at the gaining unit. If the member arrives at the gaining unit without this training, it will be scheduled as soon as practical.
4. See governing publication. Flight physicals become due the 366th day after the previous physical and expire after the 455th day or as indicated on the DD Form 2992, whichever occurs first. The required frequency may vary to address waivers “and” or “or” individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days in accordance with reference directives.
5. In accordance with AFMAN 11-202V1, refer to reference publications which provide guidance for accomplishment of ancillary training requirements.
6. One-time requirement.

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with AFMAN 11-202V1 and this instruction.

2.5. Conversion/Differences Qualification Training Requirements. When possible, qualified Instructor aircrew members will provide the training to create an initial cadre. In some instances, it will be necessary for units to form an initial cadre of crewmember personnel for whom specific training qualification requirements may be waived upon request. The following conditions will apply to the management of initial cadre crewmember qualification:

2.5.1. Tasked MAJCOM, in-coordination with lead and training command, will develop a training plan for unit conversions. **(T-2)**.

2.5.1.1. The training plan should include provisions to form a nucleus of crewmembers to include Instructor and flight examiners (initial cadre).

2.5.1.2. Initial cadre will not be designated in a crew position higher than currently held [e.g., C-17 Mission Pilot (MP) to KC-135 Evaluator Pilot (EP)], unless previously qualified in the conversion aircraft. **(T-2)**.

2.5.2. Units with unique aircraft modification (e.g., KC-135R/T, etc.) or missions (e.g., SOAR, Receiver Air Refueling, etc.) will develop and maintain in-unit difference training programs for assigned/attached crewmembers, if not available, as described in **paragraph 5.6 (T-2)**. Units will submit these training programs to the appropriate MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) for approval. Use the appropriate ARMS events in **Table 2.2** and include details in local supplement or Operations Group Instruction (OGI). **(T-1)**.

2.5.3. Difference Certification. Sq/CC will complete crewmember certification when difference training is complete and an evaluation is not required. (T-2). When applicable, annotate “GKXXY Difference Certification” (see [paragraph 1.8](#) and applicable events in [Chapter 7](#)). Away from home station, the assigned unit will complete an AF Form 1381, *USAF Certification of Air Crew Training* and the individual will hand-carry to their host unit. (T-2).

2.5.4. In-unit Difference Training. Difference training assumes the student is qualified in the ‘X’C-135 (e.g., OC-135, RC-135, etc.). A formal course may be appropriate (e.g., TX-3) or units may develop a Difference Qualification Training (DQT) program based on available training resources (e.g., simulator, CBT, workbooks) and guide in [Table 2.2](#) MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) staff is approval authority for DQT on case-by-case only. (T-1).

2.5.5. [Table 2.2](#) is intended as a guide only; Unit Commanders will dictate actual training requirements on case-by-case basis in accordance with AFMAN 11-202V1.

Table 2.2. KC-135‘X’ Difference Qualification Training Requirements Guide.

Code	Event	MP	FP”X”	N	BO	Notes
AA01	Evaluation, Qualification (Qual Eval)	1	1		1	2
AB01Y	Qualification Open-Book Examination (If Required)	1	1	1	1	
AB03Y	Qualification Closed-Book Examination (If Required)	1	1	1	1	
AH19Y	Pilot Monitoring Takeoff and Climb	P	P			
AH23Y	Takeoff and Climb Procedures	P	P			
AL01Y	Landing	P	P			
AL17Y	Landing-Partial Flap (30 Degrees)	P	1			
AL25Y	Landing-Touch-and-Go	P	F			
AP53Y	Visual Flight Rules (VFR) Overhead	P	P			5
AT59Y	Takeoff	P	P			
AT75Y	Takeoff-Power Management Control (PMC) Off	1	F			1
AV79Y	Steep Turns Demonstration	P	P			5
AZ01Y	Approach and Go-Around (Simulated Engine Out)	P	P			1
AZ03Y	Approach and Go-Around (Simulated Engine Out, Power Rudder Off)	P	F			1
AZ07Y	Approach and Landing (Simulated Engine Out)	P	P			1

AZ13Y	Landing Gear Manual Extension	F	F		P	
AZ15Y	Main Flap Manual Operation	F	F		P	
AZ21Y	Simulated Engine Failure-Continued Takeoff	P	P			1
AZ27Y	Stall Recognition and Recovery Training	P	1			1
BR13Y	Checklist Procedures and Use Training	P	P	P	P	
BR19Y	Crew Coordination Training	P	P	P	P	
CK07Y	KC-135 Differences Certification	1	1	1	1	
GD09Y	Aircraft Field Trip	1	1	1	1	
GK45Y	KC-135T Difference Course	1	1		1	6
GK61Y	Multi-Point Refueling System (MPRS) Familiarization Training	1	1		1	5,7
LL03	Emergency Egress Training-Non-Ejection Seat	P	P	P	P	5
RF57Y	Tanker Formation, Radio-Silent Visual Signals	P	F		1	3,4,5
RT03Y	Tanker AAR	P	P			5
RT05Y	Tanker AAR, Auto-Pilot Off	P	P			5
RT07Y	Tanker AAR Breakaway	P	P			5
RT11Y	Tanker AAR Indoctrination	P	P			5
RT25Y	Tanker Rendezvous Overrun Procedures	P	P			5
RT27Y	Tanker Rendezvous (RV)	P	P			5
RT31Y	Tanker RV Delta (Point Parallel)	P	P			5
RU03Y	Aircraft Receiver AAR (Aircraft)	P	F			3,5
RU05Y	Receiver AAR (Heavyweight Receiver/Heavy Onload)	P	F			3,5
RU09Y	Receiver AAR Breakaway	P	P	P	P	3,5
RU15Y	Receiver AAR Indoctrination	P	F		1	3,5
RU17Y	Receiver AAR Night	P	F			3,5
RU19Y	Receiver AAR Tanker Auto-Pilot Off	P	F			3,5
RV01Y	Receiver Rendezvous Air Refueling	P	P			3,5
RV03Y	Receiver Rendezvous Delta (Point Parallel)	P	F			3,5
RV05Y	Receiver Rendezvous Overrun Procedures	P	F			3,5
F=Familiarization		P=Proficient		1=On Time Accomplishment		

Notes:

1. For collocated units, accomplished in ATD only
2. Pilots in DQT with different power plants will complete AA01 according to AFI 11-2KC-135V2. **(T-1)**.
3. For receiver pilots only (BO, as required).
4. Required for SOAR-certified BO only.
5. Accomplish if not already qualified/certified.
6. If equipped.
7. Reference **paragraph 5.6.4.3**. for event requirements.

2.6. Multiple Qualification.

2.6.1. Crewmembers will attend a formal IQT course for dual qualification in different MDS aircraft. **(T-1)**. Crewmembers maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL-A currency requirements in each aircraft (N/A for senior officers; see **paragraph 2.7**). **(T-1)**.

2.6.2. KC-135R, and T-model aircraft are considered the same MDS and do not meet multiple qualification criteria defined in AFMAN 11-202V1.

2.7. Senior Officer Qualification (SOQ). AFMAN 11-202V1 identifies senior officer qualification requirements. The KC-135 R-model SOC syllabus is available on ETCA. SOQ (training and certification) should be completed within the first 180 days after assuming the assignment. AMC/A3 retains the waiver authority for SOP requirements outlined in this manual.

2.7.1. Senior Officer Pilot (SOP). The SOP course provides basic flight procedures and training for SOQ pilots and results in a restricted AF Form 8. SOP course graduates are required to fly under direct supervision of an instructor pilot at all times. **(T-1)**.

2.7.2. Higher-Level Qualification for SOP Course Graduates.

2.7.2.1. In accordance with AFMAN 11-202V1 and with OG/CC approval, SOP course graduates (assigned or attached) desiring higher-level qualification may seek training for the higher-level (unrestricted) qualification. The unit OSS/OST in coordination with the OG/CC is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) review and approval is required prior to execution of the proposed training plan.

2.7.2.2. Upon completion of a higher-level qualification training program and a successful flight evaluation, OG/CCs will assign the SOP to FTL-A (as a minimum) for continuation training requirements. **(T-3)**.

2.8. Flight Surgeons. Flight Surgeons may fly with their assigned unit in accordance with local OG/CC policy and may log flight time during Initial Qualification Training (IQT). Flight Surgeon IQT includes Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Ground Training (LL04) (one-time requirement only), required ground training events from **paragraph**

3.5, and the first two sorties in the member's primary assigned aircraft. Designate Flight Surgeons as Mission Qualified/Mission Ready in their primary assigned aircraft upon completion of IQT.

2.9. Requalification Training (RQT). AFMAN 11-202V1 specifies requalification training limits and requirements. An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in the RTM), or completion of a qualification evaluation in a different MDS (unless multiple qualification has been approved prior to the evaluation), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For ADSCs related to aircrew training, see AFI 36-2107 (N/A AFRC). For in-unit RQT using ATS support, see **paragraph 1.5.6**

2.9.1. Individuals requalifying as KC-135 crewmembers will complete in-unit or formal school training (in accordance with AFMAN 11-202V1) and accomplish those MQT events from **Table 2.1**, **Table 3.1**, **Table 3.2**, and continuation training events defined in the RTM in which they are non-current. **(T-3)**.

2.9.1.1. A thorough review of the individual's flying training/history documentation will be conducted by appropriate training authority (Sq/DOT for in-unit requalification, or FTU if formal school requalification) and items to be accomplished during the requalification will be determined. Annotate these items on the AF Form 4024, *Aircrew Training Accomplishment Report* in the individual's training folder or electronic equivalent and specified on the in-unit requalification letter if applicable.

2.9.1.2. Former KC-135 instructors may accomplish instructor requalification concurrent with basic requalification (in-unit or formal course) for their crew position. In all cases of loss of qualification exceeding 39 months, the Sq/CC will determine which special qualifications and certifications are required to be re-accomplished and the training required to recertify. **(T-2)**. If the gaining Sq/CC determines that the individual requires additional seasoning prior to performing instructor duties, an individual can be certified as an aircraft commander (pilots) or basic qualification (boom operators) until the Sq/CC determines the individual is ready to be certified as an instructor.

2.9.2. Requalification Training Courses. In accordance with AFMAN 11-202v1, unqualified crew members will complete the appropriate TX-1, TX-2, TX-3 (longest to shortest) courses outlined below.

2.9.2.1. Unqualified for up to 39 months at the end of a non-flying assignment, or up to 51 months at the end of any active (or current) flying assignment may accomplish an in-unit training program (see **paragraph 5.4**) or TX-3 course. A flight evaluation is required in accordance with AFI 11-202V2 and AFMAN 11-2KC-135V2, *KC-135 Aircrew Evaluation Criteria*. Crewmembers may simultaneously requalify as an instructor during in-unit training with an approved waiver. Crewmembers may simultaneously requalify as an instructor while attending TX-3 course if the gaining unit's Sq/CC submits the request to the 97 TRS prior to the training start date. The FTU may decide not to qualify the individual to instructor status based on performance or resources.

2.9.2.2. Unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any active (or current) flying assignment, up to 8 years, will complete TX-2 course and a flight evaluation in accordance with AFI 11-202V2 and AFMAN 11-2KC-135V2. Crewmembers may simultaneously requalify as an instructor while attending TX-2 course with approved waiver.

2.9.2.3. Unqualified for over 8 years will complete TX-1 course and a flight evaluation in accordance with AFI 11-202V2 and AFMAN 11-2KC-135V2. Crewmembers may not simultaneously requalify as instructor.

2.9.3. Units conducting simultaneous requalification and instructor training compare the formal requalification course syllabus and instructor course syllabus to develop an individual training plan. **(T-1)**. The plan includes all phases of training and an appropriate (suitable) substitute (e.g., CBT, Instructor Based Training (IBT), simulators, number of flights, etc.).

2.9.4. See AFMAN 11-2KC-135V2 for simultaneous instructor re-qualification training and evaluation requirements.

2.10. Navigator/CSO Training. Navigator/CSO training includes three training phases:

2.10.1. Basic Navigator/CSO. KC-135 unit level staff navigator/CSO who may perform in-flight duties not including rendezvous (RV). These basic navigator/CSO duties are limited to system operation, communication, and crew coordination. Units may also maintain a local training program for initial and requalification training that focus on FMS-3 (B-Kit) operations, checklist procedures, CRM/TEM and communication training. The maximum level of qualification is BMC (FTL-C or FTL-E). See ground and continuation training requirements in the RTM.

2.10.1.1. Basic navigator/CSOs may fly any sortie with an FMS-3 suite installed. The BMC basic navigator/CSO may fly without an instructor once qualified. A BMC navigator/CSO may deploy and fly as a staff navigator/CSO (mission planning cell, scheduler, etc.). When used, basic navigator/CSO will complete requirements in **Table 3.1** and **Table 3.2** BMC basic navigator/CSOs will comply with theater training and deployment requirements (e.g., Concept of Operations (CONOPS), etc.).

2.10.1.2. Basic navigators/CSOs non-current (FTL-E) may fly with an IN or IP to regain their currency (MB10Y) with a FMS-3 navigator/CSO suite installed.

2.10.2. SOAR Navigator/CSO. KC-135 navigator/CSOs complement designated SOAR units as additional crewmember. SOAR navigator/CSO training is conducted in-unit by 22 OSS/OGT, McConnell AFB. SOAR navigator/CSOs will be basic-qualified and will maintain MR status for the SOAR mission (USAFWS SOAR Navigator/CSOs may maintain/regain SOAR currency utilizing qualified USAFWS SOAR Instructor Pilots). See ground and continuation training requirements in **Chapter 4** and the RTM.

2.10.2.1. SOAR navigator/CSOs may fly any sortie with an FMS-3 suite installed.

2.10.2.2. SOAR navigator/CSOs non-current in SOAR RV (RV33Y) will fly with a current SOAR instructor (IN or IP) to regain currency. Non-SOAR sorties may still be accomplished while non-current in only RV33Y. **(T-3)**.

2.10.3. Instructor Navigator/CSO. See **Table 5.2** for minimum flying time requirements. When selected for upgrade, complete course prerequisites (see **paragraph 5.5.6.4**). The

CBT or web-based lessons (and testing) are a baseline program followed by completion of the appropriate in-unit developed instructor training and evaluation.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT) AND CERTIFICATION

3.1. General Requirements. This chapter establishes minimum criteria and training requirements for conventional “and” or “or” OPLAN-801X Mission Qualification Training (MQT). Except where specifically stated, units conducting initial/requalification training and MQT may arrange mission sequence or sequence training events as necessary to use flying training hours effectively. Crewmembers that have graduated from a formal training course noted in **Table 6.1** or an AMC/A3T approved, in-unit initial/requalification training program, with a valid AF Form 8 are considered Qualified but not certified as MR until the appropriate MQT program has been completed (as applicable). Crewmembers will be MR before entry in special mission qualification and certification or upgrade training, unless noted in **Table 3.1**, **Table 3.2**, “and” or “or” **Table 3.3** or unless the training is specifically directed as pre-MQT (e.g., SOAR and ARR certification). **(T-3)**. Special mission certifications run concurrent with MQT but will not delay MQT completion. **(T-3)**. Crewmembers in MQT may participate in exercises.

3.1.1. Conventional Mission Certification will be completed prior to crewmembers deploying. **(T-2)**. If operational requirements exist, conventional certification and OPLAN-801X certification may be conducted separately. If OPLAN-801X certification is not conducted in conjunction with conventional certification, the crewmember will complete OPLAN-801X certification as soon as conditions permit (return from Temporary Duty (TDY), obtain appropriate clearance, etc.). **(T-3)**.

3.1.2. MQT is not required for BMC crewmembers assigned to MAJCOMs, Numbered Air Force (NAF)s, AOCs, United States Air Force Expeditionary Center (USAFEC), Contingency Response Wing (CRW)s, Contingency Response Groups (CRG), FTU, USAFWS, Direct Reporting Unit (DRU)s or SOC graduates not on aircrew mobility status unless specified in a course syllabus, a MAJCOM Supplement, or this manual.

3.2. Mission-Ready Certification. A crewmember is formally designated MR after successful completion of all MQT ground and flying training requirements, the Sq/CC (or designated representative) completes a review of the crewmember’s training record, and the Sq/CC (or designated representative) approves/documents the crewmember’s MR certification. **Note:** See **Table 1.2** for training time limitations.

3.2.1. MR-Conventional Certification is established upon completion of initial of qualification training requirements in **Table 2.1**, ground training requirements in **Table 3.1**, flying training requirements in **Table 3.2**, and overdue continuation training requirements in either the RTM or **Chapter 4**. Aircraft Commander Conventional Certification requires Sq/CC (AFRC Sq/CC or Sq/DO) approval through the Review and Certification (R&C) Board according to AFMAN 11-2KC-135V2.

3.2.1.1. MR Conventional-Certified AC Initial Qualification (TX-1 or TX-2) graduates are counted as a MR pilot for Status of Resources and Training System (SORTS) and TRP purposes. They may fly as a MR Pilot (FPL) upon completion of MQT, prior to certification as an aircraft commander (CP03Y), on any crew (including operational missions). TX-1 or TX-2 graduates are not considered a MR AC and may not fly as the

A-code (Pilot-In-Command) until formally certified by the Sq/CC (or designated representative); see [paragraph 5.3](#) for AC upgrade requirements.

3.2.1.2. ACIQ and PREQ Graduates. Aircraft Commander Initial Qualification (ACIQ) and Pilot Requalification (PREQ) graduates requalifying to aircraft commander will be coded as “FP” with the appropriate suffix in ARMS upon completion of all MQT requirements. **(T-2)**. Units will then count them as MR pilots for SORTS and TRP purposes and they may fly as a “FPL” on any mission (including operational missions). **(T-3)**. ACIQ and PREQ graduates will be coded as “MP” in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-3)**. They shall not fly as pilot-in-command until formally certified as a “MP” by the Sq/CC (or designated representative). **(T-2)**.

3.2.1.3. Pilot Initial Qualification (PIQ) Graduates. PIQ graduates will be coded as “FP” with the appropriate suffix in ARMS upon graduation from formal training and units will count these graduates as pilots for tracking purposes. **(T-3)**.

3.2.2. Crewmembers in MQT (who are current and qualified) may fly without an instructor of like specialty on Continental United States (CONUS)-only training sorties. Outside the Continental United States (OCONUS) unit commanders may allow crewmembers designated as Non-Mission Ready (NMR) to fly local, routine, and non-contingency overseas sorties in their respective theater without an instructor of like specialty. NMR ACs may perform AC duties under supervision of an IP.

3.2.3. For units with an OPLAN-801X commitment, complete the appropriate training events in [Table 3.3](#) and in accordance with Air Mobility Command Instruction (AMCI) 13-520-S, *Mobility Nuclear Operations*. Completion will result in a crewmember being declared MR-OPLAN-801X. Certification will include a mission briefing to the Wg/CC or designated representative. **(T-2)**. Units with an OPLAN-801X commitment will complete OPLAN-801X Certification (CK11Y) for all crewmembers. **(T-3)**. Complete events in [Table 3.3](#) prior to certification. **Note:** See [paragraph 3.1.1](#) for exceptions.

3.3. Ground Training Requirements. All crewmembers will complete applicable events in [Table 3.1](#), as well as any events not accomplished at the FTU in [Table 2.1](#) **(T-2)**. For units with OPLAN-801X commitments, complete all applicable ground events in [Table 3.3](#) **(T-2)**.

3.3.1. Local training and CONUS missions may be flown before completing all ground training events, provided Aircraft Marshalling Training and Examination (GD11Y), Flight Physical, Physiological Training, Aircrew Flight Equipment Familiarization Training (LL01), Egress Training (LL03), Aircrew Flight Equipment Training (AFET) (LL06), Flight Equipment (AFE) Fit Check (LL07), Local Area Survival (SS01), and medical clearance are accomplished.

3.3.2. Complete required ground training events that were not accomplished at/before the FTU, prior to certification as MR.

3.3.3. MR crewmembers transferring between units [or BMC crewmembers transferring to a BMC unit in conjunction with a Permanent Change of Station (PCS)] require unit-specific MR events and ground training requirements in which they may have lost currency during the PCS. MR crewmembers transferring to the FTU or USAFWS use applicable syllabus training events.

3.3.4. Ground training events accomplished during MQT establish the crewmember's due dates for subsequent continuation training. Completion dates for SERE courses S-V80-A and S-V90-A, per AFI 16-1301, establish the follow-on due dates for refresher training requirements SS02, SS03, SS05, and GE05Y.

Table 3.1. Mission Certification Ground Training Requirements (Conventional).

Code	Event	Crew Position	Notes
CE01Y	Briefing and Control of Passengers Certification	All	6,7,9
CE09Y	Instrument Landing System (ILS) Precision Runway Monitoring (PRM) Certification	P	6,7,9
CP11Y	Global Reach Aircraft Commander Course (GRACC) Certification	P	4
CQ05Y	Conventional Certification	All	7,8
CQ11Y	Emission Control (EMCON) 3 Certification	All	6,7,9
CQ13Y	EMCON 4 Certification	All	6,7,9
GB03Y	Unit Mission Briefing (Conventional)	All	7
GD13Y	Aircraft Servicing Training	All	6,7,9
GD35Y	Flight Line Security and Drivers Training and Exam	All	5,6,7,10
GD37Y	Ground Alert Start Procedures Training	P, B	7,9
GD63Y	Overwater Navigation Procedures Ground Training	P, N	7,9
GH01Y	Communications/COMSEC Procedures Ground Training	All	6,7,10
GH11Y	L-Band SATCOM Ground Training	N	3,7,9
GK45Y	KC-135T Difference Course	All	6,7,9
GK61Y	Multi-Point Refueling System (MPRS) Familiarization Training	P, B	6,7,11
GM09Y	Isolated Personnel Report (ISOPREP) Review	All	2,6
GM21Y	Small Arms Training	All	6,10
GY20Y	Simulator-Boom Operator Mission Qualification Training (BOMQT) Profile (GY21Y-GY25Y)	B	7,11
LL01	Aircrew Flight Equipment Familiarization Training	All	1,2,6
LL04	Aircrew Chemical, Biological, Radiological, and Nuclear (ACBRN) Ground Training	All	6,7,9
LL05	Egress Training with Aircrew Chemical, Biological, Radiological, and Nuclear (ACBRN)	All	6,7,9
LL07	Aircrew Flight Equipment (AFE) Fit Check	All	1,6,
SS01	Local Area Survival (LAS)	All	1, 6,7,10
All=All crew positions		P=All Pilots	N=All Navigator/CSOs
		B=All Boom Operators	

Notes:

1. Will be accomplished prior to the first flight. **(T-2)**.
2. Accomplish upon arrival after each PCS (see **paragraph 3.3.1.** and **paragraph 3.4.2.**).
3. Only applies to SOAR units.
4. Event applies only to AMC Qualified Mission Ready MPD Pilot (FPQ)/ MR MPD Phase I Pilot (FPC) pilots upgrading to MP. GRACC highly encouraged for PACAF, USAFE, and AFR mobility forces pilots upgrading to Aircraft Commander.
5. Only for individuals who are required to drive on the flight line (as determined by the Sq/CC; see **paragraph 7.15.25.**).
6. Aircraft Commander candidates will be current in this event but are not required to re-accomplish if previously accomplished as a MPD pilot. **(T-2)**.
7. Mission-ready crewmembers transferring between flying units only need unit-specific training in these events plus events in which they lost currency.
8. CQ05Y may be accomplished before aircraft qualification/re-qualification; however, an individual cannot be signed off as MR until all training is complete. Individuals who are at their unit and awaiting start of a formal school may begin MQT ground training and establish reference dates. In-unit training time begins on return from formal school (see **paragraph 1.7.**).
9. Credit may be awarded if the event was accomplished at the formal school or during in-unit upgrade.
10. AFMAN 11-2KC-135V1 is not the reference publication governing completion of this event. Refer to reference publications which provide guidance for accomplishment of ancillary training requirements.
11. Reference **Chapter 7** for event requirements.

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status are assigned an appropriate FTL and shall accomplish continuation training (currency and semi-annual) requirements in accordance with the RTM. **(T-3)**. Continuation training requirements may be pro-rated based on the training time start date as defined in **paragraph 1.7.1** Crewmembers may credit training events accomplished during MQT in accordance with **paragraph 4.4.1**

3.4.2. Crewmembers in mission certification training who fail to accomplish all semiannual training requirements must complete training in accordance with **paragraph 4.10.5** prior to awarding MR status. On a case-by-case basis, the Sq/CC may review the crewmember's training accomplished and waive incomplete requirements as required (document the waiver in the crewmember's training folder). Crewmembers non-current for an event may be certified MR on a case-by-case basis, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event in accordance with **paragraph 4.10.2.4**

3.4.3. After arrival at duty station, all crewmembers will receive a local area briefing and supervised local orientation (not applicable for in-unit initial, requalification, or upgrade training). (T-3). Pilots should accomplish a supervised takeoff, approach, and landing. Boom operators should accomplish a supervised air refueling.

Table 3.2. Mission Certification Flying Training Requirements (Conventional).

Code	Event	MP	FP"X"	MN	MB	Notes
AV71Y	Aircraft Alert Start Procedures Demonstration	P	P		P	4,10,11
CK05Y	BRAVO Probe-Equipped Receiver Certification				1	6,9,10,11,13
CK09Y	Multi-Point Refueling System (MPRS) Certification	AR	AR		AR	3,5,9,10,11,13
CK13Y	Receiver GOLF Day Heavy Certification	AR	1		1	2,5,6,7,8,10,11,13
CK15Y	Receiver GOLF Night Heavy Certification				1	6,7,10,11,12,13
CK17Y	Receptacle-Equipped Fighters (Day) Certification				1	6,7,10,11,13
CK19Y	Receptacle-Equipped Fighters (Night) Certification				1	6,7,10,11,12,13
CQ19Y	Multi-Element Flight (Formation) Lead Certification	1				10, 11
CQ43Y	RNAV/GPS Operations Certification	1	1	1		3,10,11
CQ51Y	Tactics Certification	1	1	1	1	3,10,11
MB01Y	Basic Sortie	P	P	P	P	
MB28Y	Aircrew Chemical, Biological, Radiological, or Nuclear Task Qualification Trainer (ACBRNTQT) Sortie	P	P	P	P	3,10, 11, 14
MB30Y	Oceanic/Overwater Sortie	P				10, 11, 14
MB52Y	Integrated Mission Sortie	P	P	P	P	10, 11, 14
PC35Y	Have-Quick Event	P	P	P		3,10, 11, 14
PC39Y	Secure Voice Event	P	P	P	P	3,10, 11, 14
RA05Y	Breakaway Radio Silent	P	P		P	9,10,11
RT01Y	Radio Silent AAR	P	P		P	3,9,10,11

RV31Y	In-Flight ARC-210 Demand Assigned Multiple Access (DAMA) SATCOM Training			P		10,15
AR = <i>As Required</i>		P = <i>Proficient</i>		1 = <i>One-Time Accomplishment</i>		
Notes:						
<ol style="list-style-type: none"> 1. Initial training will be accomplished in the aircraft, all others are creditable in OFT. 2. (MPD & AC only) If CK13Y certification is accomplished in-unit, pilot will show proficiency in RT05Y, Tanker AAR Auto-Pilot Off. (T-2). 3. Aircraft Commander candidates will be current in this event but are not required to re-accomplish if previously accomplished as a MPD pilot. (T-2). 4. Prerequisite for initial AV71Y is GD37Y (see Chapter 7 for more detail). 5. Pilots may be declared MR when certified in category of receivers required by unit mission. 6. BO may be declared certified in a specific air refueling category with approval by Sq/CC. 7. Sq/CC may declare a BO MR [Mission Boom (MB)] when certified in category receivers required by unit mission or after accomplishing events CK17Y, CK19Y, and CK13Y. Complete remaining events with an instructor. 8. Day or Night for pilots. 9. Credit may be awarded if accomplished in the BOWST/BOSS. 10. Credit may be awarded if accomplished at the formal school or during in-unit upgrade. 11. Mission-ready crewmembers transferring between flying units only need unit-specific training in these events (plus events in which they lost currency). 12. USAFE and PACAF units may elect to postpone CK19Y & CK15Y certification for 90 days (in addition to Table 1.2. timeline) during long-daylight periods in summer. 13. Reference paragraph 5.7.4. for event requirements. 14. Not required for BMC aircrew unless specified in Supplement. 15. SOAR Navigator/CSO only 						

Table 3.3. Mission Certification Training OPLAN-801X Requirements (OPLAN-801X committed units only).

Code	Event	Crew Position	Notes
AV71Y	Aircraft Alert Start Procedures Demonstration	All	
CK11Y	OPLAN-801X Certification	All	
CQ27Y	Minimum Interval Takeoff (MITO) Certification	AC	5
GB05Y	Unit Mission Briefing (OPLAN-801X)	All	

GD13Y	Aircraft Servicing Training	All	4
GK37Y	Flash Blindness and Thermal Protection	All	2,3,4
GK39Y	Initial Command & Control Procedures	All	2
GK47Y	Minimum Interval Take-Off (MITO) Procedures	All	2,3,5
GK67Y	OPLAN-801X Study	All	
GK69Y	Polarized Lead-Lanthanum-Zirconate-Titanate (PLZT) Goggle	All	1,2,3
GK77Y	Unit Alert Procedures	All	2,3
TK13Y	OPLAN-801X/Emergency War Order (EWO) Performance Training	P	2
All=All crew positions		P=All Pilots AC= Aircraft Commander	

Notes:

1. GK69Y will be completed within 60-days of helmet modification; crewmember may be declared MR before completing GK69Y. **(T-2).**
2. Aircraft Commander candidates will be current in this event but are not required to re-accomplish if previously accomplished as a MPD pilot. **(T-2).**
3. Mission-ready crewmembers transferring between flying units only need unit-specific training in these events (plus events in which they lost currency).
4. Will be accomplished in the aircraft. **(T-2).**
5. 801X Certification can be gained/maintained without MITO Certification for 6 months with OG/CC waiver. The authority to waive MITO Certification for subsequent 6-month periods is MAJCOM/A3T. Coordination with AMC/A10N is required to waive this event. If waivers are expired or not granted, member will not be 801X Certified.

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

- 3.5.1. Expired/non-complete continuation ground and mobility events in [paragraph 4.6.1 \(T-2\)](#).
- 3.5.2. Unit Indoctrination (UI) Training (GD81Y). **(T-2).**
- 3.5.3. Aircrew Flight Equipment Familiarization (LL01). **(T-2).**
- 3.5.4. Local Area Survival Training (SS01). **(T-2).**

Chapter 4

CONTINUATION TRAINING

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

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

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

4.2.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed IQT and MQT, is qualified in some aspect of the unit's mission, but does not maintain MR status. The aircrew member will be able to attain full MR status to meet operational taskings within 45 days. **(T-2)**.

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

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

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

4.2.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the unit's aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set in this manual and current RTM. **(T-1)**.

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

4.3. Flying Training Levels.

4.3.1. The Sq/CC (or designated representative) assigns an appropriate FTL to each assigned and attached crewmember (see [paragraph 1.4.6](#)). FTL assignments are based on experience and crewmember proficiency. NMR crewmembers assigned to MAJCOM staff, NAF, 618 AOC (TACC), USAFEC, CRW, CRG, formal school, USAFWS, or DRU, are normally

categorized as BMC and assigned FTL-A or FTL-E. Basic (non-SOAR) navigators/CSOs are assigned FTL-C or FTL-E.

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

4.3.1.2. FTL-B –Experienced, MR Crewmember (including BAQ Experienced Crewmembers pursuing MR status). As a guide, crewmembers having between 5-10 years of operational flying experience.

4.3.1.3. FTL-C – MR Crewmember or BAQ Crewmember pursuing MR status after initial qualification training. (As a guide, crewmembers having less than 5 years of operational flying experience) Initially assign inexperienced MR crewmembers to FTL-C.

4.3.1.4. FTL-E –BAQ or BMC non-instructor staff. This training level may include senior officers, MAJCOM, NAF, 618 AOC (TACC) staff, CRW, DRU, and other attached flyers that are not maintaining MR or instructor status. FTL-E requirements are insufficient for MR status and crewmembers assigned to FTL-E will fly with an instructor of like specialty at all times (see [paragraph 1.10.4](#)). BMC Basic navigators/CSOs see [paragraph 2.10.1](#)

4.3.2. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. **Exception:** Units associating FTLs with crew positions may change FTLs after upgrade is complete (e.g., instructor upgrade). BAQ crewmembers may be placed into a different FTL any time after attaining MR status. Prorate events upon changing training levels (see [paragraph 4.8](#)).

4.4. Training Events/Tables. Standardized ARMS training event identifiers and descriptions can be found in [Chapter 7](#). The unit may locally define unit-specific events as “X” events (e.g., X123Y) using MAJCOM-provided guidance. Local “X” event identifiers and descriptions are to be published in OG/CC level guidance (see [paragraph 7.22](#)).

4.4.1. Crediting Event Accomplishment. Crewmembers may credit events accomplished during training, MQT, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date (see [paragraph 4.8](#) when proration is involved). They will be qualified in the events and either current or under the supervision of an instructor. Use date of successful evaluation as the date of accomplishment for all flying training currency events that were trained during the formal or in-unit course (see [Table 6.1](#)). All crew members may credit GY15Y, GD27Y, GX29Y, GX9(X)Y, and GY10Y currencies upon successful completion of an ATS formal course syllabus or if accomplished during in-unit requalification in accordance with [Paragraph 1.5.5](#) (use the evaluation date as the date

of accomplishment). Training requirements for these events will not apply until the next Annual period. **Note:** Students completing Aircraft Commanders Upgrade (ACU) at the FTU do not receive credit for GX9(X)Y events.

4.4.2. Credit all completed training events during FTU courses for boom operators and pilot (formal or in-unit) toward continuation training (currency and semi-annual) requirements for the crew position which the individual is currently qualifying, including pre- (or post) pilot and boom instructor course programs.

4.4.3. Do not credit continuation training events graded as Q-3 accomplished on an unsatisfactory flight evaluation (in accordance with AFMAN 11-2KC-135V2) until re-qualified.

4.4.4. Make-up training (ground or flying) is creditable towards the new training period. **Exception:** If unqualified in an event(s), only credit the event if successfully accomplished in an official requalification program or on a successful evaluation in accordance with [paragraph 4.4.1](#)

4.4.5. Instructor Training Requirements and Responsibilities. Instructors and flight examiners may credit 50 percent of their total continuation training requirements per event while instructing or evaluating when the events requirement is 2 or more. **Exception:** Instructor and flight examiner pilots may not credit takeoff or landings flown by another pilot.

4.4.6. Records and Documentation. All training events will be recorded in ARMS. **(T-2)**. Units will use AF Form 1522 prescribed by AFMAN 11-202V1, to record training accomplishments. **(T-2)**. **Note:** GTIMS is a suitable electronic alternative for the AF Form 4324 and AF Form 1522 as long as all information is included and documentation certification can be verified and tracked through ARMS processing.

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

4.4.6.2. Use one ARMS entry for combined training events.

4.4.6.3. Input all one-time events and events required for Permanent Change of Station (PCS) in the ARMS database.

4.4.6.4. Units may use locally-developed mission accomplishment reports (MAR), or MAJCOM-approved electronic equivalent to document continuation training. Minimum requirements for the MAR are defined within this chapter, training tables, “and” or “or” the RTM.

4.4.7. Flying events accomplished in the simulator (OFT or BOWST/BOSS) as allowed in the RTM will be coded by replacing the lead character in the standardized MAF ARMS identifier with an “S”. **(T-2)**. Flying events accomplished using a Distributed Mission Operations (DMO) OFT/BOWST/BOSS use a “D” in place of the first character. All simulator accomplishments will be documented and tracked in ARMS using GTIMS (preferred) or manual inputs when GTIMS is not available/used. **(T-2)**.

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

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

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

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

4.5.1.3. Geographic Combatant Commanders (CCDR) “and” or “or” Air Force Component Commanders (or their equivalents) may specify additional theater-specific training or mobility requirements for their Area of Responsibility (AOR). Refer to Air Expeditionary Force (AEF) Center's Expeditionary Readiness Training (ERT) guidance and theater-developed Special Instructions (SPINS) (where applicable) for specific theater training requirements. In such cases, aircrew members are required to comply with theater-specific guidance in addition to requirements in this manual. If a conflict exists, comply with the more restrictive version.

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

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

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

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

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

- 4.5.2.1.1. Fifty Percent (50%) Credit in an ATD. The definition of 50% creditable in the WST is that a minimum of 50% of the semi-annual volume requirements will be accomplished in the aircraft. **(T-2)**. Crewmembers may accomplish remaining percentage in either the WST or the aircraft. If event volume is reduced to one through proration, then that event shall be accomplished in the aircraft. **(T-2)**.
- 4.5.2.1.2. Crewmember Qualification Requirements. Primary crewmembers may log continuation training events using an ATD per the RTM, provided the crew is qualified in their respective crew positions. The opposite pilot seat is required to be occupied by a qualified crewmember or ATS instructor in order for a pilot to credit continuation events. **Exception:** Qualified crewmembers may credit continuation training events when paired with an unqualified crew member, if that event is defined in a requalification plan and a current and qualified Air Force or ATS instructor is present in the device. ATS contract instructor's supervision meets the requirements for continuation training (currency and semi-annual) events requiring instructor or direct instructor supervision.
- 4.5.2.1.3. Pre-requisites for simulator training shall be completed prior to the simulator start time or the training may be cancelled. **(T-3)**. AFR members should accomplish CBTs prior to simulator training, but the sortie will not be cancelled if this is not accomplished. **(T-2)**.
- 4.5.2.2. Simulator Certification. Currency and training events will only be creditable in simulators holding a current Simulator Certification from AMC/AOS Det 2. **(T-2)**. Specific currency and training events will not be creditable in a simulator that has been issued a partial decertification for those events by AMC/AOS Det 2 in accordance with the restrictions given under the partial decertification. **(T-2)**.
- 4.5.2.2.1. Credit takeoff, instrument approach, and landing events only at airfields certified in the visual database by AMC/AOS Det 2.
- 4.5.2.2.2. Simulator profiles will be scheduled as ground events in the primary scheduling program (Global Decision Support System (GDSS), GTIMS, Patriot Excalibur(PEX), etc.) and event cancellation authority will reside with the OG/CC (or designated representative). **(T-3)**.
- 4.5.2.3. Allocation of Flying Hours for Continuation Training. Each MAJCOM allocates flying hours to each wing as training, test, and ferry hours or operations and maintenance (O&M) hours. Allocated hours provide all crew positions with sufficient hours (based on FTL C) to accomplish required continuation flying training events.
- 4.5.2.4. Senior officers and staff crewmembers maintaining BAQ status will (as a minimum) maintain FTL E continuation training requirements. **(T-2)**. This requirement also extends to any additional aircraft in which the crewmember maintains a qualification.
- 4.5.2.5. Attached aviators may conduct flight training at other locations; however, inter-fly agreements and other documentation (e.g., Individual Training Summary (ITS), DD Form 2992, and other Go/No-Go documentation) may be required. See AFI 11-401 and AFMAN 11-2KC-135V3 for passenger carrying restrictions.

4.5.2.6. Mission Oriented, Proficiency, and Phase simulator profiles (GX29Y, and GX91Y-GX94Y) will be flown in the same manner as the aircraft, to include the wear and use of professional gear (headsets, gloves, etc.).

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

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

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

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

4.6.1.2.1. Six (6) Total Flight Surgeon Sorties per Semi-Annual Period (FF00).

4.6.1.2.2. Twelve (12) Total Flight Surgeon Sorties per Annual Period (FF00).

4.6.1.2.3. One (1) Night Sortie, Flight Surgeon (FF02) per Semi-Annual Period (credits FF00).

4.6.1.2.4. Two (2) Night Sorties, Flight Surgeon (FF02) per Annual Period (credits FF00).

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

4.6.2. Loss of Currency. MAJCOMs establish procedures for flight surgeons to regain flying currency. Flight Surgeons that exceed six months between sorties require completion of LL03, *Emergency Egress Training, Non-Ejection Seat*, with a certified aircrew instructor prior to the next flight. Flight Surgeons require an Aircraft Commander's signature on a copy of the AMC/SGP Memo or other approved form (e.g., AF Form 1522, locally generated form/memo/etc.) to certify that an egress procedures review was completed prior to flight. **Note:** Documentation on AFTO 781, *ARMS Aircrew/Mission Flight Data Document*, is not acceptable. The Flight Surgeon is required to submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office upon mission completion. SARM/HARM files documentation in accordance with AFRIMS disposition.

4.7. Senior Officer Qualification Continuation Ground and Flying Requirements.

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

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

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

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

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

4.8. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFMAN 11-2KC-135V1 is not the governing directive for completion of ancillary training events. Aircrew members comply with published frequencies listed in the most current RTM, where indicated. Otherwise, consult the source publication and/or AEF Online ERT Checklist for required training frequency found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>). **Note:** This manual, AFMAN 11-202V1, and the RTM are the only publications that designate grounding an aircrew member.

4.8.1. Expeditionary Training Requirements. See Unit Deployment Manager (UDM) representative to ensure compliance with additional non-aircrew specific expeditionary readiness training (ERT) requirements established through the Air and Space Expeditionary Forces website (AEF Online).

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

4.9. Proration of Training. Crewmembers who are not available for flying duties due to extenuating circumstances for extended periods of time (generally 16 days or more) may be eligible for proration of training requirements in accordance with AFMAN 11-202V1 and this

manual. Proration should be used judiciously, especially when considering prorating the same crewmember for consecutive semi-annual training periods.

Table 4.1. Individual Availability.

Days Available	Months Available
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
>166	6

4.9.1. Proration Formula. Use **Table 4.1** to determine the number of months the crewmember is available during the training period (e.g., crewmember is on a non-flying TDY for 118 days during the semi-annual period (otherwise available for 64 days) equals 2 months available per **Table 4.1**). Multiply the number of months available by the event volume from the appropriate table, divided by the total number of months in the training period, then round down to the nearest whole number, but never less than 1 (e.g., 2 months available x 12 instrument approaches / 6 months in the semi-annual training period = 4 required). Subtract previous accomplishments from the prorated total to determine remaining requirements. **Note:** When the prorated volume is reduced to one for any event that is not 100% creditable in the simulator, then that event is required to be accomplished in the aircraft.

4.9.1.1. For upgrade students, continuation training requirements will be prorated from their training start time through the day prior to the successful completion of their upgrade evaluation (see **Table 4.1**).

4.9.1.2. For initial qualification and requalification students, training accomplished prior to the successful aircraft flight portion of their evaluation will not be credible towards their semi-annual continuation training requirements. **(T-2)**. They are considered unavailable for proration purposes. Initial and requalification student's time available for proration purposes begins the duty day prior to the successful completion of their initial or requalification evaluation and will be prorated accordingly. **(T-2)**.

4.9.2. Permanent Change of Station Considerations. Crewmembers who PCS during the training period to a unit flying the same MDS aircraft and enter the same or lower FTL may credit training accomplished at the previous base. **Note:** There could be two proration calculations needed when a PCS overlaps a change to a new semi-annual training period. **Note:** Use date departed last duty station through 7-days after a crewmember signs-in at a CONUS location or 14-days after a crewmember signs in at an OCONUS location to determine the number of days available. **Exception:** Use the date of the first training event for the calculation when the training event occurs prior to the 7- or 14-day standard.

4.9.3. Change in Flight Training Levels. Proration may be used for certain crewmembers who require a change in training levels during the semi-annual period (e.g., completion of MR certification) in accordance with [paragraph 4.3.2](#)

4.9.4. OSS/OST or SQ/DOT (as applicable) will maintain training proration letter for a period of two years (commanders may increase retention period as required). Non-co-located squadrons and detachments will forward proration letters to the parent unit for inclusion in the parent unit's records.

4.10. Failure to Complete Training Requirements. Declare individuals in Status of Resources and Training System (SORTS) NMR, non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete periodic ground or flying continuation training requirements in accordance with AFMAN 11-202V1. **Note:** This does not pertain to individuals pursuing MR status after initial qualification or requalification training.

4.10.1. Failure to Maintain Flying Currency. Currency events are denoted in the most current RTM under the "CUR" column with prescribed maximum intervals between accomplishments. Failure to meet a currency requirement results in the crewmember being non-current for that training event. Crewmember shall not deploy until currency is regained (see [paragraph 1.10.3.1](#)). **(T-3)**.

4.10.1.1. Place individuals non-current in one or more currency events in NMR/N-BMC/N-BAQ status (as appropriate).

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

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

4.10.1.3.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may approve non-current crewmembers to fly unsupervised on sorties where the events causing non-current status are not conducted. **Exception:** A crewmember who is non-current in Takeoff (AT59Y), Simulated Engine Failure-Continued Takeoff (AZ21Y), Instrument Approach (AP15Y), Landing (AL01Y), Approach and Go-Around (Simulated Engine Out) (AZ01Y), or Approach and Landing (Simulated Engine Out) (AZ07Y), requires direct IP supervision on all sorties until currency is regained. **(T-2)**.

4.10.1.3.2. Oceanic Sorties. Aircraft commanders who are not current for an oceanic sortie may fly in command on operational CONUS missions. Aircraft commanders may regain oceanic currency under the direct supervision of a qualified aircraft commander or higher. FPs can regain currency while being supervised by a current and qualified aircraft commander or higher in the jump seat.

4.10.1.3.3. Receiver Air Refueling Sorties. Aircraft commanders who are non-current for receiver air refueling shall not fly in command on missions requiring receiver air refueling until currency is regained. **(T-3)**. Currency for aircraft commanders who are non-current for less than 15 days may be regained on

operational AAR missions when all of the following conditions are met: the crewmember is under the supervision of a qualified AC or higher, required fuel on-load for the mission is complete, and no passengers are aboard.

4.10.1.3.4. Pilots non-current in any Tanker RV (RT27Y, RT29Y, RT31Y, RT33Y) do not require direct IP supervision.

4.10.1.3.5. A navigator/CSO who is non-current may be supervised by an IP and may regain currency by the same IP.

4.10.1.3.6. A boom operator non-current in MPRS Sortie (MB51Y) may continue to participate unsupervised in all missions not requiring MPRS operations. Boom operators may deploy, but not as a MPRS-certified crewmember until currency is regained with a MPRS-certified Instructor Boom Operator (IB).

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

4.10.2.1. Review ARMS products for those crewmembers who become non-current for volume events.

4.10.2.2. Place each non-current crewmember in NMR/N-BMQ/N-BAQ status (as appropriate).

4.10.2.3. Formulate a get-well plan to re-establish individual currencies.

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

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

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

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

4.10.3.2. Waivers. Crewmembers may be granted a waiver in accordance with [paragraph 1.5.8](#) to re-establish flying training event currency. Document waivers, when determined appropriate, in accordance with this manual “and” or “or” the RTM. Commanders will base the decision to waive a flying continuation training event on the individual crewmember’s experience and proficiency level. **(T-2)**. Considerations such as a crewmember’s availability, manning shortfalls, etc., are not appropriate reasons for granting continuation training waivers. **Note:** AMC units are required to use GTIMS for waiver documentation.

4.10.3.3. Non-Current for up to Six Months. A non-current crewmember is required to demonstrate proficiency in an aircraft or simulator to the satisfaction of an Air Force instructor (or ATS instructor for simulator-creditable events) for all events in the RTM Flying Training tables in which they have lost currency, except as otherwise noted above.

4.10.3.4. Non-Current Exceeding Six Months. A crewmember who remains non-current exceeding six months for flying training events identified as leading to unqualified status in the RTM Continuation Flying Training tables is designated as unqualified in the aircraft. The crewmember shall complete Sq/CC-directed requalification training in accordance with [paragraph 2.9](#) followed by an aircrew evaluation in accordance with AFMAN 11-2KC-135V2. **(T-2)**. Sq/CC-directed training and evaluation will include all delinquent training items. **(T-2)**. Updated currency will be established in accordance with [paragraph 4.4.1](#) upon successful completion of the required evaluation. **(T-2)**. **Note:** For all other currency events, refer to [paragraph 4.10.4.2](#)

4.10.4. Failure to Complete Ground Continuation Training Requirements.

4.10.4.1. Declare aircrew members who fail to complete ground continuation training events required by the RTM as non-current for the/those specific training event(s). Designate those crewmembers as NMR/N-BMC/N-BAQ until currency is regained or a waiver is granted.

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

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

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

4.10.4.3.2. Specific event(s) may be judiciously waived in accordance with [paragraph 1.5.8](#) Such a waiver is intended to account for unforeseen circumstances and is only for events that do not degrade mission accomplishment. Base waiver decisions on the individual crewmember’s experience and proficiency level. Do not base waiver decision on scheduling or availability concerns. A waiver extends the due date for the specific event(s), but does not delete the requirement. Aircrew members should complete the event(s) to re-establish currency as soon as possible after currency is lost.

4.10.4.4. Crewmember Restrictions While Non-Current for Ground Continuation Training Events. With the exception of mandatory grounding items noted in the RTM, crewmembers who are non-current may fly unsupervised on local, routine, and CONUS missions according to RTM on sorties not requiring the ground training event. **Exception:** CONUS-based crewmembers who are non-current for Combat Survival Training (SS02) or Water Survival Training (SS05) are restricted to CONUS missions until currency is regained or a waiver is granted. **Exception:** [AFRC] Crewmembers who are non-current for Water Survival Training (SS05) are restricted to CONUS missions until currency is regained or a waiver is granted. AFRC crewmembers who are non-current for Combat Survival Training (SS02) may be permitted to fly non-combat-related AFRC-managed missions (including OCONUS) where mission re-tasking will not occur, but are restricted to CONUS-only for 618 AOC- (TACC)-managed mission until currency is regained or a waiver is granted. **(T-2). Exception:** Non-CONUS-based crewmembers may fly local/theater sorties within their assigned theater that do not transit combat zones when SS02 is overdue or do not include over-water segments when SS05 is overdue until currency is regained or a waiver is granted.

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

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

4.11. Requirements Before PCS or TDY By Members On Active Flying Status. See AFMAN 11-202V1.

4.12. Requirements Before Removal From Active Flying. See AFMAN 11-202V1.

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

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

4.15. Training Period. Continuation training program is based on static 6-month period, for example: 1 January - 30 June or 1 July - 31 December.

Chapter 5

UPGRADE TRAINING

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

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

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

5.1.2.1. Completion of applicable ground and flying requirements required by this manual.

5.1.2.2. Completion of academic prerequisites and special requirements detailed in the ETCA.

5.1.2.3. In-depth knowledge of aircraft systems, operating policies, governing instructions, and applicable tactics, techniques, and procedures for their MDS.

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

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

5.1.3. Waiver Authority for Formal Course Prerequisites. OG/CC is the designated waiver authority for flying-hour prerequisites required for entry into formal upgrade courses (see **Table 5.1**). Consult the course syllabus "and" or "or" the organization establishing the requirement for other waiver authority determinations.

Table 5.1. Pilot Prerequisites for Upgrade--Selection Matrix (T-3).

From	To	Prerequisite for Course Entry	Prerequisite Before R&C Board Certification	Notes
UP (Various MDS)	MP (via TX-1 or TX-2)	Previous AC in USAF MDS "and" or "or" 1000 hours TFT	100 KC-135 hours (PAA) & MPD Phase II guide, if required	1,2,3,4
FP	MP [via Aircraft Commander Upgrade (ACU)]	1000 hours TFT / 400 KC-135 hours (PAA) and MPD Phase I & II	MPD Phase I, II, & III	1,2,3

Notes:

1. Total Flying Time (TFT) represents all flying time logged aboard a fixed-wing aircraft as a

military pilot, including, simulator time, SUPT “student” time, and “other” time. **Exception:** TFT does not include time in another aircrew specialty or RPA time. **Note:** Simulator time is creditable to meet TFT requirement.

2. 100 KC-135 hours Primary Aircraft Authorization (PAA) required after MQT completion but before R&C to perform AC duties.

3. KC-135 simulator time is creditable towards PAA Time. Simulator time is creditable towards total flying hours.

4. For MAF crossflow with similar skill set (e.g., KC-10) use TX-2; MPD Phase II guide is not required. Pilots with dissimilar background (e.g., OSA/FAIP, F-16, etc.), use TX-1; accomplish MPD Phase II guide in-unit.

5.2. Mobility Pilot Development (MPD) Program. MPD is a program for PIQ graduates leading to AC certification. MPD pilots are not ACs. The MPD program consists of the PIQ [or ACIQ (TX-1 or TX-2)] formal training course followed by continuation training and seasoning in a primary aircraft, then progresses to the MPD pilot’s upgrade to and certification as an AC. **Note:** PIQ/ACIQ and AC upgrade programs are described elsewhere in this manual. MPD continuation training and seasoning is divided into multiple phases: MPD Phase I, MPD Phase II, GRACC, Aircraft Commander Upgrade (ACU), and commander certification to AC. All MPD pilots will be dual-seat qualified in their assigned aircraft and will maintain qualification requirements according to AFMAN 11-2KC-135V2. **(T-2).** **Note:** See minimum flying hour requirements in [Table 5.1](#) The commander’s assessment of the MPD pilot’s performance drives the timeline required to upgrade to AC. Unit commanders should tailor continuation training and seasoning programs to the individual pilot’s knowledge, skill, and experience level. The success of the MPD program depends on MPD pilots being effectively mentored and provided with sufficient training and development opportunities for success.

5.3. MPD Program Continuation Training.

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

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

5.3.3. MPD Phase I Certification (CP15Y). MPD Phase I consists of core aircraft commander development activities for new pilots. The center of this training is the MPD Phase I Training Guide that focuses on communications, checklist discipline, aircraft systems knowledge, and basic mission planning to build the MPD pilot’s knowledge and understanding of their assigned aircraft and its mission. MPD Phase I pilots are not expected or authorized to act as aircraft commanders. The program’s intent is to provide them with a variety of opportunities to observe and learn aircrew leadership fundamentals from aircraft commanders in multiple settings. MPD Phase I pilots should not be assigned additional duties in the squadron during their training period to allow them to focus on study and flying the mission to the maximum extent possible. MPD Phase I pilots will complete the MPD

Phase I Training Guide NLT 180 days (365 days for AFR) after becoming mission ready. **(T-3). Note:** Pilots crossflowing from First Assignment Instructor Pilot (FAIP), Operational Support Aircraft (OSA), or non-MAF weapons systems are not required to complete MPD Phase I.

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

5.3.3.2. MPD Phase I may be considered complete no earlier than 6 months after training start date (as defined in [paragraph 1.7.1](#)), provided the pilot has attained a minimum of 200 PAA hours and has completed the MPD Phase I Training Guide. **(T-3).** Document Sq/CC approval via the STRP and transition the pilot to MPD Phase II.

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

5.3.4.1. During MPD Phase II, pilots receive ‘balanced exposure’ by flying in both seats. MPD Phase II pilots may fly in the left seat under supervision of an AC or higher. Unit leadership will use sound judgment and solid RM principles to determine crew complement and the seat the MPD pilot occupies. **(T-2).** MPD Phase II pilots should be in the left seat during refresher and proficiency simulators.

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

5.3.5. Global Reach Aircraft Commander Course (GRACC) Certification (CP11Y). This event is an essential familiarization with the operational command and control structures and mission management oversight that resides at the headquarters level. See [paragraph 1.17.2](#) for scheduling and [Chapter 7](#) for additional course details. Attendance is mandatory for AMC pilots and highly-encouraged for all others during upgrade and prior to certification as an aircraft commander. The intent is for MPD pilots to attend GRACC after completion of MPD Phase II (CP17Y) and prior to beginning ACU. **(T-2).**

5.3.6. Aircraft Commander Upgrade (ACU) course is the final training course before a MPD pilot’s certification as an aircraft commander (also referred to as PCO). The Sq/CC (AFRC Sq/CC or Sq/DO) determines (via the STRP) projected date for the MPD pilot’s ACU course. The actual training start date occurs with the first ACU training event. Training time

limitation is defined in [Table 1.2](#) ACU requires a formal training folder (AF Form 4022) or electronic equivalent to document required training and certification. Multiple training programs may be combined into a single training folder (or GTIMS training template), at the unit commander's discretion. **Note:** MAJCOM-approved training guides are authorized.

5.3.6.1. Aircraft commander candidates accomplishing ACU training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. It is permissible for aircraft commander candidates to be in both seats in the simulator while under IP supervision, as required. **Note:** Qualified and current pilots may fly as FPQ when not accomplishing ACU training events.

5.3.6.2. Prior to certification, aircraft commander candidates shall be current in applicable MQT events listed in [Table 3.1](#) and accomplish the following events during their ACU course. **(T-3).**

5.3.6.2.1. Multi-Element Flight (Formation) Lead Certification (CQ19Y). Proficiency as formation lead is demonstrated (see [paragraph 5.7.1](#)). If simulator is used for Lead Certification, reference Distributed Mission Operations (DMO) requirements.

5.3.6.2.2. Tactics Certification as defined in [paragraph 5.7.6](#) will be accomplished prior to the Operational Mission Evaluation (OME). **(T-3).** **Note:** Training may be accomplished once an individual has been identified for upgrade.

5.3.6.2.3. Receiver GOLF Day Heavy Certification (CK13Y). Receiver GOLF Day Heavy training is normally completed at the FTU prior to arrival at the unit. Certification by the gaining Sq/CC occurs after arrival at the operational unit. The Sq/CC ensures the AC candidate demonstrates proficiency, as applicable, and documents training/certification via the AC candidate's paper or electronic training folder and the STRP.

5.3.6.2.4. Hazardous Cargo Ground Training (GD39Y). Crewmember completes the approved online CBT.

5.3.6.2.5. Oceanic/Overwater Sortie (MB30Y). Training consists of IP led Overwater Navigation Procedures Ground Training (GD63Y) in preparation for an actual MB30Y flying event. Training and mission place emphasis on AC duties, oceanic crossing procedures, en route procedures and overall mission management. IP-supervised current and qualified MPD pilots are not considered NMR for this event and may fly OCONUS for the purposes of oceanic training. Units may credit this event during MPD Phase II when accomplished with and documented by an IP on an AF Form 4023, *Aircrew Training Progress Report* or in an approved training guide. In all cases training is required to be documented in the AC candidate's paper or electronic training folder.

5.3.6.2.6. Demonstrate proficiency in simulated engine failure events, pattern work, touch-and-go landings, and CRM/TEM.

5.3.6.2.7. Aircraft commander candidates will accomplish MQT events listed in [Table 3.1](#), [Table 3.2](#), and [Table 3.3](#) prior to certification, unless exempted by a table note. **(T-2).**

5.3.6.2.8. OME completed in accordance with AFMAN 11-KC-135V2. **Note:** Normally, the OME should be the last event prior to Sq/CC (AFRC Sq/CC or Sq/DO) certification.

5.3.7. Certification. Complete certification in accordance with this manual and document via STRP. Assign the appropriate Mobility Pilot Designation Code in accordance with AFI 11-401 AMCSUP I, *Aviation Management*, **Table A2.4**.

5.4. Aircraft Commander (Non-MPD).

5.4.1. The following are prerequisites for entry into AC upgrade:

5.4.1.1. Aircraft Commander Initial Qualification (ACIQ) Course.

5.4.1.2. One hundred (100) KC-135 PAA hours after Mission Certification Training completion.

5.4.1.3. MPD Phase II Training Guide. **Note:** Optional for MAF crossflow pilots with similar experience (e.g., C-17, KC-10, etc.)

5.4.2. Prior to certification, AC candidates shall accomplish the following events:

5.4.2.1. Tactics Certification. **(T-3)**.

5.4.2.2. Air Refueling Qualification and Certification (as required). **(T-3)**.

5.4.2.3. Sq/CC-directed flying training. **(T-3)**.

5.4.2.4. OME completed in accordance with AFMAN 11-2KC-135V2. **Note:** Normally, the OME should be the last event prior to Sq/CC certification. **(T-3)**.

5.4.3. Certification. Same as [paragraph 5.3.7](#)

5.5. Aircrew Instructor Program. The instructor course is designed to teach selected crewmembers the fundamentals and concepts of instructing. Select instructor candidates based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

Table 5.2. Instructor Upgrade Prerequisites.

Aircrew Position	Total Flying Time	Total -135 Time	Note
Pilot		200 hours after MDS Aircraft Commander R&C	
Navigator/CSO	750-hours	350-hours	
Boom Operator Option 1 Option 2	1500-hours 700-hours	300-hours 500-hours	1, 2
Notes:			
1. Total Flying Time (TFT) represents all flying time logged aboard a fixed-wing aircraft as a military pilot, including, simulator time, SUPT “student” time, and “other” time. Exception: TFT does not include time in another aircrew specialty or RPA time			
2. Minimum of 60 days of pre-Instructor Boom Operator (IBO) training prior to formal course.			

5.5.1. See [Table 5.2](#) for instructor upgrade flying hour prerequisites.

5.5.2. Individuals who complete the applicable instructor course are qualified instructors for all mission qualification events in which they maintain currency.

5.5.3. New instructor candidates will attend the formal KC-135 ATS instructor course. **(T-2)**. Secondary method (in-unit) waivers will be reviewed on a case-by-case basis if formal school course allocations are not available.

5.5.4. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any US Air Force or Navy fixed-wing aircraft may upgrade in-unit without completing the ATS instructor course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required to complete upgrade. Instructor candidates who attend the ATS instructor qualification course at the FTU or in-unit may incur an ADSC in accordance with AFI 36-2107 (N/A AFRC). All initial instructor upgrade candidates shall be mission-ready for a minimum of 6 months. **(T-3)**.

5.5.5. Instructor Responsibilities:

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

5.5.5.2. Provide thorough pre-flight briefings, post-flight briefings, and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown. **(T-3)**.

5.5.5.3. Review each student's training record prior to each training session; observe, document, and report student performance during each training session; provide unbiased constructive feedback to the student regarding their performance during the training period; and accurately document student performance and instructor recommendations in the student's training record.

5.5.5.4. Ensure all required upgrade training items are completed, signed off, and proficiency demonstrated in accordance with AFMAN 11-2KC-135V2 grading criteria before recommending the student for evaluation, or certifying the student as qualified in a tactic or mission. Instructors should further ensure training, operations sections, and the flight commander (or designated representative) is apprised of the student's status.

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

5.5.5.6. Other instructor crewmembers are responsible for student supervision and safety regardless of rank. Should the judgment or proficiency of their trainee raise a question in the instructor's mind as to the trainee's ability to safely execute their duties at any time during the flight, the instructor will immediately takeover those duties and notify the aircraft commander of the situation. **(T-0)**. The instructor should then explain the procedure and demonstrate its proper execution prior to allowing the trainee to resume primary duties.

5.5.6. Instructor Course Specifics. Instructor pilot and instructor boom operator candidates will attend the appropriate ATS formal instructor course. **(T-2)**. Use instructor upgrade flying time prerequisites in **Table 5.2** These series of courses are designed to teach pre-selected crewmembers the fundamentals and concepts of instructing an aircrew member. **Note:** See the appropriate crewmember instructor course syllabus for specific course details. During the formal course, candidates may expect multiple simulated emergencies during simulator training. Maneuvers are described in the ATS syllabus. Upon course completion, candidates receive an initial instructor evaluation in accordance with AFMAN 11-2KC-135V2. Instructor certification occurs when the Sq/CC reviews the student's training records and completes the formal certification in accordance with the unit's certification process.

Table 5.3. Instructor Training Course Required Publications.

AFMAN 11-202V1	P, B
AFI 11-202V2, and V3	P, B
AFMAN 11-218, <i>Aircraft Operation and Movement on the Ground</i>	P
AFI 11-401	P, B
AFMAN 11-2KC-135V2	P, B
AFMAN 11-217, <i>Flight Procedures</i>	P
AFMAN 11-2KC-135V1	P, B
AFMAN 11-2KC-135V3, <i>C/KC-135 Operations Procedures</i>	P, B
AFMAN 11-2KC-135V3, Addenda A, <i>Configuration</i>	P, B
AFI 11-301V1	P, B
AFTTP 3-3.KC-135	P, B, SOAR N

5.5.6.1. Instructor candidates will arrive at the ATS for instructor upgrade training both qualified and current in their unit-assigned aircraft. **(T-2)**.

5.5.6.2. Instructor candidates shall bring the following items to the formal ATS course:

5.5.6.2.1. Personal/professional flying equipment. **(T-2)**.

5.5.6.2.2. Required publications "and" or "or" electronic flight bag (EFB). **(T-2)**. See **Table 5.3 Note:** Approved training representatives may access the AETC Bookstore to find current syllabus, which list required publications (see **paragraph 1.15.3**).

5.5.6.2.3. Completed Pre-Attendance Instructor Training Course Workbook, signed by the Sq/CC (or designated representative) certifying completion of the prerequisite training. **(T-2)**. The most recent version of the workbook (as of date of first pre-training event) shall be used. **(T-2)**.

- 5.5.6.2.4. Verification of passing grade on pre-course test. **(T-2)**.
 - 5.5.6.2.5. Applicable pre-instructor course training records (paper or electronic, as required). **(T-2)**.
 - 5.5.6.2.6. Medical Records. **(T-2)**.
 - 5.5.6.2.7. Current Individual Training Summary. **(T-2)**.
 - 5.5.6.2.8. Flight Records History and all applicable waivers. **(T-2)**. **Note:** Flight Evaluation Folder (FEF) is not required.
 - 5.5.6.2.9. Security clearance verification that remains current for at least 30 days beyond the projected course duration. **(T-2)**.
- 5.5.6.3. Pilot and Boom Operator Specific Requirements. Failure to complete prerequisite training shall result in the instructor candidate being returned to home unit and the unit's loss of the candidate's class allocation. **(T-2)**.
- 5.5.6.3.1. Course Workbook. Upon selection for instructor course by the Sq/CC, candidates complete the appropriate pre-attendance Instructor Training Course Workbook (GD51Y), training lessons, and pre-course examination with a passing score (85%). **Note:** Training materials and exam are available on the ATS contractor's website.
 - 5.5.6.3.2. Flight Training. Sq/CC will ensure candidates receive pre-attendance simulator or flying training prior to course attendance. **(T-2)**. Simulator "and" or "or" flight training is intended to introduce candidates to basic levels of knowledge to better prepare them to instruct during flight maneuvers. Candidates demonstrate to an instructor the basic ability to assist other crewmembers in performance of procedures and techniques required during the sortie. The following events are required (by crew position). Additional events may be added by supplementary guidance at any level (MAJCOM and below).
 - 5.5.6.3.2.1. Pilot. A minimum of three sorties (sim "and" or "or" flight sorties) are required to complete all training events defined in **Table 5.4** with the candidate acting in an instructor role. Ample time will be allowed for sortie pre-briefs and critiques. One sortie should focus training on instructor techniques, instructor intervention, note taking, and communication skill and include a discussion of student supervision, situational awareness, task management, intervention during both air refueling and transition, and the candidate's personal tolerances/limits. IPs should provide sufficient opportunity for the candidate to practice teaching aircraft systems "and" or "or" procedures such as amplified checklists, associated directives, TOLD, landing gear/flap systems, flight controls, hydraulics, electrics, pneumatics, fuels, and APU. IPs should emphasize candidate's ability to supervise performance using appropriate instructional methods and techniques to ensure the sortie is conducted within prescribed tolerances. **Note:** Units non-located with an OFT may require additional aircraft flight training. Completion of the required flight training should be sufficient to certify the IAC candidate in Aircraft Commander Touch-and-Go Landing (CP09Y) and Aircraft Commander Supervision of Touch-and-Go

Landings (CP05Y). Both certifications (CP09Y and CP05Y) will be awarded and documented at prior to the candidate's IAC course start date. (T-2).

Table 5.4. Pilot Pre-Instructor Training Requirements.

Code	Event	# Req	Code	Event	# Req
AH03Y	EWO Departure (OPLAN 801X Units)	1	CP09Y	Aircraft Commander Touch-and-Go Landing Certification	1
AT63Y	Takeoff-Flight Director Off	1	CQ43Y	RNAV/GPS Operations Certification	1
AV75Y	Landing Attitude Demonstration (Aircraft-Required Event)	2	GD45Y	Instructions/Directives Knowledge/Use	1
AZ07Y	Approach and Landing (Simulated Engine-Out)	2	GD49Y	Instructor Pre-Attendance Academics	1
AZ21Y	Simulated Engine Failure-Continued Takeoff	1	GD73Y	Special Departure Procedures (SDP) Training	1
BR41Y	Mission Planning and Briefing Training	1	MB01Y	Basic Sortie	1
CP05Y	Aircraft Commander Supervision of Touch-and-Go Landings Certification	1			
Note: Number of events listed are the minimum required, all non-qualification events will be accomplished to a proficient level "P" by completion of the training program. (T-2).					

5.5.6.3.2.2. Boom Operator. A minimum of three sorties (sim "and" or "or" flight sorties) are required to complete all training events defined in [Table 5.5](#) with the candidate acting in an instructor role. Pre-instructor training will be a minimum of 60 days. (T-3). **Note:** In-aircraft training is the preferred completion method, but one of the three required sorties may be used to credit BOWST/BOSS profiles GX51Y and GX52Y. Ample time will be allowed for sortie pre-briefs and critiques. One sortie should focus training on instructor positioning, instructor techniques, note taking, and communication skill and include a discussion of student supervision, situational awareness, task management, intervention during air refueling, and the candidate's personal tolerances/limits. IBs should provide sufficient opportunity for the candidate to practice teaching aircraft systems "and" or "or" operational procedures such as amplified checklists, landing gear/flap systems, manual boom latching (MBL)/emergency boom latching (EBL), reverse AAR, AAR systems/malfunctions, emergency boom hoist, hydraulics, electrics, pneumatics, fuels, and APU. IBs should emphasis candidate's ability to properly format, plan, and deliver instruction, as well as supervise performance using appropriate instructional methods and techniques to ensure the sortie is conducted within prescribed tolerances. **Note:** Units non-located with an OFT may require

additional aircraft flight training. Candidates are required to accomplish all briefings until proficient. The candidate's final pre-instructor training sortie should be supervised by the operations superintendent or training manager.

Table 5.5. Boom Operator Pre-Instructor Training.

Code	Event	# Req	Code	Event	# Req
AZ13Y	Landing Gear Alternate Extension (with candidate providing instructional briefing)	3	GK17Y	Cargo and Passenger Handling Procedures	1
AZ15Y	Main Flap Manual Operation (with Candidate providing Instructional Briefing)	3	GX51Y GX52Y	WST Profile 3 (A-B), if co-located with the BOWST/BOSS	2
BR13Y	Checklist Procedures and Use	3	MB01Y	Basic Sortie	3*
BR19Y	Crew Coordination	3	RA15Y	Tanker Manual Contact	3
BR37Y	Manual Moment Computations	3	RA33Y	Manual Boom Latching (If available, briefing item if not available). May be accomplished in the BOWST/BOSS	1
BR41Y	Mission Planning and Briefing	3	RF57Y	Radio Silent Visual Signals	1
GD45Y	Publication/Directive Knowledge/Use	3	RT03Y	Tanker AAR	3
GD49Y	Instructor Pre-Attendance Academics Training	1	RT07Y	Tanker AAR Breakaway	2
<p>Note: Number of events listed are the minimum required, all events will be accomplished to a proficient "P" level by completion of the training program. (T-2).</p> <p>* It is recommended one of the three required sorties is substituted by the completion of BOWST/BOSS profiles GX51Y and GX52Y.</p>					

5.5.6.4. Navigator/CSO Specific Requirements. All navigator/CSO instructor training is accomplished in-unit. Candidates will complete web-based pre-course training lessons and examination with a passing score (85%), followed by the appropriate events/items as defined by the local unit. **(T-2)**. Training will include a minimum of one flight with the instructor candidate performing in the instructor role. **(T-2)**. Training is intended to provide the instructor candidate with the necessary skill to instruct a basic navigator/CSO through SOAR qualification/certification.

5.5.6.5. Secondary Method (In-Unit) Completion. See [paragraph 5.5.4](#) Sq/CC's will consult the current ATS courseware and [Table 5.3](#) and determine required training for authorized secondary method instructor candidates. **(T-2)**. Document training requirements via Memorandum for Record in the candidate's paper training folder or electronically using GTIMS. **Note:** Consult AFMAN 11-2KC-135V2 for instructor evaluation requirements. Units will coordinate with AMC/A3T's ATS Manager for simulator profile considerations when using ATS contract instructor support for

secondary method upgrade. **(T-2)**. In such cases, the use of ATS-provided simulator profiles is prohibited.

5.5.6.6. Academics-Only Course Completion. Candidates who attend the ATS formal course for academics and do not complete a FTU flight evaluation are required to provide documentation of a successful flight evaluation (AF Form 8) to the 97 TRS at Altus AFB. Upon completion of the flight evaluation, units will forward the finalized AF Form 8 to 97 TRS, who will then provide a Certificate of Completion Memorandum to the unit. Units will obtain the Certificate of Completion prior to certifying the instructor candidate for instructor duties. **(T-2)**.

5.5.6.7. Failure to Satisfactorily Progress. Instructor candidates who demonstrate unsatisfactory progress during any phase of training may be removed from training and returned to home station. See [paragraph 6.6.1](#)

5.5.7. Documentation. Document training completion in a Close-Out Report via AF Form 4025, *Aircrew Summary/Close-Out Report* (or electronically in GTIMS) in accordance with [A2.5.1](#) Use the AF Form 4025 to summarize the individual's program performance, strengths, weaknesses, and other relevant information such as recommendations by the Sq/CC or Sq/DO (e.g., evaluation recommendation, removal from training, reconsideration for instructor training at a later date, etc.). Also include course and class number, start and end dates, academic information (e.g., academic "and" or "or" requisite examination results, etc.), in-flight progress report(s), and any trends (e.g., strengths "and" or "or" weaknesses identified on at least two training write-ups). File a copy of the Close-Out Report with the individual's paper training folder or maintain as an attachment to the crewmember's electronic training record in accordance with [paragraph A2.1.5](#).

5.6. Flight Examiner Certification. The Flight Examiner Course (GD33Y) is designed to teach selected instructors the fundamentals and concepts of evaluating aircrew performance against a variety of aviation performance and knowledge standards. Select evaluator candidates based on experience, proficiency, judgment, flying skill, instructional performance, and technical knowledge.

Table 5.6. Evaluator Upgrade Prerequisites.

From	To	Prerequisites	Tasks and Events Required Before Certification
Instructor Crewmember	Flight Examiner Crewmember	Sq/CC recommendation	In-unit Flight Examiner checkout
<p>Note: Enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, the crewmember is qualified to perform duties assigned for the crewmember qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew standardization and flight examiner).</p>			

5.6.1. Sq/CC (or designated representative) will recommend instructors for flight examiner certification. **(T-2)**. Instructors identified for flight examiner certification are required to

possess superior knowledge of AMC training and evaluation policies and procedures, and the ability to administer evaluations according to applicable publications.

5.6.2. Flight examiner candidates will:

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

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

5.6.2.3. Demonstrate comprehensive knowledge and application of command policies, AFMAN 11-202V1 AFI 11-202V2, AFMAN 11-2KC-135V2, this manual, and MAJCOM supplements. **(T-3).** **Exception:** Previously-qualified AMC examiners may accomplish via a thorough examiner-led briefing of these items to update their knowledge and understanding.

5.7. Special Qualifications and Certifications. Certain KC-135 aircrew qualifications and certifications are one-time events trained after completion of formal qualification. **Exception:** See [paragraph 2.9.2](#) Special qualifications and certifications may require an evaluation or an AF Form 4324 update. These programs are usually taught at the unit level by Air Force instructors of like specialty. Refer to [Chapter 7](#) for appropriate certification ARMS Identifiers. Sq/CCs determine training requirements for previously certified crewmembers in any special qualification and are the authority for acceptance of any prior training/certification. Document special qualifications training via an appropriate training folder or electronic equivalent, document crewmember certifications by the Sq/CC (or designated representative) via the STRP, and assign the appropriate event identifier in ARMS for tracking purposes for the Sq/CC-authorized certification(s) (see [paragraph 1.8](#)).

5.7.1. Multi-Element Flight (Formation) Lead (MEFL) Certification (CQ19Y).

5.7.1.1. Sq/CC will certify AC in MEFL responsibilities. Certify AC candidates who complete the minimum MPD training requirements (see [paragraph 5.3](#)) and who possess experience in all facets of their unit's formation missions.

5.7.1.2. Training Program. Unit Sq/CC will determine training requirements. **(T-2).** As a minimum, MEFL training program should include:

5.7.1.2.1. Study of formation procedures in AFMAN 11-2KC-135V3, Chapter 18, KC-135 Flight Crew Air Refueling Procedures; Allied Tactical Procedures (ATP)-3.3.4.2., *Air-to-Air Refueling*; AFTTP 3-3.KC-135, and study guides. Units with ATD/Level C+ capability may use one OFT profile (simulator mission) of a large cell formation under day visual conditions. During the simulator mission, emphasize formation planning, flight discipline, climb-out procedures, position change, tactically maneuvering the formation, formation threat reaction, and Enhanced Traffic Alert and Collision Avoidance System (ETCAS) formation station keeping/management.

5.7.1.2.2. A minimum of three full mission profile formation flights (minimum of two sorties as lead) under the supervision of an IP; if an OFT profile is used, accomplish two full aircraft profiles with one as lead. **Exception:** When two or more

simulators have a DMO link, all three formation training sorties may be completed in the OFT. To the maximum extent possible, flights should include AAR operations with multiple receivers, both heavy and fighter-type aircraft. At least one formation flight/OFT profile should be flown as part of a large formation (see [paragraph 7.27.3](#)).

5.7.2. Special Operations Air Refueling (SOAR) Certification (CQ49Y).

5.7.2.1. Training and certification for designated crewmembers flying AAR missions in support of special operations forces. Upon completion of training, log appropriate training events and document both SOAR and Night Vision Goggle (NVG) certifications via STRP and assign ARMS event identifiers CQ49Y and CQ30Y (see [paragraph 1.8](#)).

5.7.2.2. Training Program. Emphasize procedures in AFMAN 11-2KC-135V3, Addenda C, *KC-135 Special Operations*, versus standard tanker AAR procedures in ATP-3.3.4.2.

5.7.2.2.1. Ground training events:

5.7.2.2.1.1. GD43Y--Initial SOAR Training. **Note:** Conduct/credit SOAR Refresher Ground Training (GK71Y) instead of GD43Y, as required.

5.7.2.2.1.2. GN01Y--NVG Initial Ground Training. **Note:** Conduct/credit NVG Refresher Ground Training (GN03Y) instead of GN01Y, as required.

5.7.2.2.2. Initial flight events:

5.7.2.2.2.1. AN01Y--NVG Sortie.

5.7.2.2.2.2. RV15Y--Rendezvous--AAR EMCON 3.

5.7.2.2.2.3. RV31Y--In-Flight ARC-210 DAMA SATCOM Training.

5.7.2.2.2.4. RV33Y--SOAR Rendezvous (1 total).

5.7.3. Instrument Landing System (ILS) Precision Runway Monitoring (PRM) (ILS PRM) Certification (CE09Y).

5.7.3.1. AFMAN 11-202V3 requires aircrews operating aircraft equipped with Traffic Alert Collision Avoidance System (TCAS) to receive training for operations at airports with ILS PRM Approaches. The Sq/CC or designated representative will certify pilots upon completion of one-time training. **(T-2)**. Before operations at an airport with ILS PRM approaches capabilities, Pilots will complete the following training and certification. **(T-2)**. A separate AF Form 4022 is not required. Document via AF Form 4022 only if a part of another training program (e.g., MQT).

5.7.3.2. Training Program. Review ILS PRM requirements according to the Aeronautical Information Manual (AIM), Part 5-4-15. Complete appropriate training including viewing of the video. The most current information can be downloaded at the Federal Aviation Administration (FAA) website: http://www.faa.gov/education_research/training/prm.

5.7.3.3. View FAA video, *ILS PRM Approach for Air Carriers* (FAA video). The large-file video is also available on the AMC/A3T SharePoint® (see [paragraph 1.15](#)).

5.7.4. Specialized AAR Certifications (CK05Y-CK19Y).

5.7.4.1. BRAVO Probe-Equipped Receivers Certification (CK05Y), Multi-Point Refueling System (MPRS) Certification (CK09Y), Receiver GOLF Day Heavy Certification (CK13Y) Receiver GOLF Night Heavy Certification (CK15Y), Receptacle-Equipped Fighters (Day) Certification (CK17Y), and Receptacle-Equipped Fighters (Night) Certification (CK19Y).

5.7.4.1.1. Certifications. Each event requires a one-time certification. A like-specialty instructor will supervise pilots or boom operators by observing equipment and AAR operations. **(T-2)**. The following restrictions apply to AAR certifications:

5.7.4.1.2. The squadron will review FTU records to determine category certifications obtained or recommended at FTU and ensure entry in ARMS. **(T-2)**.

5.7.4.1.3. If day and night certifications are required, day training will be accomplished and certification recommended prior to commencing night training (e.g., CK17Y prior to CK19Y & CK13Y prior to CK15Y). **(T-3)**.

5.7.4.1.4. GY21Y is a prerequisite to CK17Y, if collocated with BOWST/BOSS, otherwise use Video #1919. GY22Y is a prerequisite to CK13Y or CK15Y (accomplish prior to CK15Y if only CK13Y-certified resulting from FTU recommendation).

5.7.4.1.5. Accomplish Video #1918 (or GX77Y if collocated with BOWST/BOSS) prior to attempting CK05Y certification.

5.7.4.1.6. All category certification training requires supervision by an instructor certified in that category.

5.7.4.1.7. Before attempting initial contact, the trainee monitors radio communication procedures and observes an instructor demonstrated contact with the applicable category receiver.

5.7.4.2. Air Refueling (Receiver) (ARR).

5.7.4.2.1. Unit-level training certifies a crewmember in receiver rendezvous and ARR procedures specified in ATP-3.3.4.2. and flight manual including evaluation according to AFMAN 11-2KC-135V2. For pilots, document receiver ARR qualification in the individual's FEF according to AFMAN 11-2KC-135V2.

5.7.4.2.2. Training consists of rendezvous and ARR to include closure, contact and breakaway procedures. Instructor will demonstrate all limits and manual boom latching procedures. **(T-2)**. The student will be able to establish contact under simulated conditions of radio silence, pilot-director lights out, and tanker auto-pilot off. **(T-2)**. Unless already current and qualified as a receiver AC, instructor will declare the receiver pilot proficient in "day" contact before advancing to night activity. **(T-2)**. During the hours of darkness according to AFI 11-401, conduct practice in rendezvous, closure, and contacts until able to maintain contact for 10 minutes toggle-engaged time (see [Chapter 7](#) for ARMS event identifiers for pilots and boom operators).

5.7.4.3. Multi-Point Refueling System (MPRS) Certification (CK09Y).

5.7.4.3.1. Boom operators will accomplish CK09Y in accordance with **Table 5.6** when their unit is MPRS-equipped and collocated with a BOWST/BOSS. **(T-3)**. Boom operators at non-MPRS-equipped locations or without a collocated BOWST/BOSS complete Multi-Point Refueling System (MPRS) Familiarization Training (GK61Y), as defined in the event description. Basic knowledge of MPRS system and associated equipment is imperative for standardization (in the event crewmembers are tasked to perform MPRS air refueling pod operations in MPRS equipped aircraft). GK61Y does not include certification to operate MPRS equipment, but does allow crewmembers to fly MPRS aircraft with pods installed. Training Aids: PowerPoint slides, see AMC/A3TK SharePoint®.

5.7.4.3.2. Flight Training. Pilots and boom operators require a one-time flight under supervision of a like-specialty MPRS instructor prior to certification. A like-specialty MPRS instructor will supervise pilots or boom operators by observing equipment and AAR Pod refueling operations. **(T-2)**. The IP may supervise training activities from either the jump seat or either pilot seat. The IBO will observe training activities from the instructor position in the boom operator compartment. **(T-2)**. Boom operators may accomplish CK09Y in the BOWST/BOSS in lieu of the flight requirement. This training requires a MPRS-certified Air Force instructor to accomplish and document the minimum requirements. Units may complete certification training at home station or in a Geographic CDR's AOR, as applicable. If accomplishing during MQT, do not delay awarding MR status for CK09Y.

5.7.4.3.3. Document training closeout on AF Form 4025 or electronic equivalent and place in the individual's training folder. When training is accomplished away from the crewmember's home station, the training unit will complete an AF Form 4324 and the individual will hand-carry to their host unit. **(T-2)**.

Table 5.7. MPRS Certification Training Requirements.

Code	Event	Pilot	BO	Note
BR03Y	Aircraft Equipment Operation	P	P	2
BR13Y	Checklist Procedures and Use	P	P	2
BR19Y	Crew Coordination	P	P	2
BR41Y	Mission Planning and Briefing	P	P	2
BR49Y	Preflight	P	P	2
CK09Y	MPRS Certification	OT	OT	1,2
GD09Y	Aircraft Field Trip	F		
GK49Y	MPRS Abnormal Procedures (CBT)	F	F	
GK51Y	MPRS Cautions and Warnings (CBT)	F	F	
GK53Y	MPRS Normal Procedures (CBT)	F	F	
GK55Y	MPRS Performance (CBT)	F	F	
GK57Y	MPRS Specifications and Limitations (CBT)	F	F	
GK59Y	MPRS System Description (CBT)	F	F	
GK61Y	MPRS Familiarization Training	F	F	3

MB01Y	Basic Sortie	P	P	1,2
RA37Y	Preparation for Contact Procedures	P	P	2
RA41Y	Probe and Drogue Contact		P	2
RT13Y	AAR Pod Breakaway and Emer. Separation	P	P	2
RT35Y	Tanker Wing Pod AAR	P	P	2
OT= <i>One-Time Accomplishment,</i>		P= <i>Proficient,</i>	F= <i>Familiarization</i>	
Notes:				
1. Pilots and boom operators require a one-time only certification flight under supervision of a like-specialty MPRS instructor. MPRS certification is required before unsupervised use of equipment and AAR Pod refueling operations in-flight.				
2. Boom operators may be CK09Y certified in the BOWST/BOSS; however, GK61Y will be accomplished prior to GY23Y profile. (T-2).				
3. If accomplishing CK09Y MPRS Certification, GK61Y MPRS Training will be accomplished within the 90 days prior to the certification flight. (T-2).				

5.7.5. ATD/OFT/WST/BOWST/BOSS Sim Operator Certification (CK03Y).

5.7.5.1. Description. Applies to USAF crewmembers with access to Level C+ OFT simulator or BOWST/BOSS. Units will include training details in a local supplement or OGI. **(T-2).** Sq/CC will designate and certify crewmembers for ATD, OFT, WST, or BOWST/BOSS operations using ATS contractors or appropriately-certified USAF instructor. **(T-2).** A separate AF Form 4022 is not required. **(T-2).** Document in AF Form 4022 only if a part of another training program (e.g., MQT).

5.7.5.2. Training Program. Schedule training with local ATS instructors or appropriately-certified USAF instructor. Training should emphasize safety precautions, shut-down and evacuation procedures when the device is on motion. Include procedures to initiate data-link message notification and responses. Use the ATS Contractor Operating Guide for limits and restrictions.

5.7.6. Tactics Certification (CQ51Y).

5.7.6.1. Pilots will accomplish the following tactics maneuvers: Approach-VFR Overhead (AP53Y), Steep Turns Demonstration (AV79Y), Contingency Rejoin (RA17Y), Defending Climb (RA21Y), Scram (RA47Y), Slide (RA51Y), Tactical Departure (TW01Y), Combat Descent (TW40Y), and Tactical Arrival (TW50Y) (see [Table 5.7](#)). **(T-2).** Pilots will accomplish at least three TW01Y events (one day and one night minimum) and three TW50Y events (one day and one night minimum) variants per AFTTP 3- 3.KC-135 to a proficient level. **(T-2).** Both pilots will accomplish at least one high-speed Tactical Departure (Low Altitude) (TW05Y), one Tactical Descent (Penetration/Rapid) (TW41Y), and one high-speed Tactical Arrival (Low Altitude) (TW52Y) (day or night). **(T-2).** Pilots will utilize visual turning rejoin procedures if accomplishing RA17Y in the simulator. **(T-2).** Sq/CC may accept formal school training/certification in lieu of local flying or OFT training. An “AFTTP 3-3.KC-135 Tactics Maneuvers—Certified” or “AFTTP 3-3.KC-135 Tactics Maneuvers—Certified

Recommend” from formal school indicates all requirements for certification have been met.

5.7.6.2. Navigator/CSOs and boom operators will observe all maneuvers with emphasis on CRM/TEM coordination. **(T-2)**.

5.7.6.3. Document training closeout on AF Form 4025 and place in paper or electronic training folder. An AF Form 4022 is not required. Once certified, crewmembers should practice maneuvers as part of continuation training using the Integrated Mission Sortie (MB52Y).

5.7.6.4. Before flying tactical arrivals and departures, pilots will review items below and reference additional event considerations listed in **Chapter 7**. **(T-2)**. Aircrews will review and carry in-flight a chart (minimum TPC scale) with Chart Update Manual (CHUM) covering the VFR route of flight. **(T-2)**. Review/study applicable civilian sectional or host nation equivalent chart before accomplishing VFR training. Training Aids: “VFR Guidance Review” PowerPoint slides, see AMC/A3TK SharePoint®.

5.7.6.4.1. VFR weather requirements.

5.7.6.4.2. Airspace and VFR pattern entry requirements.

5.7.6.4.3. Class B, C, and D airspace Air Traffic Control (ATC) services.

5.7.6.4.4. VFR cruising and minimum altitudes and flight following.

5.7.6.4.5. MAJCOM-directed guidance.

Table 5.8. Tactics Certification Requirements.

Code	Training Event	Pilot	N	B	Notes
AB21Y	Tactics Open Book Examination	OT	OT	OT	
AP53Y	Approach-VFR Overhead	P	F	F	1,2,4,5
AV79Y	Steep Turns Demonstration	P	F	F	2,4
CQ51Y	Tactics Certification	OT	OT	OT	
RA17Y	Contingency Rejoin	P	F	F	2,4
RA21Y	Defending Climb	P	F	F	2,4
RA47Y	Scram	P	F	F	2,4
RA51Y	Slide	P	F	F	2,4
TW01Y	Tactical Departure	P	F	F	1,2,4,5,6
TW05Y	Tactical Departure (Low Altitude)	P	F	F	2,4,5
TW40Y	Combat Descent	P	F	F	1,2,3,4,5
TW41Y	Tactical Descent (Penetration/Rapid)	P	F	F	2,4,5
TW50Y	Tactical Arrival	P	F	F	1,2,4,5,6
TW52Y	Tactical Arrival (Low Altitude)	P	F	F	2,4,5
OT=One-Time Accomplishment		P=Proficient		F=Familiarization	

Notes:

1. Pilots accomplish the event(s) during the day before accomplishing at night. Both day and night proficiency are required prior to certification. See definition of event in **Chapter 7**.
2. MPD pilots will accomplish pilot-flying duties. For definition and set up of events, see AFTTP 3-3.KC-135.
3. Proficiency is attained in both Turning and Straight ahead.
4. Navigator/CSO/Boom Operator accomplish Crew Resource Management and Threat and Error Management (CRM/TEM) duties specific to tactical maneuvers per AFTTP 3-3.KC-135.
5. Navigator/CSO/Boom Operator need only see either a day or night procedure.
6. Low Altitude High Speed Departures (LAHSD) and Low Altitude High Speed Arrivals (LAHSA) may only be trained in the simulator. (**Exception:** 509 WPS/ KC-135 Weapons Instructor Course).

5.7.7. Aircraft Commander Touch-and-Go Landing Certification (CP09Y) and Aircraft Commander Supervision of Touch-and-Go Landings Certification (CP05Y).

5.7.7.1. Sq/CC will certify individual ACs in CP09Y, CP05Y, and CP07Y. **(T-2)**. Before certification, the AC should have accumulated a minimum of 50 hours PAA since AC certification.

5.7.7.2. Training Program. Complete the following items before the AC performs a solo touch-and-go landing (Phase I) or supervise a unit MPD pilot/CP in the performance of touch-and-go landings (Phase II).

5.7.7.2.1. Sq/CC-directed ground and in-flight training in touch-and-go procedures.

5.7.7.2.2. Sq/CC certification allowing an AC to supervise a MPD pilot in the performance of touch-and-go landings (Phase II). Phase II should normally occur after completion of Phase I; however, both phases may be completed simultaneously when approved by Sq/CC.

5.7.7.2.3. Touch-and-go training may be accomplished concurrently with an in-unit upgrade or qualification program.

5.7.7.3. See AFMAN 11-2KC-135V3 for conditions under which a certified AC is authorized to conduct/supervise touch-and-go landings.

5.7.8. Emission Control (EMCON) 3 Certification (CQ11Y) and EMCON 4 Certification (CQ13Y).

5.7.8.1. Sq/CC will certify crewmembers to accomplish EMCON 3 or 4 procedures during formation, rendezvous, and AAR on both operational and training sorties. **(T-2)**. All members of the crew required to perform EMCON 3 or 4 procedures are required to be certified or in training under the supervision of an instructor in like-specialty. **(T-2)**. Thorough coordination with the receiver aircrew is required for units to practice EMCON 3 or 4 on non-operational training missions. Coordination should be accomplished

during mission planning phase. In no case will a crew launch under EMCON 3 or 4 without prior coordination with the receiver crew.

5.7.8.2. Training Program. Sq/CC determines training requirements based on the crewmember's experience and the unit's mission. BOs with less than 200-flying hours will receive a minimum of one flight with an instructor stressing radio silent procedures before certification. **(T-2)**. Units will include details of the EMCON Option 3 and 4 programs in local supplement or OGI. **(T-2)**.

5.7.9. Area Navigation (RNAV)/Global Positioning System (GPS) (RNAV/GPS) Operations Certification (CQ43Y). Pilots will be trained and certified by the Sq/CC prior to flying RNAV/GPS Lateral Navigation (LNAV) approaches or operating within RNAV 1 or RNAV 2 airspace. **(T-1)**.

5.7.9.1. Instruction will consist of ground and in-flight training. **(T-2)**. Flight training should be accomplished in a Level C+ OFT. For units not collocated with an OFT, initial cadre will be certified using an OFT to learn the flight maneuvers. **(T-2)**. These instructors may return to the unit and use an aircraft acting as a certified safety pilot instructing from the jump seat. Training will cover RNAV/GPS/Required Navigation Performance (RNP) airspace and how it relates to en route, terminal, and approach navigation. Navigator/CSOs certification may be accomplished via ground training only (in-flight/OFT training is optional). Sq/CC may accept formal school ATD certification in lieu of local training.

5.7.9.2. Ground Training. Completion of RNAV/GPS CBT and a minimum of one hour of IBT are required to educate crewmembers on RNAV/GPS/RNP airspace and RNAV (GPS) LNAV approaches. All relevant directives and publications should be covered in sufficient detail to provide the crewmember the ability to operate safely in this airspace. Operations of KC-135 systems related directly to flying RNAV (GPS) LNAV approaches are also to be covered. Training Aids: PowerPoint slides, see AMC/A3TK SharePoint®.

5.7.9.3. Flight Training. Flight training requires pilots to be at a set of controls. Training may be logged as PF or PM. [Table 5.8](#) lists the minimum event requirements for certification.

Table 5.9. RNAV/GPS Operations Certification Requirements.

Code	Training Event	Pilot	Others	Notes
	RNAV/GPS Operations CBT	OT	OT	
	Instructor-Based Training (IBT) - 1 Hour	OT	OT	
AP03Y	Approach-Area Navigation (RNAV), Required Navigation Performance (RNP), OR Global Positioning System (GPS)	P		
	RNAV 1 DP and Standard Terminal Arrival (STAR)	OT		
	RNAV (GPS) Approach via IAF (No-PT) (Missed Approach)	OT		
	RNAV (GPS) Approach via IAF/FAF (Course Reversal)	OT		
	RNAV (GPS) Approach via IAF/FAF (No-PT)	OT		

	(Remove Course Reversal)			
	RNAV(GPS) Approach via (Vectors to Final) (Receiver Autonomous Integrity Monitor (RAIM) Failure)	F		OFT only
OT= <i>One-Time Accomplishment</i>		P= <i>Proficient</i>		F= <i>Familiarization</i>

5.7.10. Briefing and Control of Passengers Certification (CE01Y). An instructor-led review of AFMAN 11-2KC-135V3, applicable publications and Technical Orders covering passenger handling and briefing requirements. This training will occur prior to the completion of MQT. **(T-3)**. Certification may be awarded during MQT if trained at formal school within previous 6 months and trainee receives IBT on local passenger handling procedures and restrictions of new duty station. Event ensures aircrew members are trained to properly load and care for passengers in-flight, ensuring passengers are properly documented, and ensure passenger monitors are:

5.7.10.1. Able to brief, assist, and safely evacuate passengers.

5.7.10.2. Able to handle in-flight emergencies and problems concerning passengers (rapid decompression, airsickness, heart attack, etc).

5.7.10.3. Familiar with the operation of aircraft emergency equipment to include:

5.7.10.3.1. Fire extinguishers.

5.7.10.3.2. Fire protection equipment.

5.7.10.3.3. Normal and emergency oxygen equipment .

5.7.10.3.4. Signaling devices.

5.7.10.3.5. Overwater emergency equipment.

5.7.10.3.6. Emergency egress equipment (ropes, slide, and rafts) (Areas will include applicable flight manual and directive restrictions.). **(T-2)**.

5.7.11. AETC Faculty Training Course (FTC). FTC is a one-time AETC course designed to prepare crewmembers for FTU-instructor duty at Altus AFB.

5.7.11.1. All instructors conducting initial qualification flying training will be graduates of FTC. **(T-2)**.

5.7.11.2. AFR instructors without FTC may conduct in-unit IQT on a case-by-case basis with MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) approval (see [paragraph 1.10.2](#)). Approval authority shall consider the instructor's experience and the associated high-instructional demands of the IQT program before approving any instructor for this purpose. **(T-1)**.

5.7.12. Minimum Interval Takeoff (MITO) Certification (CQ27Y) and MITO Familiarization Certification (CQ29Y).

5.7.12.1. Sq/CCs certify crewmembers for MITO operations in accordance with their mission requirements.

5.7.12.2. Training Requirements. Training consists of CBT, IBT, and OFT/in-flight training. Training will be accomplished by a MITO-certified instructor. **(T-2)**. **Note:**

GK47Y is a prerequisite for in-flight training. Flying training will normally be accomplished on one local training mission. MITO training can be conducted as a stand-alone certification or in conjunction with MQT or 801X Certification.

5.7.12.2.1. Events in **Table 5.9** will be completed prior to certification. **(T-2)**. OFT training, if used, should include non-normal and emergency procedures, to include a sampling of high and low speed aborts during daylight and night conditions.

5.7.12.2.2. MITO certified IPs can instruct/demo MITO procedures from either seat. MITO certified MPs and FPQs may only perform PF duties from the left seat (unless under direct IP supervision) but may perform PNF duties from either seat. MITO familiarized pilots (CQ29Y) may only perform PNF duties from the right seat (unless under direct IP supervision).

5.7.12.2.3. Flight training requires a minimum of 2 participating aircraft. Each aircraft requires a MITO-certified IP or a fully certified crew acting as training support to the other aircraft's aircrew in training. MPs (and FPQs upgrading to CQ29Y) will only perform RM03Y from the left seat. **(T-2)**.

Table 5.10. MITO Certification Requirements.

Code	Event	MP	FP	N	BO	Notes
GK47Y	MITO Procedures	B	B	B	B	1
RM03Y	MITO Departure (Wing)	P	F	F	F	2,3,5
CQ27Y	MITO Certification	1				4
CQ29Y	MITO Familiarization		1	1	1	4
<i>B=Briefing</i>	<i>P = Proficient</i>	<i>F = Familiarization</i>	<i>1 = One-Time Accomplishment</i>			
Notes:						
1. All OPLAN-801X aircrew members						
2. MPs accomplish in aircraft or MITO-certified OFT for certification. IP demo will be accomplished prior to student accomplishment in aircraft. (T-2) . Demo may be accomplished in OFT or aircraft.						
3. Accomplish under direct MITO-certified IP supervision.						
4. CQ27Y/CQ29Y certified crewmembers transferring between flying units only need unit-specific training in these events (plus events in which they lost currency)						
5. FP, Navigators and Boom Operators may accomplish in OFT or aircraft to satisfy requirement of CQ29Y.						

5.7.12.3. Upgrade Training. MPD pilots who completed CQ29Y as FPs will complete RM03Y as Pilot Flying prior to certification as MP. **(T-2)**. IP demo of RM03Y is not required for upgrading pilots previously certified in CQ29Y. Units may certify FPQ

students prior to AC upgrade, if desired. FPQ students will demonstrate proficiency as PF in the left seat prior to certification. **(T-2)**.

5.7.12.4. Certification Requirements.

5.7.12.4.1. FP, Navigator and Boom Operator will complete GK47Y and RM03Y in order to complete requirements of CQ29Y. **(T-2)**. FPs complete as PNF. Navigators and Boom Operators will occupy primary flight deck crew position. **(T-2)**. Navigators and Boom Operators accomplish training to act as safety observers, and will be judged by CRM, understanding of normal and abnormal procedures, and expected crew actions during normal and abnormal procedures during MITO procedures. Training may be accomplished in aircraft or OFT.

5.7.12.4.2. MPs and FPQs accomplishing CQ27Y will complete GK47Y and RM03Y as PF in order to complete requirements of CQ27Y. **(T-2)**. **Note:** MPD Pilots previously certified do not have to re-accomplish GK47Y.

5.7.12.5. Crewmembers previously certified as Pilot Flying under MITO CONEMP dated 12 Jan 2018 remain certified, but must adhere to new continuation training requirements in this document or current RTM. **(T-2)**. Crewmembers who have not completed training to be certified or familiarized under MITO CONEMP dated 12 Jan 2018 can credit previously accomplished training towards the certification/familiarization requirements of this document if they still have an active training folder and adhere to training timeline limitations of this document.

5.7.13. KC-135 Block 40 Certification (CK40Y). Certification on KC-135 Block 40 variant. Sq/CCs determine requirements for differences training needed to transition crewmembers from other KC-135 variants to operate the KC-135 Block 40.

5.7.14. KC-135 Block 45 Certification (CK45Y).

5.7.14.1. General. Crewmembers complete training required in the appropriate KC-135 Block 45 syllabus. Training is provided during FTU for new crewmembers. Unit conversion training is provided at the FTU for initial cadre instructors, who return to their units to provide differences training to line crewmembers using ATS-provided courseware materials. Once trained and certified, initial cadre instructors may train their local crew force and may also support training at other bases, as required.

5.7.14.2. Difference Training. Difference training provides crewmembers from other KC-135 variants with the appropriate knowledge and understanding to effectively operate KC-135 Block 45 aircraft. Pilot crewmembers complete the required CBTs, an IBT session, followed by three OFTs and one Block 45 aircraft proficiency sortie (see [Table 5.10](#) and [Table 5.11](#)). **Exception:** Units may conduct aircraft-only certification training with MAJCOM/A3T approval in coordination with AMC/A3TK (see [paragraph 3.2.4.3](#)). Navigator/CSO and boom operators require only an IBT session provided by a Block 45-certified instructor with an aircraft fieldtrip (see [Table 5.10](#)). **Note:** Navigator/CSOs are encouraged to accomplish at least one OFT training profile. Units manage their own conversion training plan. Differences training may be conducted during pre-MQT or may run concurrent with MQT provided the training does not delay MQT completion. Train MR crewmembers in accordance with the unit's conversion training plan.

5.7.14.2.1. Ground/Academic Training. Ground and academic training is provided through CBT and IBT sessions. Refer to the appropriate syllabus for specific training requirements. The ATS contractor provides Block 45 difference courseware. The courseware is a CBT and takes approximately 8-hours to complete. CBTs may not be started until 30 days prior to IBT. CBTs shall be complete prior to IBT. **(T-3)**. For units not collocated with a modified Block 45-configured OFT, complete CBT training before departing home station for the training location. **(T-3)**.

5.7.14.2.2. OFT/Flight Training (Pilots Only). Flying training consists of a minimum of three OFTs and one flight profile under supervision of a Block 45-certified instructor pilot in a Block 45-modified ATD or aircraft. Refer to the appropriate syllabus, [Table 5.10](#), and [Table 5.11](#) for specific training requirements. Accomplish flight training within 90 days (180 days for ANG/AFRES) of the first Block 45 CBT or IBT event. **(T-3)**. Crewmembers may credit differences, MQT, “and” or “or” continuation training requirements while training aboard Block 45-configured OFTs or aircraft. **Note:** Units not equipped with Block 45 aircraft should contact AMC/A3TK (DSN 779-2553) to coordinate QUEEN BEE availability and coordinate an appropriate inter-fly agreement in accordance with AFMAN 11-2KC135V3.

5.7.14.2.3. Additional Requirements. Pilots will complete a Block 45 closed book test correctable to 100% prior to certification (see [paragraph 3.2.3.8](#) for SOC pilot initial/difference training). **(T-3)**.

5.7.14.2.4. Senior Officer Course (SOC) Pilots. Initial/Difference training consists of one IBT session that includes a 92 OSS/OST-developed and AMC/A3TK-approved difference training video. IBT emphasis should be placed on updated cockpit equipment, workload distribution, crew duties, and crew interaction highlighting areas of high workload. An AF Form 4022, Aircrew Training Folder, is not required for training documentation. Assign ARMS event identifier CQ45Y upon completion of IBT session with concurrence of the Sq/CC.

5.7.15. Aircraft Commander Supervision of Receiver Air Refueling Certification (CP07Y).

5.7.15.1. The squadron commander is responsible for developing a certification program which will allow aircraft commanders to supervise pilots (that are not receiver air refueling qualified) as they practice receiver air refueling.

5.7.15.2. The aircraft commander and the other pilot must each be certified for the event. **(T-2)**. Document the certification via AF Form 4324 (or electronic equivalent).

Table 5.11. Block 45 Differences Ground Training Requirements.

Code	Events	AC	FP “X”	N	BO	Notes
BR13Y	Checklist Procedures and Use Training	P	P	F	F	
BR19Y	Crew Coordination Training	P	P	F	F	
CK45Y	Block 45 Certification	OT	OT	OT	OT	3
GD09Y	Aircraft Field Trip	OT	OT	OT	OT	2
GK90Y	Block 45 Difference Course (CBT)	OT	OT			

GK91Y	Block 45 OFT Profile #1	OT	OT			
GK92Y	Block 45 OFT Profile #2	OT	OT			
GK93Y	Block 45 OFT Profile #3	OT	OT			
GK94Y	Block 45 IOS Operation	OT				1
GK95Y	Block 45 Closed Book Test	OT				1
RA45Y	Proficiency Sortie (Block 45)	P	P			
OT=One-Time Accomplishment		P = Proficient		F = Familiarization		
Notes:						
1. Required for IPs only. Crewmembers will be CK03Y certified and complete Block 45 IOS difference training prior to operating the modified IOS. Contact the ATS Site Manager for training availability.						
2. AC or FP"X" requirement for aircraft-only training/certifications. Navigator/CSOs and boom operators can accomplish in the OFT.						
3. Navigator/CSOs, boom operators, and SOC pilots are eligible for certification after completing IBT only; OFT or flight time is not required.						

Table 5.12. Block 45 Flight Training Certification Requirements.

Code	Event	AC	FP"X"	N	BO	Notes
	AR Course Control/Maintenance	F	F	F		2
	Formation Station Keeping	F	F	F		2
	Toboggan	F	F			
AH01Y	En Route Descent	F	F			1
AH11Y	Holding	P	P			1
AH15Y	Instrument Departure	P	P			1
AL01Y	Landing	P	P			
AP15Y	Approach-Instrument	2P	2P			
AP17Y	Approach-Instrument (Coupled)	2P	2P			
AP29Y	Approach-Missed	P	P			
AP33Y	Approach-Non-Precision	P	P			
AP41Y	Approach-Precision	P	P			
AT59Y	Takeoff	P	P			
AT67Y	Takeoff-Initial	P	P			1
BR03Y	Aircraft Equipment Operations Training	P	P	F		2
BR13Y	Checklist Procedures and Use Training	P	P	F	F	2
BR19Y	Crew Coordination Training	P	P	F	F	2
BR27Y	Fuel Management & Conservation Training	F	F			
BR41Y	Mission Planning and Briefing Training	P	P			
BR45Y	Post-Flight Training	P	P			

BR49Y	Preflight Training	P	P			
RT03Y	Tanker AAR	P	P			
RT05Y	Tanker AAR Auto-Pilot Off	P	P			
RT07Y	Tanker AAR Breakaway	P	P			
RT27Y	Tanker RV	P	P			
RA45Y	Proficiency Sortie (Block 45)	OT (P)	OT (P)			
CK45Y	Block 45 Certification	OT	OT	OT	OT	2
<i>OT=One-Time Accomplishment P=Proficient F=Familiarization</i>						
Notes:						
1. May be accomplished in the OFT.						
2. Navigator/CSOs, boom operators, and SOC pilots are eligible for certification after completing IBT only; OFT or flight time is not required.						

5.8. Boom Enrichment Program (BERP).

5.8.1. BERP is a long-term development program designed to supplement Boom Operator technical and operational development. Its purpose is to increase knowledge level, proficiency, and operational expertise. It begins at enrollment of MQT and culminates in completion of pre-instructor training. The program is maintained by AMC/A3TK and may be modified at unit level to meet unique mission requirements.

5.8.1.1. The success of BERP depends upon the enrolled individual and unit IBOs. Members must be self-driven and actively pursue program completion. **(T-2)**. BERP folders should be carried on all sorties and TDYs to maximize training opportunities. Individual BERP items may be completed in group academic sessions, one-on-one discussions with an instructor, or during flight when instruction does not interfere with aircrew duties. Members must maintain knowledge standards acquired in previous levels as they progress through BERP. **(T-2)**.

5.8.1.2. Unit commanders are highly encouraged to mandate participation in BERP. However, participation and completion of BERP is not officially required for MQT or upgrade training.

5.8.2. Documentation. Progress and completion is tracked by unit training office. Units are highly encouraged to brief BERP progress during TRP sessions. Supervisors maintain awareness of subordinate progress and assist unit training personnel and enrolled individuals to ensure quality training and timely completion.

5.8.2.1. BERP guides are available for download on AMC/A3T SharePoint® site at <https://eim2.amc.af.mil/org/a3t/A3TK/default.aspx>. The guide is designed for use as a hard copy in a six-part folder. Units may develop local, electronic tracking methods to back up progress and prevent loss.

5.8.2.2. A3TK conducts an annual review of BERP material and will maintain recommended changes for group review at RTRB and career field conferences as appropriate.

5.8.3. BERP Levels.

5.8.3.1. Level I. This phase normally begins at onset of MQT and focuses on communication, checklist discipline, systems knowledge, and basic mission operations, and mission planning. Members should finish Level I by MQT completion.

5.8.3.2. Level II. Level II starts after Level I and MQT completion, to be completed within 6 months. Topics include amplified checklist procedures, DD Form 365-4, *Weight and Balance Clearance Form F – Transport/Tactical*, cargo loading, in-depth systems knowledge, and emergency procedures.

5.8.3.3. Level III. This level is intended for MBs with 1-2 years of operational experience. Units may delay Level III while Boom Operators gain operational experience. Approximate completion time is six months.

5.8.3.4. Level IV. Begin Level IV six months prior to pre-instructor upgrade training or upon selection for Instructor upgrade training when earlier notification was not possible (see flying hour requirements in [Table 5.2](#)).

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The KC-135 ATS is contractor-provided aircrew training system. The ATS contractor provides qualification and continuation training courseware, academic instruction; ATD operation, instruction and training facility management. The USAF provides all flight instruction.

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

6.2.1. Purpose. The KC-135 ATS is a system of academics, ATD sessions, ground and flight training phases. The system provides qualification, upgrade, and continuation training to attain and maintain the appropriate qualification for KC-135 pilots, navigator/CSOs, and boom operators.

6.2.2. Goal. The ATS program goal is to optimize aircrew training through the integrated use of academics, ATD, and flight-line KC-135 aircraft instruction. The KC-135 ATS has performance requirements in a PWS and system specification. The ATS follows the AF-sponsored Instructional Systems Development (ISD) process according to AFI 36-2651, *Air Force Training Program*; developing (and maintaining) a Master Task Listing (MTL), Evaluation Standards Document (ESD), Objective Media Analysis Report (OMAR), and Media Selection Syllabus Report (MSSR) products (approved by AMC/A3T). These products help define each course content, standards, and training media selected for each task and objective.

6.2.3. Responsibilities.

6.2.3.1. ATS Contractor (see [paragraph 1.4.7](#)). The ATS Contractor will co-host a quarterly KC-135 ATS System Review Board (SRB) to outline the ATS program including currency, applicability, and effectiveness, and will publish meeting minutes and monitor suspenses (specified in the ATS contract). **(T-2)**.

6.2.3.1.1. ATS contractor maintains the OFT, WST, BOWST, Cockpit Trainer (CPT), Cargo Load Trainer (CLT), Global Air Traffic Management (GATM) Interactive Part Task Trainer (GIPTT), Navigator/CSO Procedural Trainer (NPT) and other devices or training aids, to enhance flight training programs. Schedule lessons and ATD profile as well as a conduct mission overview and debrief (by the ATS instructor) for each lesson. Provide all necessary data to complete the ATD profile or assigned task.

6.2.3.1.2. The ATS contractor ensures instructors provide an environment for simulator training that is as realistic, as possible. Attention will be directed to crew coordination throughout all phases of flight. Crews will use equipment in the trainer the same as in the aircraft. **(T-1)**. This shall include communications, personal, and emergency equipment. **(T-1)**. Correct communications phraseology; techniques; checklist usage and regimentation; and instrument, flight, and AAR procedures will be stressed at all times. **(T-1)**. Realistic aircraft systems and Navigational Aid (NAVAID) failures and malfunctions will be included in a logical and timely manner. **(T-1)**.

- 6.2.3.1.3. The ATS Contractor will conduct a post lesson critique to reinforce the desired learning outcomes. **(T-1)**.
- 6.2.3.1.4. The ATS Contractor will provide comments on the recurring training documentation. **(T-1)**. The intent of these comments is to provide meaningful feedback to the appropriate levels of supervision (Air Force and contractor) on the student's continuation training. In those rare cases where the student requires more training than the time available, exhibits less than required preparation, or displays an attitude problem, the instructor is required to provide immediate documentation and feedback to the student's unit through appropriate channels.
- 6.2.3.1.5. The ATS Contractor provides all students with a training critique.
- 6.2.3.2. AMC/A3T (see [paragraph 1.4.1](#)). AMC/A3TK ATS Manager provides overall management authority for KC-135 ATS contract training through the AF Training Systems Product Group (AFMC AFLCMC/WNSPA).
- 6.2.3.2.1. Ensure the ATS Contractor-provided academic and ATD training complies with policies and directives in this instruction and the ATS contract.
- 6.2.3.2.2. Ensure training performance objectives are met.
- 6.2.3.2.3. Act as AMC focal point for review of all recommendations, changes or initiatives affecting the KC-135 ATS program.
- 6.2.3.2.4. Co-host the ATS Contractor quarterly KC-135 ATS SRB.
- 6.2.3.2.5. Determine Fiscal Year training requirements (ATS throughput range).
- 6.2.3.3. 19 AF/DO (see [paragraph 1.4.2](#)). 19 AF/DOGM will monitor all actions associated with the KC-135 training program through close coordination with Detachment 2/AMCAOS, 97 TRS, and AMC/A3TK. **(T-1)**.
- 6.2.3.3.1. Monitors KC-135 ATS formal school aircrew training performance objectives. May submit Quality Assurance Change Proposal (QACP), if required.
- 6.2.3.3.2. Act as AETC focal point for review of all recommendations and initiatives directed toward the KC-135 ATS contract in coordination with AMC/A3TK.
- 6.2.3.3.3. Reviews crewmember feedback tools including critiques, Evaluator feedback, and course feedback.
- 6.2.3.3.4. Reviews and evaluates ATS contractor training analysis, objective hierarchy, courses and training materials for accuracy, currency, and effectiveness.
- 6.2.3.4. 97 TRS (AETC). Ensures instruction is of the highest quality through the review of crewmember critiques, Evaluator feedback, course feedback, and course monitoring and evaluation. Reviews and evaluates the task analysis, objective hierarchy, and contractor courses and training materials for accuracy, currency, and effectiveness. Act as the focal point for proposed formal school syllabus changes at Altus AFB.
- 6.2.3.5. DET 2/AMCAOS (see [paragraph 1.4.1.3](#)).
- 6.2.3.6. Air Force-Appointed ATS Contracting Officer Representative (COR). The COR is the primary focal point and liaison between the Air Force and ATS contractors at each

ATS training site. The COR is the sole point of contact for their respective ATS. The COR may direct the contractor to perform or stop work only on safety related issues. The Administrative Contracting Officer and Procurement Contracting Officer have the overall authority to direct contractor start and stops on the ATS.

6.2.3.7. Wings and Groups.

6.2.3.7.1. Provide constructive reports and inputs concerning the ATS program in **Chapter 1**.

6.2.3.7.2. Provide assistance and support with SME upon request by AMC/A3T or DET 2 AMCAOS.

6.2.3.7.3. Review ETCA course description and requirements for requesting, allocating, scheduling, and confirming attendance for formal training courses. Close coordination with the MAJCOM formal school quota managers (for AMC AD use AMC/A3TF) is imperative to ensure effective utilization of training slots and contractor resources.

6.2.4. KC-135 ATS Syllabus.

6.2.4.1. The ATS contractor develops and maintains the appropriate course syllabus with approval by Training Command (**paragraph 1.4.2**) or AMC/A3T. Each syllabus is the blueprint for each KC-135 ATS course in a format standardized by AETC. The format is also adopted for AMC managed courses (e.g., BNQ at McConnell AFB).

6.2.4.2. ATS contractor will produce each course syllabus and is therefore responsible for curriculum development described in the KC-135 ATS Contract PWS and System Specification (SPEC). **(T-1)**. The ATS Contractor will review syllabus annually and update, as required, in coordination with 19 AF/DOGM. **(T-1)**. 19 AF/DOGM reviews each course syllabus every four years.

6.3. Dedicated Training Time.

As defined in AFMAN 11-202V1.

6.3.1. Applies to formal school and continuation training. It is imperative that students complete training in a timely and uninterrupted manner.

6.3.2. Students will enroll on a full-time basis. **(T-1)**. Relieve students of duties not directly related to training. **Exception:** Senior Officer Course (SOC) students may continue their normal duties as time permits.

6.4. ATS Course Prerequisites. Course prerequisites in **Table 5.1** and **Table 5.4**, include a minimum number of flying hours, commander recommendation, and completion of applicable training guides or workbooks. Each ATS course is designed and based on certain prerequisites being met by the trainee before course entry. All prerequisites will be complete, with exception by approved waiver by the appropriate agency (see **Chapter 1**), before entering a formal course listed in **Table 6.1 (T-2)**.

Table 6.1. KC-135R-Model ATS Courses.

Course ID	Title	Syllabus Duration (Training Days)	Notes
KC135PIQ	Pilot Initial Qualification Course	96 Days	1,3

KC135PTX1	Pilot Transition Course 1	78 Days	1,3
KC135PTX2	Pilot Transition Course 2	72 Days	1,2,3
KC135PTX3	Pilot Transition Course 3	63 Days	1,2,3
KC135IAC	Instructor Aircraft Commander Course	28 Days	1,3,4
KC135ACU	Aircraft Commander Upgrade Blk 45	22 Days	1,3
KC135NBQ	Basic Navigator/CSO Initial/Requalification/SOC	~28 Days	1,3,5
KC135IN	Instructor Navigator/CSO (In-Unit only)	~14 Days	1,3,5
KC135BIQ	BO Initial Qualification	71 Days	1,3
KC135BTX2	BO Transition Course 2	39 Days	1,3
KC135IB	Instructor Boom Operator	21 Days	1,3
KC135SOC	Senior Officer Course (SOC)	(Track A) 2 Days (Track B) 7 days	1,4

Notes:

1. Course duration and content is subject to change, see course syllabus for details.
2. AC requalification includes pilots previously qualified in the KC-135.
3. These courses have proficiency advancement option that allows for accelerated completion of the flying portion of the training.
4. Pilot course for senior officers (O-6 selectees and above) who will fly under instructor supervision.
5. Instructor upgrade is available in-unit only (see **paragraph 5.5.6.4.**)

6.5. Lesson Objectives. Use lesson objectives as a reference to establish training and evaluation standards. The KC-135 ATS use the Master Task List (MTL) and the Evaluation Standards Document (MTL/ESD) available on the ATS Contractor website.

6.5.1. MTL and ESD Purpose. MTL and ESD provide the basis for ATS courseware development, and are a principle source for evaluation criteria (validate MDS crewmember performance). Courseware development and instructors training KC-135 crewmembers may use criteria from the MTL and ESD to help determine the ability of an individual to meet performance levels required to be mission-qualified. For evaluation, use AFMAN 11-2KC-135V2 criteria.

6.5.2. Crew Resource Management and Threat and Error Management (CRM/TEM) training. The KC-135 ATS incorporates CRM/TEM principles during all phases of training including initial and continuation training to meet requirements of AFI 11-290, *Cockpit/Crew Resource Management Program*, AFI 11-290, AMC Supplement, *Cockpit/Crew Resource Management Program*, “and” or “or” MAJCOM supplement, as applicable. A CRM/TEM facilitator course is available, upon request. Instructors use AF Form 4031, *CRM/TEM Skills Criteria Training/Evaluation* and AMC Form 4031, *CRM/TEM Skills Criteria Training/Evaluation* for CRM/TEM skills training in accordance with AFI 11-290, as supplemented.

6.5.2.1. CRM/TEM Development. CRM/TEM has been designed to train aircrew members to cope with human behavior concerns that potentially affect aircrew performance and safety. Effective pilot monitoring (PM) behaviors and relevant verbalize, verify, and monitor (VVM) skills are also trained. Documented studies of aircraft accidents and additional data suggest that most human behavioral problems observed among aircrews can be grouped into three primary categories: interpersonal communications, situational awareness, and team leadership.

6.5.2.2. CRM/TEM Program. CRM/TEM is presented on a recurring basis throughout training. An introduction to CRM/TEM is presented during initial qualification training. Refresher training and Mission Oriented Simulator Training (MOST) missions are accomplished during annual simulator proficiency periods. These training periods are dedicated to reviewing and applying CRM/TEM principles, effective PM behaviors, and relevant VVM skills.

6.6. Unsatisfactory Student Progress. (See [paragraph 1.16](#)). Any time during a trainee's ATS ground instruction for formal school or unit-level continuation training, the ATS Instructor considers training progress is unsatisfactory - lack of preparation or participation, etc. - the ATS contractor will notify the unit training manager. **(T-1)**.

6.6.1. Failure to Progress. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a Progress Review (PR). The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service*, action, e.g., an FEB to the individual's unit commander. The ATS contractor will identify students who fail to progress according to the ATS contract. **(T-1)**.

6.6.2. Failure to Complete Training. If crewmember fails to complete a formal course, the formal school (ATS contractor will notify AMC/A3TK for training deficiencies at McConnell AFB) will send a recommendation of action to the individual's unit. **(T-1)**. The recommendation will specify if the student should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment. **(T-1)**.

6.7. Courseware Changes. While completing CBT, the user may also submit a comment or proposed change at the point of instruction using a "Control C" input. See CBT on-screen instructions on the opening to each CBT lesson. The inputs are consolidated as part of the CBT centralized reporting function. ATS contractor, in coordination with 97 TRS/TRK (if applicable) will monitor "Control C" inputs for consideration of future courseware updates. **(T-1)**.

6.8. Scheduling.

6.8.1. AMC/A3TK ATS Manager, through KC-135 ATS Contracting office and training group (AFMC AFLCMC/WNSPA), will determine Fiscal Year (FY) ATS formal school and continuation training requirements (throughput) for all ATS courses. **(T-1)**. PFT reflects the planned annual formal school throughput based on Air Force requirements, formal school and ATD capacities, and contract authorizations. ATD simulator scheduling at formal school is managed by 97 TRS, Altus AFB in coordination with the ATS Contractor, Training Management System (TMS) scheduling office.

6.8.2. Units with collocated ATS facility schedule directly with the local ATS site. Units without an ATS facility have been designated (by AMC/A3TK ATS Manager) to "QUEEN

BEE” ATS facilities. While an ATD undergoes conversions or hardware modifications the ATS management team or ATS contractor may request the host or QUEEN BEE unit aircrews divert to sites with available training capacity. The ATS contractors’ TMS office at Altus AFB and AMC/A3TK orchestrate the annual scheduling of KC-135 pilots and QUEEN BEE sites in coordination with AFMC AFLCMC/WNSPA.

6.8.3. Cancellation of ATS Formal School Course Quota. Units will notify their MAJCOM/A3T (or equivalent) staff (AMC AD call AMC/A3TF) within 45 days before class start date if a quota cancellation or no-fill is pending. All formal school quota cancellations are required to be made no later than 30 days prior to class start date to enable the quota to be reallocated (see ETCA, for additional information). For cancellations at McConnell AFB, notify MAJCOM/A3T (or equivalent) staff immediately and site scheduler as early as possible to permit reallocation or rescheduling. Short notice cancellation of one student may result in the delay or cancellation of the paired pilot.

6.9. Administration.

6.9.1. General. Recurring academic and ATD training ensures required subject training materials are presented in a realistic manner on a programmed or phased basis.

6.9.2. Objective. Ensure all crewmembers maintain the proficiency to safely operate the KC-135 aircraft and effectively perform the assigned mission. Crewmembers will use the ATD to enhance the training areas (e.g., windshear/microburst training, low visibility approaches, systems knowledge, emergency/abnormal procedures, and degraded navigation systems). **(T-1)**.

6.10. Training Implementation and Student Expectations.

6.10.1. Self-Study. Each crewmember is responsible for their adequate preparation before reporting for each ATD profile. Review the mission profile, pre-course study material, associated normal, abnormal, and emergency procedures, and applicable aircraft systems. Each crewmember is required to review the applicable portions of the flight publications and answer review exercises questions located in the OFT or BOWST/BOSS profile.

6.10.2. Pre-mission. The ATS or military instructor will conduct a pre-mission briefing before each OFT or BOWST/BOSS profile and cover the mission overview, academic session overview (if applicable), systems, aircraft loading, performance data, route-of-flight, communications, takeoff weather, simulator discrepancies, and ATD emergency egress. **(T-1)**. Also include mission objectives, special procedures specific (required) training items, scheduled systems and performance training, CRM/TEM, and any additional area of emphasis. Prior to executing the scheduled training event, the designated crewmember should conduct a mission briefing covering AFMAN 11-2KC-135V3 required briefing items.

6.10.3. Mission. The crew and ATS instructor will fly the ATD profile to maximum extent possible. **(T-1)**. For proper pacing, it is imperative the pilot team cope with simulated emergencies while continuing to fly the aircraft. Limit “freezing the ATD” to meet training objectives.

6.10.4. Post-mission. The ATS instructor will critique the crew’s performance during each phase of the mission. Several ATDs are equipped with Training Data Acquisition, Analysis, and Playback System (TDAPPS), a dual-screen simulator mission playback system.

Complete post-mission documentation in accordance with Technical Order 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures*, to include AFTO Form 781A, *Maintenance Discrepancy and Work Documentation*, AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance and ARMS products*. Send requests or recommendations for additional training to the unit training manager. Accomplish additional training as soon as practical, schedule permitting.

6.11. Browsing Training Products. KC-135 crewmembers are encouraged to browse any and all lessons existing within the ATS. This is particularly applicable to those personnel preparing to enter upgrade courses, subject to the following restrictions:

6.11.1. Browser time is on a space-available basis.

6.11.2. All browser requests will be coordinated with the ATS training supervisor. **(T-1)**.

6.11.3. Trainees are not to be scheduled to browse lessons for remediation. Remediation will be scheduled by coordinating with the ATS contractor. **(T-1)**. Browsing a lesson does not enable the trainee to take the end-of-lesson test. Trainees in remediation will be enrolled in lessons for review in order to take the end-of-lesson test and keep a permanent record of the remediation. **(T-1)**.

6.12. Aircraft Flights for ATS Training Instructors. ATS contractor provides opportunities for Air Force flight instructor to observe trainee progress in ATD. Likewise, KC-135 ATS simulator instructors may observe students during flight training according to AFI 11-401 and the terms and conditions of the current KC-135 ATS contract.

6.13. KC-135 ATS Facility Tours.

6.13.1. Wing training offices will coordinate all requests for KC-135 ATS facility tours with the contractor as soon as possible, but in no case later than 24 hours before the planned event. **(T-2)**. This may require close coordination with public affairs and protocol. Air Force option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events. **(T-1)**.

6.13.2. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. **(T-2)**. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only. **(T-1)**.

6.14. Aircrew Evaluation.

6.14.1. General. The Air Force examiner's decision as to the ability of the aircrew member's ability to meet qualification levels as set forth in AFI 11-202V2 and AFMAN 11-2KC-135V2 shall be final and will not be subject to question by the contractor. **(T-1)**.

6.14.2. An AF Form 8 will be completed for all evaluations in accordance with AFMAN 11-2KC-135V2.

Chapter 7

ARMS EVENT IDENTIFIERS AND COURSE DESCRIPTIONS

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

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

7.1.2. Records and Documentation. Units are responsible to ensure that training accomplishment is appropriately recorded in the Training System of Record (e.g., ADLS, etc.) for the specific training course or event, when tracked for convenience in another system (e.g., GTIMS, ARMS, etc.). ARMS, GTIMS or MAJCOM-approved electronic equivalent may be used to generate a computerized letter of X's; however, ARMS remains the system of record for aircrew training. Course instructors deliver required forms to the appropriate scheduling and training documentation sections within one duty day after teaching a course. AFI 33-360 or governing functional publication may prescribe alternate or additional forms to document certain training. **Exception:** Small arms training is recorded on AF Form 522, *USAF Ground Weapons Training Data*, and provided to the student upon completion of the training course, as prescribed by AFI 36-2654, *Combat Arms Program*. Students must then log the training with the appropriate scheduling/training/tracking section.

Table 7.1. ARMS Identifier Groups.

Identifier	Group	Paragraph
AA	USAF-Directed Evaluation Events	7.2.
AB	USAF-Directed Examination Events	7.3.
AC	General Evaluation Events	7.4.
AH	En Route - High-Level Events	7.5.
AL	Landing Events	7.6.
AN	NVG Events	7.7.
AP	Approach Events	7.8.
AT	Start, Taxi, Takeoff (STTO) Events	7.9.
AV	Aircraft Demonstration Events	7.10.
AZ	Abnormal Procedures Events	7.11.
BR	Aircraft Training Events	7.12.
CE/CG/CK/C P/CQ/CS	General Certifications	7.13.
FF	Flight Surgeon Events	7.14.
GB/GC/GD	Ground/Computer-Based Training Events	7.15.

GE	Expeditionary Training Events	7.16.
GH	Communications Training/Equipment Events	7.17.
GK	Tanker-Specific Ground Training Events	7.18.
GM	Mobility Training Events	7.19.
GN	NVG Ground Training Events	7.20.
GS	Senior Officer Course Events	7.21.
GX/GY	Simulator Events	7.22.
LL	Aircrew Flight Equipment Events	7.23.
MB	Mission/Sortie Events	7.24.
PC	Aircraft Communications Equipment Events	7.25.
RA	Refueling Operations Events	7.26.
RF	Refuel Formation Events	7.27.
RM/RP	MITO/MPRS Events	7.28.
RT/RU/RV	Refuel, Receiver & Rendezvous Events	7.29.
SS	SERE Events	7.30.
TG	Tactical Ground Training Events	7.31.
TK	Tanker Flight Training Events	7.32.
TW	Tactical Aircraft Events	7.33.
X	Unit-Defined Events	7.34.

7.2. Headquarters USAF-Directed Evaluation (AA) Events.

- 7.2.1. **AA01** – Evaluation, Qualification.
- 7.2.2. **AA02** – Evaluation, Qualification (Simulator).
- 7.2.3. **AA11** – Evaluation, Instrument.
- 7.2.4. **AA12** – Instrument Evaluation, (Simulator).
- 7.2.5. **AA21** – Evaluation, Combined Qualification and Instrument.
- 7.2.6. **AA22** – Evaluation, Combined Qualification and Instrument (Simulator).

7.3. Headquarters USAF-Directed Examination (AB) Events.

- 7.3.1. **AB01Y** – Qualification Open Book Examination.
- 7.3.2. **AB03Y** – Qualification Closed Book Examination.
- 7.3.3. **AB09Y** – Instrument Refresher Course (IRC) Examination.
- 7.3.4. **AB21Y** – Tactics Open-Book Examination.
 - 7.3.4.1. Purpose: To test aircrew tactics knowledge as part of CQ51Y or GD75Y.
 - 7.3.4.2. Description: An annual open book 25 question tactics test using AMC/A3D test bank.

7.3.4.3. OPR: AMC/A3D.

7.3.4.4. Training Media: IBT.

7.3.4.5. Instructor: Graduate of the USAFWS, the Air Force Expeditionary Center (AFEC) Tactics School, Basic Aircrew Tactics Studies (BATS), Combat Aircrew Tactics Studies (CATS), or the Advanced Airlift Tanker Tactics Center (AATTC) Aircrew Course.

7.4. General Evaluation (AC) Events.

7.4.1. **AC03Y** – ATD Qualification and Upgrade Evaluation. Administered in ATD (OFT, CTP, BOWST/BOSS), according to AFMAN 11-2KC-135V2 (Do not use for re-occurring checkride requirements). See FTU syllabus for evaluation conducted aboard KC-135 OFT simulators.

7.4.2. **AC05Y** – Cargo Mission Evaluation.

7.4.3. **AC07Y** – Evaluation, INSTR/QUAL Sim Profile 1.

7.4.4. **AC09Y** – Evaluation, INSTR/QUAL Sim Profile 2.

7.4.5. **AC11Y** – Evaluation, INSTR/QUAL Sim Profile 3.

7.4.6. **AC13Y** – Evaluation, INSTR/QUAL Sim Profile 4.

7.4.7. **AC15Y** – Evaluation, INSTR/QUAL Sim Profile 5.

7.4.8. **AC17Y** – Evaluation, INSTR/QUAL Sim Profile 6.

7.4.9. **AC19Y** – Instructor Evaluation.

7.4.10. **AC23Y** – Mission Evaluation.

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

7.5. En Route – High-Level (AH) Events.

7.5.1. **AH01Y** – En Route Descent.

7.5.1.1. Purpose: Continuation training for pilots.

7.5.1.2. Description: Training in procedures defined in AFMAN11-217V1.

7.5.1.3. OPR: AMC/A3T.

7.5.1.4. Training Media: OFT or Aircraft.

7.5.1.5. Instructor: Not required for continuation training.

7.5.1.6. Additional Information:

7.5.2. **AH03Y** – EWO Departure (OPLAN 801X Units).

7.5.2.1. Purpose: Continuation training for pilots.

7.5.2.2. Description: (Simulator Only) Execute an EWO departure in accordance with Addendum B, and section 1A10 of the Performance Manual. Pilots may receive credit as PF or PM.

7.5.2.3. OPR: AMC/A3T.

7.5.2.4. Training Media: OFT only.

7.5.2.5. Instructor: Not required for continuation training.

7.5.2.6. Additional Information: This event is for OPLAN 801X units only. May be accomplished in conjunction with any simulator profile. Pilots will accomplish TK13Y prior to event.

7.5.3. **AH11Y** – Holding.

7.5.3.1. Purpose: Continuation training for pilots.

7.5.3.2. Description: Training in holding procedures defined in AFMAN11-217, V1

7.5.3.3. OPR: AMC/A3T.

7.5.3.4. Training Media: OFT or Aircraft.

7.5.3.5. Instructor: Not required for continuation training.

7.5.3.6. Additional Information: Accomplish during a MB10Y (if available).

7.5.4. **AH15Y** – Instrument Departure.

7.5.4.1. Purpose: Continuation training for pilots.

7.5.4.2. Description: That portion of flight after establishing climb configuration and airspeed through SID routing or first en route point on the radar departure.

7.5.4.3. OPR: AMC/A3T.

7.5.4.4. Training Media: OFT or Aircraft.

7.5.4.5. Instructor: Not required for continuation training.

7.5.4.6. Additional Information:None.

7.5.5. **AH17Y** – Penetration Descent (Published or STAR).

7.5.5.1. Purpose: Continuation training for pilots.

7.5.5.2. Description: Training in procedures defined in AFMAN11-217V1

7.5.5.3. OPR: AMC/A3T.

7.5.5.4. Training Media: OFT or Aircraft.

7.5.5.5. Instructor: Not required for continuation training.

7.5.5.6. Additional Information: None.

7.5.6. **AH19Y** – Pilot Monitoring Takeoff and Climb.

7.5.6.1. Purpose: Continuation training for pilots.

7.5.6.2. Description: Practice PM takeoff duties, to include setting takeoff power and monitoring aircraft performance and acceleration through cleanup altitude.

7.5.6.3. OPR: AMC/A3T.

7.5.6.4. Training Media: OFT or Aircraft.

7.5.6.5. Instructor: Not required for continuation training.

7.5.6.6. Additional Information: None.

7.5.7. **AH23Y** – Takeoff and Climb Procedures.

7.5.7.1. Purpose: Continuation training for pilots.

7.5.7.2. Description: Practice PF takeoff duties, to include initial takeoff power setting, navigation procedures, and monitoring aircraft performance and acceleration through cleanup altitude.

7.5.7.3. OPR: AMC/A3T.

7.5.7.4. Training Media: OFT or Aircraft.

7.5.7.5. Instructor: Not required for continuation training.

7.5.7.6. Additional Information: None.

7.6. Landing (AL) Events.

7.6.1. **AL01Y** – Landing.

7.6.1.1. Purpose: Continuation training for pilots.

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

7.6.1.3. OPR: AMC/A3T.

7.6.1.4. Training Media: OFT or Aircraft.

7.6.1.5. Instructor: Not required for continuation training.

7.6.1.6. Additional Information: FPs dual-log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.6.2. **AL07Y** – Landing-Full Flap (50 Degrees).

7.6.2.1. Purpose: Continuation training for pilots.

7.6.2.2. Description: Training for pilots to maintain proficiency landing the aircraft with full flaps. Any landing actually accomplished with 50-Degree Flaps (full stop, touch-and-go, stop-and-go). Crew should discuss heavy weight landing considerations prior to accomplishment.

7.6.2.3. OPR: AMC/A3T.

7.6.2.4. Training Media: OFT or Aircraft.

7.6.2.5. Instructor: Not required for continuation training.

7.6.2.6. Additional Information: Dual-log with AL01Y. FPs also log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.6.3. **AL09Y** – Landing-Full-Stop Reverse Thrust.

7.6.3.1. Purpose: Continuation training for pilots.

7.6.3.2. Description: Training for pilots to maintain proficiency landing the aircraft to a full stop (Reverse Thrust not applicable for KC-135R/T).

7.6.3.3. OPR: AMC/A3T.

7.6.3.4. Training Media: OFT or Aircraft.

7.6.3.5. Instructor: Not required for continuation training.

7.6.3.6. Additional Information: Dual-log with AL01Y. FPs also log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.6.4. **AL13Y** – Landing-Left Seat.

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

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

7.6.4.3. OPR: AMC/A3T.

7.6.4.4. Training Media: OFT or Aircraft.

7.6.4.5. Instructor: Not required for continuation training.

7.6.4.6. Additional Information: Dual-log with AL01Y, Loss of currency does not result in a loss of mission ready status.

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

7.6.5.1. Purpose: Continuation training for pilots.

7.6.5.2. Description: Training for pilots to maintain proficiency landing the aircraft during periods of darkness without the use of the flight director. Any landing actually accomplished (full stop, touch-and-go, stop-and-go).

7.6.5.3. OPR: AMC/A3T.

7.6.5.4. Training Media: OFT or Aircraft.

7.6.5.5. Instructor: Not required for continuation training.

7.6.5.6. Additional Information: Dual-log with AL01Y. FPs also log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.6.6. **AL17Y** – Landing-Partial Flap (30 Degrees).

7.6.6.1. Purpose: Continuation training for pilots.

7.6.6.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished with 30-Degree Flaps (full stop, touch-and-go, stop-and-go).

7.6.6.3. OPR: AMC/A3T.

7.6.6.4. Training Media: OFT or Aircraft.

7.6.6.5. Instructor: Not required for continuation training.

7.6.6.6. Additional Information: Dual-log with AL01Y. FPs also log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.6.7. AL19Y – Landing-Right Seat.

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

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

7.6.7.3. OPR: AMC/A3T.

7.6.7.4. Training Media: OFT or Aircraft.

7.6.7.5. Instructor: Not required for continuation training.

7.6.7.6. Additional Information: Dual-log with AL01Y.

7.6.8. AL21Y – Landing-Simulated Engine Out 4 Engine Takeoff.

7.6.8.1. Purpose: Requalification training for pilots.

7.6.8.2. Description: Approach and landing with simulated loss of an engine followed by a normal, four engine takeoff. If accomplished in the aircraft, IP supervision or qualified AC is required.

7.6.8.3. OPR: AMC/A3T.

7.6.8.4. Training Media: OFT or Aircraft.

7.6.8.5. Instructor: Not required for continuation training.

7.6.8.6. Additional Information: Direct IP supervision, if accomplished in the aircraft. FPs also log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.6.9. AL25Y – Landing-Touch-and-Go.

7.6.9.1. Purpose: Continuation training for pilots.

7.6.9.2. Description: Training for pilots to maintain proficiency landing the aircraft accomplished to a touch-and-go.

7.6.9.3. OPR: AMC/A3T.

7.6.9.4. Training Media: OFT or Aircraft.

7.6.9.5. Instructor: Not required for continuation training.

7.6.9.6. Additional Information: Currency requirement for touch and go certified AC only (not applicable to IP or EP). Loss of currency does not result in a loss of mission ready status. Dual-log with AT59Y, AL01Y, and AL15Y as applicable. FPs also log left or right seat landings (AL13Y or AL19Y) as appropriate.

7.7. Night Vision Goggle (NVG) Aircraft Events.**7.7.1. AN01Y – NVG Sortie.**

7.7.1.1. Purpose: Tracking of NVG events.

7.7.1.2. Description: Includes in-flight operation of NVG, including preflight check and visual acquisition of the receiver/wingman.

7.7.1.3. OPR: AMC/A3D.

7.7.1.4. Training Media: Aircraft.

7.7.1.5. Instructor: Not required for continuation training.

7.7.1.6. Additional Information: For SOAR qualified aircrew and USAFWS only.

7.8. Approach (AP) Events.

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

7.8.1.1. Purpose: Continuation training for pilots.

7.8.1.2. Description: Training for pilots to fly an instrument approach procedure using RNAV/GPS procedures. While the entire Instrument Approach Procedure (IAP) need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.8.1.3. OPR: AMC/A3T.

7.8.1.4. Training Media: OFT or Aircraft.

7.8.1.5. Instructor: Not required for continuation training.

7.8.1.6. Additional Information: Dual-log with AP33Y and AP15Y.

7.8.2. **AP07Y** – Approach-Circling.

7.8.2.1. Purpose: Continuation training for pilots.

7.8.2.2. Description: Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction. Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished. **(T-2).**

7.8.2.3. OPR: AMC/A3T.

7.8.2.4. Training Media: OFT or Aircraft.

7.8.2.5. Instructor: Not required for continuation training.

7.8.2.6. Additional Information: Dual-log with type approach flown.

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

7.8.3.1. Purpose: Continuation training for pilots.

7.8.3.2. Description: Training for pilots to fly Instrument Approach Procedures. Any precision (AP41Y) or non-precision (AP33Y) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and

either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished. **(T-2)**.

7.8.3.3. OPR: AMC/A3T.

7.8.3.4. Training Media: OFT or Aircraft.

7.8.3.5. Instructor: Not required for continuation training.

7.8.3.6. Additional Information: None.

7.8.4. **AP17Y** – Approach-Instrument (Coupled).

7.8.4.1. Purpose: Continuation training for pilots.

7.8.4.2. Description: Training for pilots to fly Instrument Approach Procedures either with the assistance of the flight director or coupled to the auto-pilot. Any precision (AP41Y) or non-precision (AP33Y) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished. **(T-2)**.

7.8.4.3. OPR: AMC/A3T.

7.8.4.4. Training Media: OFT or Aircraft.

7.8.4.5. Instructor: Not required for continuation training.

7.8.4.6. Additional Information: None.

7.8.5. **AP19Y** – Approach-Instrument (Manual).

7.8.5.1. Purpose: Continuation training for pilots.

7.8.5.2. Description: Training for pilots to fly Instrument Approach Procedures without the assistance of the flight director and autopilot.

7.8.5.3. OPR: AMC/A3T.

7.8.5.4. Training Media: OFT or Aircraft.

7.8.5.5. Instructor: Not required for continuation training.

7.8.5.6. Additional Information: None.

7.8.6. **AP21Y** – Approach-Instrument Landing System (ILS).

7.8.6.1. Purpose: Continuation training for pilots.

7.8.6.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any ILS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished. **(T-2)**.

7.8.6.3. OPR: AMC/A3T.

7.8.6.4. Training Media: OFT or Aircraft.

7.8.6.5. Instructor: Not required for continuation training.

7.8.6.6. Additional Information: Dual-log with P100 and AP15Y.

7.8.7. **AP27Y** – Approach-Instrument Landing System (ILS) Flight Director Off/Gyro Mode.

7.8.7.1. Purpose: Continuation training for pilots.

7.8.7.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any ILS approach may be credited if the crew could safely land out of the IAP if the flight director was not used. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished. **(T-2)**.

7.8.7.3. OPR: AMC/A3T.

7.8.7.4. Training Media: OFT or Aircraft.

7.8.7.5. Instructor: Not required for continuation training.

7.8.7.6. Additional Information: Dual-log with AP41Y and AP15Y.

7.8.8. **AP29Y** – Approach-Missed.

7.8.8.1. Purpose: Continuation training for pilots.

7.8.8.2. Description: Procedures resulting from an approach not completed by landing for any reason.

7.8.8.3. OPR: AMC/A3T.

7.8.8.4. Training Media: OFT or Aircraft.

7.8.8.5. Instructor: Not required for continuation training.

7.8.8.6. Additional Information: None.

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

7.8.9.1. Purpose: Continuation training for pilots.

7.8.9.2. Description: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VHF Omnidirectional Range (VOR), Tactical Aid to Navigation (TACAN), localizer, Airport Surveillance Approach (ASR), or RNAV may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished. **(T-2)**.

7.8.9.3. OPR: AMC/A3T.

7.8.9.4. Training Media: OFT or Aircraft.

7.8.9.5. Instructor: Not required for continuation training.

- 7.8.9.6. Additional Information: Dual-log with AP15Y.
- 7.8.10. **AP35Y** – Approach-Non-Precision (Auto-Pilot Off).
- 7.8.10.1. Purpose: Continuation training for pilots.
- 7.8.10.2. Description: Non-precision approach flown without the use of auto-flight equipment.
- 7.8.10.3. OPR: AMC/A3T.
- 7.8.10.4. Training Media: OFT or Aircraft.
- 7.8.10.5. Instructor: Not required for continuation training.
- 7.8.10.6. Additional Information: None.
- 7.8.11. **AP37Y** – Approach-Non-Precision (NBD/VOR/TACAN/Localizer).
- 7.8.11.1. Purpose: Requalification training for pilots.
- 7.8.11.2. Description: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VOR, TACAN, localizer, or RNAV approach may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished. **(T-2)**.
- 7.8.11.3. OPR: AMC/A3T.
- 7.8.11.4. Training Media: OFT or Aircraft.
- 7.8.11.5. Instructor: Qualified pilot Instructor.
- 7.8.11.6. Additional Information: Dual-log with AP33Y and AP15Y.
- 7.8.12. **AP41Y** – Approach-Precision.
- 7.8.12.1. Purpose: Continuation training for pilots.
- 7.8.12.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any Precision Approach Radar (PAR) or ILS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished. **(T-2)**.
- 7.8.12.3. OPR: AMC/A3T.
- 7.8.12.4. Training Media: OFT or Aircraft.
- 7.8.12.5. Instructor: Not required for continuation training.
- 7.8.12.6. Additional Information: Dual-log with AP15Y.
- 7.8.13. **AP43Y** – Approach-Precision (Auto-Pilot Off).
- 7.8.13.1. Purpose: Continuation training for pilots.

7.8.13.2. Description: Precision approach flown without the use of auto-flight equipment.

7.8.13.3. OPR: AMC/A3T.

7.8.13.4. Training Media: OFT or Aircraft.

7.8.13.5. Instructor: Not required for continuation training.

7.8.13.6. Additional Information: None.

7.8.14. **AP45Y** – PAR Approach (if available).

7.8.14.1. Purpose: Continuation training for pilots.

7.8.14.2. Description: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any PAR approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished. **(T-2)**.

7.8.14.3. OPR: AMC/A3T.

7.8.14.4. Training Media: OFT or Aircraft.

7.8.14.5. Instructor: Not required for continuation training.

7.8.14.6. Additional Information: Dual-log with AP41Y and AP15Y.

7.8.15. **AP51Y** – Approach-Surveillance Radar (ASR).

7.8.15.1. Purpose: Continuation training for pilots.

7.8.15.2. Description: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any ASR approach may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished. **(T-2)**.

7.8.15.3. OPR: AMC/A3T.

7.8.15.4. Training Media: OFT or Aircraft.

7.8.15.5. Instructor: Not required for continuation training.

7.8.15.6. Additional Information: Dual-log with AP33Y and AP15Y.

7.8.16. **AP53Y** – Approach-VFR Overhead.

7.8.16.1. Purpose: Continuation training for pilots.

7.8.16.2. Description: The overhead approach is designed to allow the maximum number of aircraft to recover at an airfield in the minimum amount of time. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with the VFR Overhead.

7.8.16.3. OPR: AMC/A3T.

7.8.16.4. Training Media: OFT or Aircraft.

7.8.16.5. Instructor: Not required for continuation training.

7.8.16.6. Additional Information: None.

7.8.17. AP55Y – Approach-Visual.

7.8.17.1. Purpose: Continuation training for pilots.

7.8.17.2. Description: An approach to an intended landing surface using visual procedures to maneuver and align the aircraft for a safe landing.

7.8.17.3. OPR: AMC/A3T.

7.8.17.4. Training Media: OFT or Aircraft.

7.8.17.5. Instructor: Not required for continuation training.

7.8.17.6. Additional Information: None.

7.8.18. AP57Y – Approach-Visual Traffic Pattern.

7.8.18.1. Purpose: Continuation training for pilots.

7.8.18.2. Description: Maneuver flown to position aircraft for landing from the visual traffic pattern.

7.8.18.3. OPR: AMC/A3T.

7.8.18.4. Training Media: OFT or Aircraft.

7.8.18.5. Instructor: Not required for continuation training.

7.8.18.6. Additional Information: May be dual-logged with AP53Y.

7.9. Start, Taxi, Take-Off (AT) Events.

7.9.1. AT59Y – Takeoff.

7.9.1.1. Purpose: Continuation training for pilots.

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

7.9.1.3. OPR: AMC/A3T.

7.9.1.4. Training Media: OFT or Aircraft.

7.9.1.5. Instructor: Not required for continuation training.

7.9.1.6. Additional Information: Dual-log with AT77Y or AT69Y as applicable.

7.9.2. AT63Y – Takeoff-Flight Director Off.

7.9.2.1. Purpose: Continuation training for pilots.

7.9.2.2. Description: Takeoff using max mode climb procedures without assistance of Rotation Go-Around (RGA) command bars.

7.9.2.3. OPR: AMC/A3T.

7.9.2.4. Training Media: OFT or Aircraft.

7.9.2.5. Instructor: Not required for continuation training.

7.9.2.6. Additional Information: None.

7.9.3. **AT67Y** – Takeoff-Initial.

7.9.3.1. Purpose: Continuation training for pilots.

7.9.3.2. Description: Includes all activity from initiation of the takeoff checklist up to and including establishment of climb configuration and airspeed. The takeoff following a touch-and-go is not creditable.

7.9.3.3. OPR: AMC/A3T.

7.9.3.4. Training Media: OFT or Aircraft.

7.9.3.5. Instructor: Not required for continuation training.

7.9.3.6. Additional Information: SOC pilots (Colonels and above) who require in-flight supervision may log an AT67Y after accomplishing (pilot flying) an initial takeoff or touch-and-go. Dual-log with AT59Y. IPs may log in conjunction with touch-and-go.

7.9.4. **AT69Y** – Takeoff-Left Seat.

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

7.9.4.2. Description: All pilots will track left seat takeoffs completed on each sortie.

7.9.4.3. OPR: AMC/A3T.

7.9.4.4. Training Media: OFT or Aircraft.

7.9.4.5. Instructor: Not required for continuation training.

7.9.4.6. Additional Information: Loss of currency does not result in a loss of mission ready status. Dual-log with AT59Y.

7.9.5. **AT71Y** – Takeoff-Max Mode (30 Flap).

7.9.5.1. Purpose: Continuation training for pilots.

7.9.5.2. Description: All pilots will track Max Mode Takeoff, 30 Flap takeoffs completed on each sortie.

7.9.5.3. OPR: AMC/A3T.

7.9.5.4. Training Media: OFT or Aircraft.

7.9.5.5. Instructor: Not required for continuation training.

7.9.5.6. Additional Information: Dual-log with AT59Y.

7.9.6. **AT73Y** – Takeoff-Night.

7.9.6.1. Purpose: Continuation training for pilots.

7.9.6.2. Description: Includes all night activity from initiation of the takeoff checklist up to and including establishment of climb configuration and airspeed.

7.9.6.3. OPR: AMC/A3T.

7.9.6.4. Training Media: OFT or Aircraft.

7.9.6.5. Instructor: Not required for continuation training.

7.9.6.6. Additional Information: None.

7.9.7. AT75Y – PMC-Off.

7.9.7.1. Purpose: Continuation training for pilots.

7.9.7.2. Description: Takeoff with simulated outboard engine PMC inoperative. Set the PMC switch for the engine to “OFF” and accomplish takeoff (TO) PMC-off procedures.

7.9.7.3. OPR: AMC/A3T.

7.9.7.4. Training Media: OFT only.

7.9.7.5. Instructor: Not required for continuation training.

7.9.7.6. Additional Information:

7.9.8. AT77Y – Takeoff-Right Seat.

7.9.8.1. Purpose: Continuation training for pilots.

7.9.8.2. Description: All pilots will track right seat takeoffs completed on each sortie.

7.9.8.3. OPR: AMC/A3T.

7.9.8.4. Training Media: OFT or Aircraft.

7.9.8.5. Instructor: Not required for continuation training.

7.9.8.6. Additional Information: Dual-log with AT59Y.

7.10. Aircraft Demonstration (AV) Events.

7.10.1. AV71Y – Aircraft Alert Start Procedures Demonstration.

7.10.1.1. Purpose: Continuation training for aircrew.

7.10.1.2. Description: Crew (two pilots and one boom operator) execute engine start using scramble start procedures.

7.10.1.3. OPR: AMC/A3T.

7.10.1.4. Training Media: OFT or Aircraft.

7.10.1.5. Instructor: Qualified IP for initial training otherwise not required for continuation training.

7.10.1.6. Additional Information: See also GD37Y, Ground Alert Start Procedures. The initial accomplishment will be in an aircraft that has been cocked to simulate alert status (e.g., windshield cover, pitot covers, engine plugs, etc., installed, if appropriate). **(T-2)**. Pilots are required to receive a thorough briefing by a unit IP on APU operation before performing an alert start. **(T-2)**. Use of the APU EWO switch or battery power should be determined by local guidance. Subsequent requirements may be accomplished in an OFT or the aircraft.

7.10.2. AV73Y – Airwork/In-Flight Demonstration.

7.10.2.1. Purpose: Objective of this event is to demonstrate or reinforce understanding of aircraft flight characteristics.

7.10.2.2. Description: Block of time scheduled and devoted to learning and maintaining basic flying skills. Recommend accomplishment in an airwork area with reserved altitude blocks. The following events may be accomplished: Steep Turns-- Target bank angle should not exceed 45-degrees of bank; Lateral Control Demonstration; Trim Demonstration; Approved in-flight tactics events; and Additional items such as vertical "S."

7.10.2.3. OPR: AMC/A3T.

7.10.2.4. Training Media: OFT or Aircraft.

7.10.2.5. Instructor: Not required for continuation training.

7.10.2.6. Additional Information: None.

7.10.3. **AV75Y** – Landing Attitude Demonstration.

7.10.3.1. Purpose: The purpose of this demonstration is to allow pilots to see the landing attitude flare and compare it to previous (and future) attempts at setting the landing attitude. A secondary purpose is to demonstrate aileron and rudder control during the flare.

7.10.3.2. Description: Instructor supervised demonstration on proper landing attitude and aircraft control in the flare. Reference 3-3.KC-135 for additional information on maneuver execution.

7.10.3.3. OPR: AMC/A3T.

7.10.3.4. Training Media: OFT or Aircraft.

7.10.3.5. Instructor: Qualified IP.

7.10.3.6. Additional Information: Dual-log with AL01Y and AL25Y. Direct IP supervision.

7.10.4. **AV77Y** – Spoiler and Lateral Control Demonstration.

7.10.4.1. Purpose: To demonstrate the roll rates and handling characteristics of the aircraft with and without operational spoilers.

7.10.4.2. Description: Use constant speed (increased thrust is required with increasing speed brake deflections) and ensure the student uses the same rate of yoke movement to approximately 45 degrees of yoke displacement for each exercise. Note the different roll rates for different configurations as well as changes in back pressure required (if auto-pilot off). Use the auto-pilot pitch axis and altitude hold to limit the workload of the student and enhance the demonstration. Brief and watch for a student tendency to over control at partial speed brake settings. Monitor airspeed with partial and full speed brakes settings.

7.10.4.3. OPR: AMC/A3T.

7.10.4.4. Training Media: OFT or Aircraft.

7.10.4.5. Instructor: Qualified pilot instructor.

7.10.4.6. Additional Information: Requires IP supervision.

7.10.5. AV79Y – Steep Turns Demonstration.

7.10.5.1. Purpose: Continuation training for pilots.

7.10.5.2. Description: Aircrews may use up to 45-degrees bank angle when accomplishing this event. Complete the event in aircraft/Level C+ certified OFT. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Maneuver-Steep Turns.

7.10.5.3. OPR: AMC/A3T.

7.10.5.4. Training Media: OFT or Aircraft.

7.10.5.5. Instructor: Not required for continuation training.

7.10.5.6. Additional Information: None.

7.10.6. AV81Y – Trim Demonstration.

7.10.6.1. Purpose: To demonstrate control column displacement in an out-of-trim condition, the three methods for trimming the aircraft, and that auto-pilot trim is independent of normal stabilizer trim.

7.10.6.2. Description: The three methods of trimming the aircraft should be demonstrated as well as yoke position for trimmed and out-of-trim condition.

7.10.6.3. OPR: AMC/A3T.

7.10.6.4. Training Media: OFT or Aircraft.

7.10.6.5. Instructor: Qualified pilot instructor.

7.10.6.6. Additional Information: Requires IP supervision.

7.11. Abnormal Procedures (AZ) Events.

7.11.1. AZ01Y – Approach and Go-Around (Simulated Engine Out).

7.11.1.1. Purpose: Continuation training for pilots.

7.11.1.2. Description: Approach and Go-Around with simulated loss of an engine (powered rudder operative).

7.11.1.3. OPR: AMC/A3T.

7.11.1.4. Training Media: OFT or Aircraft.

7.11.1.5. Instructor: Not required for continuation training.

7.11.1.6. Additional Information: Units collocated with an OFT should accomplish in the OFT. Attempt to accomplish as many training requirements as possible during GX79Y or GX9(X)Y Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. If accomplished in the aircraft, direct IP supervision required. Dual log with AP29Y. (T-2).

7.11.2. AZ03Y – Approach and Go-Around (Simulated Engine-Out/Power Rudder Off).

7.11.2.1. Purpose: Continuation training for pilots.

7.11.2.2. Description: Approach and Go-Around with simulated loss of an engine and loss of powered rudder.

7.11.2.3. OPR: AMC/A3T.

7.11.2.4. Training Media: OFT or Aircraft.

7.11.2.5. Instructor: Not required for continuation training.

7.11.2.6. Additional Information: Simulator Only for units collocated with an OFT. Non-collocated units should perform this event in the OFT but may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. If accomplished in the aircraft, direct IP supervision required. **(T-1)**. Waiver authority is MAJCOM/CC or MAJCOM/A3 if appropriately delegated. If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual-log with AP29Y & AZ01Y. **(T-2)**.

7.11.3. **AZ05Y** – Approach and Go-Around (Simulated Engine-Out/FCAS Off).

7.11.3.1. Purpose: Continuation training for pilots.

7.11.3.2. Description: Approach and Go-Around with simulated loss of an engine and loss of SYD/EFAS.

7.11.3.3. OPR: AMC/A3T.

7.11.3.4. Training Media: OFT or Aircraft.

7.11.3.5. Instructor: Not required for continuation training.

7.11.3.6. Additional Information: Simulator Only for units collocated with an OFT. Non-collocated units should perform this event in the OFT but may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. Accomplish under direct IP supervision, if accomplished in the aircraft, with rudder power on to low approach only. Waiver authority is MAJCOM/CC or MAJCOM/A3 if appropriately delegated. If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual-log with AP29Y & AZ01Y. **(T-2)**.

7.11.4. **AZ07Y** – Approach and Landing (Simulated Engine Out).

7.11.4.1. Purpose: Continuation training for pilots.

7.11.4.2. Description: Approach and landing with simulated loss of an engine.

7.11.4.3. OPR: AMC/A3T.

7.11.4.4. Training Media: OFT or Aircraft.

7.11.4.5. Instructor: Not required for continuation training.

7.11.4.6. Additional Information: Units collocated with an OFT should accomplish in the OFT. Attempt to accomplish as many training requirements as possible during GX79Y or GX9(X)Y Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis.

(T-2). If accomplished in the aircraft, direct IP supervision required. Dual log with AL01Y. (T-2).

7.11.5. **AZ11Y** – Jammed Stabilizer Training.

7.11.5.1. Purpose: The purpose is to demonstrate the use and effectiveness of spoilers for pitch trim.

7.11.5.2. Description: Leave stabilizer trim enabled for the entire demonstration. For a more effective demonstration, consider trimming the aircraft for approximately 15 knots greater than normal 20-flap pattern speed. In this condition the aircraft is trimmed for a greater airspeed, allowing for larger spoiler deflections to relieve control pressures while configuring for the approach and landing. It is also good to mention the different techniques of trimming and why they are not as effective when compared to using spoilers (e.g., differential flaps and CG maintenance).

7.11.5.3. OPR: AMC/A3T.

7.11.5.4. Training Media: OFT.

7.11.5.5. Instructor: Qualified pilot instructor.

7.11.5.6. Additional Information: Requires IP supervision.

7.11.6. **AZ13Y** – Landing Gear Manual Extension.

7.11.6.1. Purpose: This event practices the crew reports and individual actions required to lower the gear without hydraulic assistance. The exercise also demonstrates the capability of the landing gear system to operate without left system hydraulics.

7.11.6.2. Description: This exercise demonstrates the capability of the landing gear system to operate without left system hydraulics. Reference 3-3.KC-135 for additional information on event execution.

7.11.6.3. OPR: AMC/A3T.

7.11.6.4. Training Media: Aircraft.

7.11.6.5. Instructor: Not required for continuation training.

7.11.6.6. Additional Information: None.

7.11.7. **AZ15Y** – Main Flap Manual Operation.

7.11.7.1. Purpose: This event practices crew reports and individual actions required to manually lower the main flaps.

7.11.7.2. Description: This event demonstrates an alternative method of lowering the flaps in the event of a system malfunction. Reference 3-3.KC-135 for additional information on maneuver execution.

7.11.7.3. OPR: AMC/A3T.

7.11.7.4. Training Media: Aircraft.

7.11.7.5. Instructor: Not required for continuation training.

7.11.7.6. Additional Information: None.

7.11.8. **AZ21Y** – Simulated Engine Failure-Continued Takeoff.

7.11.8.1. Purpose: Continuation training for pilots.

7.11.8.2. Description: Practice procedures for engine failure after takeoff or touch and go.

7.11.8.3. OPR: AMC/A3T.

7.11.8.4. Training Media: OFT or Aircraft.

7.11.8.5. Instructor: If accomplished in the aircraft, direct IP supervision is required.

7.11.8.6. Additional Information: Units collocated with an OFT should accomplish in the OFT. Attempt to accomplish as many training requirements as possible during GX79Y or GX9(X)Y Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. Dual-log with AT59Y.

7.11.9. **AZ27Y** – Stall Recognition and Recovery Training.

7.11.9.1. Purpose: Objective of this event is to demonstrate or reinforce understanding of aircraft flight characteristics near or at the point of stall.

7.11.9.2. Description: Pilots will be given situations in the OFT to recover from stall or near stall conditions both at altitude and in the traffic pattern using appropriate procedures and CRM/TEM. **(T-2)**.

7.11.9.3. OPR: AMC/A3T.

7.11.9.4. Training Media: OFT Only.

7.11.9.5. Instructor: Not required for continuation training.

7.11.9.6. Additional Information: None.

7.11.10. **AZ29Y** – Takeoff w/Simulated Engine Failure on the Runway.

7.11.10.1. Purpose: Continuation training for pilots.

7.11.10.2. Description: Practice procedure for simulated engine failure on the runway.

7.11.10.3. OPR: AMC/A3T.

7.11.10.4. Training Media: OFT only.

7.11.10.5. Instructor: Not required for continuation training.

7.11.10.6. Additional Information: None.

7.12. Aircraft Training (BR) Events.

7.12.1. **BR01Y** – Air Force Mission Support System (AFMSS) DAFIF Data Loading Training.

Identify, load and verify successful update to on-board aircraft system installed on CNS/ATM aircraft.

7.12.2. **BR03Y** – Aircraft Equipment Operation Training.

- 7.12.2.1. Purpose: Requalification and Upgrade Training For Aircrew.
- 7.12.2.2. Description: Use this event when the crewmember demonstrates proficiency in operating the appropriate aircraft equipment: 1. Ground start and taxi procedures (P, CP), 2. Hydraulic system (P, CP), 3. Fuel panel management (P, CP), 4. Pneumatic system (P, CP), 5. APU (ALL). 6. AAR system (BO), 7. Radar and navigation systems (P, CP, N), 8. Communication radios (ALL) or 9. MPRS (P, CP, BO, if applicable).
- 7.12.2.3. OPR: AMC/A3T.
- 7.12.2.4. Training Media: ATD or Aircraft.
- 7.12.2.5. Instructor: Qualified aircrew instructor.
- 7.12.2.6. Additional Information: None.
- 7.12.3. **BR13Y** – Checklist Procedures and Use Training.
 - 7.12.3.1. Purpose: Continuation training for aircrew.
 - 7.12.3.2. Description: The ability to utilize aircrew checklists in a timely & accurate manner.
 - 7.12.3.3. OPR: AMC/A3T.
 - 7.12.3.4. Training Media: ATD or Aircraft.
 - 7.12.3.5. Instructor: Not required for continuation training.
 - 7.12.3.6. Additional Information: None.
- 7.12.4. **BR19Y** – Crew Coordination Training.
 - 7.12.4.1. Purpose: Continuation training for aircrew.
 - 7.12.4.2. Description: The ability to communicate effectively & timely; sustain a climate of ready and prompt assistance; effectively manage, coordinate, & prioritize planned actions, unexpected events, & workload distribution and provide situational aircraft control, obstacle avoidance, & mission advisories.
 - 7.12.4.3. OPR: AMC/A3T.
 - 7.12.4.4. Training Media: ATD or Aircraft.
 - 7.12.4.5. Instructor: Not required for continuation training.
 - 7.12.4.6. Additional Information: None.
- 7.12.5. **BR31Y** – Instructor and Evaluator Duties and Techniques Training.
 - 7.12.5.1. Purpose: Event to track seasoning for IP/N/B's and EP/N/B's.
 - 7.12.5.2. Description: Creditable when providing instruction or AFMAN 11-2KC-135V2 evaluation in-flight or instructing in the OFT.
 - 7.12.5.3. OPR: AMC/A3T.
 - 7.12.5.4. Training Media: OFT or Aircraft.
 - 7.12.5.5. Instructor: Qualified IP/N/B's and EP/N/B's.

7.12.5.6. Additional Information: None.

7.12.6. **BR37Y** – Manual Moment Computations Training. Compute weight and balance using manual moments. For Pre-Instructor Upgrade training, discussion should include information found in applicable weight and balance technical orders and techniques for ensuring proper computations.

7.12.7. **BR41Y** – Mission Planning and Briefing Training.

7.12.7.1. Purpose: Continuation and upgrade training for aircrew.

7.12.7.2. Description: At a minimum, crew members will demonstrate knowledge of mission planning documents, such as *Foreign Clearance Manual (eFCG)*, flight information publications (FLIP), AMCI 11-208, *Mobility Air Forces Management*, airfield suitability guidance and information in GDSS Airfield Detail and the Airfield Suitability and Restrictions Report (ASRR), altitude reservation (ALTRV), Special Pilot in Command airports and associated airport qualification products (AQP) and guidance found in AMCI 11-211, *Destination Airfield Suitability Analysis*, etc., by locating information requested by instructor and providing accurate interpretation. (T-2).

7.12.7.3. OPR: AMC/A3T.

7.12.7.4. Training Media: ATD or Aircraft.

7.12.7.5. Instructor: Not required for continuation training.

7.12.7.6. Additional Information:

7.12.8. **BR49Y** – Preflight Training.

7.12.8.1. Purpose: Continuation training for aircrew.

7.12.8.2. Description: Accomplishing the NORMAL PROCEDURES, PREFLIGHT Checklist contained in 1C-135(K) R (II)-1CL-1, *PILOTS' Abbreviated Flight Crew Checklist*.

7.12.8.3. OPR: AMC/A3T.

7.12.8.4. Training Media: ATD or Aircraft.

7.12.8.5. Instructor: Not required for continuation training.

7.12.8.6. Additional Information: None.

7.12.9. **BR51Y** – Preparation for Contact Ground Training.

7.12.9.1. Purpose: Continuation training for aircrew.

7.12.9.2. Description: Review of applicable *Abbreviated Flight Crew Checklist* procedures and associated training materials.

7.12.9.3. OPR: AMC/A3T.

7.12.9.4. Training Media: ATD or Aircraft.

7.12.9.5. Instructor: Not required for continuation training.

7.12.9.6. Additional Information: None.

7.12.10. **BR53Y** – Trouble Shooting AAR Equipment Malfunctions Training.

7.12.10.1. Purpose: Upgrade training for boom operators.

7.12.10.2. Description: FTU or Instructor Course with BOWST only.

7.12.10.3. OPR: AMC/A3T.

7.12.10.4. Training Media: BOWST.

7.12.10.5. Instructor: Qualified Boom instructor.

7.12.10.6. Additional Information: None.

7.13. Certification (CE, CG, CK, CP, CQ, and CS) Events.

7.13.1. **CE01Y** – Briefing and Control of Passengers Certification. Reference [paragraph 5.7.10](#) for event requirements.

7.13.2. **CE03Y** – Concealed Carry Certification.

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

7.13.4. **CE09Y** – ILS PRM Certification.

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

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

7.13.4.3. OPR: AMC/A3V.

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

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

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

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

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

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

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

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

- 7.13.10. **CG52Y** – Tactical Combat Casualty Care (TCCC) Level 2 Instructor Certification.
- 7.13.11. **CK03Y** – ATD/OFT/WST/BOWST/BOSS Sim Operator Certification. Ensure Sq/CC designated crewmembers are familiar with the OFT or WST safety systems, hazards/precautions associated motion systems, and emergency stop/emergency evacuation procedures. CK03Y is a one-time certification after initial training with ATS contractor aboard Level C+ OFT training device.
- 7.13.12. **CK05Y** – BRAVO Probe-Equipped Receivers Certification. Complete video program # 1918 prior to flight or BOWST/BOSS profile. Video #1918 may be used for certification if probe receivers are not available and unit is non-collocated with BOWST/BOSS. If video certification is used, in-unit certification will complete CK17Y prior to starting CK05Y training. **(T-2)**. Students may accomplish CK05Y prior to CK17Y if actual receivers are used for CK05Y certification.
- 7.13.13. **CK07Y** – KC-135 Difference Certification. Documents all training required to qualify individuals in a different MDS aircraft or different tactic requiring certification is complete (reference A0XX courses). CK07Y is not required when an AA01 Qualification/Mission Difference Evaluation or AAXX series evaluation is accomplished in same MDS.
- 7.13.14. **CK09Y** – Multi-Point Refueling System (MPRS) Certification. This is a Sq/CC certification for crewmembers to operate KC-135 aircraft equipped with MPRS pods. Review GK61Y training material within 90 days of CK09Y certification. See MPRS Certification Training for details. Boom operators may accomplish CK09Y certification in BOWST/BOSS; however, GK61Y will be accomplished prior to GY23Y profile. **(T-2)**.
- 7.13.15. **CK11Y** – OPLAN-801X Certification. Initial certification: Upon completion of training, certification by Wg/CC or designated representative, in accordance with AMCI 13-520-S, Initial Certification paragraph, that the aircrew member can perform the OPLAN-801X mission. Continuation Training: Certification by Wg/CC or designated representative, in accordance with AMCI 13-520-S Annual Refresher paragraph.
- 7.13.16. **CK13Y** – Receiver GOLF Day Heavy Certification. Accomplishment with one receiver aircraft will certify a pilot “and” or “or” boom operator for all MDS heavy aircraft (KC-46, KC-10, C-5, C-17, E-4, or B-2).
- 7.13.17. **CK15Y** – Receiver GOLF Night Heavy Certification. Accomplishment with one receiver aircraft will certify boom operator for all MDS heavy aircraft (N/A for pilots) (KC-46, KC-10, C-5, C-17, E-4, or B-2).
- 7.13.18. **CK17Y** – Receptacle-Equipped Fighters (Day) Certification. Complete video program #1919 before flight.
- 7.13.19. **CK19Y** – Receptacle-Equipped Fighters (Night) Certification. Complete video program #1919 before flight.
- 7.13.20. **CK21Y** – Three-Engine Training Certification (Aircraft).
- 7.13.20.1. Purpose. Sq/CC certification for IPs to conduct/supervise three-engine takeoffs, approaches, and landings in the aircraft (AZ01Y, AZ07Y, and AZ21Y).

7.13.20.2. Description. Complete Sq/CC-directed training, as required. At a minimum, conduct IBT and OFT or aircraft training by a certified IP. IPs trained at another location may be certified at Sq/CC discretion.

7.13.20.3. OPR. AMC/A3T.

7.13.20.4. Training Media. OFT or Aircraft.

7.13.20.5. Instructor. Certified Pilot Instructor.

7.13.20.6. Additional Information: None.

7.13.21. **CK40Y** – KC-135 Block 40 Certification.

7.13.22. **CK45Y** – KC-135 Block 45 Certification.

7.13.23. **CK47Y** – KC-135T Model Certification.

7.13.24. **CP03Y** – Aircraft Commander Certification.

7.13.25. **CP05Y** – Aircraft Commander Supervision of Touch-and-Go Landings Certification.

7.13.26. **CP07Y** – Aircraft Commander Supervision of Receiver Air Refueling Certification.

7.13.27. **CP09Y** – Aircraft Commander Touch-and-Go Landing Certification.

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

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

7.13.28.2. Description. Attendance is mandatory for AMC pilots and highly-encouraged for all others during upgrade and prior to certification as an aircraft commander. **(T-2)**. This event is an essential familiarization with the operational command and control structure, staff functions, and mission management oversight resident at the headquarters level. The course consists of a series of staff-level briefings and face-to-face interaction with the headquarters-level staff to provide each pilot with knowledge and tools they will need as they execute their worldwide mission. Attendees are also provided a familiarization tour of certain headquarters facilities relating to HQ AMC, HQ 18 AF, 618 AOC (TACC), and HQ United States Transportation Command (USTRANSCOM).

7.13.28.3. OPR: AMC/A3T.

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

7.13.28.5. Instructor. Headquarters-Level Staff Officer.

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

- 7.13.29. **CP15Y** – Mobility Pilot Development (MPD) Phase I Certification.
- 7.13.30. **CP17Y** – Mobility Pilot Development (MPD) Phase II Certification.
- 7.13.31. **CQ05Y** – Conventional Certification. Wing Commander, Group Commander or designated representative certify that a crewmember is prepared to accomplish the unit's conventional or mobility mission as specified in the unit's DOC statement and AEF commitments.
- 7.13.32. **CQ11Y** – EMCON 3 Certification. Requires Sq/CC certification for crewmembers to accomplish EMCON 3 procedures during formation, rendezvous, and AAR on both operational and training sorties.
- 7.13.33. **CQ13Y** – EMCON 4 Certification. Requires Sq/CC certification for crewmembers to accomplish EMCON 4 procedures during formation, rendezvous, and AAR on both operational and training sorties.
- 7.13.34. **CQ15Y** – Flight Evaluator Certification.
- 7.13.35. **CQ17Y** – Flight Instructor Certification.
- 7.13.36. **CQ19Y** – Multi-Element Flight (Formation) Lead Certification. Units will develop this program. **(T-2)**. See formation lead duties in AFMAN 11-2KC135V3. Designed to certify an AC (upgrading MPD pilot) as formation lead.
- 7.13.37. **CQ27Y** – Minimum Interval Takeoff (MITO) Certification. See [paragraph 5.7.12](#) for event description.
- 7.13.38. **CQ29Y** – Minimum Interval Takeoff (MITO) Familiarization. See [paragraph 5.7.12](#) for event description.
- 7.13.39. **CQ30Y** – Night Vision Goggle (NVG) Certification.
- 7.13.40. **CQ43Y** – RNAV/GPS Operations Certification. Course is designed for pilots qualified on KC-135R aircraft equipped with FMS-800. RNAV/GPS CBT will be followed by a one hour minimum of IBT, which includes a thorough review of relevant publications, terminologies and environments followed by proficiency training in the OFT. **(T-2)**. OFT requirements in [Chapter 5](#).
- 7.13.41. **CQ49Y** – Special Operations Air Refueling (SOAR) Certification. Certifies completion of all training required to air refuel special operations aircraft. Commanders will determine the requirement for this event and missions to be certified using this event. **(T-2)**.
- 7.13.42. **CQ51Y** – Tactics Certification.
- 7.13.43. **CS01Y** – Aerial Demo (Basic Crewmember) Certification.
- 7.13.44. **CS03Y** – Aerial Demo (Pilot Flying) Certification.
- 7.13.45. **CS05Y** – Aerial Demo (Pilot Monitoring) Certification.

7.14. Flight Surgeon (FF) Events.

- 7.14.1. **FF00** – Sortie-Total Flight Surgeon.
- 7.14.2. **FF01** – Sortie-Total Flight Surgeon (Day).
- 7.14.3. **FF02** – Sortie-Total Flight Surgeon (Night).

- 7.14.4. **FF11** – Sortie-Primary Aircraft Day Flight Surgeon.
- 7.14.5. **FF12** – Sortie-Primary Aircraft Night Flight Surgeon.
- 7.14.6. **FF21** – Sortie-Non-Primary Aircraft Day Flight Surgeon.
- 7.14.7. **FF22** – Sortie-Non-Primary Aircraft Night Flight Surgeon.

7.15. General Ground Training and Computer Based Training (GB, GC, and GD) Events.

7.15.1. GB01Y – Unit Mission Briefing.

- 7.15.1.1. Purpose: Inform and educate Wing crewmembers on unit mission.
- 7.15.1.2. Description: Briefing by unit operations plans on sortie requirements and operations procedures applicable to the unit's mission(s).
- 7.15.1.3. OPR: Wing XP.
- 7.15.1.4. Training Media: IBT.
- 7.15.1.5. Instructor: Wing XP or designated qualified instructor.
- 7.15.1.6. Additional Information: None.

7.15.2. GB03Y – Unit Mission Briefing (Conventional).

- 7.15.2.1. Purpose: Inform and educate Wing crewmembers on unit conventional mission.
- 7.15.2.2. Description: Briefing on sortie requirements, operations procedures for conventional missions in the unit DOC.
- 7.15.2.3. OPR: Wing XP.
- 7.15.2.4. Training Media: IBT.
- 7.15.2.5. Instructor: Wing XP or designated qualified instructor.
- 7.15.2.6. Additional Information: May be accomplished in conjunction with GB05Y.

7.15.3. GB05Y – Unit Mission Briefing (OPLAN-801X).

- 7.15.3.1. Purpose: Initial and Annual briefing covering updated procedures and changes to unit's OPLAN-801X mission.
- 7.15.3.2. Description: Briefing on sortie requirements, operations procedures, and changes applicable to the unit's OPLAN-801X mission.
- 7.15.3.3. OPR: Wing XP.
- 7.15.3.4. Training Media: IBT. See AMCI 13-520-S for more specific OPLAN 801X training requirements.
- 7.15.3.5. Instructor: Unit operations plans.
- 7.15.3.6. Additional Information: Applicable to OPLAN-801X tasked units.

7.15.4. GC32Y – Combating Trafficking in Persons (CTIP).

7.15.4.1. Purpose: Training program to provide annual by-law training in compliance with *Department of Defense Instruction (DoDI) 2200.01, Combatting Trafficking in Persons (CTIP)*, related to trafficking in persons (TIP).

7.15.4.2. Description: [By-Law Requirement] Program was developed to deter activities of Air Force Service members, civilian employees, indirect hires, contract personnel, and command-sponsored dependents that would facilitate or support TIP, domestically and overseas. TIP is defined as the recruitment, transportation, transfer, harboring or receipt of persons by means of threat, use of force, coercion, abduction, fraud, deception, abuse or exploitation.

7.15.4.3. OPR: AF/A1SRQ.

7.15.4.4. Training Media: CBT or In-Person Briefing.

7.15.4.5. Instructor: Unit-Identified Training Instructor for In-Person. N/A for CBT.

7.15.4.6. Additional Information: Refer to DoDI 2200.01 for additional information. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.15.5. **GC33Y** – Crewmember Anti-Hijacking CBT.

7.15.5.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.15.5.2. Description: Course provides scenario-based training of anti-hijacking theory, guidance, and procedures for crewmembers who are authorized by their commander to arm for anti-hijacking purposes.

7.15.5.3. OPR: AMC/A3T.

7.15.5.4. Training Media: CBT “and” or “or” IBT. CBT on ADLS via AMC Gateway. **Note:** Computer based training, classroom training, or active participation in a hijack prevention exercise satisfies this requirement.

7.15.5.5. Instructor: Unit-designated instructor for classroom training. No instructor required for CBT or exercise participants.

7.15.5.6. Additional Information: Per AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*, training for aircrew members (passenger carrying aircraft) is required annually, not to exceed 365 days from previous date accomplished. **Exception:** OG/CC may waive the requirement for crewmembers on a case-by-case basis not to exceed 24 months from previous date accomplished.

7.15.6. **GC37Y** – Electronic Attitude Director Indicator (EADI) Multifunction Display CBT.

7.15.6.1. Purpose: To provide an annual review of the EADI symbols and displays.

7.15.6.2. Description: Lesson provides a review of the EADI symbols and displays, including warning flags, and a series of problems and questions to answer.

7.15.6.3. OPR: AMC/A3TK.

7.15.6.4. Training Media: CBT.

7.15.6.5. Instructor: N/A.

7.15.6.6. Additional Information: This CBT is intended for boom operators only.

7.15.7. **GC39Y** – Force Protection.

7.15.7.1. Purpose: Provide Air Force members with basic awareness training related to force protection and anti-terrorism considerations.

7.15.7.2. Description: Provides general awareness-level training in Intro to Force Protection, Level I Antiterrorism Awareness Training, Active Shooter Training, and Counterintelligence Awareness Training. Annual completion required (military and civilian); contractors not required to complete unless specified in Statement of Work.

7.15.7.3. OPR: AFSFC/S3M.

7.15.7.4. Training Media: CBT or in-person briefing using approved course outline.

7.15.7.5. Instructor: N/A for CBT. Designated instructor may provide in-person briefing using approved course outline.

7.15.7.6. Additional Information: Training References: AFI 71-101V4, *Counterintelligence*, AFMAN 31-201V4, *High-Risk Response*, AFTTP 3-4.6_AS, *Active Shooter*, Department of Defense Directive (DoDD) 5240.06, *Counterintelligence Awareness and Reporting (CIAR)*, DoDI 2000.16, Volume 2, *DoD Antiterrorism (AT) Program Implementation*, *DoD Force Protection Condition (FPCON) System*, and DoDI O-2000.16, Volume 1 – AFI 10-245-O, *Antiterrorism (AT) Program Implementation*.

7.15.8. **GC43Y** – Information Protection.

7.15.8.1. Purpose: Training program designed to provide Air Force members with recurring training related to the importance of information assurance (IA) to the organization and to authorized users.

7.15.8.2. Description: AF-level training that addresses relevant laws, policies, and procedures; examples of external threats; examples of internal threats; how to prevent self-inflicted damage to system information security through disciplined application of IA procedures; prohibited or unauthorized activity on DoD systems; categories of information classification and differences between handling information on the Non-Classified Internet Protocol Router Network (NIPRNet) or Secret Internet Protocol Router Network (SIPRNet); and requirements and procedures for transferring data to/from a non-DoD network.

7.15.8.3. OPR: AF/A6.

7.15.8.4. Training Media: CBT (Cyber Awareness Challenge) on ADLS.

7.15.8.5. Instructor: N/A.

7.15.8.6. Additional Information: Tasking Authority: DoD 8570.01-M, *Information Assurance Workforce Improvement Program*. ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.15.9. **GC47Y** – Privacy Act Training.

7.15.9.1. Purpose: “By-law” training program designed to provide Air Force members with recurring training related to handling and protection of personally identifiable information.

7.15.9.2. Description: AFI 33-332, *Air Force Privacy and Civil Liberties Program*, requires commanders to train base/unit personnel annually regarding privacy and civil liberties subject matter to include handling, use, and protection of personally identifiable information.

7.15.9.3. OPR: Base Privacy Manager or Unit Privacy Monitor (determined at the installation level).

7.15.9.4. Training Media: Developed and implemented at the installation level. Training may include in-person, slideshow, video, “and” or “or” CBT (e.g., cyber.mil web-based training, <https://public.cyber.mil/training/identifying-and-safeguarding-personally-identifiable-information-pii/>).

7.15.9.5. Instructor: Privacy Manager (base) or Privacy Monitor (unit).

7.15.9.6. Additional Information: Reference AFI 33-332 and consult Unit Privacy Monitor/Base Privacy Manager for locally-developed training requirements. Advanced training is required for personnel who maintain a System of Record (SOR). **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record (maintained and reported by the Unit Privacy Monitor).

7.15.10. **GC49Y** – Sexual Assault Prevention and Response (SAPR)/Suicide Prevention Training (Annual Green Dot).

7.15.10.1. Purpose: Provide recurring Total Force Awareness Training (TFAT) to all Air Force members related to SAPR and suicide prevention.

7.15.10.2. Description: [By-Law Requirement] Formalized training course that offers a comprehensive multi-faceted approach to preserving our Air Force heritage by utilizing awareness and prevention education, recognizing and presenting effective victim advocacy, clarifying reporting options and the response process, promoting societal change through individual and community collaboration in accordance with DoDI 6495.02, *Sexual Assault Prevention and Response (SAPR) Program Procedures*, and methods for recognizing potential indicators and accessing available resources to combat suicide in the force. Green Dot also includes resilience and suicide prevention training in compliance with AFI 90-5001, *Integrated Resilience*.

7.15.10.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.15.10.4. Training Media: CBT or in-person briefing (determined at the installation level).

7.15.10.5. Instructor: N/A for CBT. SARC-trained instructor for in-person briefing.

7.15.10.6. Additional Information: Annual requirement per AFI 90-6001, *Sexual Assault Awareness and Prevention (SAPR) Program* and AFI 90-5001. All personnel are required to be current in annual training prior to and throughout the duration of a

deployment. **(T-2). Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.15.11. **GC51Y** – Sexual Assault Prevention and Response (SAPR)/Suicide Prevention Post-Deployment Training.

7.15.11.1. Purpose: Provide a focused “Return and Reunion” briefing for all personnel following a deployment.

7.15.11.2. Description: The SARC conducts post-deployment SAPR reintegration training within 30 days of members returning from a deployment.

7.15.11.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.15.11.4. Training Media: In-person briefing (determined at the installation level).

7.15.11.5. Instructor: SARC-trained instructor.

7.15.11.6. Additional Information: Does not meet requirements for annual training. This is a post-deployment requirement per AFI 90-6001. **Note:** ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.15.12. **GD01Y** – Additional Training Time (ATT).

7.15.13. **GD03Y** – AFRC Associate Program Orientation Indoctrination.

7.15.14. **GD05Y** – AIR Card® User Training.

7.15.14.1. Purpose: Ensure the AIR Card® primary and alternate Agency Program Coordinators (APC) and users have a detailed knowledge and understanding of policies, guidance and procedures related to the off-station procurement of aviation fuel and ground services, and understand the consequences of inappropriate actions.

7.15.14.2. Description: Complete initial AIR Card® user training in accordance with AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*. Course provides AIR Card® users with an understanding of the program, authorized purchases, documentation, and restrictions related to the card’s use.

7.15.14.3. OPR: AF/A3TF.

7.15.14.4. Training Media: Online course hosted on the Joint Knowledge Online website, <https://jkodirect.jten.mil> (course number J4OP-US1185 or under the title AIR Card® User Training).

7.15.14.5. Instructor: N/A.

7.15.14.6. Additional Information: Complete initial training prior to using the AIR Card®; complete refresher training at least once every 3 years.

7.15.15. **GD07Y** – Aircraft Commander Responsibilities.

7.15.16. **GD09Y** – Aircraft Field Trip.

7.15.16.1. Purpose: Familiarize students with the aircraft, model, or aircraft system to include all crew stations and perhaps functions of other crewmembers to facilitate proper crew coordination.

7.15.16.2. Description: Instructors determine field trip content based on the training objective (e.g., MPRS), student experience, and training status of the student. If necessary, the instructor will discuss or demonstrate the student's responsibilities during emergency conditions. Accomplish before initial flight.

7.15.16.3. OPR: AMC/A3TK.

7.15.16.4. Training Media: Aircraft.

7.15.16.5. Instructor: Qualified aircrew instructor.

7.15.16.6. Additional Information: May be accomplished in conjunction with LL03, Emergency Egress Training-Non-Ejection. Initial qualification boom operators will install nose gear down lock pin from lower nose compartment through observation window. **(T-2)**.

7.15.17. **GD11Y** – Aircraft Marshaling Training and Exam.

7.15.17.1. Purpose: Ensure designated crewmembers understand the proper marshaling procedures and signals to help prevent aircraft taxi incidents.

7.15.17.2. Description: Review of AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, AMC Taxi Training slides, and AFI 11- 2KC-135V3 taxi restrictions/limitations followed by a 20-question examination or as directed in MAJCOM supplement. All ground and aircrew personnel who are or could be directly involved with aircraft movement will be tested on their knowledge of marshaling signals, airport markings, lights and signs. **(T-2)**. This test will occur within 30 days after reporting for duty following a permanent change of station (N/A if tested at a formal school within previous 6 months). **(T-3)**. Aircraft Marshaling Signal questions may be incorporated into the crewmembers open book examination according to AFI 11-202V2.

7.15.17.3. OPR: AMC/A3T.

7.15.17.4. Training Media: Use AF Visual Aid 11-224, *Aircraft Marshaling Signals*, AMC/A3T approved PowerPoint Slides.

7.15.17.5. Instructor: Qualified aircrew instructor.

7.15.17.6. Additional Information: A self-contained CBT software program is available, see ETCA course description for information to request a copy.

7.15.18. **GD13Y** – Aircraft Servicing Training.

7.15.18.1. Purpose: To ensure all crewmembers are familiar with the procedures necessary to service their aircraft when qualified maintenance support is not available.

7.15.18.2. Description: CBT and a field trip covering servicing requirements of the aircraft, safety, approved fuels, lubricants and fluids, frequency of servicing, and aircraft servicing locations and requirements; field trip for hands-on demonstration by qualified maintenance personnel or a unit instructor who has completed the Maintenance Qualification Training Program (MQTP) for servicing.

7.15.18.3. OPR: AMC/A3TK.

7.15.18.4. Training Media: CBT.

7.15.18.5. Instructor: Qualified maintenance personnel/unit instructor who has completed MQTP.

7.15.18.6. Additional Information: Completion of this course allows qualified aircrew to refuel, service hydro/oil in the event qualified MX are not available. (e.g., WX/Fuel divert, OPLAN 801X, etc.)

7.15.19. **GD15Y** – Aircraft Systems Training.

7.15.19.1. Purpose: Annual review of critical aircraft systems.

7.15.19.2. Description: Computer-based scenario that introduces the pilot or boom operator to a series of randomly generated aircraft system training modules with progressive advancement based on criterion testing and aircraft system knowledge.

7.15.19.3. OPR: AMC/A3TK.

7.15.19.4. Training Media: CBT.

7.15.19.5. Instructor: N/A.

7.15.19.6. Additional Information: Complete the training event and log as a single ARMS entry. After completing GST lessons, log GD15Y. GST lessons cover hydraulic system, flight controls, fuel system, electrical system, environmental system, and engines, propulsion system, and APU. Boom operators use GK07Y-Air Refueling Systems, G227BR-APU, and G228R-Electrics and Fuels CBTs.

7.15.20. **GD17Y** – Aircrew Intelligence Training (AIT).

7.15.20.1. Purpose: Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.15.20.2. Description: Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface. Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA). See AMCI 14-1020, *Air Mobility Intelligence Mission and Responsibilities* and AFMAN 11-2KC-135V3 for further guidance. The unit intelligence officer will administer an AIT-related test to determine if training objectives are being met. **(T-2)**.

7.15.20.3. OPR: AMC/A2.

7.15.20.4. Training Media: Lecture.

7.15.20.5. Instructor: Qualified Intelligence Instructor.

7.15.20.6. Additional Information: May be conducted in conjunction with GD75Y as determined by agreement between local Intel and Tactics offices.

7.15.21. **GD19Y** – Approach Plate Familiarization Ground Training.

7.15.21.1. Purpose: Provide boom operators with the knowledge and skills necessary to monitor the briefed departure and approach and advise the pilots of any deviations that would compromise safety.

7.15.21.2. Description: Review of multiple Instrument Approach Procedures (IAP) with emphasis on CRM/TEM and pilot backup considerations.

7.15.21.3. OPR: AMC/A3T.

7.15.21.4. Training Media: CBT.

7.15.21.5. Instructor: N/A.

7.15.21.6. Additional Information: None.

7.15.22. **GD23Y** – Crew Coordination Training.

7.15.22.1. Purpose: To improve non-pilot crewmembers knowledge of standard indications and settings for the pilot's instruments and flight controls for takeoff, approach and landing.

7.15.22.2. Description: Course details the proper settings for trim, spoilers, flaps, brakes, etc., and proper indications for altimeters, starter switches, fuel panel, etc., for takeoff, approach, and landing phases. Available for units as a unit directed event.

7.15.22.3. OPR: AMC/A3TK.

7.15.22.4. Training Media: CBT.

7.15.22.5. Instructor: N/A.

7.15.22.6. Additional Information: None.

7.15.23. **GD25Y** – Crew Resource Management (CRM/TEM)/Threat & Error Management (TEM) Initial Training.

7.15.23.1. Purpose: To provide aircraft and crew-specific initial CRM/TEM training (including effective Pilot Monitoring (PM) and Verbalize, Verify, and Monitor (VVM) behaviors).

7.15.23.2. Description: Introduces common CRM/TEM core subjects, current CRM/TEM Topic(s) of the Year, effective PM behaviors, and relevant VVM skills. This training is normally conducted within a classroom with interactive exercises. See AFI 11-290 "and" or "or" MAJCOM supplement, as applicable.

7.15.23.3. OPR: AMC/A3TO.

7.15.23.4. Training Media: CBT and WST/LS lesson.

7.15.23.5. Instructor: ATS contractor.

7.15.23.6. Additional Information: Completion of any CRM/TEM pre-work, if applicable, is required prior to attending CRM/TEM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. **(T-2)**. Initial CRM/TEM Simulator may be accomplished in a Tactics Profile DMO (Linked) Simulator. Crewmembers upgrading in-unit require initial CRM/TEM training from a certified instructor in accordance with AFI 11-290. Initial CRM/TEM should be dual-logged to credit CRM/TEM Refresher for ARMS tracking purposes. Utilize the initial checkride completion date.

7.15.24. **GD27Y** – Crew Resource Management (CRM)/Threat & Error Management (TEM) Refresher Training.

7.15.24.1. Purpose: To provide classroom-presented CRM/TEM refresher training (including effective Pilot Monitoring (PM) and Verbalize, Verify, and Monitor (VVM) behaviors).

7.15.24.2. Description: Reinforces initial CRM/TEM training through an academic review of the CRM/TEM skills common core subjects, effective PM behaviors, and relevant VVM skills, with emphasis on CRM/TEM Topic(s) of the Year. See AFI 11-290 “and” or “or” MAJCOM supplement, as applicable.

7.15.24.3. OPR: AMC/A3TO.

7.15.24.4. Training Media: Classroom and Aircrew Training Device.

7.15.24.5. Instructor: ATS contractor or CRM/TEM-Facilitator-Trained Air Force Instructor.

7.15.24.6. Additional Information: Dual-log with GX29Y. CRM/TEM pre-briefing should be accomplished before conducting GX29Y CRM/TEM simulator profile; completion of CRM/TEM pre-work is required before attending CRM/TEM refresher training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. **(T-2)**. Crewmembers may also receive credit for attending formal CRM/TEM training (by ATS contractor). Boom operators and navigators may also log GX29Y in any GX9(X)Y series simulators (**Note:** The ATS contract may limit applicability).

7.15.25. **GD29Y** – CRM/TEM Instructor Training.

7.15.25.1. Purpose: Aircraft and crew-specific from an instructor and Evaluator perspective CRM/TEM training conducted according to AFI 11-290.

7.15.25.2. Description: Reinforces initial CRM/TEM training through an academic review of the common core subjects (according to AFI 11-290 “and” or “or” MAJCOM Supplement) with specific emphasis on an annual refresher topic.

7.15.25.3. OPR: AMC/A3T.

7.15.25.4. Training Media: IBT.

7.15.25.5. Instructor: ATS contractor.

7.15.25.6. Additional Information: One-time requirement taught during instructor upgrade.

7.15.26. **GD33Y** – Flight Examiners Course.

7.15.27. **GD35Y** – Flightline Security and Drivers Training and Exam.

7.15.27.1. Purpose: Ensure crewmembers understand proper flightline driving and security procedures.

7.15.27.2. Description: Training, examination, and certification to drive vehicles on the flight line according to local procedures. Sq/CC directed training for crewmembers that will drive on an USAF flightline.

7.15.27.3. OPR: AMC/A3A.

7.15.27.4. Training Media: IBT, CBT, Practical.

7.15.27.5. Instructor: Chief, Airfield Management and Flightline Constable.

7.15.27.6. Additional Information: Crewmembers who are required to drive on the flightline receive this course. Individual are required to possess a valid state driver's license or international equivalent prior to driving on the flight line. (T-2).

7.15.28. **GD37Y** – Ground Alert Start Procedures Training.

7.15.28.1. Purpose: To ensure pilots and boom operators are able to perform the procedures required to quick start an aircraft cocked on alert status.

7.15.28.2. Description: Course covers the physical characteristics, operating procedures, checklists, and cockpit indications of normal and abnormal APU alert starts. Use ground training course to review aircraft hazardous areas and limits during alert starts.

7.15.28.3. OPR: AMC/A3TK.

7.15.28.4. Training Media: CBT.

7.15.28.5. Instructor: Qualified aircrew instructor.

7.15.28.6. Additional Information: Complete GD37Y before accomplishing initial AV71Y, Aircraft Alert Start Procedures.

7.15.29. **GD39Y** – Hazardous Cargo Ground Training.

7.15.29.1. Purpose: To familiarize crewmembers with procedures and restrictions when carrying hazardous materials.

7.15.29.2. Description: Provides instruction reviewing mobility aircrew hazardous materials procedures and AFMAN 24-204 (I), *Preparing Hazardous Materials for Military Air Shipments*; and *Air Force Joint Instruction (AFJI) 11-204, Operational Procedures for Aircraft Carrying Hazardous Materials*. The pilot syllabus includes: Hazardous Classification, Aircraft Loading and Passenger Movement, Packaging, Tactical and Contingency Airlift, Marking and Labeling, Aircrew Responsibilities, and Certification. The BO syllabus includes: Hazardous Classification, Aircraft Loading and Passenger Movement, Packaging, Tactical and Contingency Airlift, Marking and Labeling, Aircrew Responsibilities, and Certification.

7.15.29.3. OPR: AMC/A3T.

7.15.29.4. Training Media: CBT.

7.15.29.5. Instructor: N/A.

7.15.29.6. Additional Information: None.

7.15.30. **GD40Y** – Human Relations Education (HRE)/Equal Opportunity (EO) Training.

7.15.30.1. Purpose: Training program to provide annual by-law training in compliance with AFD 36-27, *Equal Opportunity*, related to unlawful discrimination, harassment, and reprisal by military personnel.

7.15.30.2. Description: [By-Law Requirement] Program was developed to educate military and civilian personnel in an effort to eradicate unlawful discrimination against, harassment of, intimidation of, or threatening of another Airman on the basis of race, color, religion, sex (including pregnancy, gender identity, and sexual orientation), national origin, age (40 or older), disability, genetic information, or reprisal. This training applies to all military and civilian Air Force (AF) personnel, including AFRC Units. This publication applies to ANG personnel in federal active duty status under Title 10, U.S. Code. It does not apply to contract employees (unless authorized by law or regulation to file a federal agency complaint), employees or applicants of the Army and Air Force Exchange Service, members of the ANG (to include ANG Technicians) in a duty status under Title 32, U.S. Code., refer to Air National Guard Instruction (ANGI) 36-7, *Air National Guard Military Equal Opportunity Program*.

7.15.30.3. OPR: AFPC/EO.

7.15.30.4. Training Media: In-Person Briefing.

7.15.30.5. Instructor: Appropriately-certified EO instructor.

7.15.30.6. Additional Information: Refer to AFI 36-2706, *Equal Opportunity Program, Military and Civilian*, for additional information. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.15.31. **GD41Y** – Initial Qualification Academic Course.

7.15.32. **GD43Y** – Initial SOAR Training.

7.15.32.1. Purpose: To train aircrew members on Special Operations AR Procedures.

7.15.32.2. Description: In-depth discussion of AFMAN 11-2KC-135V3, Addenda C.

7.15.32.3. OPR: 22 OG/OGS.

7.15.32.4. Training Media: See 22 ARW-Specific Training Program.

7.15.32.5. Instructor: SOAR-qualified instructor or Special Operations Mission Manager

7.15.32.6. Additional Information: None.

7.15.33. **GD45Y** – Instructions/Directives/Knowledge/Use. Review assigned publications, including AFMAN 11-2KC-135V3, applicable Technical Orders (T.O.), and AFTTP 3-3.KC-135 with emphasis on amplified checklists systems knowledge and procedures.

7.15.34. **GD47Y** – Instructor Academic Training.

7.15.35. **GD49Y** – Instructor Pre-Attendance Academics. Will complete the appropriate lessons in KC-135 IAC or KC-135 IB syllabus. **(T-2)**. See related workbook as ARMS event identifier GD51Y.

7.15.36. **GD51Y** – Instructor Training Course Workbook. Reference **Chapter 5** for additional information. Complete before attending formal course (e.g., IAC) or conducting in-unit upgrade. A sub-part to the overall instructor course. See related ARMS event description, GD49Y.

7.15.37. **GD55Y** – Instrument Refresher Course (IRC).

7.15.37.1. Purpose: Ensure pilots possess a sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.15.37.2. Description: Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction are contained in AFMAN 11-210, *Instrument Refresher Program (IRP)*. IRC is accomplished according to AFI 11- 2KC-135V2 and applicable MAJCOM Supplement. If using CBT, complete KC-135 IRC web-based program: <https://amc.adls.af.mil> Use Common Access Card Login (tied to ADLS gateway) or register to receive a login ID and a password. After log-in, select “course list,” then the “Instrument Refresher” dropdown, then select “KC-135 Instrument Refresher Course.” The CBT will be complemented by IBT prior to signing off GD55Y. This course is no longer linked with the requisite instrument examination. Complete requisite instrument examination within the evaluation eligibility period according to AFI 11-202V2. See AFMAN 11- 210.

7.15.37.3. OPR: AMC/A3T.

7.15.37.4. Training Media: Course is available from web based program with follow-on IBT. The IBT may source from the core IRC including “hot topics”; IRC testing software and questions are available from AFFSA SharePoint®.

7.15.37.5. Instructor: USAF AIS Graduate.

7.15.37.6. Additional Information: Crewmembers on active flying status will complete IRC in accordance with AFMAN 11-210. **(T-1)**. This course is not linked with the IRC examination which is to be completed in the check cycle.

7.15.38. **GD57Y** – Joint Mission Planning System (JMPS) Advanced User Training.

7.15.39. **GD59Y** – Joint Mission Planning System (JMPS) Basic User Training.

7.15.40. **GD63Y** – Overwater Navigation Procedures Ground Training.

7.15.40.1. Purpose: To provide instruction and review of procedures and restrictions for Atlantic and Pacific oceanic crossing and international airspace.

7.15.40.2. Description: The training will cover oceanic crossing requirements, contingencies, Automated Computed Flight Plan (ACFP) review, Equal Time Point (ETP), and RNP/RNAV.

7.15.40.3. OPR: AMC/A3T.

7.15.40.4. Training Media: PowerPoint slides, see AMC/A3TK SharePoint®.

7.15.40.5. Instructor: Qualified instructor.

7.15.40.6. Additional Information: GD63Y presentation/discussion required for mission certification ground training for all initial qualifications and AC upgrades.

7.15.41. **GD65Y** – Pilot Checkout (PCO) Course. Formerly referenced as MPD Phase III. Synonymous with ACU.

7.15.42. **GD69Y** – Reduced Vertical Separation Minimums (RVSM) Ground Training.

7.15.43. **GD71Y** – Requalification Course.

7.15.44. **GD73Y** – Special Departure Procedure (SDP) Training.

7.15.44.1. Purpose: Provide pilots the knowledge required to effectively use SDPs. SDPs will provide engine-out escape routing when loss of an engine occurs at or after S1.

7.15.44.2. Description: Course will provide pilots with details on Jeppesen® website usage, how data is developed, and how to incorporate SDPs into mission planning and execution. One-time training event.

7.15.44.3. OPR: AMC/A3TK.

7.15.44.4. Training Media: PowerPoint slides, see AMC/A3TK SharePoint®. Slides are presented via IBT.

7.15.44.5. Instructor: Qualified IPs.

7.15.44.6. Additional Information: None.

7.15.45. **GD75Y** – Tactics Training.

7.15.45.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.15.45.2. Description: GD75Y will be administered using courseware approved by AMC/A3D; complete one AB21Y Tactics Open-Book Examination in conjunction with this training annually (see [paragraph 7.10.6](#)). OG/CC may specify an alternate frequency for Tactics training, but it will be accomplished at least annually. **(T-2)**. The courseware is posted on the AMC Combat Operations SIPRNET site <http://intelshare.intelink.sgov.gov/sites/amca3d/amca3dt/tanker/> and <https://afkm.wrightpatterson.af.smil.mil/community/views/home.aspx?Filter=238>.

The course is based on information found in AFTTPs: 3-1.*General Planning*, 3-1.*Threat Guide*, 3-1.*KC-10/KC-135*, and 3-3.*KC-135*, this document, as well as any other documents pertaining to the execution of the unit's mission. Units will complete a tactics assessment directed by the Chief of Tactics to complete GD75Y. **(T-3)**. This assessment may consist of an instructor evaluated scenario, verbal evaluation, or open book evaluation.

7.15.45.3. OPR: AMC/A3D.

7.15.45.4. Training Media: Interactive lecture. Secret PowerPoint capable computer and projector.

7.15.45.5. Instructor: Graduate of the USAFWS, the AFEC Tactics School, BATS, CATS, or the AATTC Aircrew Course.

7.15.45.6. Additional Information: May be accomplished in conjunction with TG03Y. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC. CATS attendance (St. Joseph, MO) meets semi-annual requirement. May be conducted in conjunction with GD17Y as determined by agreement between local Intel and Tactics offices. WIC instructors, cadre and students may credit GD75Y with completion of formal weapons syllabus. **(T-3)**. Only graduates of the USAFWS, Group/Wing Weapons and Tactics Flight Commanders or rated aircrew instructors appointed by Group/Wing Weapons and Tactics Flight Commander are authorized to instruct GD75Y.

7.15.46. **GD77Y** – Theater Indoctrination (TI) Training.

7.15.46.1. Purpose: Provides theater-assigned and deploying/deployed aircrews with the information necessary to safely operate throughout the assigned geographic region.

7.15.46.2. Description: AFMAN 11-202V1 mandates minimum training requirements. Theater indoctrination training is developed by each MAJCOM for their specific area of responsibility (e.g., PACAF, USAFE, AFCENT, etc.). Permanently-assigned aircrews may accomplish this training in conjunction with local indoctrination training. Aircrews tasked to deploy to a specific theater of operations complete the training no earlier than 60 days prior to arrival in the theater or may accomplish upon arrival, as coordinated between the unit and theater tasking authority.

7.15.46.3. OPR: MAJCOM/A3T (or equivalent).

7.15.46.4. Training Media: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.15.46.5. Instructor: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.15.46.6. Additional Information: One-time event for theater-assigned aircrews. Deploying aircrews complete training prior to or upon arrival for each deployment to a given theater. Units may supplement theater-developed training at the discretion of the deploying unit commander.

7.15.47. **GD79Y** – Unit Disaster Preparedness Training.

7.15.48. **GD81Y** – Unit Indoctrination Training.

7.15.49. **GD83Y** – Weather Avoidance Radar Training.

7.15.49.1. Purpose: Instruct pilots and navigators/CSOs how to tune radar for weather detection and avoidance.

7.15.49.2. Description: In-depth review on procedures and techniques for optimum tuning of the radar indicator for thunderstorm detection.

7.15.49.3. OPR: AMC/A3T.

7.15.49.4. Training Media: CBT.

7.15.49.5. Instructor: N/A.

7.15.49.6. Additional Information: Unit directed training event only.

7.15.50. **GD98Y** – Required Events Not Accomplished for Flight or Simulator.

7.15.51. **GD99Y** – Supervisory Status/Non-Mission Ready (NMR).

7.16. Expeditionary Training (GE) Events.

7.16.1. **GE01Y** – Chemical, Biological Radiological, & Nuclear (CBRN) Defense CBT. (Not required for aircrew personnel based on AFI 10-2501, *Emergency Management Program*, Attachment 4, Non-Exempt Listing).

7.16.2. **GE03Y** – Chemical, Biological Radiological, & Nuclear (CBRN) Defense (Hands-On) Training.

7.16.2.1. Purpose: Hands-on training in the use of CBRN (ground) defense equipment and associated procedures.

7.16.2.2. Description: Externally-driven ancillary training requirements defined by functional publication and/or guidance. Aircrew members comply with AFI 10-2501 requirements and refer to most current RTM for training frequency. When tasked to deploy for other than aircrew duties, crewmembers comply with AEF Online ERT Checklist frequency found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>).

7.16.2.3. OPR: AF/A4CXR.

7.16.2.4. Training Media: Classroom/Lab.

7.16.2.5. Instructor: Certified Trainer.

7.16.2.6. Additional Information: Per AFI 10-2501, Attachment 4, aircrew members are “non-exempt” status and require only GE03Y.

7.16.3. **GE05Y** – Law of War (LoW) (Basic) CBT (Formerly Law of Armed Conflict).

7.16.3.1. Purpose: Periodic training for all Airmen on the Law of War.

7.16.3.2. Description: Requirement derived from AFI 51-401, *The Law of War*. Training course designed to provide basic understanding of the need for Law of War, describes the five principles of Law of War, and introduces the 10 Rules for Airmen.

7.16.3.3. OPR: AF/JAO.

7.16.3.4. Training Media: LoW (Basic) training is available in several formats including web-based training at: <https://golearn.csd.disa.mil/> or via AF Portal link, MAJCOM/JA staff websites. LoW may be taught during GD17Y, Aircrew Intelligence Training. Completion of any JA-approved LoW training course fulfills the requirement of this manual.

7.16.3.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.16.3.6. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, comply with frequency requirement established by the ERT checklist found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>).

7.16.4. **GE06Y** – Law of War (Advanced) CBT (Formerly Law of Armed Conflict).

7.16.4.1. Purpose: Periodic scenario-based training for specified Airmen on the Law of War.

7.16.4.2. Description: Requirement derived from AFI 51-401. Training covers legal requirements related to an individual’s mission-specific roles and responsibilities during armed conflict.

7.16.4.3. OPR: AF/JAO.

7.16.4.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.16.4.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.16.4.6. Additional Information: Crewmembers complete the “Combat Aircrew” training course. Aircrew comply with the frequency specified in the most current RTM, where published. Otherwise, comply with requirements published via the ERT Checklist located at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>).

7.16.5. **GE07Y** – Use of Force (L-6) CBT. Required by AFI 36-2646 for non-security forces personnel who are required to maintain weapons qualification.

7.16.5.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on Use of Force.

7.16.5.2. Description: This training covers topics on Air Force assets, Use of Force policy, and the Use of Force Model as outlined in AFI 31-117, *Arming and Use of Force by Air Force Personnel*.

7.16.5.3. OPR: AMC/A3T.

7.16.5.4. Curriculum development: AFSFC/SFOP.

7.16.5.5. Training Media: CBT on ADLS (L6–Use of Force) or via a qualified instructor using AF-approved training outline (e.g., group settings), both available via ADLS.

7.16.5.6. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.16.5.7. Additional Information: Failure to comply with Use of Force training requirements defined in AFI 31-117, may result in prosecution under Article 92 of the UCMJ (or equivalent state law). Crewmembers complete the “L6-Use of Force” CBT or attend an in-person briefing by a locally-designated instructor using the downloaded training outline, both located on ADLS, at the assigned frequency prior to attending Small Arms Training. Students may then use AF Form 523, *USAF Authorization to Bear Firearms*, to carry currency to reflect completion of all training. In accordance with AFI 31-117, **paragraph 2.5.1.4**, the use of force familiarization and ROE training conducted by combat arms during weapons training does not meet this requirement. Frequency depends on designated Arming Group. Arming Group A personnel (e.g., aircrew members arming for anti-hijacking) require Use of Force training annually not to exceed 12 months. Arming Group B personnel require Use of Force training prior to authorization to be armed and then annually thereafter as long as they are assigned to a deployable UTC (e.g., AEF Indicator (AEFI) that is posture- (P)-coded as A/DW (worldwide deployable), YR/DW (enabler status), etc.). **Note:** See AFI 31-117, AFI 36-2654, AMCI 10-403, *Air Mobility Command Force Deployment*, and AEF Online for latest classification and validity period. Refer to most current RTM for training frequency, where published. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>).

7.16.6. **GE11Y** – Self-Aid and Buddy Care (SABC) CBT.

7.16.6.1. Purpose. Course provides basic knowledge to minimize injury and prevent death or disability in deployed environments or home station emergencies. It is required

only for those personnel who are exempted by AFI 36-2644, *Self-Aid and Buddy Care Training*, Attachment 2.

7.16.6.2. Description. CBT that provides updated information on battlefield care concepts and the Individual First Aid Kit (IFAK) components. SABC CBT is a basic knowledge online training course that is

7.16.6.3. OPR: AMC/SG.

7.16.6.4. Curriculum Development: HAF/SG and Unit-Level SG Course Owner.

7.16.6.5. Training Media: ADLS “and” or “or” qualified instructor using AF-approved training outline (e.g., group settings).

7.16.6.6. Instructor: CBT or instructor-guided session.

7.16.6.7. Additional Information. Non-exempt personnel are required to complete the “hands-on” course (GE12Y), which incorporates training from the CBT into the classroom training session. Line crewmembers are normally considered “non-exempt”, therefore, aircrew members are required to complete GE12Y, which includes the training provided by the CBT in the hands-on classroom training session. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>). Document training in accordance with AFI 36-2644 in addition to ARMS.

7.16.7. **GE12Y** – Self-Aid and Buddy Care (SABC) Hands-On Training.

7.16.7.1. Purpose. Course provides basic skills to minimize injury and prevent death or disability in deployed environments or home station emergencies.

7.16.7.2. Description. Hands-on training session provided by a trained classroom instructor that emphasizes skills performance to increase competence with battlefield care and use of IFAK components. Completion of this course satisfies requirement for both GE11Y and GE12Y. AFI 36-2644 requires non-exempt personnel (i.e., crewmembers) to complete hands-on classroom training that also incorporates the training objectives covered by the SABC CBT.

7.16.7.3. OPR: AMC/SG.

7.16.7.4. Curriculum Development: HAF/SG and Unit-Level SG Course Owner.

7.16.7.5. Training Media: Hands-on session requires demonstration and use of various components found in the IFAK.

7.16.7.6. Instructor: Classroom/Lab using a qualified SABC instructor and components of the IFAK in accordance with AFI 36-2644.

7.16.7.7. Additional Information. GE11Y is no longer a prerequisite for GE12Y. During hands-on training, trainees are provided a demonstration of proper techniques and procedures, then evaluated by their assigned instructor using a skills performance system or checklist. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>). Document

training in accordance with AFI 36-2644 in addition to ARMS. **Note:** DoD is developing a new course, Tactical Combat Casualty Care (TCCC) course that will replace SABC when released. GE11Y and GE12Y will become obsolete upon implementation of the TCCC courses (GE21Y and GE22Y).

7.16.8. **GE21Y** – Tactical Combat Casualty Care (TCCC) Training (Level 1).

7.16.8.1. Purpose: Teach Airmen essential skills required to administer basic life-saving medical care in a combat environment.

7.16.8.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.16.8.3. OPR: AF/SG.

7.16.8.4. Curriculum Development: AF/SG.

7.16.8.5. Training Media: Classroom “and” or “or” Lab.

7.16.8.6. Instructor: Certified TCCC Instructor.

7.16.8.7. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency. **Note:** Course availability projected in FY20.

7.16.9. **GE22Y** – Tactical Combat Casualty Care (TCCC) Training (Level 2).

7.16.9.1. Purpose: Teach Airmen essential skills required to administer life-saving medical care to others in a combat environment.

7.16.9.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.16.9.3. OPR: AF/SG.

7.16.9.4. Training Media: Classroom “and” or “or” Lab.

7.16.9.5. Instructor: Certified TCCC Instructor.

7.16.9.6. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training applicability and frequency. **Note:** Course availability projected in FY20.

7.17. Communications Training and Communications Equipment (GH) Events.

7.17.1. **GH01Y** – Communications/COMSEC Procedures Ground Training.

7.17.1.1. Purpose: Ensure crewmembers possess a thorough knowledge of all communication and Communication Security (COMSEC) requirements applicable to their unit’s mission.

7.17.1.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training should cover: Authentication procedures, OPLAN- 801X (if applicable), Identification, Friend or Foe, Selected Identification Features (IFF/SIF) codes, code loading devices (e.g., Simple Key Loader (SKL),

equipment operation, Air Force Spectrum Interference Resolution (AFSIR), HAVE QUICK, Flight Information Handbook (FIH), KY-58, SECURE VOICE Radio, AMCH 17-201-S, *Mobility Tanker Aircrew Communications*, L-Band SATCOM (if applicable), COMSEC user requirements, (including other communications information pertinent to the unit.

7.17.1.3. OPR: AMC/A3T/A3A/CPSS/STSP.

7.17.1.4. Training Media: AF Form 4168, *COMSEC Responsible Officer and User Training Checklist (LRA)*.

7.17.1.5. Instructor: Wing, Operations Group, and Squadron training personnel, and Combat Crew Communications.

7.17.1.6. Additional Information: OG/CC may approve an extension of six months. (T-3).

7.17.2. **GH03Y** – COMSEC Emergency Action Plan (EAP) Dry-Run/Actual Event.

7.17.3. **GH07Y** – Have-Quick Ground Training.

7.17.4. **GH09Y** – KY58 Radio Ground Training.

7.17.4.1. Purpose: Ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements applicable to their unit's mission.

7.17.4.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training will cover KY-58. (T-2).

7.17.4.3. OPR: AMC/A3T.

7.17.4.4. Training Media: COMSEC Responsible Officer and User Training Checklist.

7.17.4.5. Instructor: Wing, Operations Group, and Squadron training personnel, and Combat Crew Communications.

7.17.4.6. Additional Information: None.

7.17.5. **GH11Y** – L-Band SATCOM Ground Training.

7.17.5.1. Purpose: Ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements applicable to their unit's mission.

7.17.5.2. Description: Training in the operation on the [MILSAT] SATCOM operation.

7.17.5.3. OPR: AMC/A3T.

7.17.5.4. Training Media: IBT and Aircraft.

7.17.5.5. Instructor: Qualified aircrew instructor.

7.17.5.6. Additional Information: If equipped and if required in the unit's DOC statement only. Unit developed.

7.17.6. **GH13Y** – Secure Radio Ground Training.

7.18. Tanker-Specific Training (GK) Events.

7.18.1. **GK01Y** – Aerial Refueling Receiver Indoctrination.

7.18.2. **GK03Y** – Aerial Refueling Receiver Initial Course.

7.18.3. **GK07Y** – Air Refueling Systems Training.

7.18.3.1. Purpose: Annual review of aircraft systems for boom operators.

7.18.3.2. Description: This lesson reviews air refueling operations. Both normal and emergency procedures are reviewed in the context of situational scenarios. Practice exercises and questions are integrated with the tutorial to enhance learning.

7.18.3.3. OPR: AMC/A3TK.

7.18.3.4. Training Media: CBT.

7.18.3.5. Instructor: N/A.

7.18.3.6. Additional Information: BO covers Air Refueling portion of GD15Y via the G229 CBT.

7.18.4. **GK09Y** – Aircraft Hydroplaning Training.

7.18.4.1. Purpose: To teach pilots how to react to hydroplaning situations on wet runways.

7.18.4.2. Description: Course describes how to recognize hydroplaning on wet runway surfaces and what actions to take for braking.

7.18.4.3. OPR: AMC/A3T.

7.18.4.4. Training Media: CBT.

7.18.4.5. Instructor: N/A.

7.18.4.6. Additional Information: Course is available on CBT and is available for units as a unit directed training event if desired.

7.18.5. **GK11Y** – Auxiliary Power Unit (APU) Systems.

7.18.5.1. Purpose: Annual review of aircraft systems for boom operators.

7.18.5.2. Description: This lesson reviews APU system normal, abnormal, and emergency procedures in the context of a mission scenario. Practice exercises and questions are integrated with the tutorial to enhance learning.

7.18.5.3. OPR: AMC/A3TK.

7.18.5.4. Training Media: CBT.

7.18.5.5. Instructor: N/A.

7.18.5.6. Additional Information: BO covers APU portion of GD15Y via the G227BR CBT.

7.18.6. **GK17Y** – Cargo and Passenger Handling Procedures Ground Training.

7.18.6.1. Purpose: Ensures KC-135 boom operators are knowledgeable in cargo planning and loading procedures and are able to properly handle passengers when they are transported on KC-135 aircraft.

7.18.6.2. Description: Teaches proper and effective interaction with passengers, and defines acceptable and unacceptable behaviors while teaching communication skills and problem solving when dealing with passengers.

7.18.6.3. OPR: AMC/A3TK.

7.18.6.4. Training Media: IBT.

7.18.6.5. Instructor: Qualified aircrew instructor.

Additional Information: This course is a pre-requisite to IBO training at the FTU.

7.18.7. **GK19Y** – Cargo Loading Training.

7.18.7.1. Purpose: To provide instruction in loading cargo on the KC-135 aircraft.

7.18.7.2. Description: Training consists of two CBTs: GK21Y—Floor Loading, and GK21Y—Palletized Cargo Loading, a cargo loading exercise, manual DD Form 365-4 computation, and emergency procedures review. Planned cargo load plans will be loaded on the aircraft and critiqued by the instructor and can be either floor loaded or palletized loads. **(T-2)**. Emphasis will be focused on proper checklist procedures, computation of restraint, hazardous cargo, and weight and balance. **(T-2)**.

7.18.7.3. OPR: AMC/A3TK.

7.18.7.4. Training Media: CBT.

7.18.7.5. Instructor: Qualified IBO.

7.18.7.6. Additional Information: The OG/CC is the waiver authority for this event and may exempt highly-experienced boom operators from the cargo loading exercise (e.g., FTL-A).

7.18.8. **GK21Y** – Cargo Loading (Floor) Training.

7.18.8.1. Purpose: To provide instruction in floor loading cargo on the KC-135 aircraft.

7.18.8.2. Description: CBT and cargo loading exercise.

7.18.8.3. OPR: AMC/A3TK.

7.18.8.4. Training Media: CBT.

7.18.8.5. Instructor: Qualified IBO.

7.18.8.6. Additional Information: None.

7.18.9. **GK23Y** – Cargo Loading (Palletized) Training.

7.18.9.1. Purpose: To provide instruction on loading palletized cargo on the KC-135 aircraft.

7.18.9.2. Description: CBT and cargo loading exercise.

7.18.9.3. OPR: AMC/A3T.

- 7.18.9.4. Training Media: CBT.
- 7.18.9.5. Instructor: Qualified IBO.
- 7.18.9.6. Additional Information: None.
- 7.18.10. **GK25Y** – Cargo Loading (Rolling Stock) Training.
 - 7.18.10.1. Purpose: To provide instruction on loading palletized cargo on the KC-135 aircraft.
 - 7.18.10.2. Description: CBT and cargo loading exercise.
 - 7.18.10.3. OPR: AMC/A3T.
 - 7.18.10.4. Training Media: CBT.
 - 7.18.10.5. Instructor: Qualified IBO.
 - 7.18.10.6. Additional Information: None.
- 7.18.11. **GK31Y** – CNS/ATM Refresher Training.
 - 7.18.11.1. Purpose: Annual CBT review exercise of the Block 40.x (GATM) system updates.
 - 7.18.11.2. Description: This lesson provides communication, navigation, surveillance/air traffic management (CNS/ATM) continuation training using equipment that has been added by Block 40 modifications. This part of the lesson covers information and procedures that cannot be trained on the GATM interactive hand controller part-task trainer (GIPTT). After this CBT lesson, an exercise will be completed on the GIPTT that will allow hands-on training for the data message transmission and reception. **(T-2)**. Practice exercises and questions are integrated with the tutorial to enhance learning. A final Review Questions segment evaluates mastery of the material.
 - 7.18.11.3. OPR: AMC/A3TK.
 - 7.18.11.4. Training Media: CBT.
 - 7.18.11.5. Instructor: N/A.
 - 7.18.11.6. Additional Information: If overdue, may not fly sorties in a datalink environment.
- 7.18.12. **GK33Y** – Electrics and Fuel Systems.
 - 7.18.12.1. Purpose: Annual review of aircraft systems for boom operators.
 - 7.18.12.2. Description: This lesson reviews the location and functions of the fuel system components as well as connecting or disconnecting external power.
 - 7.18.12.3. OPR: AMC/A3TK.
 - 7.18.12.4. Training Media: CBT.
 - 7.18.12.5. Instructor: N/A.

7.18.12.6. Additional Information: BO covers Electrics and Fuels portion of GD15Y via the G228R CBT.

7.18.13. **GK37Y** – Flash Blindness and Thermal Protection.

7.18.13.1. Purpose: Familiarize crews with proper handling and installation of thermal curtains and donning the eye patch.

7.18.13.2. Description: Each crewmember will demonstrate where to locate and how to properly handle and install the thermal curtains and don the eye patch. **(T-2)**.

7.18.13.3. OPR: AMC/A3T.

7.18.13.4. Training Media: CBT and instructor-led demonstration in the aircraft.

7.18.13.5. Instructor: Qualified aircrew instructor.

7.18.13.6. Additional Information: Units based OCONUS, MAJCOM will define requirements in MAJCOM Supplement.

7.18.14. **GK39Y** – Initial OPLAN-801X Command & Control Procedures.

7.18.14.1. Purpose: To ensure positive control crewmembers understand command and control procedures as they relate to the OPLAN-801X mission.

7.18.14.2. Description: Practice in OPLAN-801X message decoding and operational reporting procedures as outlined in EAP-STRAT, V5, AFI 10-207 AMC SUP 1, and the AMC 801X Command And Control Procedures (CCP) ATP. The ATP outlines the minimum initial training requirements. These include self-study items, EAM processing exercises and evaluations. Evaluations are conducted with a tape scenario and an open-book written test on concepts from EAP-STRAT, V5. Crew members are required to proficiently demonstrate knowledge and required actions upon receipt of EAMs. **(T-2)**.

7.18.14.3. OPR: AMC/A10NC.

7.18.14.4. Training Media: AMC OPLAN-801X Unit Training Plan, CCP instructor, unit developed tests and training/ evaluation tape scenario's; PC training material, as required.

7.18.14.5. Instructor: Command post personnel designated (in writing) as a Command and Control Procedures Instructor.

7.18.14.6. Additional Information: For units with OPLAN-801X mission requirement only. Units based OCONUS; MAJCOM will define requirements in MAJCOM Supplement.

7.18.15. **GK41Y** – KC-135 Block 45 to 40.6 Differences Course.

7.18.16. **GK43Y** – KC-135R/T Difference Course. Pilots are required to be qualified in the KC-135R-model before completing this course. Training does not include certification to operate the RT equipment, but does allow crewmembers to operate RT equipped aircraft in the tanker role. Unit with receiver mission will develop the course and coordinate with AMC/A3TK for distribution; see AMC/A3TK SharePoint® for baseline lesson plan and presentation. **(T-2)**.

7.18.17. **GK45Y** – KC-135T Difference Course.

- 7.18.17.1. Purpose: Allows crewmembers to fly KC-135T-model modified aircraft.
- 7.18.17.2. Description: Training to be familiar with and operate KC-135T-model aircraft. This training will be accomplished by all pilots, navigators, and boom operators during MQT, if unit equipped. (T-2). Previous closed book difference test incorporated into the CBT.
- 7.18.17.3. Training Media: CBT.
- 7.18.17.4. Instructor: USAF IP/IB.
- 7.18.17.5. Additional Information: See [paragraph 2.5.2](#) for certification requirements.
- 7.18.18. **GK47Y** – Minimum Interval Takeoff (MITO) Procedures.
- 7.18.18.1. Purpose: Review procedures and techniques used to launch the maximum number of aircraft in a minimum time interval (improve survivability of KC-135 force in an emergency war order situation).
- 7.18.18.2. Description: CBT and instructor-led discussion on the aerodynamic differences between a 12 to 15-second MITO and a 30-second formation takeoff, to include local area procedures. Training should cover applicable topics related to MITO including, but not limited to, TOLD considerations, normal procedures, abnormal procedures, briefing considerations, radio procedures, tower and ATC coordination, training limitations, weather limitations, crew resource management techniques, and an explanation of training way-ahead (simulator and flight requirements). This training should include a review of AFI 11-2KC-135V3 Addenda B, AFTTP 3-3.KC-135, and the 1985 AFMC Test results titled “KC-135R Minimum Interval Takeoff (MITO) Evaluation (UNCLASS)”.
- 7.18.18.3. OPR: AMC/A3TK.
- 7.18.18.4. Training Media: GK47Y CBT (available on LMS) and then IBT using MITO Training Slides on AMC/A3TK SharePoint®.
- 7.18.18.5. Instructor: MITO-certified (CQ27Y) Instructor Pilot.
- 7.18.18.6. Additional Information: Only required for units with OPLAN-801X mission. Units based OCONUS; MAJCOM will define requirements in MAJCOM Supplement.
- 7.18.19. **GK49Y** – MPRS Abnormal Procedures (CBT).
- 7.18.20. **GK51Y** – MPRS Cautions and Warnings (CBT).
- 7.18.21. **GK53Y** – MPRS Normal Procedures (CBT).
- 7.18.22. **GK55Y** – MPRS Performance (CBT).
- 7.18.23. **GK57Y** – MPRS Specifications and Limitations (CBT).
- 7.18.24. **GK59Y** – MPRS System Description (CBT).
- 7.18.25. **GK61Y** – Multi-Point Refueling System (MPRS) Familiarization Training.
- 7.18.25.1. Purpose: Allows crewmembers to fly MPRS aircraft with pods installed.

- 7.18.25.2. Description: Training for MPRS including system overview, normal procedures, performance considerations, abnormal procedures, cautions, and warnings. Training does not include certification to operate the MPRS equipment.
- 7.18.25.3. OPR: AMC/A3TK.
- 7.18.25.4. Training Media: CBT.
- 7.18.25.5. Instructor: USAF IP/IB.
- 7.18.25.6. Additional Information: See [Table 5.7](#) for course details.
- 7.18.26. **GK63Y** – Multi-Point Refueling System (MPRS) Ground Training.
- 7.18.26.1. Purpose: Review MPRS limitations and procedures.
- 7.18.26.2. Description: CBT based review of MPRS system including limitations and procedures.
- 7.18.26.3. OPR: AMC/A3T.
- 7.18.26.4. Training Media: CBT.
- 7.18.26.5. Instructor: MPRS-Certified instructor, as required.
- 7.18.26.6. Additional Information: Continuation training required after one-time CK09Y-MPRS Certification. Members not CK09Y MPRS certified do not require this event.
- 7.18.27. **GK65Y** – OPLAN-801X Command & Control Procedures.
- 7.18.27.1. Purpose: To ensure positive control crewmembers understand command and control procedures as they relate to the OPLAN-801X mission.
- 7.18.27.2. Description: Practice in OPLAN-801X message decoding and operational reporting procedures as outlined in EAP-STRAT V5, AFI 10-207 AMC SUP 1, and the AMC 801X Command and Control Procedures (CCP) Annual Training Plan (ATP). The ATP outlines the minimum refresher training requirements. These include self-study items, emergency action message (EAM) processing exercises and evaluations. Evaluations are conducted with a tape scenario and an open-book written test on concepts from EAP-STRAT, V5. Crew members are required to proficiently demonstrate knowledge and required actions upon receipt of EAMs.
- 7.18.27.3. OPR: AMC/A10NC.
- 7.18.27.4. Training Media: AMC OPLAN-801X Unit Training Plan, CCP instructor, unit developed tests and training/ evaluation tape scenario's; PC training material, as required.
- 7.18.27.5. Instructor: Command post personnel designated (in writing) as a Command and Control Procedures Instructor.
- 7.18.27.6. Additional Information: For units with OPLAN-801X mission requirement only. Units based OCONUS, MAJCOM will define requirements in MAJCOM Supplement.
- 7.18.28. **GK67Y** – OPLAN-801X Study.

7.18.28.1. Purpose: Provides crewmembers the information necessary for the effective and successful completion of the unit's OPLAN-801X mission.

7.18.28.2. Description: This course will review USSTRATCOM and AMC OPLAN-801X procedures. Due to the dynamic nature of mission execution all crews members will be able to execute each mission type and be knowledgeable in Crew Mission Folder (CMF) layout. Crews should be given a period of crew-study to assist in strengthening weak areas. Staff specialists should be available to answer crewmember questions. During initial and quarterly OPLAN 801X training, XP should test crews using unit CMFs and recommend certification based on their ability to execute OPLAN 801X missions.

7.18.28.3. OPR: AMC/A3/A10NR.

7.18.28.4. Training Media: IBT. See AMCI 13-520-S for more specific OPLAN 801X training requirements.

7.18.28.5. Instructor: XP and applicable wing staff agencies, as required.

7.18.28.6. Additional Information: All crewmembers in units with a primary or secondary OPLAN-801X mission will receive this training. **(T-2)**. Units based OCONUS, MAJCOM will define requirements in MAJCOM Supplement.

7.18.29. **GK69Y** – Polarized Lead-Lanthanum-Zirconate-Titanate (PLZT) Goggle Training.

7.18.29.1. Purpose: Familiarize crews with proper handling, donning, testing and storage of Electro-optics Equipment Unit (EEU) 2/P and 2A/P Series PLZT goggles.

7.18.29.2. Description: On modification of their helmet, and with the assistance of an Aircrew Flight Equipment technician, each crewmember will demonstrate how to properly handle, don, test and store the PLZT goggles to include locating and installing the power cables. **(T-2)**. In addition, crews will be familiar with all contents of the flash blindness kits. **(T-2)**.

7.18.29.3. OPR: AMC/A3T.

7.18.29.4. Training Media: PLZT goggles, modified helmet.

7.18.29.5. Instructor: Qualified AFE Continuation Training Instructor.

7.18.29.6. Additional Information: For units with OPLAN-801X mission requirement only.

7.18.30. **GK71Y** – SOAR Refresher Ground Training.

7.18.30.1. Purpose: Recurring special operations aerial refueling training.

7.18.30.2. Description: A review of AFMAN 11-2KC-135V3, Addenda C, *Communications*, and operations security procedures.

7.18.30.3. OPR: 22OG/OGS.

7.18.30.4. Training Media: See 22 ARW-Specific Training program.

7.18.30.5. Instructor: SOAR-qualified instructor or Special Operations Mission Manager.

7.18.30.6. Additional Information: None.

7.18.31. **GK73Y** – Roll-On Beyond-Line-of-Sight Communications Equipment (ROBE) Training.

7.18.31.1. Purpose: To train aircrew members on the proper loading, restraint, and use of installed ROBE communications equipment.

7.18.31.2. Description: This just-in-time training to be conducted either at home station or at deployed location prior to operation of ROBE equipment.

7.18.31.3. OPR: Air Force Command and Control Integration Center (AFC2IC).

7.18.31.4. Training Media: Lecture, CBT, “and” or “or” PowerPoint presentation.

7.18.31.5. Instructor: CBT “and” or “or” ROBE-qualified instructor.

7.18.31.6. Additional Information: Annual refresher training required prior to handling or flying with ROBE equipment.

7.18.32. **GK77Y** – Unit Alert Procedures.

7.18.32.1. Purpose: To ensure newly assigned crewmembers understand local procedures, policies, and requirements associated with Alpha and Bravo Standby Force, and Modified and Hard Alert, as applicable.

7.18.32.2. Description: Course includes required professional gear, crew rest requirements, alerting procedures, alert area entry and exit procedures, standard maintenance procedures, alert response routing, specialized briefing requirements, aircraft acceptance and cocking, uncocking and re-cocking, scramble procedures, daily alert preflight, and alert postures. Scramble and alert start procedures require a tour of the physical layout of local alert taxi routes for launch, increased posture, and exercise recoveries. Emphasis to hazards of taxi obstacles, sharp turns, excessive taxi speed, adverse weather, and darkness. Covers all local base and wing directives concerning local and satellite alert operations.

7.18.32.3. OPR: AMC/A3TK.

7.18.32.4. Training Media: IBT, Practical.

7.18.32.5. Instructor: CCP instructor.

7.18.32.6. Additional Information: For units whose missions include alert response as specified in local supplement or OGI. Units based OCONUS, MAJCOM will define requirements the appropriate MAJCOM Supplement. Initial accomplishment of GD37Y may be done in conjunction with GK77Y, Unit Alert Procedures.

7.18.33. **GK90Y** – KC-135 Block 45 Differences Course.

7.18.34. **GK91Y** – KC-135 Block 45 OFT Profile 1.

7.18.35. **GK92Y** – KC-135 Block 45 OFT Profile 2.

7.18.36. **GK93Y** – KC-135 Block 45 OFT Profile 3.

7.18.37. **GK94Y** – KC-135 Block 45 IOS Operation.

7.18.38. **GK95Y** – KC-135 Block 45 Pilot Closed Book Test.

7.19. Mobility Training (GM) Events.

7.19.1. GM03Y – Mobility Folder Review.

7.19.1.1. Purpose: Ensure Air Force Personnel are prepared for deployment to locations specified by tasking order.

7.19.1.2. Description: The unit commander prepares his/her unit for deployment in accordance with this manual, AFMAN 10-401V2, *Planning Formats and Guidance*, AFI 10-403, *Deployment Planning and Execution*, and AFI 36-129, *Civilian Personnel Management and Administration*. In addition to the aircrew-specific training items contained in this manual, Air Force members have Air Force-specific and theater-specific training that is required prior to a deployment. The UDM is tasked to ensure all personnel meet readiness training requirements.

7.19.1.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.19.1.4. Training Media: Individual Mobility Folder.

7.19.1.5. Instructor: Unit mobility office.

7.19.1.6. Additional Information: See AFI 10-403, ERT Checklist found at (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>), and local guidance. Frequency of this event is determined by the Installation Deployment Officer (IDO) and should be published in the Installation Deployment Plan (IDP).

7.19.2. GM09Y – Isolated Personnel Report (ISOPREP) Review.

7.19.2.1. Purpose: All crewmembers will have two current, accurate and identical hard copy ISOPREP cards on file in accordance with Joint Personnel Recovery Agency (JRPA) guidance. **(T-0)**.

7.19.2.2. Description: Complete review on DD Form 1833, *Isolated Personnel Report (ISOPREP)* or electronic version. See Joint Pub 3-50, *Personnel Recovery*.

7.19.2.3. OPR: AMC/A2.

7.19.2.4. Training Media: Individual ISOPREP.

7.19.2.5. Instructor: Unit Intel personnel.

7.19.2.6. Additional Information: May be completed during an aircrew's GD17Y, Evasion and Recovery (E&R) Training. Once completed, the ISOPREP card is classified CONFIDENTIAL and is safeguarded. Individuals with an ISOPREP card should review the card at least every six months. During employment operations, personnel review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter. AFMAN 11-2KC-135V1 is not the governing directive for completion of this event.

7.19.3. GM11Y – Official Passport-Primary (No-fee).

7.19.3.1. Purpose: Track passport expiration dates for crewmembers.

7.19.3.2. Description: Certain locations require no-fee passports (valid for 5 years) for entry, as communicated in the DoD Foreign Clearance Guide. In accordance with AFI

10-403, AMC/A3 designates that a primary no-fee passport is a mission-essential item for mobility aircrew readiness to support peacetime deployment/employment requirements and United Nations mission support. **Note:** US Department of State policy governs passport issuance. Refer to latest DoD Policy Memoranda regarding passport requests. **Note:** OG/CC may waive this mobility requirement when a crewmember has applied for and passport is pending or has applied for and was denied a primary official passport to permit the crewmember to fly tasked missions to locations that do not require passports for entry/transit. Waivers should be documented using GTIMS for tracking purposes.

7.19.3.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.19.3.4. Training Media: N/A.

7.19.3.5. Instructor: N/A.

7.19.3.6. Additional Information: Do not delay MQT completion to accomplish this event. Utilize the date of submission of the passport application to establish a reference date.

7.19.4. **GM12Y** – Official Passport-Secondary (No-fee).

7.19.4.1. Purpose: Track passport expiration dates for crewmembers.

7.19.4.2. Description: Certain locations require a no-fee passport (valid for 4 years) and entry visa, as communicated in the DoD Foreign Clearance Guide. In order to maintain short-notice worldwide mobility status, secondary passports may be required to facilitate entry visas for designated crewmembers. As entry visas often require long processing periods and submission of an official passport, a secondary passport enables crewmembers to remain worldwide mobile while one of their two passports is submitted for visa application processing. In accordance with AFI 10-403, AMC/A3 designates OG/CCs as the determination authority for secondary passport requirements. OG/CCs should document crewmembers designated to maintain a secondary official passport and track requested/denied applications for those crewmembers. **Note:** US Department of State policy governs passport issuance. Refer to latest DoD Policy Memoranda regarding passport requests.

7.19.4.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.19.4.4. Training Media: N/A.

7.19.4.5. Instructor: N/A.

7.19.4.6. Additional Information: Every effort should be made to ensure primary and secondary passports do not expire within 6 months of each other if secondary passport is deemed required.

7.19.5. **GM21Y** – Small Arms Training.

7.19.5.1. Purpose: Trains crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.19.5.2. Description: Course established to meet the requirements of AFI 36-2654 and AFI 31-117. Crewmembers are assigned an arming group based on their ground “and” or “or” in-flight arming requirements and complete training based on the assigned arming group requirement(s) and purpose for arming. Training frequency is determined by the crewmember’s assigned arming group “and” or “or” purpose. Additionally, pre-deployment requirements may apply (see AEF Online ERT Checklist). **Note:** Crewmembers are required to complete the AF-approved “L6-Use of Force” course via ADLS or in a group setting using an AF-approved instructor and course outline/presentation prior to attending GM21Y. Aircrew are usually categorized as “Arming Group A” for anti-hijacking/protecting resources purposes.

7.19.5.3. OPR: AMC/A4S.

7.19.5.4. Training Media: CATM Range, PowerPoint presentation, IBT.

7.19.5.5. Instructor: Qualified SF combat arms instructor.

7.19.5.6. Additional Information: AFR may define alternate frequency requirements. Accomplish (based on assigned arming group) in accordance with AFI 36-2654 [12 months for Arming Group A (MAJCOM extendable to 24 months), 36 months for Arming Group B assigned to a deployable UTC (e.g., YR/DW enabler aircrews), or when tasked by name to deploy with associated arming requirement for all other Group B personnel). **Note:** Crewmembers are required to complete the AF-approved “L6-Use of Force” course via ADLS or in a group setting using an AF-approved instructor and course outline/presentation prior to attending GM21Y.

7.20. Night Vision Goggle (NVG) Ground Training (GN) Events.

7.20.1. GN01Y – NVG Initial Ground Training.

7.20.1.1. Purpose: Night Vision equipment training and qualification.

7.20.1.2. Description: Qualification training for SOAR qualified aircrew and USAFWS crews on the operation, care, and use of Night Vision Goggles.

7.20.1.3. OPR: AMC/A3D.

7.20.2. GN03Y – NVG Refresher Ground Training.

7.20.2.1. Purpose: Continuation training for night vision equipment in-flight operation, including preflight checks.

7.20.2.2. Description: See SOAR local training, USAFWS directives, and AFI 11-202V1 requirements.

7.20.2.3. OPR: AMC/A3D.

7.20.2.4. Training Media: IBT.

7.20.2.5. Instructor: NVG-qualified aircrew instructor.

7.20.2.6. Additional Information: For SOAR qualified aircrew and USAFWS only.

7.21. Senior Officer Course (GS) Events.

7.21.1. **GS01Y** – Senior Officer Course (SOC). This course is taught at the FTU, Altus AFB.

7.21.2. **GS03Y** – Senior Staff Orientation Course. Two-day orientation for senior officers. Does not meet the requirements for GS01Y, Senior Staff Course, and does not result in a qualification in the KC-135.

7.22. Simulator (GX and GY) Events.

7.22.1. **GX29Y** – Simulator-CRM/TEM (MOST).

7.22.1.1. Purpose: To provide a practical, hands-on application of classroom-presented CRM/TEM refresher concepts (including effective pilot monitoring (PM) and relevant verbalize, verify, and monitor (VVM) behaviors) through problem solving and human factors issues during a realistic, demanding mission scenario.

7.22.1.2. Description: CRM/TEM MOST event is accomplished in an appropriate ATD to reinforce CRM/TEM proficiency, effective pilot monitoring behaviors, and relevant VVM skills. See AFI 11-290 “and” or “or” MAJCOM supplement, as applicable.

7.22.1.3. OPR: AMC/A3TO.

7.22.1.4. Training Media: OFT.

7.22.1.5. Instructor: ATS contractor.

7.22.1.6. Additional Information: The performance of each individual crewmember (student) will be critically assessed and documented by simulator instructors/observers in accordance with AFI 11-290 “and” or “or” MAJCOM supplement, as applicable. **(T-2)**. Should be accomplished in conjunction with and dual logged with GD27Y, CRM/TEM Refresher. Optimal scheduling of CRM/TEM simulator is not later than 5 days following completion of GD27Y.

7.22.2. **GX79Y** – Simulator-Proficiency Sortie.

7.22.2.1. Purpose: To improve pilot proficiency.

7.22.2.2. Description: ATS contractor-administered simulator courses for pilots. Course consists of a proficiency sortie (GX79Y) and four defined simulator profiles (GX91Y-GX94Y). Each profile will have a mixture of normal and emergency procedures, and malfunctions. **(T-2)**. Profiles are subject to periodic change/adjustments to meet evolving requirements. **(T-2)**.

7.22.2.3. OPR: AMC/A3TK.

7.22.2.4. Training Media: OFT.

7.22.2.5. Instructor: ATS contractor. USAF IP acceptable for GX79Y.

7.22.2.6. Additional Information: Completion of FTU Initial Qualification, Instructor, or Transition (TX) courses (see [Table 6.1](#)) or profile completion in conjunction with AMC/A3T approved in-unit requalification or upgrade training (see [paragraph 1.5.5](#)) is creditable towards continuation currency requirements (see [paragraph 4.4.1](#)). Training profile may include CRM/TEM topics, formation, MB10Y Proficiency Sortie, flight procedures listed in AFMAN 11-217, corrective action training, unit or MAJCOM Special Interest Items, etc. Units may develop processes to use this profile to satisfy pre-deployment training or flying training in the RTM. Cannot be dual logged with

CRM/TEM Simulator (GX29Y), Refresher Simulators, Phase 1-4 training (GX91Y-GX94Y) or a Qualification and Instrument evaluation (AA22).

7.22.2.6.1. **GX91Y** – Simulator-Refresher Phase 1. Event will consist of a pre/post-briefing and mission profile with review of electric systems as well as stabilizer trim, FMS, Multi- Function Display (MFD), collision avoidance system operations and Hot Weather operations. **(T-2)**. This event will be tracked in ARMS as annual. **(T-2)**.

7.22.2.6.2. **GX92Y** – Simulator-Refresher Phase 2. Event will consist of a pre/post-briefing and mission profile with review of engine and fuel systems. **(T-2)**. This event will be tracked in ARMS as Annual. **(T-2)**.

7.22.2.6.3. **GX93Y** – Simulator-Refresher Phase 3. Event will consist of a pre/post-briefing and mission profile with review of hydraulic systems and Cold Weather Operations. **(T-2)**. This event will be tracked in ARMS as Annual. **(T-2)**.

7.22.2.6.4. **GX94Y** – Simulator-Refresher Phase 4. Event will consist of a pre/post-briefing and mission profile with review of pneumatic systems, flight controls, and aircraft aerodynamic characteristics. **(T-2)**. This event will be tracked in ARMS as Annual. **(T-2)**.

7.22.3. **GY10Y** – Simulator-Boom Operator Continuation Training (BOCT) Profile.

7.22.3.1. Purpose: Continuation training for boom operators in normal and emergency operations.

7.22.3.2. Description: ATS contractor/BOSS instructor-administered BOWST/BOSS courses for boom operators. Course consists of 6 profiles. Each profile will have a mixture of emergency procedures, normal and Tanker Manual Operation (TMO) AAR, and malfunctions. **(T-2)**. BOWST/BOSS profiles are subject to period change/adjustments to meet evolving requirements.

7.22.3.3. OPR: AMC/A3TK.

7.22.3.4. Training Media: BOWST/BOSS.

7.22.3.5. Instructor: ATS contractor or USAF IB (BOSS).

7.22.3.6. Additional Information: All BOWST/BOSS profiles should be rotated to avoid duplication of training. Event currency is annual for non-collocated units. AFR FTL A Boom Operators may log completion when administering profile.

7.22.3.6.1. **GY11Y** – Simulator-BOCT Proficiency Sortie (HW Rcvr/EMCON 2). Operational day mission, refueling a heavy receiver aircraft using EMCON 2. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communication/interphone procedures. **(T-2)**. Boom operators will correctly troubleshoot, analyze, and correct various malfunctions in order to complete an air refueling mission under operational conditions and will apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. **(T-2)**. To complete BOWST/BOSS applicable MB10Y proficiency sortie requirements, boom operators will accomplish at least one normal contact, one TMO contact, and one practice emergency separation during the training period. **(T-2)**. To meet all remaining MB10Y requirements, cargo

and passenger briefings will be accomplished apart from the BOWST/BOSS training period with a USAF IB. **(T-2)**.

7.22.3.6.2. **GY12Y** – Simulator-BOCT Fighter Currency (EMCON 1). A dusk mission, refueling fighter aircraft using EMCON 1. Boom operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. **(T-2)**. Troubleshoot, analyze, and correct various malfunctions in order to complete an air refueling mission under training conditions and will apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. The use of dusk and night AAR conditions for this profile allows boom operators to update currency in contact, night contact, and fighter air refueling currency.

7.22.3.6.3. **GY13Y** – Simulator-BOCT Heavy Aircraft Air Refueling (Day/EMCON 1). Operational day mission, refueling a heavy receiver aircraft using EMCON 1. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. **(T-2)**. Boom operators will troubleshoot, analyze, and correct various malfunctions in order to complete an air-refueling mission under operational conditions and will apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures. **(T-2)**. Air refueling activity includes training in accomplishing boom refueling contacts and disconnects with heavy receiver aircraft, conducting heavy offloads, and operating under the aerodynamic effects of refueling heavy receivers.

7.22.3.6.4. **GY14Y** – Simulator-BOCT Signal System Abnormal/Emergency (EMCON 2). Day mission refueling fighter aircraft using EMCON 2 and Quick Flow AAR procedures under operational conditions. This mission presents progressive signal system abnormal and emergency malfunctions requiring the boom operator to correctly analyze and compensate for compounding system malfunctions. Boom operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. **(T-2)**. Boom operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air refueling mission under operational conditions and will apply. **(T-2)**.

7.22.3.6.5. **GY15Y** – Simulator-BOCT EMCON 3 and Rare Malfunctions (EMCON 3). Day mission, refueling receiver aircraft using EMCON 3, under radio silent operational conditions. This mission presents a progressive, rare abnormal and emergency procedures scenario, requiring the boom operator to correctly analyze and compensate for compounding system malfunctions. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. Boom operators will troubleshoot, analyze and correct various malfunctions in order to complete an air-refueling mission under operational conditions and will apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. **(T-2)**.

7.22.3.6.6. **GY16Y** – Simulator-BOCT MPRS/BDA and Rendezvous Visibility Closure Procedures (EMCON 2). Operational dusk mission refueling multiple probe-equipped receiver aircraft using both the Boom Drogue Adapter (BDA) kit and the

MPRS under EMCON 2. Boom operators will accomplish all applicable boom compartment checklists items, and appropriate communications/interphone procedures and demonstrate proficiency using the MPRS and BDA systems. **(T-2)**. Additionally, boom operators will demonstrate proficiency conducting air refueling operations while controlling receiver aircraft movements during simultaneous wing tip pod operations under adverse weather conditions. **(T-2)**.

7.22.4. **GY20Y** – Simulator-Boom Operator Mission Qualification Training (BOMQT) Profile.

7.22.4.1. Purpose: MQT training for boom operators in normal and emergency operations.

7.22.4.2. Description: Course is administered during Mission Certification Training to assist with Qualification/Certification events. Each profile will consist of specialties consistent with MQT flying requirements. **(T-2)**. BOWST/BOSS profiles are subject to period change/adjustments to meet evolving requirements.

7.22.4.3. OPR: AMC/A3TK.

7.22.4.4. Training Media: BOWST/BOSS.

7.22.4.5. Instructor: ATS contractor.

7.22.4.6. Additional Information: Collocated boom operators will complete each profile during MQT with consideration given to previous certifications and Altus recommendations. **(T-2)**. N/A for non-collocated boom operator. Implement upon initial delivery of ATS contractor profiles and courseware.

7.22.4.6.1. **GY21Y** – Simulator-BOMQT Day/Night Fighters (EMCON 1). A dusk/night training mission, refueling fighter receivers using EMCON 1. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. **(T-2)**. For initial CK17Y “and” or “or” CK19Y category qualification missions, the instructor will demonstrate day/night contact and disconnect procedures and techniques. **(T-2)**. If collocated, GY21Y is a prerequisite if collocated with BOWST/BOSS to CK17Y certification.

7.22.4.6.2. **GY22Y** – Simulator-BOMQT Day/Night Heavy CK13Y/CK15Y GOLF (EMCON 1). Dusk/night mission refueling two heavy receivers using EMCON 1. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications interphone procedures. **(T-2)**. For initial CK13Y “and” or “or” CK15Y category qualification missions, the instructor will demonstrate day/night contact and disconnect procedures and techniques. **(T-2)**. If collocated, GY22Y is a prerequisite to CK13Y or CK15Y (accomplish prior to CK15Y if only CK13Y certified off of FTU recommendation).

7.22.4.6.3. **GY23Y** – Simulator-BOMQT MPRS & Probe and Drogue Refueling (EMCON 1). Day/night MPRS training mission refueling probe receivers using EMCON 1. Boom operators will accomplish all applicable boom compartment checklist items, and appropriate communications/interphone procedures and demonstrate proficiency using the Multi- Point Refueling System. **(T-2)**. Additionally, boom operators will demonstrate proficiency conducting air-refueling

operations while controlling receiver aircraft movements during simultaneous wingtip pod operations. **(T-2)**. For initial CK09Y, boom operators will complete GK61Y, MPRS Familiarization Training, within 90 days of accomplishing this BOWST/BOSS profile. **(T-2)**.

7.22.4.6.4. **GY24Y** – Simulator-BOMQT Pre-Deployment ALPHA (EMCON 3). Day/night mission, refueling multiple receivers using EMCON 3. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. **(T-2)**. This operational profile focuses on both malfunction analysis and air refueling under restricted communications day/night. It allows boom operators to gain proficiency using Emission Option 3 and Radio Silent Air Refueling procedures. Additionally, boom operators should demonstrate sound CRM/TEM decision-making skills to resolve various malfunctions while accomplishing restricted communications air refueling under operational conditions.

7.22.4.6.5. **GY25Y** – Simulator-BOMQT Pre-Deployment BRAVO (EMCON 2). BDA day/night mission refueling various probe-equipped receiver aircraft using EMCON 2. Accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. Boom operators will demonstrate proficiency in both day and night BDA AAR procedures while conducting operational air refueling with multiple probe and drogue receiver aircraft. **(T-2)**. For initial CK05Y category qualification missions, the instructor will discuss day/night contact & disconnect procedures and techniques. **(T-2)**.

7.22.5. **GY30Y** – Simulator-IBO Instructor Intervention Profile.

7.22.5.1. Purpose: Course is administered to assist candidates completing Boom Operator Pre-Instructor Training.

7.22.5.2. Description: ATS contractor/BOSS instructor-administered BOWST/BOSS courses for boom operators. BOWST/BOSS profiles are subject to period change/adjustments to meet evolving requirements.

7.22.5.3. OPR: AMC/A3TK.

7.22.5.4. Training Media: BOWST/BOSS.

7.22.5.5. Instructor: ATS contractor.

7.22.5.6. Additional Information: Collocated boom operators will complete the following profiles during Pre-Instructor Training. **(T-2)**. Implement upon initial delivery of ATS contractor profiles and courseware.

7.22.5.6.1. **GY31Y** – Simulator-IBO Instructor Intervention Profile 1 (Day/EMCON 1). Day AAR training with receiver using EMCON 1. The ATS instructor will demonstrate a student briefing and critique. **(T-2)**. During the mission, the ATS instructor will demonstrate instructional methods and techniques for the candidate to practice. **(T-2)**. Focus attention on developing the instructor candidate's techniques for proper positioning to provide assistance to students and takeover of AAR controls. Discuss student note-taking skills and review techniques commonly used to allow instructors to accurately recreate and conduct training session critiques.

7.22.5.6.2. **GY32Y** – Simulator-IBO Instructor Intervention Profile 2 (Night/EMCON 2). Operational night AAR using EMCON 2. The instructor candidate will complete a student briefing based on conducting an in-theater orientation sortie with a first-time deployed boom operator during an operational Fighter AAR. **(T-2)**. Student candidate should apply appropriate instructional methods and techniques to prepare a mission briefing, instruct a student through air refueling, and conduct a detailed critique.

7.22.5.6.3. **GY40Y** – Simulator-IBO Instructor Intervention Profile (A-la-Carte).

7.22.5.6.3.1. Purpose: Proficiency/Corrective/Deficiency Training.

7.22.5.6.3.2. Description: ATS contractor/BOSS instructor-administered simulator courses for boom operators. Profiles consist of training modules to include CRM/TEM, boom operator proficiency, Fighter AAR, Heavy AAR, Emergency Procedures, malfunctions, and corrective action training.

7.22.5.6.3.3. OPR: AMC/A3TK.

7.22.5.6.3.4. Training Media: BOWST/BOSS.

7.22.5.6.3.5. Instructor: ATS contractor.

7.22.5.6.3.6. Additional Information: Event will be logged in ARMS as GY40Y. Implement upon initial delivery of ATS contractor profiles and courseware.

7.22.5.6.4. **GY41Y** – Simulator-IBO Boom Operator Proficiency (EMCON 3). Operational night mission refueling using EMCON 3. Boom operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. **(T-2)**. Boom operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air refueling mission under operational conditions and will apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. **(T-2)**. The use of night AAR conditions for this profile allows Boom operators to update/regain currency in night and fighter refueling currency.

7.22.5.6.5. **GY42Y** – Simulator-IBO Boom Operator Fighter Aircraft Air Refueling (EMCON 2). Day training mission using EMCON 2. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. **(T-2)**. Boom operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air-refueling mission under training conditions and will apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. **(T-2)**. Boom operators will practice controlling fighter aircraft movements and communications during AAR operations. **(T-2)**.

7.22.5.6.6. **GY43Y** – Simulator-IBO Boom Operator Heavy Aircraft Air Refueling (EMCON 1). Night training mission refueling a large bow wave receiver aircraft using EMCON 1. Sortie is conducted under training conditions during a heavy offload with an unqualified receiver pilot under supervision of a qualified instructor pilot. Boom operators will accomplish all applicable boom compartment checklists

items and appropriate communications/interphone procedures. **(T-2)**. Boom operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air refueling mission under training conditions and will apply malfunction analysis and CRM/TEM. **(T-2)**.

7.22.5.6.7. **GY44Y** – Simulator-IBO Boom Operator Abnormal/Emergency Procedures (Overwater/EMCON 2). Operational (overwater) day refueling using EMCON 2. This mission presents progressive system abnormal and emergency procedures, requiring the boom operator to analyze and compensate for compounding system malfunctions. Boom operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. **(T-2)**. Boom operators will complete an air- refueling mission under overwater deployment conditions to include towing a fighter. **(T-2)**. Apply malfunction analysis and CRM/TEM to correct for multiple abnormal and emergency procedures affecting the ability to continue AAR.

7.22.5.6.8. **GY45Y** – Simulator-IBO Malfunctions Refresher (Night/EMCON 2). Night emergency refueling mission using EMCON 2. Mission is a KC-135 aircraft with a declared emergency. The student will accomplish all applicable boom compartment checklist items. **(T-2)**. Emergency AAR actions will begin at preparation for Air Refueling checklist after all normal Preflight through After Takeoff and Climb checklists have been completed. **(T-2)**.

7.23. Aircrew Flight Equipment (AFE) Training (LL) Events. MAJCOMs may combine “and” or “or” supplement courses to fulfill their needs, unless otherwise noted in the event description. Refer to AFI 11-301V1, for basic course descriptions. Aircrew Flight Equipment Continuation Training (AFECT) event instruction may be consolidated as long as curriculum requirements are met and individual events are tracked by the designated identifiers in ARMS.

7.23.1. **LL01** – Aircrew Flight Equipment (AFE) Familiarization Training.

7.23.1.1. Purpose: The event should familiarize aircrew members with local AFE policies and procedures to include equipment issue, use, local aircraft and equipment configurations (includes survival components), inspection and fit-check cycles, pre-flight, and post-flight requirements .

7.23.1.2. Description: One-time event, per every base assignment. It should be conducted during aircrew in-processing. At a minimum, ensure this requirement is complete prior to the first flight at home station. **(T-2)**.

7.23.1.3. OPR: AMC/A3T.

7.23.1.4. OCR: Unit Aircrew Flight Equipment.

7.23.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.23.1.6. Instructor: Qualified Aircrew Flight Equipment Technician. The AFE technician does not need to be a certified AFE Continuation Training Instructor to conduct and sign off LL01. Technicians providing LL01 to assigned aircrew should be familiar with local AFE operations, aircraft and equipment configurations and signed off

in the Training Business AREA/Total Force Training Records on the fundamentals of all equipment discussed in LL01.

7.23.1.7. Training Aids: Instructor-based training with AFE training aids.

7.23.2. **LL03** – Emergency Egress Training - Non-Ejection Seat.

7.23.2.1. Purpose: Understand aircraft egress procedures.

7.23.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings in accordance with AFMAN 11-202V3.

7.23.2.3. OPR: AMC/A3T.

7.23.2.4. OCR: Unit: Squadron Aircrew Flight Equipment.

7.23.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.23.2.6. Instructor: Aircrew Flight Equipment Officer (AFEO) or qualified instructor aircrew.

7.23.2.7. Training Aids: Aircraft and instructor-based training with AFE training aids.

7.23.3. **LL04** – Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Training.

7.23.3.1. Purpose: Understand ACBRN procedures.

7.23.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using ACBRN equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration and aircrew processing. Furthermore, instruction includes aircraft emergency considerations, limitations to consider during emergency ground egress, and the Aircrew Contamination Control Area (ACCA). Additional course guidance can be found in AFI 11-301V1 and AMC supplement. Crewmembers who accomplish initial ACBRN at a Technical Training Unit (TTU), Replacement Training Unit or FTU receive credit for initial training on arrival at their permanent duty station. Aircrew may be credited with LL04 during local Attack Response Exercises; provided all AFECT requirements and objectives are satisfied, (i.e., crewmember donned ACBRN equipment and subsequently processed through ACCA).

7.23.3.3. OPR: AMC/A3T.

7.23.3.4. Unit: Squadron Aircrew Flight Equipment.

7.23.3.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.23.3.6. Instructor: Qualified Aircrew Flight Equipment Continuation Training instructor.

7.23.3.7. Training Aids: Instructor-based training with AFE training aids.

7.23.4. **LL05** – Egress Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN).

7.23.4.1. Purpose: LL05 Egress Training with ACBRN equipment.

7.23.4.2. Description: A one-time event, or change of MDS to evaluate the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary, air and ground egress procedures while wearing ACBRN equipment. Training stresses the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACBRN equipment. This training is a prerequisite for the aircrew's ACBRN flight requirement. This event should be taught concurrently with LL04 so that the AFE instructor (LL04) can assist/guide the LL05 instructor if needed. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.23.4.3. OPR: AMC/A3T.

7.23.4.4. Unit: Squadron Aircrew Flight Equipment.

7.23.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.23.4.6. Instructor: Aircrew Flight Equipment Officer (AFEO) or qualified instructor aircrew.

7.23.4.7. Training Aids: Aircraft and instructor-based training with AFE training aids.

7.23.5. **LL06** – Aircrew Flight Equipment Training (AFET).

7.23.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.23.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

7.23.5.3. OPR: AMC/A3T.

7.23.5.4. Unit: Squadron Aircrew Flight Equipment.

7.23.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.23.5.6. Instructor: Qualified Aircrew Flight Equipment Continuation Training Instructor.

7.23.5.7. Training Aids: Instructor-based training with AFE training aids.

7.23.6. **LL07** – Aircrew Flight Equipment (AFE) Fit Check.

7.23.6.1. Purpose: Ensure a comprehensive sizing and fit check of all individually sized/fitted AFE gear.

7.23.6.2. Description: Periodic training requirement that ensures AFE gear worn during flight in non-ejection seat aircraft is fit checked and verified for size/fit (e.g., any

sized/fitted item to include PLZT mounting, NVG mounting, ALEP, etc.). Fit checks for all non-ejection seat aircraft also include ACBRN equipment. Refer to most current RTM for continuation training frequency.

7.23.6.3. OPR: AMC/A3T.

7.23.6.4. Unit: Squadron Aircrew Flight Equipment.

7.23.6.5. Curriculum Development: None. AFE technician uses appropriate technical order references.

7.23.6.6. Instructor: Performed by 1POX1 technicians who are task-certified in for the event, and all applicable equipment tasks involved in completing a detailed fit check (e.g., fundamentals, donning, fit, inspection, operational checkout etc.). The AFE technician does not need to be qualified AFE Continuation Training Instructor to conduct and sign off LL07.

7.23.6.7. Training Aids: None.

7.24. Mission/Sortie (MB) Events.

7.24.1. MB01Y – Basic Sortie.

7.24.1.1. Purpose: Maintain aircrew proficiency.

7.24.1.2. Description: Log one MB01Y for each aircraft sortie.

7.24.1.3. OPR: AMC/A3T.

7.24.1.4. Training Media: Aircraft.

7.24.1.5. Instructor: N/A.

7.24.1.6. Additional Information: None.

7.24.2. MB03Y – Basic Sortie (Secondary Aircraft).

7.24.2.1. Purpose: Maintain pilot proficiency.

7.24.2.2. Description: Multiple aircraft qualified pilots, will accomplish one event quarterly in each aircraft model qualified (qualified/maintaining currency in two MDS model aircraft, e.g., KC-135R and RC-135W).

7.24.2.3. OPR: AMC/A3T.

7.24.2.4. Training Media: Aircraft.

7.24.2.5. Instructor: Qualified instructor pilot.

7.24.2.6. Additional Information: None.

7.24.3. MB05Y – Dual Qualification Sortie.

7.24.3.1. Purpose: Maintain pilot proficiency.

7.24.3.2. Description: Multiple aircraft qualified pilots, will accomplish one event quarterly in each aircraft model qualified (qualified/maintaining currency in two MDS model aircraft, e.g., KC-135R and RC-135W).

7.24.3.3. OPR: AMC/A3T.

7.24.3.4. Training Media: Aircraft.

7.24.3.5. Instructor: Qualified instructor pilot.

7.24.3.6. Additional Information: None.

7.24.4. **MB06Y** – Proficiency Sortie (Block 40.X).

7.24.4.1. Purpose: Continuation training for pilots in Block 40-series aircraft.

7.24.4.2. Description: Conduct PF or PM duties on any sortie or OFT configured in Block 40.X.

7.24.4.3. OPR: AMC/A3T.

7.24.4.4. Training Media: OFT or Aircraft.

7.24.4.5. Instructor: Not required for continuation training.

7.24.4.6. Additional Information: None.

7.24.5. **MB10Y** – Proficiency Sortie.

7.24.5.1. Purpose: Maintain aircrew proficiency.

7.24.5.2. Description: The requirements are listed by crew position below.

7.24.5.3. OPR: AMC/A3TK.

7.24.5.4. Training Media: OFT or Aircraft.

7.24.5.5. Instructor: USAF/ATS instructor or evaluator of like specialty.

7.24.5.6. Additional Information: A review of boldface emergency procedures will be accomplished no later than crew debrief.

7.24.5.7. Pilots.

7.24.5.7.1. Will be accomplished under the supervision of a USAF IP or ATS instructor. **(T-2)**. As a guide, a pilot proficiency sortie or OFT profile should consist of:

7.24.5.7.2. Three instrument approaches [at least one Precision (AP41Y) and one Non- Precision (AP33Y)], one Missed Approach (AP29Y), one VFR pattern (AP57Y) (WX permitting), one Full Flap (50-Degree) landing (AL07Y), one Partial Flap (30 Degree) Landing (AL17Y). Holding pattern (AH11Y) or procedure turn entry procedure should be accomplished. If accomplished in the simulator, one of each of the following events will be accomplished unless volume/currency for that event has already been met: EFTOC (AZ21Y), Appr & Go Around (Sim Engine Out) (AZ01Y), Appr & Landing (Sim Engine Out), (AZ07Y). **Note:** If circumstances prevent completion on one sortie or OFT profile, credit may be taken after a second USAF IP-supervised sortie or OFT profile, provided the combined activity fulfills the intent of this event. Instructors should tailor each MB10Y to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations, and instrument procedures.

7.24.5.8. Navigator/CSO. Complete in-flight duties to include management of FMS and MFD operations. The sortie will include CRM/TEM skills for 4-person operation. **(T-2)**.

SOAR Navigator/CSO, include the items above plus flight planning/data loading, loading/operating communication systems, and rendezvous (RV33Y- SOAR Rendezvous, if available).

7.24.5.9. Boom Operator. Will be accomplished under USAF IB/Evaluator Boom (EB) or ATS instructor supervision (N/A for FTU instructors) on a flight or in BOWST/BOSS. **(T-2)**. If accomplished on the aircraft, complete all primary ground and in-flight duties to include air refueling. If accomplished in BOWST/BOSS, complete all applicable primary ground and in-flight duties to include air refueling and verbal instruction for all other checklists. Emphasis should be placed on CRM/TEM and air refueling procedures, including normal and TMO contacts and practice emergency separation. A review of cargo loading procedures and passenger handling procedures with a USAF IB or ATS instructor will be accomplished during pre/post-briefings. **(T-2)**. (The intent of this event is to review and reinforce all boom operator responsibilities while under instructor/evaluator supervision). **Note:** If circumstances prevent completion on one sortie/ BOWST/BOSS profile, credit may be taken after a second IB/EB or ATS instructor supervised sortie/ BOWST/BOSS profile, provided the combined activity fulfills the intent of this event.

7.24.6. **MB20Y** – Unit-Specific Sortie.

7.24.6.1. Purpose: Maintain aircrew proficiency.

7.24.6.2. Description: Unit defined sortie to accomplish mission specific training events. The following is a suggested listing of events that can be used on a MB20Y: Any individual training event (approaches, landings, AAR); Exercise training (e.g., RED FLAG, MAPLE FLAG); US Navy or Marine Corps drogue training; practice mobility training; night formations; large formations; Night receivers and refueling; special mission tasking; special operations tasking; and composite exercises.

7.24.6.3. OPR: AMC/A3TK.

7.24.6.4. Training Media: Aircraft.

7.24.6.5. Instructor: Not required for continuation training.

7.24.6.6. Additional Information: None.

7.24.7. **MB28Y** – Aircrew Chemical, Biological, Radiological, or Nuclear Task Qualification Trainer (ACBRNTQT) Sortie.

7.24.7.1. Purpose: Enable crewmembers to become aware of their limitations while wearing ACBRN.

7.24.7.2. Description: An exercise emphasizing hands-on training, dressed out in ACBRN equipment. To credit MB28Y, the aircrew member must don ACBRN gear and perform an aircraft pre-flight and at least one of the following: takeoff, approach and landing, or 30 minutes of AAR. The standard flight suit can be used in lieu of the CWU-66/P coverall. Also, aircrew helmets are no longer required for use with ACBRN equipment provided the ACBRN equipment is modified to accept the NSN: 8475-01-345-3328 P/N: 243-20113-01 Harness Assembly Hood and Mask strap, and aircrew are trained on its use. If the Harness Assembly, Hood and Mask strap is not available helmets are to be used. This event can be performed on all mission sets with all

crewmembers dressed out with a safety observer present in the cockpit and cargo compartment/BO station. The cockpit safety observer will be a pilot of sufficient qualification as to be able to take over controls should one of the dressed out pilots become incapacitated (e.g., if the two pilots at the controls are both IPs, then the safety observer may be a FP. **(T-2)**. If the pilots at the controls are a basic AC and an FP, then the safety observer needs to be an AC at a minimum.). **(T-3)**. The specialty and qualification level for the cargo compartment/BO station observer is at the discretion of the Sq/CC. **Note:** A safety observer is only required for an entire basic crew to be dressed out at the same time. If only one crew member is performing the event on a basic crew, the other crew members on the aircraft are the safety observers (e.g., if the FP is performing the event while flying the IP/AC can be the safety observer in the opposite seat).

7.24.7.3. OPR: AMC/A3T.

7.24.7.4. Training Media: Aircraft or OFT/WST. Crewmembers may only credit in the sim if the previous event was accomplished in the aircraft.

7.24.7.5. Instructor: Not required for continuation training. An instructor in like-specialty is required to regain currency.

7.24.7.6. Additional Information: Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one MB28Y may be logged per FDP. Crewmember will be current in LL04 before accomplishing this event in the OFT or Aircraft. Crew members not current or qualified will not perform crew duties in combat zones. **(T-3)**. Crewmembers current upon day of deployment remain current through the end of the quarter following redeployment (e.g., if a crewmember returns from a deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished between 1 July – 30 September).

7.24.8. **MB30Y** – Oceanic/Overwater Sortie.

7.24.8.1. Purpose: To ensure crews are proficient in oceanic procedures and to familiarize crewmembers with evolving ATC and 618 AOC (TACC) procedures necessary for worldwide mobility taskings.

7.24.8.2. Description: Sortie includes primary aircrew logging Primary, Secondary, Instructor, or Evaluator time outside the CONUS associated with a procedural oceanic crossing (e.g., HF position reporting, datalink, position plotting, etc.) along with a review of oceanic procedures and overseas (non-FAA) airspace regulations. Airspace considerations (NAT High Level Airspace (NAT HLA), RNAV/RNP, AP1/2/3/4, etc.) for the intended route of flight will also be covered as well as a review of associated documents (to include but not limited to the NAT High Level Airspace (NAT HLA), a sample North Atlantic Track (NAT) Message, North American Routes, Pacific Organized Track System (PACOT), and the North Atlantic European Routing System (NERS). Crewmembers also review oceanic re-routing procedures. Discussions are required to emphasize critical CRM/TEM activities associated with a re-route, with a focus on updating the master oceanic log, the oceanic plotting chart and the FMS. Crewmembers

should also review fuel conservation guidance in AFMAN 11-2KC-135V3, Chapter 14 and applicable MAJCOM guidance.

7.24.8.3. OPR: AMC/A3T.

7.24.8.4. Training Media: Aircraft.

7.24.8.5. Instructor: Required for MPD Phase III credit; not required for continuation training.

7.24.8.6. Additional Information: Initial MB30Y will be accomplished within 180 days (365 days for AFR) of MQT completion. **(T-3)**. OG/CC may substitute CONUS operational sorties for overseas sorties when tanker/airlift requirements or crewmember availability is insufficient for accomplishing the overseas sortie requirement. Consecutive CONUS sortie substitutions are not permitted. **(T-3)**.

7.24.9. **MB45Y** – Proficiency Sortie (Block 45).

7.24.9.1. Purpose: Continuation training for pilots in Block 45-series aircraft.

7.24.9.2. Description: Conduct PF or PM duties on any sortie or OFT configured in Block 45.X.

7.24.9.3. OPR: AMC/A3T.

7.24.9.4. Training Media: OFT or Aircraft.

7.24.9.5. Instructor: Not required for continuation training.

7.24.9.6. Additional Information: Required only for Block 45-qualified pilots.

7.24.10. **MB50Y** – Tactical Sortie.

7.24.10.1. Purpose: Maintain aircrew proficiency.

7.24.10.2. Description: Units will develop a tactical sortie. **(T-2)**. Mission will be flown using a tactical scenario (e.g., Intel, ATO/ Special Instructions (SPINS), Threats, Bulls Eye, etc.) and may be logged during a large force exercise, AOR or local sortie/simulator. **(T-2)**. For credit, should include a minimum of three of the following events: TW01Y, Tactical Departure; TW50Y, Tactical Arrival; RA51Y, Slide; RA47Y, Scram; RA17Y, Contingency Rejoin; PW40Y, Combat Descent, or RA21Y Defending Climb; See AFTTP 3-3.KC-135 for event descriptions.

7.24.10.3. OPR: AMC/A3D.

7.24.10.4. Training Media: OFT or Aircraft.

7.24.10.5. Instructor: Not required for continuation training.

7.24.10.6. Additional Information: Pilots may log event if accomplishing PF or PM duties in the seat to maximize CRM reactions during the tactical scenario. Actively integrate navigators/CSOs and boom operators in all phases of the mission to the max extent possible (lookout doctrine, command and control, etc.). Use and engage extra crew members (N or BO) as CRM resources to monitor operational parameters necessary for safe maneuver/mission accomplishment (pitch, bank, altitude, airspeed, AOA, etc.).

7.24.11. **MB51Y** – Multi-Point Refueling System (MPRS) Sortie.

7.24.11.1. Purpose: Maintain aircrew proficiency.

7.24.11.2. Description: Review of MPRS procedures for certified crewmembers. Event will include the extension and retraction of at least one drogue. **(T-2)**.

7.24.11.3. OPR: AMC/A3TK.

7.24.11.4. Training Media: BOWST/BOSS or Aircraft.

7.24.11.5. Instructor: Not required for continuation training.

7.24.11.6. Additional Information: None.

7.24.12. **MB52Y** – Integrated Mission Sortie.

7.24.12.1. Purpose: An integrated mission scenario will be flown to ensure aircrews are familiar with integration with blue assets, to include Intel, C2ISR, CAF, SOF, etc.

7.24.12.2. Description: The intent of the sortie is to provide aircrew with the experience required to operate and survive in a near peer, A2/AD, or Contested, Degraded, Operationally limited (CDO) environment that requires integration with blue assets and Intel. In order to credit this event, the mission planning and sortie will include the following: **(T-2)**.

7.24.12.2.1. Mission Planning: Aircrew should participate in the mission planning process. Participation in a mission planning cell (MPC), while not mandatory, is highly recommended. In addition, Objective Area (OA) analysis, communications (HQII, Secure Voice, etc.), brevity, integration contracts, and kill box/keypad operations are discussed during the integrated brief/debrief and performed during the sortie. As part of the mission planning process, aircrew will develop a combat mission folder in accordance with the KC-135 AFTTP 3-3 and incorporate applicable products (e.g., Intel, Air Tasking Order (ATO), Special Instructions (SPINS), Threats, Bullseye, ROZs, Kill box/Keypad, etc.). **(T-2)**.

7.24.12.2.2. OSK/DOK and IN Objective/Scenario Development: AMC/A3D will provide semi-annual scenario guidance. **(T-2)**. Mission planning will include input from OSK/DOK and IN in an effort to develop Desired Learning Objectives (DLO) and a realistic flying training plan for the sortie that replicates an advanced real-world threat country. **(T-2)**. This input can be in the form of either a pre-developed tactical scenario developed by OSK/DOK and IN or approval by OSK and IN to a scenario developed by the mission planning instructor. **Note:** OSK and IN units supporting the KC-135 will coordinate with Det 1, AMC/AOS, in the scenario development.

7.24.12.2.3. Intel participation: IN will be part of the scenario/objective development, mission planning cell, mission execution day (preferably MEP status on aircraft), and mission debrief. **(T-2)**.

7.24.12.2.4. Blue Asset Integration: Mission planning, execution, and debrief will include C2, escort, “and” or “or” strike assets. **(T-2)**. If real-world assets are not available, this will be provided by a scenario script developed by OSK and IN or the mission planning instructor, and approved by OSK and IN. **(T-2)**.

- 7.24.12.2.5. Threat Reaction Requirements: At a minimum, plan three threats from the following list: IR, ADA, RF, airborne, jamming, passive detection, “and” or “or” nuclear threats. Furthermore, these threats will fit within the scenario flown.
- 7.24.12.2.6. KC-135 Specific Requirements: The intent of the integrated brief/debrief is for all crew members, MPC members, Intel, and external players (if applicable) to participate. At least four of the following events will be accomplished: Formation, MITO, Large Formation, AAR Formation, Tanker RV, Receiver AAR, EMCON 3/4 Procedures, HQII, Visual Formation Station-keeping Procedures, Tactical Arrival, Tactical Departure, Combat Descent, Defending Climb, Contingency Rejoin, and Kill Box/Keypad operation. **(T-3)**.
- 7.24.12.2.7. Mission Debrief: Mission debrief includes an aircrew debrief analyzing success and failures of objectives, execution, intel/blue asset integration, and scenario development.
- 7.24.12.3. OPR: AMC/A3T; OCR: AMC/A3D.
- 7.24.12.4. Training Media: Aircraft or OFT. Crews may credit in the OFT/BOWST provided the devices are secured, and the above requirements are met. Furthermore, mission planning will be conducted with Intel involvement and an OSK approved threat scenario/scenario script is provided to the OFT/WST operator. **(T-3)**. Currency may be regained via DMO or secure OFT/BOWST mission.
- 7.24.12.5. Instructor: Not required for continuation training or to regain currency.
- 7.24.12.6. Crew Requirements: In order to log MB52Y, crewmembers will occupy a primary crew position or act as an augmenting crewmember for their MDS during the above listed events. **(T-2)**. All members of the crew will be actively integrated into the scenario, to include mission planning. **(T-2)**. The max crew complement allowed is basic plus one additional crewmember per crew position, or an augmented crew complement, whichever is higher. The intent is to fly the mission with the crew complement as it would be flown in combat.
- 7.24.12.7. Operational Missions: Operational missions and validated exercises, where the required events were performed, count towards credit for MB52Y.
- 7.24.12.8. Additional Information: Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one MB52Y may be logged per FDP. Crew members not current or qualified will not perform crew duties in combat zones. **(T-3)**. Crewmembers current upon day of deployment remain current through the end of the quarter following redeployment. E.g., if a crewmember returns from a deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished 1 July – 30 September.
- 7.24.12.8.1. **MB53Y** – Incomplete Integrated Mission Sortie (Maintenance).
 - 7.24.12.8.2. **MB54Y** – Incomplete Integrated Mission Sortie (Weather).
 - 7.24.12.8.3. **MB55Y** – Incomplete Integrated Mission Sortie (Operations).

7.24.12.8.4. **MB56Y** – Incomplete Integrated Mission Sortie (Other).

7.24.13. **MB83Y** – CNS/ATM Data Link Proficiency Sortie.

7.24.13.1. Purpose: Maintain pilot proficiency.

7.24.13.2. Description: Accomplish Controller Pilot Data Link Communications (CPDLC) “and” or “or” Automatic Dependent Surveillance (ADS) operations. Dual-log when completing GX29Y or GX91Y-GX94Y if data link is included in simulator profile.

7.24.13.3. OPR: AMC/A3TK.

7.24.13.4. Training Media: OFT or Aircraft.

7.24.13.5. Instructor: Not required for continuation training.

7.24.13.6. Additional Information: Pilots may log event complete if accomplishing PF or PM duties.

7.25. Aircraft Communications Equipment (PC) Events.

7.25.1. **PC31Y** – Authentication Procedures.

7.25.1.1. Purpose: Continuation training for aircrew.

7.25.1.2. Description: Training consists of demonstrating proper challenge and reply authentication procedures using the triad authenticator. Units will determine how best to accomplish the training (e.g., authenticate a transmission with command post, between aircraft in formation, etc.).

7.25.1.3. OPR: AMC/A3T.

7.25.1.4. Training Media: TRIAD authenticator.

7.25.1.5. Instructor: Not required for continuation training.

7.25.1.6. Additional Information: None.

7.25.2. **PC33Y** – Communications/COMSEC Procedures Event.

7.25.2.1. Purpose: Maintain aircrew proficiency.

7.25.2.2. Description: N/A for units permanently based overseas. Crewmembers will copy at least one emergency action message using both High Frequency (HF) and Ultra High Frequency (UHF) radios (only the first six elements of a message are necessary). **(T-2)**. Crewmembers will compare message traffic received on UHF radio with messages received on HF. Contact a global command and control station using HF radio. **(T-2)**. Additionally, crewmembers will accomplish a challenge and response authentication check. **(T-2)**.

7.25.2.3. OPR: AMC/A10N.

7.25.2.4. Training Media: Aircraft.

7.25.2.5. Instructor: Not required for continuation training.

7.25.2.6. Additional Information: None.

7.25.3. **PC35Y** – Have-Quick Event.

7.25.3.1. Purpose: Continuation training for aircrew.

7.25.3.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. When practical, rendezvous and refueling should be accomplished utilizing the HAVE QUICK mode of operation. Does not require flight.

7.25.3.3. OPR: AMC/A3T.

7.25.3.4. Training Media: Aircraft.

7.25.3.5. Instructor: Not required for continuation training.

7.25.3.6. Additional Information: Will be accomplished in aircraft. **(T-2)**.

7.25.4. **PC37Y** – KY-58 Radio Operation Event.

7.25.4.1. Purpose: Continuation training for aircrew.

7.25.4.2. Description: Crewmembers will demonstrate keying (e.g., SKL, etc.), loading KY-58, and completing secure radio transmission with another aircraft as well as demonstrate proper procedures to zeroize KY-58 “and” or “or” KYK-13. **(T-2)**.

7.25.4.3. OPR: AMC/A3T.

7.25.4.4. Training Media: KY-58 “and” or “or” KYK-13.

7.25.4.5. Instructor: Not required for continuation training.

7.25.4.6. Additional Information: None.

7.25.5. **PC39Y** – Secure Voice Event.

7.25.5.1. Purpose: Continuation training for aircrew.

7.25.5.2. Description: Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like equipped aircraft. BO and SOAR Navigator/CSO proficiency for loading SECURE VOICE codes only.

7.25.5.3. OPR: AMC/A3T.

7.25.5.4. Training Media: Aircraft.

7.25.5.5. Instructor: Not required for continuation training.

7.25.5.6. Additional Information: Will be accomplished in aircraft. **(T-2)**. Dual-log with PC37Y when accomplished.

7.25.5.7. Reference: AFMAN 17-1302-O, *Communications Security (COMSEC) Operations*.

7.26. **Refueling Operations (RA) Events.**

7.26.1. **RA05Y** – Breakaway Radio Silent.

7.26.1.1. Purpose: Qualification, certification, and continuation training for boom operators.

7.26.1.2. Description: Event is to be accomplished using radio silent procedures. No radio call will be made during accomplishment of breakaway unless it is needed due to actual emergency or system malfunction. This event may take place with the receiver in either the contact or pre-contact position. For the event to occur from the contact position, prior coordination takes place among the BO, tanker pilot and receiver pilot. As a minimum, the time of occurrence is required to be coordinated.

7.26.1.3. OPR: AMC/A3T.

7.26.1.4. Training Media: BOWST/BOSS or Aircraft.

7.26.1.5. Instructor: Not required for continuation training.

7.26.1.6. Additional Information: Should this event be scheduled as part of a radio silent AAR, coordination can be done any time prior to the flight. This event may also be accomplished during an AAR that does not involve radio silent procedures. Pilots may log RA05Y any time it is accomplished by the boom operator.

7.26.2. **RA07Y** – Cargo Loading (Tanker).

7.26.2.1. Purpose: Continuation training for boom operators.

7.26.2.2. Description: Accomplish either floor loading or palletized cargo loading during a deployment, operational or training mission or exercise. A Cargo Load event consists of all T.O. 1C-135-9 checklists from Loading Coordination/Preparation through Cargo Off-loading. If unable to complete Cargo Off-loading due to mission requirements, those items are required to be reviewed prior to logging this event.

7.26.2.3. OPR: AMC/A3T.

7.26.2.4. Training Media: Aircraft.

7.26.2.5. Instructor: Qualified IB.

7.26.2.6. Additional Information: Initial RA07Y event is IB supervised. RA07Y may be dual-logged with successful completion of AC05Y-Cargo MSN Eval.

7.26.3. **RA09Y** – Contact.

7.26.3.1. Purpose: Qualification, certification, and continuation training for boom operators

7.26.3.2. Description: Includes the total number of contacts accomplished.

7.26.3.3. OPR: AMC/A3T.

7.26.3.4. Training Media: BOWST/BOSS or Aircraft.

7.26.3.5. Instructor: Not required for continuation training.

7.26.3.6. Additional Information: Proficiency in day contacts will be demonstrated prior to attempting radio silent or night contacts. **(T-2)**. Boom operators may only credit 3 contacts per BOWST/BOSS session.

7.26.4. **RA11Y** – Contact Fighter.

7.26.4.1. Purpose: Qualification, certification, and continuation training for boom operators.

7.26.4.2. Description: Log the actual number of contacts accomplished. BO will obtain a contact with the fighter aircraft. **(T-2)**.

7.26.4.3. OPR: AMC/A3T.

7.26.4.4. Training Media: BOWST/BOSS or Aircraft.

7.26.4.5. Instructor: Not required for continuation training.

7.26.4.6. Additional Information: Additional BOs may also log a RA11Y if they accomplish a contact. Currency is not required for alert duty not requiring this event (e.g., 801X, START alerts, etc.). BO may log RA11Y for B-1 refueling, provided the individual is CK17Y qualified. Dual-log RA09Y.

7.26.5. RA13Y – Contact Night.

7.26.5.1. Purpose: Qualification certification and continuation training for boom operators.

7.26.5.2. Description: Includes the total number of contacts accomplished during hours of twilight or darkness.

7.26.5.3. OPR: AMC/A3T.

7.26.5.4. Training Media: BOWST/BOSS or Aircraft.

7.26.5.5. Instructor: Not required for continuation training.

7.26.5.6. Additional Information: Loss of night currency will not cause loss of MR status for day operations. Dual-log with RA09Y/RA15Y (if applicable)/RA11Y (if applicable).

7.26.6. RA15Y – Contact Tanker Manual.

7.26.6.1. Purpose: Qualification, certification, and continuation training for boom operators.

7.26.6.2. Description: Receiver ARR system in normal operation, tanker AAR system in manual operation.

7.26.6.3. OPR: AMC/A3T.

7.26.6.4. Training Media: BOWST/BOSS or Aircraft.

7.26.6.5. Instructor: Not required for continuation training.

7.26.6.6. Additional Information: Prior to attempting, students will demonstrate knowledge of tanker manual operational equipment and procedures. **(T-2)**. Boom operators may only credit 2 TMO contacts per BOWST/BOSS session. Dual-log RA09Y.

7.26.7. RA17Y – Contingency Rejoin.

7.26.7.1. Purpose: Continuation training for pilots.

7.26.7.2. Description: Rejoin with another aircraft using visual turning rejoin techniques, timing, Rules of Eight, or Whiz Wheel as described in AFTTP 3-3.KC-135. Pilots will only log the event as the maneuvering aircraft (joining aircraft). **(T-2)**. Pilot

may log the event if accomplishing PF or PM duties. Day/ Visual Meteorological Conditions (VMC) are required to accomplish visual turning rejoin techniques, all others may be accomplished and logged in Instrument Meteorological Conditions (IMC) or night conditions. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Mid-Mission Join Ups.

7.26.7.3. OPR: AMC/A3T.

7.26.7.4. Training Media: OFT or Aircraft.

7.26.7.5. Instructor: Not required for continuation training.

7.26.7.6. Additional Information: Complete the event in aircraft or Level C+ certified OFT. Dual-log with RT29Y when performed in an anchor area.

7.26.8. **RA21Y** – Defending Climb.

7.26.8.1. Purpose: Continuation training for pilots.

7.26.8.2. Description: A defending climb is an evasive maneuver flown in response to surface fire. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Defending Climbs. Complete the event in either aircraft/Level C+ certified OFT.

7.26.8.3. OPR: AMC/A3T.

7.26.8.4. Training Media: OFT or Aircraft.

7.26.8.5. Instructor: Not required for continuation training.

7.26.8.6. Additional Information: pilots may log event complete if accomplishing PF or PM duties in the seat to maximize CRM/TEM reactions during the tactical scenario.

7.26.9. **RA27Y** – Emergency Boom Hoist. (FTU only).

7.26.10. **RA33Y** – Manual Boom Latching (MBL).

7.26.10.1. Purpose: Qualification, certification, and continuation training for boom operators.

7.26.10.2. Description: Procedure for using receiver boom latching when receiver AAR system malfunctions. Both tanker AAR and receiver ARR systems in manual operation. Also known as Emergency/Override Boom Latching and Amplifier Override.

7.26.10.3. OPR: AMC/A3T.

7.26.10.4. Training Media: BOWST/BOSS or Aircraft.

7.26.10.5. Instructor: Not required for continuation training.

7.26.10.6. Additional Information: MBL procedures may only be accomplished under the following conditions: Direct IP supervision on board receiver aircraft (if other than fighter type). Limit contacts to minimum required. Ensure receiver ARR and tanker AAR systems are fully operable and a demonstrated receiver pilot initiated disconnect capability exists. Do not accomplish boom limit demonstrations, or practice emergency separations. The BO and receiver pilot coordinate all actions required by applicable directives and checklists when making AAR contacts during the situations listed above.

7.26.11. **RA37Y** – Preparation for Contact Procedures.

7.26.11.1. Purpose: Requalification and certification training for aircrew.

7.26.11.2. Description: Accomplishing the NORMAL PROCEDURES, AIR REFUELING Checklist contained in 1C-135(K)R(II)-1CL-1 and 1C-135(K)R(II)-1CL-3, BOOM OPERATOR'S Abbreviated Flight Crew Checklist.

7.26.11.3. OPR: AMC/A3T.

7.26.11.4. Training Media: ATD or Aircraft.

7.26.11.5. Instructor: Not required for continuation training.

7.26.11.6. Additional Information: None.

7.26.12. **RA39Y** – Pressure Disconnect. (Formal Instructor Course, Instructor Only).

7.26.13. **RA41Y** – Probe and Drogue Contact.

7.26.13.1. Purpose: Qualification, certification, and continuation training for boom operators.

7.26.13.2. Description: Log the actual number of contacts accomplished.

7.26.13.3. OPR: AMC/A3T.

7.26.13.4. Training Media: BOWST/BOSS or Aircraft.

7.26.13.5. Instructor: Not required for continuation training.

7.26.13.6. Additional Information: Additional BOs may also log a RA11Y if they accomplish a contact. Currency is not required for alert duty not requiring this event (e.g., 801X, START alerts, etc.).

7.26.14. **RA43Y** – Proficiency Sortie TBD 1.

7.26.15. **RA45Y** – Proficiency Sortie TBD 2.

7.26.16. **RA47Y** – Scram.

7.26.16.1. Purpose: Continuation training for pilots.

7.26.16.2. Description: Accomplish this maneuver in a tactical context. Complete the event in aircraft/ Level C+ certified OFT. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Scrams.

7.26.16.3. OPR: AMC/A3T.

7.26.16.4. Training Media: OFT or Aircraft.

7.26.16.5. Instructor: Not required for continuation training.

7.26.16.6. Additional Information: Pilot may log the event if accomplishing PF or PM duties.

7.26.17. **RA49Y** – Simulated Receiver Engine-Out. (Formal Instructor Course, Instructor only).

7.26.18. **RA51Y** – Slide.

7.26.18.1. Purpose: Continuation training for pilots.

7.26.18.2. Description: Accomplish this maneuver in tactical context single ship or in formation. Complete the event in aircraft/ Level C+ certified OFT. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Slides.

7.26.18.3. OPR: AMC/A3T.

7.26.18.4. Training Media: OFT or Aircraft.

7.26.18.5. Instructor: Not required for continuation training.

7.26.18.6. Additional Information: Pilots may log the event if accomplishing PF or PM duties.

7.27. Refuel Formation (RF) Events.

7.27.1. **RF51Y** – Aircraft Air Refueling (AAR) Formation.

7.27.1.1. Purpose: Gain proficiency to include preflight and operating ETCAS during KC-135 formations (station keeping) while conducting aerial refueling.

7.27.1.2. Description: Two or more aircraft with the same intended route of flight, maintaining station-keeping operations by either or both visual and electronic means (KC-135s or a mix with KC-10s). Minimum 15 minutes of AAR formation time required. Includes rendezvous and AAR procedures in ATP-3.3.4.2., AFTTP 3-3.KC-135 and AFMAN 11-2KC-135V3.

7.27.1.3. OPR: AMC/A3TK.

7.27.1.4. Training Media: OFT or Aircraft.

7.27.1.5. Instructor: Not required for continuation training.

7.27.1.6. Additional Information: Credit may be taken if receiver aborts, provided a sampling of AAR formation positions, are accomplished. Not creditable in lead position if receiver aborts. Attempt to balance lead and number two positions (wing) during training period.

7.27.2. **RF53Y** – Tanker Formation.

7.27.2.1. Purpose: Gain proficiency to include preflight and operating ETCAS during KC-135 formations (station keeping).

7.27.2.2. Description: Two or more aircraft with the same intended route of flight, maintaining station-keeping operations by either or both visual and electronic means. The formation will be flown with successive tankers in line astern and stepped up or down behind the leader. This event is flown through completion of level-off or join-up (whichever occurs first) and a minimum 30 minutes in formation. Includes buddy departure for credit. AC will brief the portion of the mission that they will be lead. Recommend use of EMCON 2 procedures (not applicable for formal schoolhouse).

7.27.2.3. OPR: AMC/A3TK.

7.27.2.4. Training Media: OFT or Aircraft.

7.27.2.5. Instructor: Not required for continuation training.

7.27.2.6. Additional Information: Pilot Monitoring (PM) may log events when performing PM duties. Plan HAVE-QUICK and SECURE RADIO Operation during each formation flight (N/A when accomplished in OFT). For continuation training, any formation position is creditable. Log only one RF53Y per sortie.

7.27.3. RF55Y – Tanker Formation (Large).

7.27.3.1. Purpose: Gain proficiency to include preflight and operating ETCAS during KC-135 formations (station keeping) with three or more aircraft.

7.27.3.2. Description: Three or more aircraft with the same intended route of flight, maintaining station-keeping operations by either or both visual and electronic means (KC-135s or a mix with other tanker aircraft). Any formation position is creditable. This event is flown through completion of level-off or join-up (whichever occurs first) and minimum 30 minutes of formation.

7.27.3.3. OPR: AMC/A3TK.

7.27.3.4. Training Media: OFT or Aircraft.

7.27.3.5. Instructor: Not required for continuation training.

7.27.3.6. Additional Information: Recommend use of EMCON 2 (or EMCON 3) the entire flight to include preflight, formation departure, and join-up. Do not preclude ATC reporting (non-contingency training missions) or other communication for safety of flight. This event should be accomplished using the virtual formation syllabus in the simulator.

7.27.4. RF57Y – Tanker Formation, Radio Silent Visual Signals.

7.27.4.1. Purpose: Qualification, certification, and continuation training for aircrew.

7.27.4.2. Description: See ATP-3.3.4.2.

7.27.4.3. OPR: AMC/A3T.

7.27.4.4. Training Media: BOWST/BOSS or Aircraft.

7.27.4.5. Instructor: Not required for continuation training.

7.27.4.6. Additional Information: None.

7.28. Minimum Interval Take-Off (MITO) and Multi-Point Refueling System (MPRS) (RM and RP) Events.

7.28.1. RM03Y – MITO Takeoff and Departure (Wing).

7.28.1.1. Purpose: Certification and continuation training for aircrew.

7.28.1.2. Description: Takeoff and departure consisting of at least two KC-135 aircraft using 12-second departure spacing. Event is only creditable in a wing position and as Pilot Flying for certified pilots. All other crewmembers can log if acting as the primary crewmember for their crew position. Completion is defined as clean configuration and clear of potential conflicts (terrain, formation members, conflicting traffic, etc.). Use of fan headings to avoid traffic conflicts is recommended.

7.28.1.3. OPR: AMC/A3T.

7.28.1.4. Training Media: OFT or Aircraft.

7.28.1.5. Instructor: Direct MITO-certified IP supervision for certification; none required for continuation training.

7.28.1.6. Additional Information: For aircraft training, aircraft gross weights shall be within 10,000 pounds of each other (OG/CC may authorize up to 20,000 pound difference). Dual-log with RF53Y or RF55Y only if requirements of RF53Y or RF55Y are met.

7.28.1.7. Training may be accomplished in the aircraft when weather is at least 500ft. ceiling – 2SM visibility with direct MITO-certified IP supervision. Without IP supervision, MITO certified aircrew can accomplish in-aircraft continuation training when the weather is at least 1000ft. ceiling – 3SM visibility. RCR for all in-aircraft training shall be 11/Wet or better. **(T-3)**.

7.28.2. RM05Y – MITO Takeoff and Departure (Lead).

7.28.2.1. Purpose: Qualification training for aircrew.

7.28.2.2. Description: Takeoff and departure consisting of at least two KC-135 aircraft using 12-second departure spacing. Event is only creditable in lead position and as Pilot Flying for certified pilots. All other crewmembers can log if acting as the primary crewmember for their crew position. Completion is defined as clean configuration and clear of potential conflicts (terrain, formation members, conflicting traffic, etc.). Use of fan headings to avoid traffic conflicts is recommended.

7.28.2.3. OPR: AMC/A3T.

7.28.2.4. Training Media: OFT or Aircraft.

7.28.2.5. Instructor: Direct MITO-certified IP supervision for certification; none required for continuation training.

7.28.2.6. Additional Information: For aircraft training, aircraft gross weights shall be within 10,000 pounds of each other (OG/CC may authorize up to 20,000 pound difference). Dual-log with RF53Y or RF55Y only if requirements of RF53Y or RF55Y are met.

7.28.2.7. Training may be accomplished in the aircraft when weather is at least 500ft. ceiling – 2SM visibility with direct MITO-certified IP supervision. Without IP supervision, MITO certified aircrew can accomplish in-aircraft continuation training when the weather is at least 1000ft. ceiling – 3SM visibility. RCR for all in-aircraft training shall be 11/Wet or better. **(T-3)**.

7.28.3. RP01Y – MPRS Emergency Procedures (Part One).

7.28.4. RP02Y – MPRS Emergency Procedures (Part Two).

7.29. Refuel, Receiver, and Rendezvous (RT, RU, RV) Events.

7.29.1. RT01Y – Radio Silent AAR.

7.29.1.1. Purpose: Qualification, certification, and continuation training for boom operators

7.29.1.2. Description: For mission certification, boom operator will demonstrate the ability AAR radio silent to an IBO during an actual AAR. Any type receiver may be used for this training.

7.29.1.3. OPR: AMC/A3T.

7.29.1.4. Training Media: BOWST/BOSS or Aircraft.

7.29.1.5. Instructor: Not required for continuation training.

7.29.1.6. Additional Information: The individual's training records will show certification in radio silent AAR before achieving mission qualification status or participating in EMCON 3 or 4 operations. **(T-2)**. See ATP-3.3.4.2. for EMCON descriptions. Pilots may log RT01Y any time it is accomplished by the boom operator.

7.29.2. **RT03Y** – Tanker AAR.

7.29.2.1. Purpose: Continuation training for aircrew.

7.29.2.2. Description: Credit only one RT03Y for each receiver cell/ Air Refueling Control Time (ARCT) regardless of the number of aircraft in formation. Award credit if AAR contact is established (10 minute toggles engaged time is desirable).

7.29.2.3. OPR: AMC/A3T.

7.29.2.4. Training Media: ATD or Aircraft.

7.29.2.5. Instructor: Not required for continuation training.

7.29.2.6. Additional Information: ACs and pilots may receive credit when occupying either seat position. Additional ACs, pilots and BOs may log RT03Y if they accomplish refueling in their primary crewmember position.

7.29.3. **RT05Y** – Tanker AAR Auto-Pilot Off.

7.29.3.1. Purpose: Continuation training for aircrew.

7.29.3.2. Description: All axes of the tanker auto-pilot will be disengaged and AAR contacts will be practiced for a minimum of 10 minutes. **(T-2)**.

7.29.3.3. OPR: AMC/A3T.

7.29.3.4. Training Media: OFT or Aircraft.

7.29.3.5. Instructor: Not required for continuation training.

7.29.3.6. Additional Information: None.

7.29.4. **RT07Y** – Tanker AAR Breakaway.

7.29.4.1. Purpose: Continuation training for aircrew.

7.29.4.2. Description: Breakaway should be initiated with the receiver in the AAR envelope. The pilot and BO are required to demonstrate proficiency in executing breakaway procedures.

- 7.29.4.3. OPR: AMC/A3T.
- 7.29.4.4. Training Media: ATD or Aircraft.
- 7.29.4.5. Instructor: Not required for continuation training.
- 7.29.4.6. Additional Information: None.
- 7.29.5. **RT11Y** – Tanker AAR Indoctrination.
- 7.29.6. **RT13Y** – Tanker AAR Pod Breakaway/Emergency Separation.
 - 7.29.6.1. Purpose: Qualification and continuation training for aircrew.
 - 7.29.6.2. Description: Breakaway should be initiated with the receiver in the AAR envelope. The pilot and BO are required to demonstrate proficiency in executing MPRS breakaway procedures.
 - 7.29.6.3. OPR: AMC/A3T.
 - 7.29.6.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.29.6.5. Instructor: Not required for continuation training.
 - 7.29.6.6. Additional Information:
- 7.29.7. **RT17Y** – Tanker AAR Heavy Receiver.
 - 7.29.7.1. Purpose: Continuation training for aircrew.
 - 7.29.7.2. Description: AAR with any of the following designated heavy receivers: XX-135, XC-130, E-3A-D/F, E-4, E-6, E-8, C-5, C-17, C-32, B-52, B-1, B-2, KC-46, and KC-10. Dual-log with RT03Y.
 - 7.29.7.3. OPR: AMC/A3T.
 - 7.29.7.4. Training Media: Aircraft.
 - 7.29.7.5. Instructor: Not required for continuation training.
 - 7.29.7.6. Additional Information: None.
- 7.29.8. **RT19Y** – Tanker Alternate Rendezvous.
 - 7.29.8.1. Purpose: Maintain aircrew proficiency.
 - 7.29.8.2. Description: Any tanker rendezvous not using the FMS as the primary means. May include timing, ATC directed, etc.
 - 7.29.8.3. OPR: AMC/A3TK.
 - 7.29.8.4. Training Media: OFT or Aircraft.
 - 7.29.8.5. Instructor: Not required for continuation training.
 - 7.29.8.6. Additional Information: Dual-log with RT27Y.
- 7.29.9. **RT23Y** – Tanker-Only Separation. (Formal Instructor Course, instructor only).
- 7.29.10. **RT25Y** – Tanker Rendezvous Overrun Procedures.
 - 7.29.10.1. Purpose: Maintain aircrew proficiency.

7.29.10.2. Description: Recognition of and application of the appropriate procedures when the receiver's closure rate prevents stabilizing in the pre-contact position, or when forward movement of the receiver is considered excessive during contact or approach to contact.

7.29.10.3. OPR: AMC/A3TK.

7.29.10.4. Training Media: OFT or Aircraft.

7.29.10.5. Instructor: Not required for continuation training.

7.29.10.6. Additional Information: Dual-log with RT27Y.

7.29.11. **RT27Y** – Tanker RV.

7.29.11.1. Purpose: Maintain aircrew proficiency.

7.29.11.2. Description: Any rendezvous and air refueling accomplished using the procedures in ATP-3.3.4.2. Credit when receiver joins the tanker at "pre-contact." Includes RV Golf, RV Delta, RV Alpha and Airborne Warning and Control System (AWACS) directed methods. Dual-log with RT(XX)Y RV procedure.

7.29.11.3. OPR: AMC/A3TK.

7.29.11.4. Training Media: OFT or Aircraft.

7.29.11.5. Instructor: Not required for continuation training.

7.29.11.6. Additional Information: Instructors and Evaluators may take credit for any RV they instruct or evaluate.

7.29.12. **RT29Y** – Tanker RV Alpha.

7.29.12.1. Purpose: Maintain aircrew proficiency.

7.29.12.2. Description: See ATP-3.3.4.2., formerly called anchor rendezvous. Includes any rendezvous in an anchor area tanker, receiver, or Ground Control Intercept (GCI) and AWACS -directed.

7.29.12.3. OPR: AMC/A3TK.

7.29.12.4. Training Media: OFT or Aircraft.

7.29.12.5. Instructor: Not required for continuation training.

7.29.12.6. Additional Information: Pilots dual-log with RT27Y.

7.29.13. **RT31Y** – Tanker RV Delta (Point Parallel).

7.29.13.1. Purpose: Maintain aircrew proficiency.

7.29.13.2. Description: See ATP-3.3.4.2., formerly called point parallel rendezvous.

7.29.13.3. OPR: AMC/A3TK.

7.29.13.4. Training Media: OFT or Aircraft.

7.29.13.5. Instructor: Not required for continuation training.

7.29.13.6. Additional Information: Pilots dual-log with RT27Y.

7.29.14. **RT33Y** – Tanker RV Golf.

7.29.14.1. Purpose: Maintain aircrew proficiency.

7.29.14.2. Description: See ATP-3.3.4.2., formerly called en route RV.

7.29.14.3. OPR: AMC/A3TK.

7.29.14.4. Training Media: OFT or Aircraft.

7.29.14.5. Instructor: Not required for continuation training.

7.29.14.6. Additional Information: Pilots dual-log with RT27Y.

7.29.15. **RT35Y** – Tanker Wing Pod AAR.

7.29.15.1. Purpose: Event to track currency in Wing Pod AAR.

7.29.15.2. Description: Credit event if contact is made in-flight from either of two wing tip mounted air refueling (AAR) pods.

7.29.15.3. OPR: AMC/A3T.

7.29.15.4. Training Media: BOWST/BOSS or Aircraft.

7.29.15.5. Instructor: Qualified aircrew instructor.

7.29.15.6. Additional Information: None.

7.29.16. **RU01Y** – Receiver ARR.

7.29.16.1. Purpose: Qualification and continuation training for R/T pilots.

7.29.16.2. Description: Qualification training consists of practice in receiver ARR including closure and contacts. The instructor will demonstrate all limits and manual boom latching. The student will be able to establish contact under simulated conditions of radio silence, Pilot director lights out, and tanker auto-pilot off. **(T-2)**. Students are required to be declared safe in day activity by an instructor prior to advancing to night activity. The first night mission should include training during twilight and extend into the hours of darkness. During the hours of darkness, conduct practice in rendezvous, closure, and contacts until able to maintain contact for 10 minutes in a 20 minute period with limited inadvertent disconnects (no more than 2). Continuation training pilots may credit one RU03Y per Tanker Air Refueling Control Time (ARCT) by accomplishing a closure from the pre-contact position and maintaining contact for 10 minutes in a 20 minute period with limited disconnects (no more than 2).

7.29.16.3. OPR: AMC/A3T.

7.29.16.4. Training Media: OFT or Aircraft.

7.29.16.5. Instructor: Dual-seat qualified (non-Instructor) ACs will be under direct IP supervision when attempting contacts from the right seat. **(T-2)**. Receiver Co-pilots will be under direct instructor supervision when attempting contacts from either seat. **(T-2)**.

7.29.16.6. Additional Information: Instructors and Evaluators should accomplish at least two receivers ARR while occupying the right seat. Dual-log with R013

7.29.17. **RU03Y** – Receiver AAR (Aircraft).

- 7.29.17.1. Purpose: Continuation training for R/T pilots.
- 7.29.17.2. Description: The pilot will be able to establish contact, day or night, under simulated conditions of radio silence, pilot director lights out, and tanker auto-pilot off and maintain sustained contact for 10 minutes without a disconnect. **(T-2)**.
- 7.29.17.3. OPR: AMC/A3T.
- 7.29.17.4. Training Media: Aircraft.
- 7.29.17.5. Instructor: Qualified IP.
- 7.29.17.6. Additional Information: Dual-log with RU03Y.
- 7.29.18. **RU05Y** – Receiver ARR (Heavyweight Receiver/Heavy Onload).
- 7.29.18.1. Purpose: Qualification and continuation training for R/T pilots.
- 7.29.18.2. Description: Requires minimum onload of 35,000 pounds of fuel. For qualification training, the Pilot will accomplish 10 minutes of contact time within a 20 minute period of arriving in the astern position. **(T-2)**.
- 7.29.18.3. OPR: AMC/A3T.
- 7.29.18.4. Training Media: OFT or Aircraft.
- 7.29.18.5. Instructor: Qualified IP.
- 7.29.18.6. Additional Information: None.
- 7.29.19. **RU07Y** – Receiver AAR, Anchor Air Refueling Area (ARA).
- 7.29.20. **RU09Y** – Receiver AAR Breakaway.
- 7.29.20.1. Purpose: Qualification and continuation training for R/T pilots.
- 7.29.20.2. Description: Initiated with the receiver in the ARR envelope, see procedures in ATP-3.3.4.2. ACs will demonstrate proficiency in executing the breakaway. For pilots, include checklist duties only. All crewmembers are required to be familiar with the requirements, conditions, and communication signals to initiate a breakaway.
- 7.29.20.3. OPR: AMC/A3T.
- 7.29.20.4. Training Media: OFT or Aircraft.
- 7.29.20.5. Instructor: Qualified IP.
- 7.29.20.6. Additional Information: None.
- 7.29.21. **RU11Y** – Receiver ARR Day.
- 7.29.21.1. Purpose: Continuation training for R/T pilots.
- 7.29.21.2. Description: The pilot will be able to establish contact under simulated conditions of radio silence, pilot director lights out, and tanker auto-pilot off and maintain sustained contact for 10 minutes without a disconnect. **(T-2)**.
- 7.29.21.3. OPR: AMC/A3T.
- 7.29.21.4. Training Media: OFT or Aircraft.

- 7.29.21.5. Instructor: Qualified IP.
- 7.29.21.6. Additional Information: None.
- 7.29.22. **RU13Y** – Receiver AAR Heavyweight Breakaway.
- 7.29.23. **RU15Y** – Receiver ARR Indoctrination.
 - 7.29.23.1. Purpose: Initial indoctrination training for R/T pilots.
 - 7.29.23.2. Description: Ability to maintain pre-contact position, recognize any unsafe condition, and safely separate one aircraft from the tanker.
 - 7.29.23.3. OPR: AMC/A3T.
 - 7.29.23.4. Training Media: OFT or Aircraft.
 - 7.29.23.5. Instructor: Qualified IP.
 - 7.29.23.6. Additional Information: None.
- 7.29.24. **RU17Y** – Receiver AAR Night.
 - 7.29.24.1. Purpose: Continuation training for R/T pilots.
 - 7.29.24.2. Description: The pilot will be able to, during the hours of darkness, conduct practice in rendezvous, closure, and contacts until able to maintain sustained contact for 10 minutes without a disconnect. **(T-2)**.
 - 7.29.24.3. OPR: AMC/A3T.
 - 7.29.24.4. Training Media: OFT or Aircraft.
 - 7.29.24.5. Instructor: Qualified IP.
 - 7.29.24.6. Additional Information: None.
- 7.29.25. **RU19Y** – Receiver ARR Tanker Auto-Pilot-Off.
 - 7.29.25.1. Purpose: Qualification and continuation training for R/T pilots.
 - 7.29.25.2. Description: The tanker auto-pilot will be disengaged and ARR contacts should be practiced for a minimum of 10 minutes. **(T-2)**.
 - 7.29.25.3. OPR: AMC/A3T.
 - 7.29.25.4. Training Media: Aircraft.
 - 7.29.25.5. Instructor: Qualified IP.
 - 7.29.25.6. Additional Information: None.
- 7.29.26. **RU21Y** – Receiver AAR Lateral Stability. (Formal Instructor Course, instructor only).
- 7.29.27. **RU25Y** – Receiver Only Separation. (Formal Instructor Course, Instructor only).
- 7.29.28. **RV01Y** – Receiver Rendezvous Air Refueling.
 - 7.29.28.1. Purpose: Maintain aircrew proficiency.
 - 7.29.28.2. Description: Pilots accomplish in accordance with ATP-3.3.4.2.

- 7.29.28.3. OPR: AMC/A3TK.
- 7.29.28.4. Training Media: OFT or Aircraft.
- 7.29.28.5. Instructor: Not required for continuation training.
- 7.29.28.6. Additional Information: None.
- 7.29.29. **RV03Y** – Receiver Rendezvous Delta (Point Parallel).
 - 7.29.29.1. Purpose: Maintain aircrew proficiency.
 - 7.29.29.2. Description: See ATP-3.3.4.2., formerly called point parallel rendezvous.
 - 7.29.29.3. OPR: AMC/A3TK.
 - 7.29.29.4. Training Media: OFT or Aircraft.
 - 7.29.29.5. Instructor: Not required for continuation training.
 - 7.29.29.6. Additional Information: Pilots dual-log with RV01Y.
- 7.29.30. **RV05Y** – Receiver Rendezvous Overrun Procedures.
 - 7.29.30.1. Purpose: Maintain aircrew proficiency.
 - 7.29.30.2. Description: See ATP-3.3.4.2. Log an overrun when the receiver's closure rate prevents stabilizing in the pre-contact position, or when forward movement of the receiver is considered excessive during contact or approach to contact.
 - 7.29.30.3. OPR: AMC/A3TK.
 - 7.29.30.4. Training Media: ATD or Aircraft.
 - 7.29.30.5. Instructor: Not required for continuation training.
 - 7.29.30.6. Additional Information: None.
- 7.29.31. **RV07Y** – Receiver RV Echo.
 - 7.29.31.1. Purpose: Maintain aircrew proficiency
 - 7.29.31.2. Description: See ATP-3.3.4.2., formerly called alternate rendezvous.
 - 7.29.31.3. OPR: AMC/A3TK.
 - 7.29.31.4. Training Media: OFT or Aircraft.
 - 7.29.31.5. Instructor: Not required for continuation training.
 - 7.29.31.6. Additional Information: Dual-log with RV01Y.
- 7.29.32. **RV09Y** – Receiver RV Golf.
 - 7.29.32.1. Purpose: Maintain aircrew proficiency.
 - 7.29.32.2. Description: See ATP-3.3.4.2., formerly called en route RV.
 - 7.29.32.3. OPR: AMC/A3TK.
 - 7.29.32.4. Training Media: OFT or Aircraft.
 - 7.29.32.5. Instructor: Not required for continuation training.

7.29.32.6. Additional Information: Pilots dual-log with RV01Y.

7.29.33. **RV11Y** – Rendezvous AAR EMCON 1.

7.29.33.1. Purpose: Maintain aircrew proficiency.

7.29.33.2. Description: Rendezvous procedures primarily used for FTU-level training. Any and all emitters are authorized, see ATP-3.3.4.2.

7.29.33.3. OPR: AMC/A3TK.

7.29.33.4. Training Media: OFT or Aircraft.

7.29.33.5. Instructor: Not required for continuation training.

7.29.33.6. Additional Information: Dual-log with RT27Y.

7.29.34. **RV13Y** – Rendezvous AAR EMCON 2.

7.29.34.1. Purpose: Maintain aircrew proficiency.

7.29.34.2. Description: Normal procedure for rendezvous and AAR. Radio silent formation except for RV and AAR which is conducted with limited radio exchange. All other emitters are authorized. Essential radio transmissions for flight safety may be made, see ATP-3.3.4.2.

7.29.34.3. OPR: AMC/A3TK.

7.29.34.4. Training Media: OFT or Aircraft.

7.29.34.5. Instructor: Not required for continuation training.

7.29.34.6. Additional Information: Dual-log with RT27Y.

7.29.35. **RV15Y** – Rendezvous AAR EMCON 3.

7.29.35.1. Purpose: Maintain aircrew proficiency.

7.29.35.2. Description: Radio silent operations including formation, RV and AAR. The use of other emitters is authorized unless specifically prohibited; see ATP-3.3.4.2.

7.29.35.3. OPR: AMC/A3TK.

7.29.35.4. Training Media: OFT or Aircraft.

7.29.35.5. Instructor: Not required for continuation training.

7.29.35.6. Additional Information: Dual-log with RT27Y.

7.29.36. **RV17Y** – Rendezvous AAR EMCON 4.

7.29.36.1. Purpose: Maintain aircrew proficiency.

7.29.36.2. Description: No emitters will be used unless specifically authorized by the plan which the AAR is supporting [ATO, Rules of Engagement (ROE)], Operations plan, Safe Passage procedures, or other mission directive). Includes radio(s), aircraft Data LINK (if applicable), radio navigation transmitters, radar, radio altimeters, Identification, Friend or Foe (IFF), exterior lighting. Do not practice during operations unless specifically tasked due to FAA and International Civil Aviation Organization (ICAO) identification requirements, see ATP-3.3.4.2.

7.29.36.3. OPR: AMC/A3TK.

7.29.36.4. Training Media: OFT or Aircraft.

7.29.36.5. Instructor: Not required for continuation training.

7.29.36.6. Additional Information: Dual-log with RT27Y.

7.29.37. RV31Y – In-Flight ARC-210 DAMA SATCOM Training.

7.29.37.1. Purpose: Certification, and continuation training for SOAR aircrew.

7.29.37.2. Description: Loading secure tape, uplink and downlink frequencies, and zeroizing procedures for the ARC-210 DAMA SATCOM radio. Establish two-way communication with any other station.

7.29.37.3. OPR: AMC/A3T.

7.29.37.4. Training Media: Aircraft.

7.29.37.5. Instructor: Qualified instructor for certification, none required for continuation training.

7.29.37.6. Additional Information: None.

7.29.38. RV33Y – SOAR Rendezvous.

7.29.38.1. Purpose: Certification, and continuation training for SOAR aircrew.

7.29.38.2. Description: Special operations rendezvous utilizing rendezvous procedures (in accordance with AFMAN 11-2KC-135V3, Addenda C).

7.29.38.3. OPR: AMC/A3D.

7.29.38.4. Training Media: Aircraft.

7.29.38.5. Instructor: SOAR-qualified instructor of like specialty for certification, none for continuation training. Any SOAR-qualified IP/IN for regaining currency (e.g., SOAR-qualified IN may supervise non-current pilot).

7.29.38.6. Additional Information: SOAR certified only. Dual log with any other applicable rendezvous event.

7.30. Survival, Evasion, Resistance, Escape (SERE) (SS) Events.

7.30.1. SS01 – Local Area Survival (LAS).

7.30.1.1. Purpose: Identify local policies and procedures that could affect an aircrew member's recovery. Determine personnel recovery tactics, techniques and procedures applicable to local area flying operations.

7.30.1.2. Description: Event requirements are defined in AFI 16-1301.

7.30.1.3. OPR: AMC/A3DT.

7.30.1.4. Training Media: IBT, SERE products.

7.30.1.5. Instructor: SERE instructor or AFR Equivalent.

7.30.1.6. Additional Information: SS01 is a one-time requirement, to be accomplished prior to the first flight; each base of assignment. Each unit is responsible for tailoring training to meet unit needs.

7.30.2. **SS02** – Combat Survival Training (CST).

7.30.2.1. Purpose: Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate AFE, employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

7.30.2.2. Description: See AFI 16-1301 and MAJCOM supplement. This course includes in-depth instruction for aircrew members to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

7.30.2.3. OPR: AMC/A3D.

7.30.2.4. Training Media: Classroom/Lab.

7.30.2.5. Instructor: Wing Tactics/SERE.

7.30.2.6. Additional Information: Course length will not exceed one training day. **(T-2)**. Units may schedule aircrew members to complete both CST and WST events in a single training day.

7.30.3. **SS03** – Conduct after Capture (CAC).

7.30.3.1. Purpose: Training designed for crewmembers in units with a war fighting responsibility, commonly referred to as Resistance Training (RT).

7.30.3.2. Description: Provides refresher training for wartime, governmental, and hostage detention situations.

7.30.3.3. OPR: AMC/A3D.

7.30.3.4. Training Media: Classroom/Lab.

7.30.3.5. Instructor: Wing Tactics/SERE.

7.30.3.6. Additional Information: Course is classified “Secret” and requires a classified capable classroom. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC every 36 months. 36 month currency starts from last accomplishment of training date, either formal school or continuation training.

7.30.4. **SS05** – Water Survival Training (WST).

7.30.4.1. Purpose: To provide crewmembers the opportunity to demonstrate proficiency for survival and recovery from a water environment using weapon system survival equipment.

7.30.4.2. Description: Conduct initial S-V90-A (SS32) according to AFI 16-1301. Crewmembers will demonstrate the ability to employ water survival techniques and rescue procedures. Survivor needs using water-related equipment, accessories, and

procedures will be stressed. An emphasis will be placed on the appropriate use of passenger support equipment and the proper care of passengers during a survival situation. See MAJCOM supplement.

7.30.4.3. OPR: AMC/A3D.

7.30.4.4. Training Media: Classroom/Pool.

7.30.4.5. Instructor: Wing Tactics/SERE.

7.30.4.6. Additional Information: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive WST in accordance with requirement in AFI 16-1301. Course length will not exceed six hours. Units may schedule aircrew members to complete both WST and CST in a single training day.

7.30.5. **SS07** – Contingency SERE Indoctrination (CSI).

7.30.6. **SS20** – Level-C, (SERE Training, S-V80-A). Requirements determined by Geographic CCDRs and typically levied via theater reporting instructions, where required.

7.30.6.1. Purpose: Initial Combat Survival Training.

7.30.6.2. Description: See AFI 16-1301 and MAJCOM supplement. This course includes in-depth instruction for aircrew members to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

7.30.6.3. OPR: AMC/A3D.

7.30.6.4. Training Media: As defined by CCMD.

7.30.6.5. Instructor: AETC assigned 22TRS/CPR personnel.

7.30.6.6. Additional Information: None.

7.30.7. **SS32** – Water Survival Training, Non-Parachuting, S-V90-A.

7.30.7.1. Purpose: Initial Water Survival Training, Non-Parachuting, Training

7.30.7.2. Description: Conduct initial S-V90-A (SS32) according to AFI 16-1301. Crewmembers will demonstrate the ability to employ water survival techniques and rescue procedures. Survivor needs using water-related equipment, accessories, and procedures will be stressed. An emphasis will be placed on the appropriate use of passenger support equipment and the proper care of passengers during a survival situation. See MAJCOM supplement.

7.30.7.3. OPR: AMC/A3D.

7.30.7.4. Training Media: Classroom/Pool.

7.30.7.5. Instructor: AETC assigned 22TRS/CPR personnel.

7.30.7.6. Additional Information: None.

7.31. Tactical Ground Training (TG) Events. See AFTTP 3-3.KC-135 for additional information related to TG02Y and TG03Y.

7.31.1. **TG02Y** – Visual Threat Recognition and Avoidance Trainer (VTRAT) Initial.

7.31.1.1. Purpose: Training to recognize tactical environment aircraft threats.

7.31.1.2. Description: Approved VTRAT profile for aircraft threats in a tactical environment.

7.31.1.3. OPR: AMC/A3D.

7.31.1.4. Training Media: IBT with VTRAT device.

7.31.1.5. Instructor: FTU or graduate of the USAFWS, the AFEC Tactics School, CATS, or the AATTC Aircrew Course.

7.31.1.6. Additional Information: Course should be taught in a group setting. Dual-log VT05 upon completion.

7.31.2. **TG03Y** – Visual Threat Recognition and Avoidance Trainer (VTRAT) Refresher.

7.31.2.1. Purpose: Continuation training to refresh the crewmember's ability to recognize tactical environment aircraft threats.

7.31.2.2. Description: This training will focus on threat recognition and reporting and can be completed in conjunction with GD75Y.

7.31.2.3. OPR: AMC/A3D.

7.31.2.4. Training Media: VTRAT hard drive “and” or “or” VTRAT device.

7.31.2.5. Instructor: Graduate of the USAFWS, the AFEC Tactics School, BATS, CATS, or the AATTC Aircrew Course.

7.31.2.6. Additional Information: Course may be taught in a group setting. Dual-log TG03Y upon completion of TG02Y. Failure to complete this event will result in NMR status and the member will be non-deployable until the event is accomplished.

7.32. Tanker Flight Training (TK) Events.

7.32.1. **TK01Y** – Air Force Mission Support System (AFMSS) Mission Planning Training.

7.32.2. **TK13Y** – OPLAN-801X/EWO Performance Training.

7.32.2.1. Purpose: Certification training for 801X Pilots.

7.32.2.2. Description: Will be accomplished by all pilots in units with an OPLAN-801X mission. **(T-2)**. Review of EWO Takeoff and Climbout section of T.O. 1C-135(K)R-1-1, *Flight Manual Performance Data Appendix*, to include: Definition of Terms, Takeoff Planning, Climb Performance, and Climbout Procedure. Calculation of EWO Takeoff Data using performance charts and FSAS calculator required. TK13Y is accomplished prior to accomplishing AH03Y event.

7.32.2.3. OPR: AMC/A10N.

7.32.2.4. Training Media: None.

7.32.2.5. Instructor: Not required for continuation training.

7.32.2.6. Additional Information: None.

7.33. Tactical Aircraft Training (TW) Events.

7.33.1. **TW01Y** – Tactical Departure.

7.33.1.1. Purpose: Continuation training for pilots.

7.33.1.2. Description: Event will be flown using a tactical scenario developed by local unit. **(T-2)**. If departing VFR, comply with all VFR guidance in AFMAN 11-202V3, Flight Information Publications (FLIP) General Planning (GP) and Area Planning (AP), Federal Aviation Regulations (FAR)s, and applicable host nation guidance. Any AFTTP 3-3.KC-135 Tactical Departure maneuver may be accomplished for TW01Y credit.

7.33.1.3. OPR: AMC/A3T.

7.33.1.4. Training Media: OFT or Aircraft.

7.33.1.5. Instructor: Not required for continuation training.

7.33.1.6. Additional Information: Units collocated with simulator should perform this event in the simulator but may accomplish in the aircraft during training, operational or continuation training missions on a non-interference basis. LAHSD will only be trained in the simulator. **(T-2)**. See AFTTP 3-3.KC-135 for maneuver options, techniques, and procedures. **(Exception: 509 WPS/KC-135 Weapons Instructor Course)**. Pilots may log event complete if accomplishing Pilot Flying (PF) or Pilot Monitoring (PM) duties.

7.33.2. **TW05Y** – Tactical Departure (Low Altitude).

7.33.3. **TW25Y** – Tactical Large Force Employment.

7.33.4. **TW34Y** – Threat Event (GPS-Denied Environment).

7.33.5. **TW40Y** – Combat Descent.

7.33.5.1. Purpose: Continuation training for pilots.

7.33.5.2. Description: This event is broken into two types; Turning and Straight ahead. Complete the event in either the aircraft or Level C+ certified OFT. Combat descents done in conjunction with formation scram training require IP supervision on one of the aircraft for the purpose of managing formation deconfliction. When accomplishing a turning combat descent as single ship or formation, conduct in VMC under IP supervision. See AFTTP 3-3.KC-135 for maneuver options, techniques, and procedures.

7.33.5.3. OPR: AMC/A3T.

7.33.5.4. Training Media: OFT or Aircraft.

7.33.5.5. Instructor: Not required for continuation training.

7.33.5.6. Additional Information: Pilots may log if accomplishing PF or PM duties.

7.33.6. **TW50Y** – Tactical Arrival.

7.33.6.1. Purpose: Continuation training for pilots.

7.33.6.2. Description: Event will be flown using a tactical scenario developed by local unit. **(T-2)**. If arriving VFR, comply with all VFR guidance in AFMAN 11-202V3, FLIP GP and AP, FARs, and applicable host nation guidance. Units collocated with simulator should perform this event in the simulator but may be accomplished in the

aircraft during operational or continuation training missions on a non-interference basis. Any AFTTP 3- 3.KC-135 Tactical Arrival maneuver, not including AP53Y, may be accomplished for TW50Y credit.

7.33.6.3. OPR: AMC/A3T.

7.33.6.4. Training Media: OFT or Aircraft.

7.33.6.5. Instructor: Not required for continuation training.

7.33.6.6. Additional Information: LAHSA will only be trained in the simulator. **(T-2)**. See AFTTP 3-3.KC-135 for maneuver options, techniques, and procedures. **(Exception: 509 WPS / KC-135 Weapons Instructor Course.)** Pilots may log event complete if accomplishing PF or PM duties.

7.33.7. **TW52Y** – Tactical Arrival (Low Altitude).

7.34. Unit-Defined (X) Events. Contact MAJCOM ARMS Functional for list of allocated unit-defined codes by location. Unit-defined events for all MAF units begin with “X”, are five characters long with the second, third and fourth characters allocated as numbers “and” or “or” letters with the final character as a “Y”. Once allocated by the MAJCOM, unit-defined events may be managed at the local level within the allocated codes and are not captured in the MAJCOM’s ARMS database. They should be judiciously considered “and” or “or” approved at the OG/CC level and published in local guidance documenting event identifiers, associated ARMS nomenclature, volume, currency “and” or “or” frequency. OG/CCs should periodically review during the TRP, established X-events for continued relevancy to the unit’s mission and document those reviews (when accomplished) in the TRP minutes along with any specific actions taken.

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

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

- 1C-135(K)R-1-1, *Flight Manual Performance Data Appendix*
- 1C-135(K)R(II)-1CL-1, *PILOTS' Abbreviated Flight Crew Checklist*
- 1C-135(K)R(II)-1CL-3, *BOOM OPERATOR'S Abbreviated Flight Crew Checklist.*
- AFPD 10-9, *Lead Command Designation and Responsibilities for Weapons System*, 08 March 2007
- AFPD 10-21, *Rapid Global Mobility*, 26 August 2019
- AFPD 11-2, *Aircrew Operations*, 31 January 2019
- AFPD 11-4, *Aviation Service*, 12 April 2019
- AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 21 September 2018
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- AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 06 December 2018
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- AFI 11-290, *Cockpit/Crew Resource Management Program*, 27 May 2020
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- AFI 11-401 AMC Supplement I, *Aviation Management*, 18 June 2014
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- AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 03 August 2017
- AFI 16-1301 AMC Supplement I, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 21 August 2013
- AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
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- AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 22 October 2018
- AFI 36-2651, *Air Force Training Program*, 03 January 2019
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AFMAN 11-217, *Flight Operations*, 10 June 2019

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 05 April 2019

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TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*, 6 September 2019

Adopted Forms

AETC Form 6, *Waiver Request*

AF Form 1768, *Staff Summary Sheet*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*

AF Form 522, *USAF Ground Weapons Training Data*

AF Form 523, *USAF Authorization to Bear Firearms*

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

AF Form 847, *Recommendation for Change of Publication*

AF Form 1381, *USAF Certification of Air Crew Training*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, *Aircrew Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

AF Form 4025, *Aircrew Summary/Close-Out Report*

AF Form 4031, *CRM/TEM Skills Criteria Training/Evaluation*

AF Form 4168, *COMSEC Responsible Officer and User Training Checklist (LRA)*

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

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance*

AMC Form 4031, *CRM/TEM Skills Criteria Training/Evaluation*

DD Form 365-4, *Weight and Balance Clearance Form F – Transport/Tactical*

DD Form 1833, *Isolated Personnel Report (ISOPREP)*

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

Abbreviations and Acronyms

A—Annual

AAR—Air to Air Refueling (Tanker)

AATTC—Advanced Airlift Tactics Training Center

A3T—Chief, Aircrew Operations and Training

AC—Aircraft Commander

ACBRN—Aircrew Chemical, Biological, Radiological, Nuclear

ACCA—Aircrew Contamination Control Area

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ACIQ—Aircraft Commander Initial Qualification

ACU—Aircraft Commander Upgrade

ADLS—Advanced Distributed Learning Service (ADLS)

ADS—Automatic Dependent Surveillance (-A/-C) Addressed/Contract; (-B) Broadcast

ADSC—Active Duty Service Commitment

AEF—Air Expeditionary Force

AETC—Air Education and Training Command

AF—Air Force

AFB—Air Force Base

AFC2IC—Air Force Command and Control Integration Center

AFE—Aircrew Flight Equipment

AFECT—Aircrew Flight Equipment Continuation Training

AFI—Air Force Instruction

AFJI—Air Force Joint Instruction

AFMAN—Air Force Manual

AFMSS—Air Force Mission Support System

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFSIR—Air Force Spectrum Interference Resolution

AFTO—Air Force Technical Order

AFTRANS—Air Force Transportation

AFTTP—Air Force Tactics, Techniques, and Procedures
AFVA—Air Force Visual Aid
AIM—Aeronautical Information Manual
AIS—Advanced Instrument School
AIT—Aircrew Intelligence Training
AMC—Air Mobility Command
AMCAOS—Air Mobility Command Auxiliary Operational Squadron
AMCI—Air Mobility Command Instruction
AMOG—Air Mobility Operations Group
AMOW—Air Mobility Operations Wing
ANG—Air National Guard
AOC—Air Operations Center
AOR—Area of Responsibility
AP—Auto-Pilot or Area Planning
APU—Auxiliary Power Unit
ARMS—Aviation Resource Management System
AR—As Required
AFR—Air Force Reserve (ANG, AFRC and ARC)
ARCT—Air Refueling Control Time
ARMS—Aviation Resource Management System
ARR—Air Refueling (Receiver)
ASAP—Aviation Safety Action Program
ASR—Airport Surveillance Approach
AT—Academic Training
ATC—Air Traffic Control
ATD—Aircrew Training Device
ATM—Air Traffic Management
ATP—Allied Tactical Procedure
ATS—Aircrew Training System
AWACS—Airborne Warning and Control System
B—Biennial / Boom Operator
BATS—Basic Aircrew Tactics Studies

BAQ—Basic Aircraft Qualification/Qualified
BDA—Boom Drogue Adapter
BERP—Boom Enrichment Program
BMC—Basic Mission Capable
BNQ—Basic Navigator Qualification
BO—Boom Operator
BOCT—Boom Operator Continuation Training
BOMQT—Boom Operator Mission Qualification Training
BOSS—Boom Operator Simulation System
BOWST—Boom Operator Weapon System Training
C—Cyclical (17-Month Qualification Evaluation Cycle)
C4—Command, Control, Communications, and Computers
CAC—Conduct After Capture
CATS—Combat Aircrew Tactics Studies
CBRNE—Chemical, Biological, Radiological, Nuclear and High Yield Explosive
CBT—Computer-Based Training
CC—Commander or appropriate ARC Operations Supervisor
CCE—Contract Compliance Evaluations
CCDR—Combatant Commander
CCP—Command and Control Procedures
CD—Chemical Defense
CEA—Career Enlisted Aviator
CHUM—Chart Update Manual
CIA—Common Instructor Academics
CIC—Cadre Instructor
CLT—Cargo Loading Trainer
CNS/ATM—Communication, Navigation, Surveillance/Air Traffic Management
COMSEC—Communications Security
CONOPS—Concept of Operations
CONUS—Continental United States
COR—Contracting Officer Representative
CPDLC—Controller Pilot Data Link Communications

CPT—Cockpit Trainer

CRG—Contingency Response Group

CRM/TEM—Crew Resource Management

CRO—COMSEC Responsible Officer

CRW—Contingency Response Wing

CSD—Class Start Date

CSI—Contingency SERE Indoctrination

CSO—Combat Systems Officer

CST—Combat Survival Training

CT—Continuation Training

CTIP—Combating Trafficking in Persons

CUR—Currency

DAMA—Demand Assigned Multiple Access

DET—Detachment

DMO—Distributed Mission Operations

DO—Deputy Commander for Operations

DOC—Designed Operational Capability

DoD—Department of Defense

DoDD—Department of Defense Directive

DoDI—Department of Defense Instruction

DOT—Department of Training

DQT—Difference Qualification Training

DRU—Direct Reporting Unit

DSN—Defense Switched Network

EADI—Electronic Attitude Director Indicator

EAM—Emergency Action Message

EBL—Emergency Boom Latching

EMCON—Emission Control

EB—Fully Certified/Qualified Evaluator Boom Operator (who is performing Evaluator duties on the mission)

EMTF—Expeditionary Mobility Task Forces

EO—Equal Opportunity

EP—Fully Certified/Qualified Evaluator Pilot (who is performing Evaluator duties on the mission)

EPA—Evasion Plan of Action

EPT—Emergency Parachute Training

ERT—Expeditionary Readiness Training

ESD—Evaluator Standards Document

ESSS—Electronic Staff Summary Sheet

ETCA—Education and Training Course Announcements

ETCAS—Enhanced Traffic Alert and Collision Avoidance System

ETP—Equal Time Point

EWO—Emergency War Order

FAA—Federal Aviation Administration

FAR—Federal Aviation Regulations

FAIP—First Assignment Instructor Pilot

FB—Basic Qualified Boom Operator

FE—Flight Examiner or Evaluator

FEF—Flight Evaluation Folder

FIH—Flight information Handbook

FLIP—Flight Information Publications

Flt/CC—Flight Commander

FMAC—Fuel Management Advisory Computer

FMS—Flight Management System or Foreign Military Sales

FN—Basic Qualified Navigator/CSO

FP—Qualified Pilot

FPL—Qualified MR Aircraft Commander Course Graduate prior to Aircraft Commander Certification (ARMS Code)

FP”X”—Either aFPC—MR MPD Phase I Pilot, aFPN—Qualified Non-Mission Ready Pilot (ARMS Code) or aFPQ—Flight Qualified Mission Ready MPD Pilot

FS—Flight Surgeon

FTC—Faculty Training Course

FTL—Flying Training Level

FTU—Formal Training Unit

FY—Fiscal Year

GATM—Global Air Traffic Management
GCI—Ground Control Intercept
GDSS—Global Decision Support System
GIPTT—CNS/ATM Integrated Hand Controller Part Task Trainer
GP—General Planning
GPS—Global Positioning System
GRACC—Global Ready Aircraft Commander Course
GST—Ground System Training
GTIMS—Graduate Training Integration Management System
GT—Ground Training
HARM—Host Aviation Resource Management
HF—High Frequency
HHQ—Higher Headquarters
HQ—Headquarters
IA—Information Assurance
IAP—Instrument Approach Procedure
IBO—Instructor Boom Operator
IBT—Instructor-Based Training
ICAO—International Civil Aviation Organization
IFF/SIF—Identification, Friend or Foe/Selected Identification Features
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
IN—Instructor Navigator/CSO
INC—Incomplete
IOS—Instructor Operator Station
IP—Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission
IPD—International Program Directives
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
ISD—Instructional Systems Development
ISOPREP—Isolated Personnel Report
ITS—Individual Training Summary

JP—Joint Publication
LAHSA—Low Altitude High Speed Arrivals
LAS—Local Area Survival
L-BAND—Satellite Communications Frequency
LAHSD—Low Altitude High Speed Departures
LNAV—Lateral Navigation
LOSA—Line Operations Safety Audit
LoW—Law of War
LS—Life Support
M—Monthly
MAF—Mobility Air Force
MAJCOM—Major Command
MAR—mission accomplishment report
MB—Mission Boom Operator
MBL—Manual Boom Latching
MDS—Mission-Design-Series (e.g., KC-135R)
MEFL—Multi-Element Flight (Formation) Lead
MFD—Multi-Function Display
MFOQA—Military Flight Operations Quality Assurance
MFR—Memorandum For Record
MILPDS—Military Personnel Data System
MILSAT—Military Satellite
MISREP—Mission Reports
MITO—Minimum Interval Takeoff
MN—Mission Navigator/CSO
MOST—Mission Oriented Simulator Training
MOU—Memorandum of Understanding
MP—Mission Pilot
MPD—Mobility Pilot Development
MPRS—Multi-Point Refueling System
MQT—Mission Qualification Training
MQTP—Maintenance Qualification Training Program

MR—Mission Ready
MSSR—Media Selection Syllabus Report
MTL—Master Task Listing
MX—Maintenance
N/A—Not Applicable
NAF—Numbered Air Force
NAT—North Atlantic Track
NAT HLA—North Atlantic Track High Level Airspace
NAVAID—Navigational Aid
N-BAQ—Non-Basic Aircraft Qualified
N-BMC—Non-Basic Mission Capable
NERS—North Atlantic European Routing System
NGB—National Guard Bureau
NIPRNet—Non-Classified Internet Protocol Router Network
NLT—Not Later Than
NMR—Non-Mission Ready
NPT—Navigator/CSO Procedural Trainer
NVG—Night Vision Goggles
OCONUS—Outside the Continental United States
OFT—Operational Flight Trainer (KC-135 R-model Simulator)
OG—Operations Group
OGI—Operations Group Instruction
OG/CC—Operations Group Commander
OGV—Operations Group Standardization and Evaluation
OI—Operating Instruction
OJT—On-the-Job Training
OMAR—Objective Media Analysis Report
OME—Operational Mission Evaluation
OPLAN—Operations Plan
OPORD—Operations Order
OPR—Office of Primary Responsibility
OSA—Operational Support Airlift

OSS—Operations Support Squadron
P—Proficient / Pilot
PA—Privacy Act
PAA—Primary Aircraft Authorization
PACAF—Pacific Air Forces
PAI—Primary Aircraft Inventory
PAR—Precision Approach Radar
PCS—Permanent Change of Station
PEX—Patriot Excalibur
PF—Pilot Flying
PFT—Programmed Flying Training
PIC—Pilot-In-Command
PIQ—Pilot Initial Qualification
PLZT—Polarized Lead-Lanthum-Zirconate-Titanate
PM—Pilot Monitoring
PMC—Power Management Control
PME—Professional Military Education
PR—Progress Review
PREQ—Pilot Requalification
PRM—Precision Runway Monitoring
PTT—part task trainer
PWS—Performance of Work Statement
QACP—Quality Assurance Change Proposal
Q/I—Qualification/Instructor
ROBE—Roll-On Beyond-Line-of-Sight Communications Equipment
RPL—Required Proficiency Level
RTM—Ready Aircrew Program (RAP) Tasking Message
RTRB—Realistic Training Review Board
RTU—Replacement Training Unit
RV—Rendezvous
SA—Semi-Annual
SABC—Self Aid Buddy Care

SAPR—Sexual Assault Prevention and Response
SARC—Sexual Assault Response Coordinator
SARM—Squadron Aviation Resource Management
SATCOM—Satellite Communications
SERE—Survival, Evasion, Resistance, and Escape
SG—Surgeon General
SIM—Simulator
SIMCERT—Simulator Certification
SIPRNET—Secret Internet Protocol Router Network
SKL—Simple Key Loader
SME—Subject Matter Expert
SOAR—Special Operations Air Refueling
SOC—Senior Officer Course
SOP—Senior Officer Pilot
SORTS—Status of Resources and Training System
SPEC—Specification
SPINS—Special Instructions
Sq/CC—Squadron Commander
Sq/DO—Squadron Director of Operations
SRB—System Review Board
SSN—Social Security Number
Stan/Eval—Standardization and Evaluation
STAR—Standard Terminal Arrival
START—Strategic Arms Reduction Treaty
STRP—Squadron Training Review Panel
STTO—Start Taxi Takeoff
TACAN—Tactical Aid to Navigation
TACC—Tanker Airlift Control Center
TCAS—Traffic Alert Collision Avoidance System (also called E-TCAS)
TCCC—Tactical Combat Casualty Care
TDAPPS—Training Data Acquisition, Analysis, and Playback System
TDY—Temporary Duty

TFI—Total Force Integrated
TFT—Total Flying Time
TG—Training Guide
TIM—Technical Interchange Meeting
TLN—Training Line Number
TMO—Tanker Manual Operation
TMS—Training Management System
T.O.—Technical Order
TRP—Training Review Panel
TRS—Training Squadron
TS—Training System
TSCWG—Training System Configuration Working Group
TSSC—Training System Support Center
TTU—Technical Training Unit
TX—Transition
UB—Unqualified Boom Operator
UE—Unit-Equipped
UHF—Ultra High Frequency
UI—Unit Indoctrination
UMD—Unit Manning Document
UN—Unqualified Navigator/CSO
UP—Unqualified Pilot
SUPT—Undergraduate Pilot Training
UDE—(Acronym Not Defined)
US—United States
USAF—United States Air Force
USAFEC—United States Air Force Expeditionary Center
USAFE—United States Air Forces in Europe
USAFWS—United States Air Force Weapons School
USTRANSCOM—United States Transportation Command
USSTRATCOM—United States Strategic Command
VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—VHF Omnidirectional Range

VSR—Visual System Replacement

VTRAT—Visual Threat Recognition and Avoidance Trainer

VVM—Verbalize, Verify, Monitor

Wg/CC—Wing Commander

WIC—Weapons Instructor Course

WPS—Weapons School

WST—Weapon System Trainer (includes Air Vehicle Simulator linked to the loadmaster or boom operator station) or Water Survival Training

WX—Weather

Terms

Academic Training—A course of instruction including, but not limited to, classroom instruction for 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)—Pilot who has been certified to perform “pilot-in-command” duties.

ARR Mission—Flight that involves AAR procedures as a receiver aircraft.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aircrew Training Device (ATD)—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training.

Annual—Training required once every calendar year.

Basic Aircraft Qualified (BAQ)—Aircrew member who has successfully completed an in-flight evaluation, but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Boom Operator Simulation System (BOSS)—ANG Aircrew Training Device (simulator) providing virtual flight environment in which KC-135 boom operators learn, develop, improve, and integrate skills associated with the KC-135 boom pod.

Boom Operator Weapon System Trainer (BOWST)—Aircrew Training Device (simulator) providing virtual flight environment in which KC-135 boom operators learn, develop, improve, and integrate skills associated with the KC-135 boom pod.

Cargo Load Trainer (CLT)—Aircrew Cargo Load Trainer device that provides actual environment in which crewmembers learn, develop, improve, and integrate skills associated with their crew position. The KC-135 ATS operate one CLT configured for KC-135R training located at Altus AFB. The CLT is an actual aircraft with wings removed. The interior of the CLT allows crewmembers to configure the space for floor loading “and” or “or” cargo rail loads.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM)—The USAF is equipping aircraft to meet a specific Communication, Navigation, or Surveillance mandate to fly in a sovereign nation's specified airspace. CNS/ATM addresses the three major system categories worldwide (communication, navigation, and surveillance) and includes the intended end state for these changes: the transition from ATC to Air Traffic Management (ATM). The term further achieves standardization DoD-wide. The Global Access Navigation and Safety (GANS) Team on 6 May 2004 adopted policy for future programming documents such that the term “CNS/ATM” will replace “GATM”.

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training—Ground and flight training events necessary to maintain mission-ready or basic aircraft qualification status.

Crew Resource Management/Threat and Error Management (CRM/TEM) Training—See specifics of CRM/TEM in AFI 11-290 “and” or “or” MAJCOM Supplement. CRM/TEM is designed to improve aircrew teamwork, dynamics, and effectiveness.

Critical Phases-of-Flight—See AFMAN 11-2KC-135V3. The instructor occupies one of the seats or stations, with immediate access to the controls.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the Currency (CUR) column.

Cycle—17-month cycle based on in-flight evaluation completion as defined in AFI 11-202V2 and AFMAN 11-2KC-135V2 and appropriate MAJCOM supplement.

Direct Instructor Supervision—Instructor of like specialty with immediate access to controls (for pilot position, instructor will occupy either seat).

Event—A training requirement or training event described in this manual. Several events or tasks constitute a training profile.

Flight Examiner or Evaluator—A crewmember designated to administer evaluations as defined in AFI 11-202V2 and the appropriate MAJCOM supplement.

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

Flying Training Level (FTL)—A standard assigned to crewmembers by the squadron commander, based upon experience, directing flying continuation training requirements.

Frequency—How often an event is accomplished to maintain currency.

Instructor—Crewmember trained, qualified, and certified by the Sq/CC as an instructor.

Instructor-Candidate—A crewmember undergoing upgrade training to instructor.

Instructor Supervision—A qualified instructor of like specialty supervising a maneuver or event.

Mission-Oriented Simulator Training (MOST)—Part of the aircrew training program; includes a practical application, a full-mission scenario in the OFT.

Mission-Ready (MR)—Crewmember who is current, qualified, and certified in the unit's missions.

Mobility Pilot Development (MPD)—The process by which a MPD pilot transitions from a new dual-seat qualified pilot in the MDS to a fully qualified and certified ACs.

Monthly—Training required once every calendar month.

Night—After official sunset until before sunrise as defined in AFI 11-401.

Non-Mission Ready (NMR)—A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission.

Operational Flight Trainer (OFT)—KC-135R-model Aircrew Training Device (simulator) that provides synthetic flight and tactics environment in which crewmembers learn, develop, improve, and integrate skills associated with their crew position. The KC-135 ATS operates 19 OFT devices configured for KC-135R-model training at 13 locations worldwide.

Overseas Sortie (OCONUS sortie)—A sortie that includes a take-off or landing outside the 48 contiguous states of the United States.

Primary Aircraft Authorization (PAA)—KC-135 aircraft (primary, secondary, instructor or Evaluator) and simulator time count towards PAA hours. Do not count other time towards PAA time.

Part Task Trainer (PTT)—A physical aircrew training device (ATD) to practice a specific training task e.g., GIPTT) or software on FTU or ATS site CBT system e.g., Data Link, FMAC, etc.

Pilot Flying (PF)—The pilot at the flight controls who is in direct maneuvering control of the aircraft. The PF is primarily responsible to control and monitor the aircraft's current/projected flight path and energy state (including autoflight systems, if engaged).

Pilot Initial Qualification (PIQ)—Term used to describe the FTU course for initial qualification of a Specialized Undergraduate Pilot Training student into a MAF KC-135 pilot.

Pilot Monitoring (PM)—The pilot at the flight controls who is not in direct maneuvering control of the aircraft, yet is primarily responsible to *actively monitor* the aircraft's current/projected flight path and energy state, intervening if necessary. The PM supports the PF

and is additionally responsible for accomplishing non-flight path actions but must never allow these to interfere with his/her primary responsibility.

Pipeline—An initial qualification trainee directed for training by the AF Personnel Center process.

Quarterly—3-month periods defined as 1 October to 31 December (first quarter of the fiscal year), 1 January to 31 March, 1 April to 30 June, and 1 July to 30 September.

Queen Bee ATD—Simulator used by non-located units.

Quinquennial—Training required once every 5-years.

Requalification Training—Training to requalify a crewmembers in an aircraft in which they have been previously qualified. See **Chapter 2** for requalification training requirements.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Simulated Engine Failure Take-off Continued (EFTOC)—Practice procedure simulating engine failure after a take-off or touch and go.

Tactical Arrival and Departures (TAD)—Tactical maneuvers in AFMAN 11-2KC-135V3.

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

Training Guide—All locally developed Training Guides are required to contain the same data as the form or forms they are meant to replace but cannot be alterations of the base form. Training Guides will be MAJCOM approved.

Triennial—Training required once every three calendar years.

Verbalize, Verify, Monitor (VVM)—A three-step, closed-loop system of communication designed to significantly reduce errors.

Weapon System Trainer (WST)—A device which provides an artificial training/tactics environment in which operators learn, develop, improve and integrate mission skills associated with their crew position in a specific defense system.

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, AMC/A3T approved full page AF Form 4023, AF Form 4024, AF Form 4025, aircrew training guides, and MAJCOM-approved electronic equivalent. These adopted forms are prescribed in this manual. Compliance with **attachment 2** in this publication is mandatory.

A2.1.1. Create an AF Form 4022 for ETCA formal training courses (formal school or in-unit), mission certification, special qualification and certification (if simulator or flight is required, in-unit upgrade program to the next higher crew qualification, requalification training (formal school or in-unit), AC upgrade training, and all corrective action or additional training requiring a simulator or flight (if directed by the squadron commander). (See AMC/A3T SharePoint®, Universal Aircrew Training, for examples of AF Forms 4022, 4023, 4024, 4025). **Exception:** WIC instructors and students will follow the documentation directed by USAFWS. MQT requirements may be tracked with Cadre Instructor (CIC) when accomplished simultaneously and do not require a separate AF Form 4022.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited (e.g., if no simulator or flight is required). If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023 or the electronic training folder. Use the existing AF Form 4022 for end-of-course evaluations that result in additional training.

A2.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; for example, a MPD pilot upgrading to AC may have the upgrade, mission qualification, and formation lead training combined in one folder.

A2.1.1.3. Electronic Training Folders and forms are authorized. MAJCOM-approved Unit Developed Electronic Training Folder programs are authorized as long as it complies with **Attachment 2** of this section and AF Forms 4023, 4024 and 4025 are used. Overprints cannot alter the original form. Altering of AF Forms 4023, 4024, and 4025 are not authorized without AMC/A3TK approval. Electronic Training Folders and reports not reproduced on paper for inclusion in the AF Form 4022, are stored in 2 places (a primary and a backup) for at least one year. After one year, training offices will retain a copy of the AF Form 4025 in a permanent record and provide the crewmember with a copy of the electronic training folder. AF Form 4025s will be sent with the members Flight Records Folder upon change of station for the receiving training office to hold on file.

A2.1.1.3.1. Electronic versions will be password protected or require an individual user to login to ensure data integrity (individual will have read only access to their files). **(T-2)**.

A2.1.1.3.2. Digital signatures are authorized using “//signed//” plus the individuals' name.

A2.1.2. Formal schools will send AF Form 4022 or electronic training folder with all training records to the trainee's gaining unit. This may be done electronically at the gaining unit's request. Sq/CC will review formal school training records and enter appropriate comments and signature on the training guide progress record, electronic training folder or AF Form 4023. **Exception:** WIC training folders will be maintained in accordance with USAFWS direction at the 509 WPS.

A2.1.3. The unit (typically squadron-level) will maintain the training folders for assigned personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A2.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those in which crewmembers require additional training, will be noted for possible inclusion during the current training period. Sq/CC or Sq/DO will review active training folders quarterly, and Flt/CCs or Sq training representatives will conduct a monthly review. Annotate monthly and quarterly reviews on AF Form 4023 or in the training guide. Quarterly reviews fulfill the requirement for monthly reviews for the month the review was completed. **Note:** Due to the frequency of review, and brief course length at the FTU, the 97 OG/CC will determine the requirement to review student training documentation.

A2.1.5. Upon completion of training, place hard copy of the AF Form 4025 in the individual's flight training folder. Place a copy of the AF Form 4025 in the individuals FEF only if directed by the appropriate guidance (e.g., AFI 11-202V2/MAJCOM Supplement, AFMAN 11-2KC-135V2). Additionally, if the training completed results is initial, one-time, or new aircrew certifications that require award of specific ARMS "Q" event identifiers and associated training profiles, the members' AF Form 1381 will be updated and signed by the Sq/CC or delegated representative. **(T-3).** Forward updated AF Form 1381 to the unit ARMS section as appropriate for processing. After one year, training offices should retain a copy of the AF Form 4025 in a permanent record and return the AF Form 4022 to the crewmember. AF Form 4025s should be sent with the members Flight Records Folder upon change of station for the receiving training office to hold on file. Document in ARMS per applicable event and **paragraph 1.8**

A2.1.6. For ATS and formal school courses. If training guides or GTIMS equivalent products are not provided by the ATS, use AF Forms 4023, 4024, and 4025.

A2.1.7. For purposes of training documentation, Academic Training (AT) will be considered FTU classroom training only. Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or ATD. All G series ground training referenced in this manual will be referenced as GT.

A2.1.8. A single AF Form 1381 will be used as a "source document" for recording various initial or one-time aircrew certifications as well as document new aircrew certifications that require award of specific ARMS "Q" event identifiers and associated training profiles. The Sq/CC or delegated representative signs the AF Form 1381 for all certifications and qualifications. If any new aircrew certifications that require award of specific ARMS "Q" event identifiers and associated training profiles, those profiles will be added to the first available line in Section 4 of the most current AF Form 4324 in the members' 6-part folder in the unit ARMS office.

A2.1.8.1. An AF Form 4324 will be used to document changes assigned primary aircraft, change in Flying Training Level (FTL), or change in crew position. Forward completed forms to the unit ARMS section for processing. A current/original AF Form 4324 and AF Form 1381 will be kept on file in the unit ARMS office for the duration of the aircrew member's assignment and released to the member upon reassignment.

A2.1.8.2. An AF Form 1522 may be used to update/log recurring aircrew certification "Q" events that do not require assignment of associated training profiles (**paragraph 1.8**). Additionally, the Sq/CC prints and signs their name; digital signatures may be used.

A2.2. Instructions for AF Form 4022. This folder is constructed of hard stock paper. The inside cover includes tables for documenting training. AF Forms 4023, 4024, 4025, training guides, and additional information (waivers, etc.) will be attached through the centered holes of the folder. Obtain a folder through the AF publications system. Electronic training folders may be used at the unit's discretion (see **paragraph A2.1.1.3**). **Note:** Formal school instructors are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means.

A2.2.1. Trainee Information (cover): Provides trainee and course information.

A2.2.1.1. Name and grade. Enter the name and grade or rank of the individual in training.

A2.2.1.2. Aircrew position. Enter the aircrew position to which they are qualifying, upgrading, or certifying to.

A2.2.1.3. Unit of assignment. Enter the unit the individual is assigned to.

A2.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type (e.g., SOAR, formation lead etc.). For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "KC135PTX1," etc. Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). This section provides a record of ground training events. Record non-flying training events. Entries are required for CPT, OFT, GIPTT, or NPT. Entries are required on the AF Form 4022 for in-unit academic instruction conducted according to formal school courseware. Identify classroom academic training as AT. MAJCOM approved overprints are authorized and, if used, will be placed on the left side of the AF Form 4022. Individual AT & GT entries are not required to be entered on page 2 of the AF Form 4022. Total AT & GT times are be entered on page 2 of the AF Form 4022. If training guides account for ground training date, event ID, instructor, and training time, AT and GT entries are not required to be entered on page 2 of the AF Form 4022.

A2.2.2.1. Date. Enter the date training was accomplished.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "CPT-1," "OFT-2," "GT-3, OFT-5, etc.," or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those

remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A2.2.2.4. Instructor or Trainer (Qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g., AC, IP, IN, etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. If applicable and desired, record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFMAN 11-2KC-135V2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFMAN 11-2KC-135V2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including reevaluations (if applicable).

A2.2.5.1. Date Recommended. Enter the date recommended for a performance evaluation (CPT, OFT, or flight).

A2.2.5.2. Type Evaluation. Enter AFMAN 11-2KC-135V2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (Qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **Note:** Flt/CCs or supervisors will accomplish reviews during formal school training courses. Sq/CC or designated representative will review before flight evaluations.

A2.2.5.5. Date Evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Enter the name of the Flight Examiner.

A2.2.5.7. Grade. Enter according to AFMAN 11-2KC-135V2.

A2.2.6. Flying Training Summary (inside right). This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Enter the date training was accomplished. On operational missions, enter inclusive dates (e.g., 28 July - 7 August 11).

A2.2.6.2. Training Period. Enter sequentially numbered training period designators. For purposes of training documentation, AT will be considered FTU classroom training only. GT will be considered all training conducted outside the FTU classroom not associated with a flight, OFT or WST. All G series ground training referenced in this manual will be referenced as GT. Simulator Training (OFT & WST) will be considered all training

conducted in an OFT or BOWST/BOSS. Flight Training (S) will be considered all training conducted on the aircraft.

A2.2.6.3. Status. Enter “INC” and reasons, “WX,” “MX,” or “PRO” when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (Qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission Time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block. For MPD training, see [paragraph 5.3.4.1](#)

A2.2.6.6. Cumulative Time. Use this block to enter the individual’s total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A2.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see [paragraph A2.4.11](#)).

A2.2.8. Grading Codes. (For use with AF Form 4024, see [paragraph A2.4.8](#)).

A2.2.9. AF Form 4022 Aircrew Training Folder Closure. The Training Folder is considered closed upon successful completion of the final event required by the training program. Final training events include flight evaluation; instructor validation of training, “and” or “or” Squadron Commander Certification.

A2.3. Instructions for the AF Form 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. One form may be used for continuous missions during a single TDY with the same instructor. Complete this form or a unit developed overprint anytime formal training requirements are completed or anytime the IP/IB/AC considers that a write-up is warranted. Electronic forms are authorized (see [paragraph A2.1.1.3](#)). Overprints cannot alter the original form. A full page AF Form 4023 is approved for use by AMC/A3TA; additional alterations of AF Forms 4023, 4024, and 4025 are not authorized without AMC/A3TA approval. File AF Forms 4023 in order with the most recent flight on top. **Note:** FTU may use MAJCOM approved substitute. An original AF Form 4023 is optional if a MAJCOM approved training guide (see [paragraph A2.6](#)), electronic training folder program or GTIMS equivalent product is used to record training.

A2.3.1. Training Period and Date (Item 1). Training period is ground, simulator, or flight (e.g., AT-1, GT-1, OFT-3, S-4, etc.). Also, annotate the date the training occurred. If one form is used to document continuous missions during a single TDY with the same instructor, annotate each flight date and period.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time. FTU classroom academic training periods will be annotated as AT and tabulated under the ground training block. Any training event that does not have an ARMS identifier will be documented on an AF Form 4023 or training guide (e.g., RNAV GPS

ground training, Formation Lead ground training, Local Area Brief, Tactics ground training, EMCON 3 & 4, etc.). **Note:** For formal schoolhouse, 97 OG will determine applicability of items 2-8.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add items 3, 5, and 7).

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Overprints cannot alter the original form. Altering of AF Forms 4023, 4024, and 4025 are not authorized without AMC/A3TA approval. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If instructor recommendations are not followed, document rationale on the AF Form 4025. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) and continue remarks.

A2.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the training Flt/CC or a Sq/DOT representative will conduct a monthly review of active status AF Forms 4022. The Sq/CC or Sq/DO will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF Form 4023 (see [paragraph 1.4.6.8](#)). The reviewer will annotate “monthly review” or “quarterly review,” as applicable, in the training period block. Operations review will be annotated, and if required, a separate entry in the training record including comments on the student’s progress will be made. Initial reviews by Sq/CC’s fulfill the requirement for the monthly and quarterly review for the month and quarter the review was completed.

A2.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. In this case, the training Flt/CC’s initials on the AF Form 4023 or training guide satisfies this requirement. ATS personnel will review the student’s records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.4.3. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: “Recommend evaluation for (crew position)” on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. **Exception:** MPD pilot ATS progress reviews (evaluations) may be administered with open areas in the TG.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, the Sq/CC, Sq/DO, or training Flt/CC will print and sign their name and indicate their position. The training Flt/CC may use their initials in the review block after reviewing individual AF Form 4023 entries.

A2.3.8. Students and instructors will review the AF Form 4023 or training guide prior to the next training period. Formal School Courses Only: To ensure documentation flow does not delay training, once flight training begins, ATS instructors are not required to review the training folder, and may forward subsequent training reports to the flightline unit training representative electronically (electronic signatures authorized), who will review and insert the report into the student's AF Form 4022. Except in cases of unsatisfactory student performance, ATS training reports do not require student or instructor review prior to the next flight training period.

A2.4. Instructions for the AF Form 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Complete this form or a unit developed overprint with event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Electronic forms are authorized (see [paragraph A2.1.1.3](#)). Overprints cannot alter the original form. Altering of AF Forms 4023, 4024, and 4025 are not authorized without AMC/A3TA approval. Simulator, ground training, and flight training events may be combined on a single AF Form 4024 provided they are separated and labeled in the Training Event/Task Listing column. Maintain AF Forms 4024 on the right side of AF Form 4022. An original AF Form 4023 is optional if a MAJOM approved training guide (see [paragraph A2.6](#)), electronic training folder program or MAJCOM-approved electronic equivalent is used to record training.

A2.4.1. Name. Enter the name of the individual in training.

A2.4.2. Crew Position. Enter the aircrew position to which they are qualifying, upgrading, or certifying to.

A2.4.3. Course or Phase of Training. Enter the ETCA formal course identifier, e.g., KC-135PTX1. For special mission qualification, enter the type and identify the method of training, e.g., OFT training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A2.4.5. Date. Enter the date the written evaluation was satisfactorily completed.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "B", "F", "P", "S," or "U," as appropriate.

A2.4.8.1. "B" Briefing item only.

A2.4.8.2. "F" Familiarization item; proficiency is not required. The OG/CC or delegate will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.3. "P" Proficient; crewmember has achieved the required proficiency level.

A2.4.8.4. "S" Satisfactory; crewmember has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.5. “U” Unsatisfactory; crewmember was previously proficient, but has regressed or progress is unsatisfactory.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember is required to achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in this instruction. For those weapons systems that do not have any RPL listing, all events will have an RPL of “3” for performance and “C” for knowledge (if knowledge standards are used in addition to performance standards). **Exception:** One-time events required for familiarization and not listed in the MTL and ESD or specific weapon system instruction will not have performance and knowledge standard assigned. Performance and knowledge standards follow:

A2.4.12. Regression. Once a crewmember has received “P” for an event, the only subsequent grades allowed for that event are either “P” or “U”. Regression occurs when a maneuver is graded “U” after having achieved “P” in the same task. Regression from a “P” to a “U” requires an associated remark on AF Form 4023 explanation in the student’s training folder. The overall grade is at the instructor’s discretion. For regression, the student will re-obtain proficiency prior to the end of the block of training in order to be recommended for an evaluation (when applicable) or certification (when applicable). Regression rules only apply to the training program that the student is currently enrolled in (e.g., an IQT graduate that starts MQT at their new assignment may be graded “S” on any training event that has not been previously graded “P”).

A2.5. Instructions for AF Form 4025.

A2.5.1. For each training program complete a summary and close-out report, upon completion of the defined final training program events, including: Evaluation, IP “sign-off” and Sq/CC certification. This form summarizes the individual’s strengths, weaknesses, overall performance, and other pertinent information. Strengths and weaknesses should be a “Trend” (i.e., noted on at least two training reports). A copy of this report will be filed in the crewmembers training folder after completion of training (see [paragraph A2.1.5](#)).

A2.5.2. Sq/CC, Sq/DO or training Flt/CC will ensure the comments on AF Form 4025 do not reflect personal opinions or biases. All comments are supported by information contained in the AF Forms 4023 and 4024 as applicable. At formal schools, the instructor will accomplish the AF Form 4025, Sq/CC signature is optional. Digital signatures are authorized. After one year, training offices should retain a copy of the AF Form 4025 in a permanent record and return the AF Form 4022 to the crewmember.

A2.6. Aircrew Training Guides (TG).

A2.6.1. The FTU ATS contractor will develop a TG. Units may also produce TGs, but will coordinate development through appropriate MAJCOM for approval. **(T-2)**. Minor updates to previously approved content do not require approval; however, changes will be sent to MAJCOM/A3TK for review. **(T-2)**.

A2.6.2. Initiating TG. Training and resource management personnel in each unit will initiate a TG on crewmembers prior to their entering any phase of qualification training. These TG will be inserted in AF Form 4022 and may be used in lieu of AF Forms 4023 and 4024. An original AF Form 4023 is optional if a MAJCOM approved training guide (see [paragraph A2.6](#)), electronic training folder program or MAJCOM-approved electronic equivalent product is used to record training. Overprints cannot alter the original AF Forms 4023, 4024 and 4025. Altering these forms is not authorized without AMC/A3TA approval.

A2.6.3. Use of TG. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022 and maintained in accordance with [paragraph A2.1.1](#)

A2.6.3.1. An active status TG will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g., AC for MPD pilots, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the training Flt/CC will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. Place the mini-TG in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with [paragraph A2.5](#) Maintain TG and associated AF Form 4025 in a training folder according to [paragraph A2.1.5](#)

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A2.6.4. Review Procedures:

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. To ensure documentation flow does not delay training, once flight training begins, ATS instructors are not required to review the training folder, and may forward subsequent training reports to the flightline unit training representative electronically (electronic signatures authorized), who will review and insert the report into the student's AF Form 4022.

Except in cases of unsatisfactory student performance, ATS training reports do not require student or instructor review prior to the next flight training period.

A2.6.4.2. The training Flt/CC or a training flight representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A2.6.4.3. The Sq/CC or Sq/DO will review active TGs at least once each calendar quarter and before an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the "Instructor-Trainer" block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.4. Records of crewmembers, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TGs:

A2.6.5.1. Retain each (completed) TGs in AF Form 4022 and maintain according to [paragraph A2.1.5](#)

A2.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.